

## Removal

1. Hoist car. Remove wheels.
2. Remove splash shields.
3. Rotate the spider until the brake retaining pin is exposed.

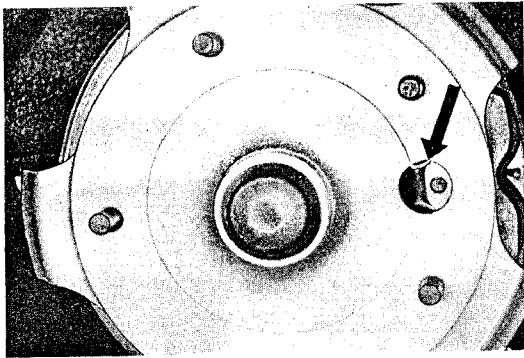


Fig. 1

4. Remove the cotter key and extract the retaining pin.

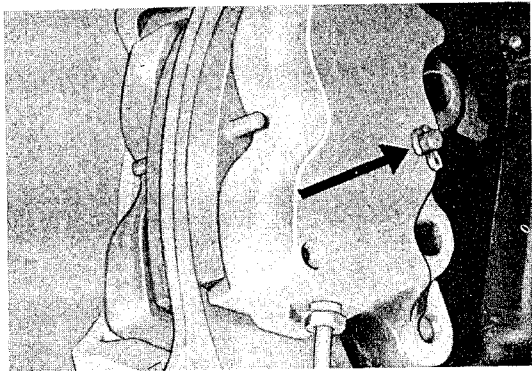


Fig. 2

5. Remove brake lining pads.

6. Disconnect and remove hydraulic lines from the caliper.

7. Rotate the spider until one of the large allen screws is visible. Using tool P 81 (Inhex 54 IC, 12 mm), 12 mm allen wrench to remove the screw. Remove second allen screw in the same manner.

8. Remove caliper halves using a soft hammer if necessary. Mark caliper halves in pairs so that they can be installed in the same positions as they were. The inner halves have tapped holes for mounting the splash shield.

## Installation

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

1. The mating surfaces of the caliper halves and the holder plate must be meticulously clean.
2. Tighten the allen screws to 8 mkg (58 ft. lb.) torque.
3. The brake pads are to be placed in the same locations where they were.
4. Carefully bleed the entire system.

## Renewing brake pads

### General

The thickness of the linings should be visually inspected at every servicing. The new lining not including the backing plate is 10 mm thick. The wear limit is 2 mm front and 4 mm rear. For best performance all linings of the front wheels or rear wheels should be renewed together. The front and rear pads differ slightly and are therefore marked "V" and "H", front and rear (in German) respectively on their back sides. Never use different lining materials front and rear. Only Porsche approved linings are to be installed.