
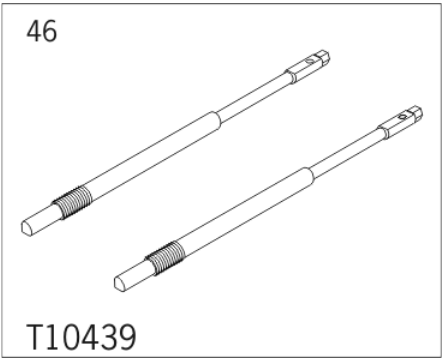


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WM 463619 Removing and installing front disc brake pads

Tools

| Designation | Type | Number | Description | |
|--|--------------------------------|--------|-------------|--|
| piston resetting fixture (replaces P83) | Commercially available tool | Nr.144 | |  |
| assembly pin | VW tool | T10439 | | 46  T10439 |

Information

Note on pictures shown



Information

- *The pictures shown in this document may differ from the original.*

Preliminary work

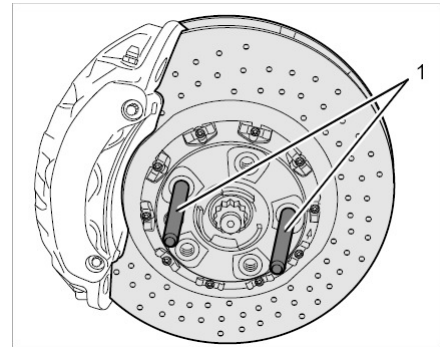
Preliminary work

Lift the vehicle.

→ 4X00IN *Lifting the vehicle.*

Remove the wheel. Use assembly aids (assembly pins) -1- .

→ 44051900 *Removing and installing wheel.*



Brake disc and calliper

Removing front disc brake pads

Removing front disc brake pads

NOTICE

Removing/fitting wheels

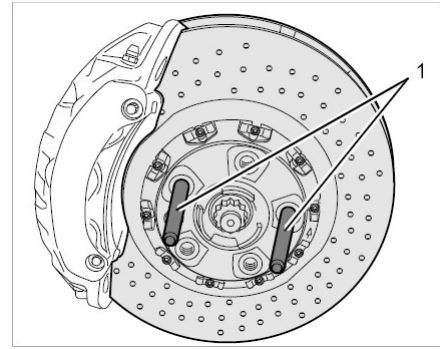
- **Risk of damage to (ceramic) brake discs**

- Use two assembly pins when removing and fitting the wheel.
- Carefully guide the wheel towards the wheel hub, thereby preventing any heavy impact on the (ceramic) brake disc.



Information

- *Do not open the brake system.*
 - *Do not loosen the brake hose from the brake calliper when loosening the brake calliper.*
 - *The core of the warning contact wire must not be left exposed! It does not matter if the insulation is worn.*
 - *If necessary, remove a little brake fluid from the reservoir by suction in order to prevent an overflow when the disc brake pads are pushed back.*
1. Screw the two assembly aids (assembly pins) -1- , instead of two wheel bolts, into the wheel hub before removing/fitting the wheel. During removal, first remove the three remaining wheel bolts and remove the wheel carefully without touching the brake discs.



Front-axle brake disc with calliper and assembly aids 1 (threaded bolts for fitting wheel)

2. Then (after removing the wheel), remove the two assembly aids (assembly pins) -1- again.



Information

- Do not open the brake system.
- Do not loosen the brake hose from the brake calliper when loosening the brake calliper.
- The core of the warning contact wire must not be left exposed! It does not matter if the insulation is worn.
- If necessary, remove a little brake fluid from the reservoir by suction in order to prevent an overflow when the disc brake pads are pushed back.

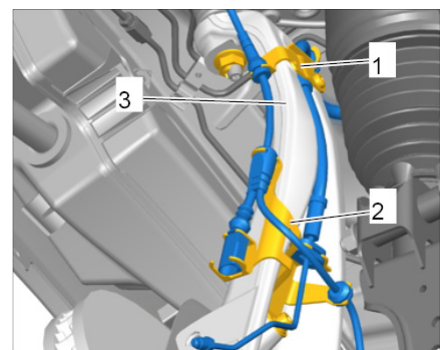
3. Partially remove the brake calliper. Check the following while doing this:



Information

- To gain better access for removal of the brake calliper, turn the steering fully either to the right or left.

3.1. Remove the holders -1, 2- for the brake hydraulic lines from the wheel bearing housing -3- .



Mounting for hydraulic lines (shown as an example, brake calliper removed)

3.2. Pull the brake pad wear indicator line out of the brake calliper.

3.3. Disconnect plug connection for speed sensor.



Information

Protect the paintwork on the brake calliper from damage using a suitable cloth.

- Carefully press the brake pads back using water pump pliers. Remove a little brake fluid from the reservoir by suction if necessary in order to prevent an overflow!
- Use removal/assembly aid for brake callipers **assembly pin T10439**.

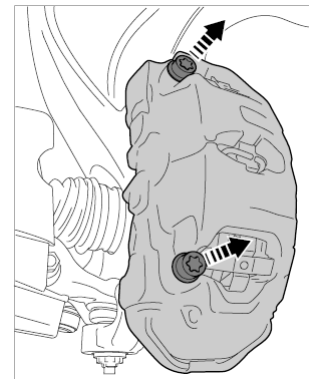


Assembly pin on brake calliper



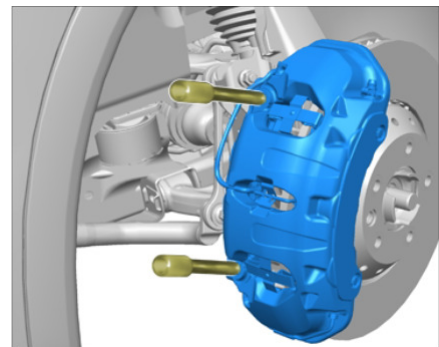
Information

- Never use an impact bolter to loosen and tighten the brake calliper on the wheel carrier.*
- Remove top fastening screw on the brake calliper and insert assembly pin **-top direction arrow-** .



Fastening screws on brake calliper

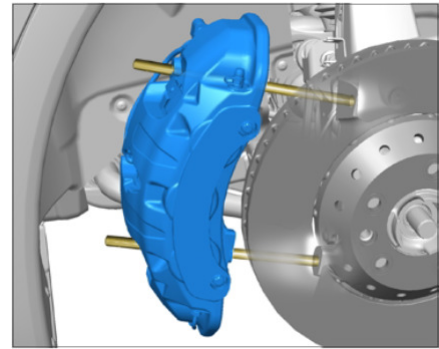
- Remove bottom fastening screw on the brake calliper and insert assembly pin **-bottom direction arrow-** .



Assembly pin for brake calliper fitted

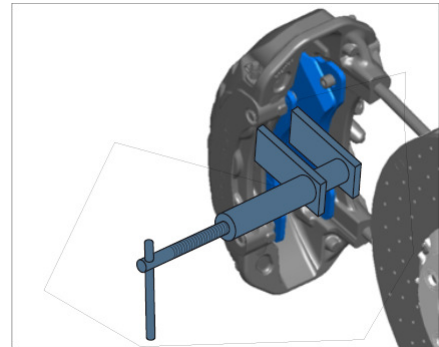
- Pull the brake calliper as far as required out of installation position

until the brake calliper engages in the cut-outs on the assembly pins. Carefully guide the brake line and brake hose along as well!



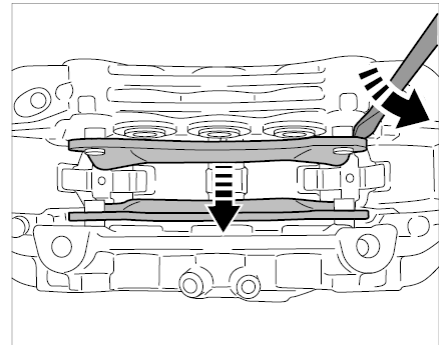
Brake calliper tool fitted

9. Fit the brake piston between the brake pads on the brake calliper using **piston resetting fixture (replaces P83) Nr.144**, see Workshop Equipment Manual, Chapter 2.4 and press the pads back evenly **-arrows-** . Remove a little brake fluid from the reservoir by suction if necessary in order to prevent an overflow!



Pressing back brake pads

10. **If you intend to re-use the brake pads, mark the relevant installation position.** Carefully slide a commercially available screwdriver between the brake pad/brake calliper and lever the brake pad out by turning the screwdriver slightly. When doing this, make sure not to damage the dust boots on the brake pistons **-arrows-** .



Removing brake pads (shown with brake calliper removed for a better view)

11. Remove pad retaining springs.

Installing front disc brake pads

Installing disc brake pads



Information

- Never use an impact bolter to loosen and tighten the brake calliper on the wheel carrier.

- *Visually inspect the thread for the brake calliper and blow it out carefully if necessary using compressed air. Use goggles!*
- *Replace screws.*
- *Observe correct tightening torques → 4X00IN Tightening torques for the brake hydraulic system.*

**WARNING****Old mounting parts fitted on the brake calliper**

- **Reduced braking effect**
- **Risk of damage to the brake calliper**

- Fit new pad retaining springs
- Fit new fastening screws

**WARNING****Installation of brake pads with the wrong brake pad quality**

- **Longer braking distance**
- **More wear on brake pads**

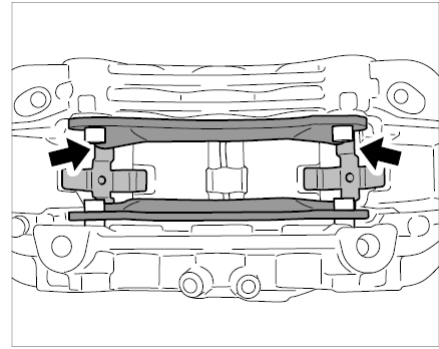
- Only use the type-specific brake pads listed in the Porsche Parts Catalogue.
- Replace the brake pads when the brake pad wear indicator light comes on, but no later than when there is a residual pad thickness of 2 mm on each axle.
- Replace the brake discs on each axle as soon as the brake pad wear limit is reached.

**Information**

- *The back of the pad backing plates must not be greased.*
- *Check disc brakes for wear. For details of wear limits, see → 4600TW Technical data/brake wear limits.*
- *Disc brakes must be clean and free of grease.*
- *The core of the warning contact wire must not be left exposed! It does not matter if the insulation is worn.*
- *If necessary, remove a little brake fluid from the reservoir by suction in order to prevent an overflow when the disc brake pads are pushed back.*
- *Observe correct tightening torques. → 4X00IN Tightening torques for brake mechanics/brake hydraulic system.*

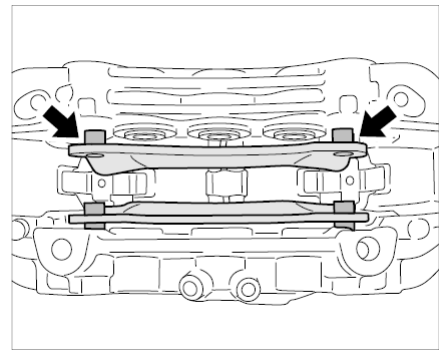
Installation is performed in reverse order.

1. Fit new pad retaining springs. → 465002 Checking front brake discs (wear assessment)
2. Place the brake pad onto the sealing surfaces of the pad retaining springs **-arrows-** .



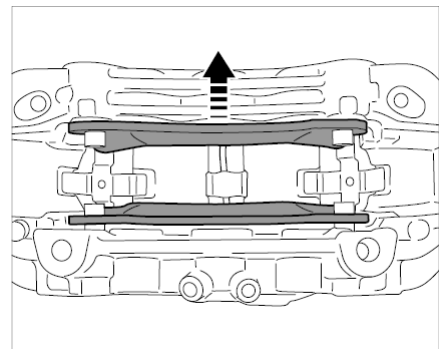
Fitting brake pad

3. Press the brake pad into the brake calliper with slight pressure and slide it onto the pad retaining pins **-arrows-** .



Positioning brake pad

4. Fit the disc brake pad. **-direction arrow-**



Fitting brake pad

Subsequent work

Subsequent work

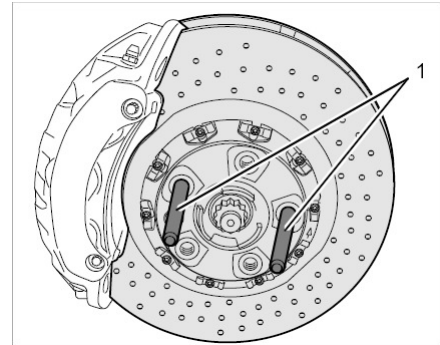
1. Fit the brake calliper.

→ 473919 *Removing and installing front brake calliper*

2. Position disc brake pads by operating the brake several times.
3. Check the brake fluid level and correct it if necessary.

→ 470801 *Checking brake fluid level*

4. Fit the wheel. Use assembly aids (assembly pins) -1- . → 44051900 *Removing and installing wheel*



Brake disc and calliper

Bedding in the brake pads

New brake pads require a bedding-in period of approx. 200 km (125 miles) Only then do they achieve their best friction and wear coefficient! During this period, the brakes should only be subjected to full stress at high speed in emergencies!

92AAG1, 92AAG7, 92AAH1, 92AAI1, 92AAM1, 92AAP1, 92AAQ1, 92AAT1, 92AAU1, 92AAL1, 92AAN1, 92AAV1

Model year as of 2011

C00, C02, C05, C07, C08, C09, C10, C11, C12, C13, C14, C15, C16, C18, C19, C20, C21, C22, C23, C24, C25, C26, C27, C28, C32, C33, C34, C35, C36, C37, C38, C39, C45, C46, C98, C99