

REAR BRAKE

Removal

1. Loosen rear axle nut.
2. Hoist car. Remove wheels and axle nut.
3. Remove splash shield.
4. Rotate the spider until the brake pad retaining pin is exposed.
5. Remove the cotter key and extract the retaining pin.
6. Remove both brake pads and mark their positions.
7. Mark the location of the spider on the axle shaft and the disc on the spider.
8. Remove the 5 nuts (13 mm wrench) of the brake disc and remove the spider using a soft mallet if necessary.
9. Remove the two allen screws of the caliper and remove the brake disc.

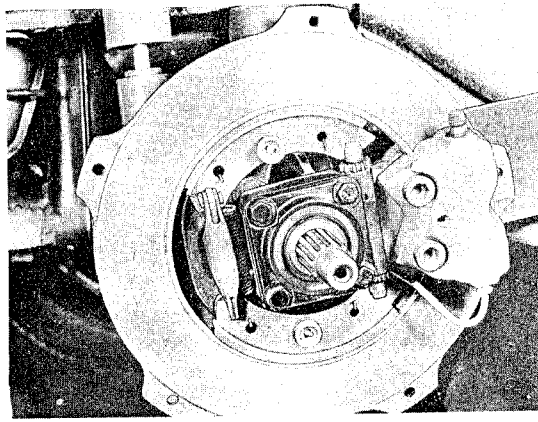


Fig. 11

Installation

The installation is accomplished in the reverse order of removal observing the following points:

1. Brake disc wobble must be less than max. 0.2 mm. To measure alignment the axle nut must be tightened to at least 20 mkg (145 ft. lb.) torque. If necessary reposition the spider on the axle until the disc runs true.
2. The allen screws of the caliper must be tightened to 8 mkg (58 ft. lb.) torque.
3. The brake pads must be installed in their original positions.

REMOVING AND INSTALLING CALIPER PISTONS

Removal

1. Remove caliper half.
2. Remove the retaining ring from the dust cover.

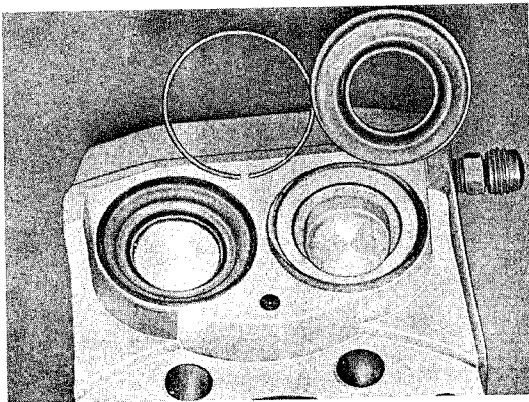


Fig. 12

3. Remove dust cover.

4. Using compressed air or better a hydraulic master cylinder, press the piston out of the caliper. The automatic adjustment is not to be disassembled in Porsche shops. When the adjuster is defective always install a new piston.