

Rear Brake Pad Replacement for a 2015 C63S AMG

1. Websites
 - a. parts.com
 - b. Pelicanparts.com
 - c. http://www.pelicanparts.com/techarticles/Mercedes-Benz/MBZ_Tech_Index.htm
 - d. http://www.pelicanparts.com/techarticles/Mercedes-W204/130-BRAKES-Rear_Brake_Pad_Replacement/130-BRAKES-Rear_Brake_Pad_Replacement.htm
2. Specs
 - a. Red painted calipers (Code U70)
 - b. Wheel lug torque: 96 ft/lbs (130 Nm)
3. Required Parts
 - a. Front
 - i. Front brake pads: 000-420-66-00 (sold in pairs, LH & RH)
 - ii. Front brake wear sensor: 171-540-06-17 (sold individually, one required, passenger side only)
 - iii. Front rotor: 231-421-18-12 (sold individually, one required, passenger side only)
 - b. Rear
 - i. Rear brake pads: 000-420-37-00 (sold in pairs, LH & RH)
 - ii. Rear brake wear sensor: 211-540-17-17 (sold individually)
 - iii. Rear rotor: 231-423-02-12 (sold individually)
 - c. Brake component lubricant
 - d. Brake fluid
 - i. Mercedes approved 331.0
4. Required Special Tools
 - a. Brake caliper spreading tool
 - i. <https://www.amazon.com/gp/product/B06ZZ25DHN>
 - b. Bungee cords & zip ties (for supporting the caliper after removed)
 - c. Torque wrench
 - d. Breaker bar
 - e. Impact driver (optional)
 - f. 13mm socket (caliper bolts)
 - g. 18mm hex (lug nuts)

- c. Place rag around reservoir in case it overflows



8. Install wheel chocks
9. For rears, jack using front jack point until rear side is high enough to install rear jack stands



10. For fronts, jack using central jack position, install two front jack stands

11. Side 1

- a. Remove wheel
- b. Confirm electronic parking brake has been retracted using above step
- c. Disconnect the brake pad sensor (Passenger side only)



- d. Remove two 13mm bolts to remove caliper, use thin wrench or pliers to hold inner bolt while loosening



- e. Remove caliper being careful with the brake lines
- f. Support the caliper to prevent brake line damage

- g. Use a set of pliers or a screwdriver and pry the pad holding clips from the top and bottom



- h. Remove the two slide bolts
i. Clean if rusty or corroded (emery paper), if clean then just lube the slider bolts w/ brake component lube



- j. Install the brake pad sensor into the inner pad (passenger side only)



- k. The new pads will come with metal clips that hold it in the position in the caliper. Pull the old pads and clips out and press the new clips and pads in. The outer pad will have an anti-squeal adhesive pad which faces out.



- I. Compress the caliper piston all the way, checking fluid level



- m. Remove the adhesive cover on the outside pad (don't forget like I did!)
 - n. Install the caliper
 - o. Connect the brake sensor connector
 - p. Install the two bolts
 - q. Install wheel, tighten lugs to required torque
12. Repeat for Side 2
 13. Remove jack stands, jack & wheel chocks
 14. Check brake fluid level, replace cap
 15. Once everything is back together pump the brake pedal a few times to move the pads into position against the rotors.
 16. Reengage the electronic parking brake
 - a. Turn the ignition to Position 1
 - b. Exit Fitting Position with OK
 - c. The emergency brakes will extend until the new pads are contacted
 17. Verify brake functionality, ready to use emergency brake

18. Brake break-in (standard break-in procedure, if your pads come with specific instructions, follow them!)
- a. Perform 3-4 medium stops from 45mph. Slightly more aggressive than normal braking. You don't need to come to a complete stop for each pass. This brings the brake rotors up to temperature so they are not exposed to sudden thermal shock.
 - b. Make 8-10 aggressive stops from 60mph down to 15mph. For this set of semi-stops, you want to be firm and aggressive, but not to the point where ABS activates and the wheels lock up. It's important to note that you don't come to a complete stop but rather a semi-stop (~15mph). Accelerate back up to 60mph as soon as you slowed down to your semi-stop.
 - c. The brake pads and brake rotors are extremely hot at this point and sitting on one point will imprint the pad material onto the surface unevenly. This can cause vibration and uneven braking.
 - d. You may notice that your brakes will start fading, and sometimes smoke, after the 6th or 7th pass. This fade will stabilize and will gradually recess once your brakes have cooled down to normal operating temperatures. Drive carefully as your brakes may feel softer for the next few minutes.
 - e. Try not to come to a complete stop and find a stretch of road where you can coast for 5-10 minutes, preferably without using your brakes.

Good Luck!