Information on the correct installation of brake pads

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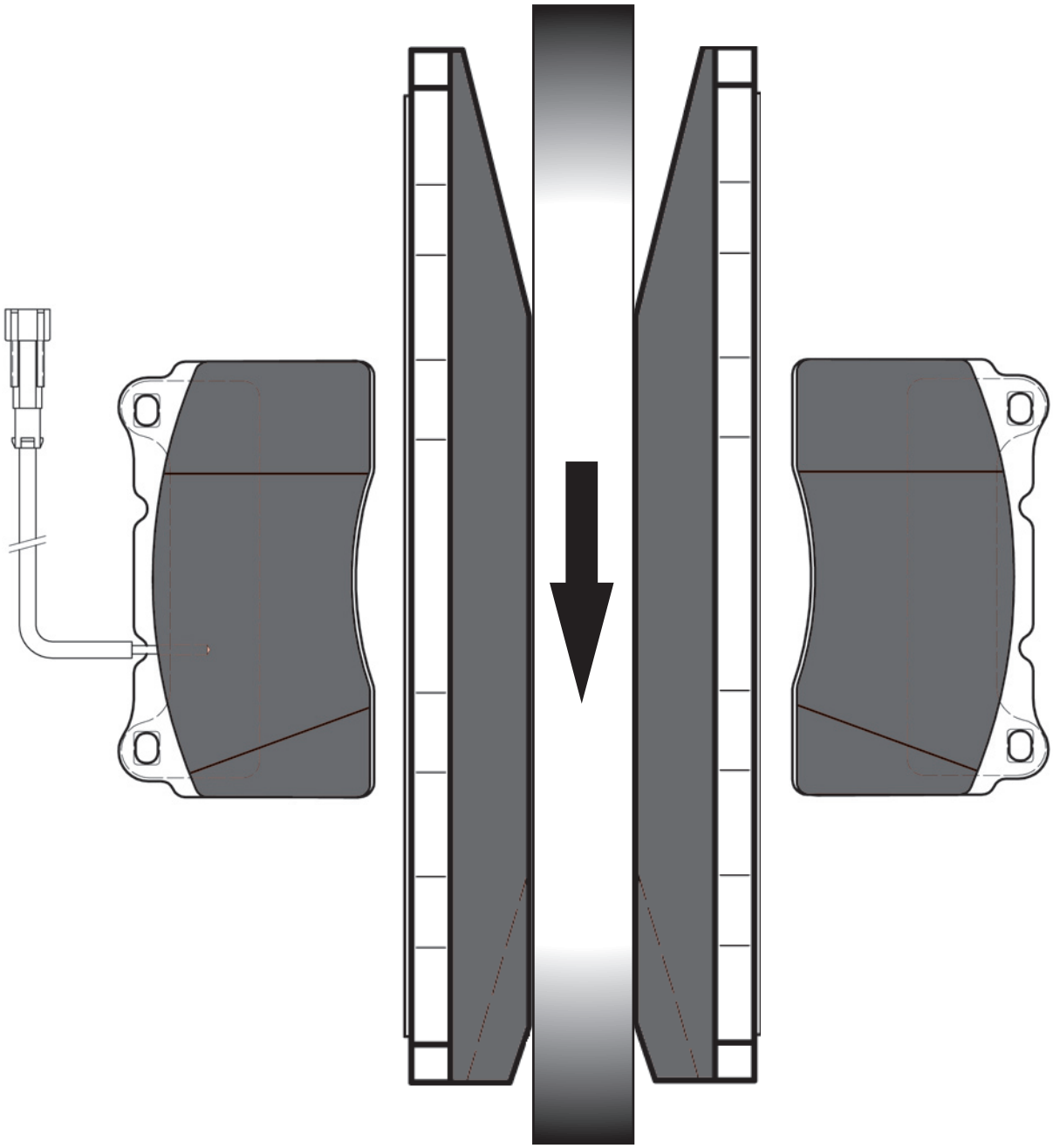
Noise Occurrence on GDB1363 and GDB1431



GDB1363 and GDB 1431 are chamfered on one side. The reason for this is to minimise noise. The arrow indicates the disc forward rotation. If the Brake Pads are not fitted as shown above, noise will occur. To ensure the correct fitment in future TRW will print indicator arrows on the back plate.

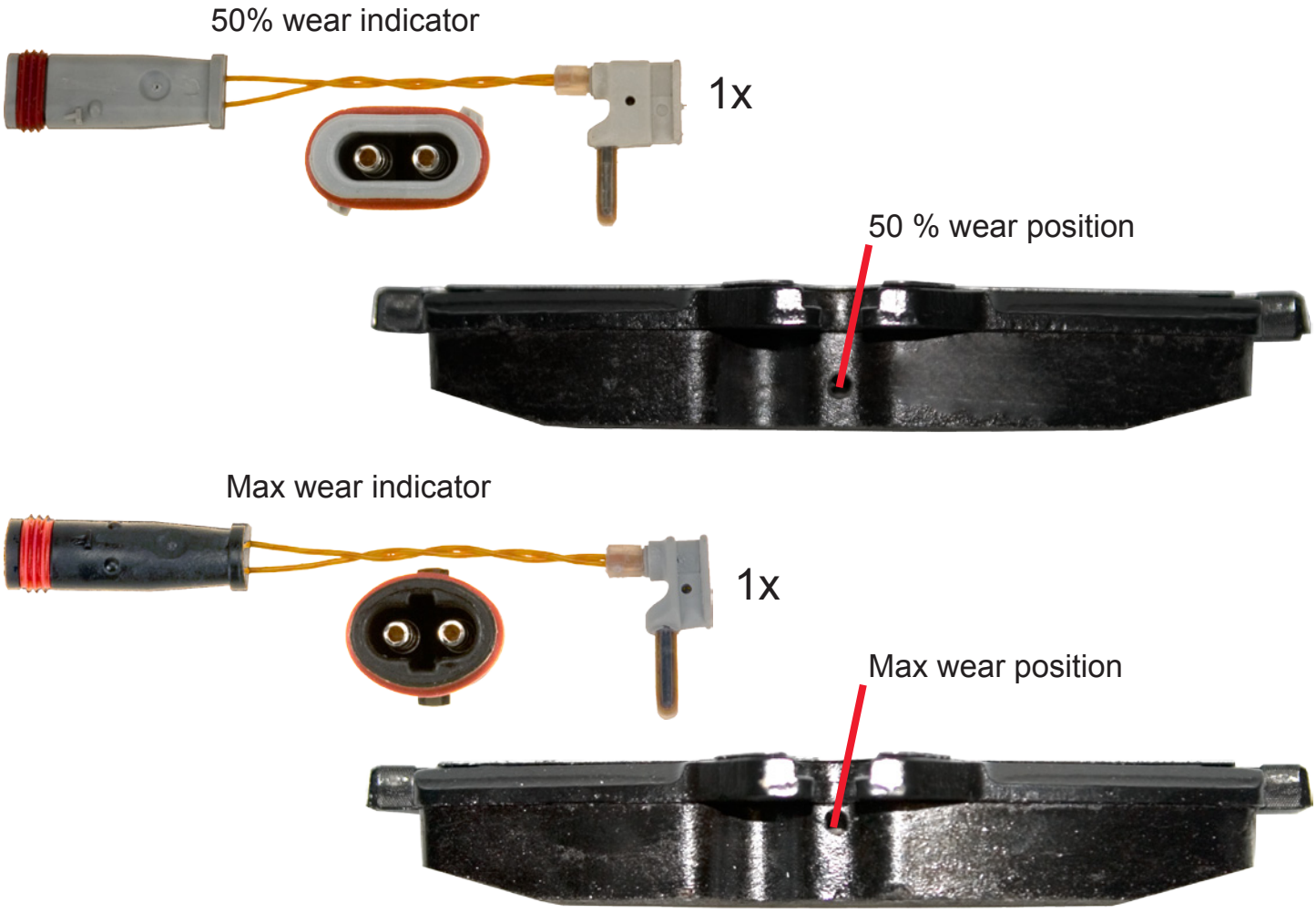
GDB1542/1599 with two different warning cables

In the box of GDB1542/1599 you will fi nd two types of wear indicator cables and two pads with holes drilled in different locations to accommodate them.

One pad has a hole which is for 50% wear indication. If the disc is in contact with the sensor, the pad wear reached 50%. This information will be stored in the ECU. The driver will not receive an indication.

The other drilled pad has a hole for maximum wear indication. When this indicator senses that the pad is at the preset maximum wear, a warning light in the vehicle is illuminated constantly. The pads will then need to be changed.

Note: the indicators have different plugs to prevent them being connected incorrectly.



GDB1560 BMW

Application of Brake Pad Sets GDB1560 and GDB1727

GDB1560

BMW Part numbers:
34 21 6 775 678 and 34 21 6 769 105

Position:
Rear axle

Model (BMW E90):
BMW 325d
BMW 325d Coupe
BMW 325d Touring
BMW 325i
BMW 325i Touring
BMW 330d
BMW 330d Cabrio
BMW 330d Coupe
BMW 330d Touring
BMW 330i
BMW 330i Cabrio
BMW 330i Coupe
BMW 330i Touring
BMW 335d
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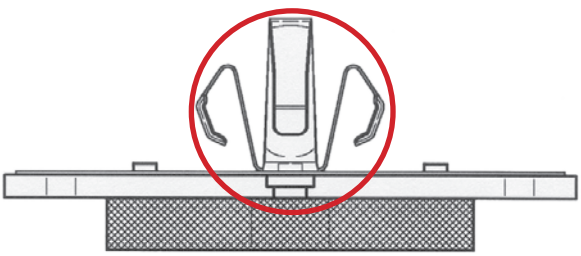
BMW 335i
BMW 335i Cabrio
BMW 335i Coupe
BMW 335i Touring



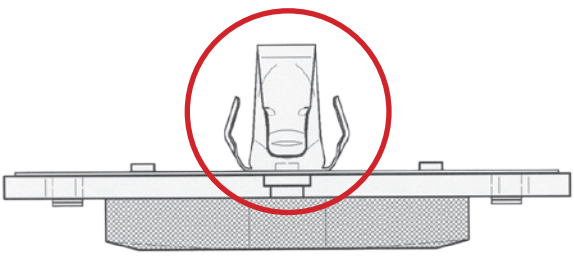
GDB1560

GDB1727

BMW Part numbers:
34 21 6 763 043 and 34 21 6 763 044

Position:
Rear axle

Model (BMW E60):
BMW 520d
BMW 520d Touring
BMW 520i
BMW 520i Touring
BMW 523i
BMW 523i Touring
BMW 525d
BMW 525d Touring
BMW 525i
BMW 525i Touring
BMW 530d
BMW 530d Touring
BMW 530i
BMW 530i Touring
BMW 630i Cabrio
BMW 630i Coupe



GDB1727

The brake pad sets have different designs of the retaining springs and must not be mixed up!

GDB1670 for Volkswagen and GDB1743 for Landrover

The table below shows the vehicles for brake pad sets GDB1670 and GDB1743

Brake Pad Set	**GDB1670**	**GDB1743**
	 Position for wear indicator on **left** side at each pad - friction material view	 Position for wear indicator on **right** side at each pad - friction material view
Application	**Volkswagen** - Touareg	**Landrover -** Range Rover Sport
OE Partnumber	**7L6698151E**	**SFP500070**
Position	**Front**	**Front**
Model	**3.2 Fuel Engine** **3.6 Fuel Engine** **4.2 Fuel Engine** **3.0 Diesel Engine** **5.0 Diesel Engine**	**4.2 Fuel Engine** **4.4 Fuel Engine** **2.7 Diesel Engine** **3.6 Diesel Engine**
Model Year	**11/02 ->**	**02/05 ->**
Brake System	**Brembo**	**Brembo**

The brake pad sets have different designs of the wear indicator position.
If the wrong pad set is used, the wear indicators can not be fitted correctly,
or could be damaged during fitting!

Brake Pad Set GDB1621 Ford Rear Axle

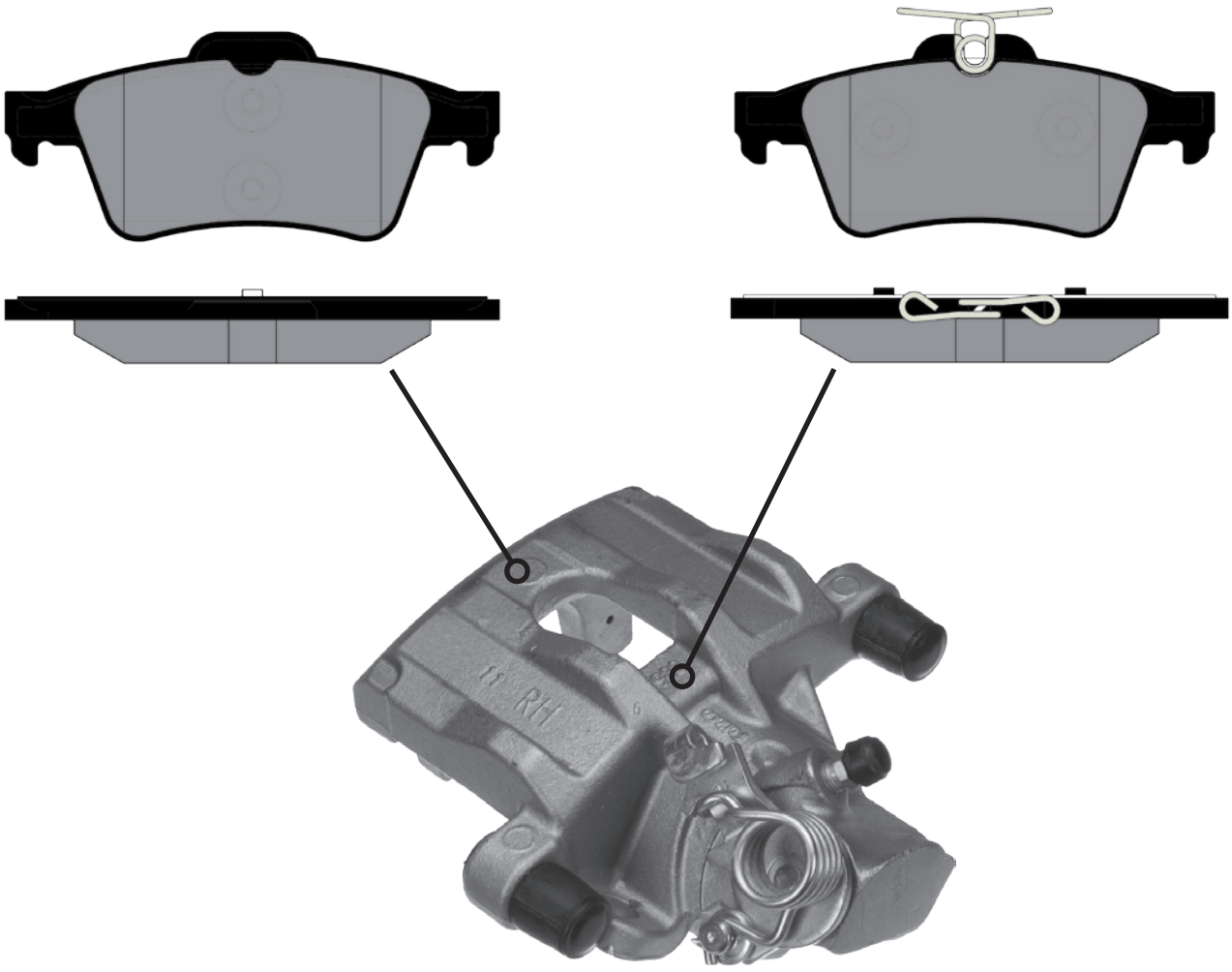
Position of brake pad with spring

To ensure the most efficient function of the brake pads, it is important that the brake pad with spring (Fig.2) is mounted at the piston side of the brake caliper.

Incorrect mounting of the brake pads leads to noise, increased wear and possibly reduced brake performance.

Pad without spring (Fig.1)

Pad with spring (Fig.2)

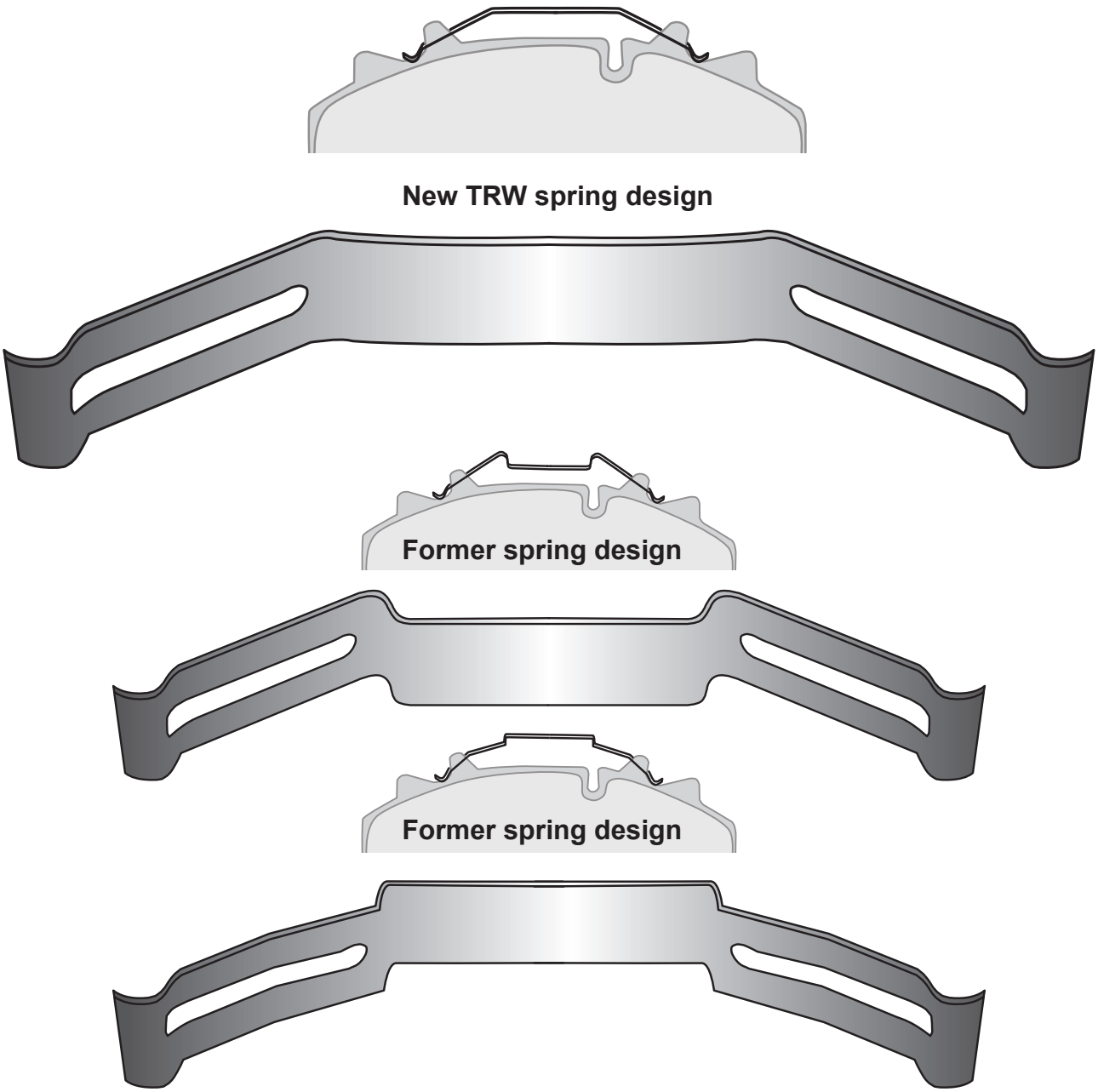


Pad retaining spring - design change

Due to the continuous improvements of the whole product portfolio, TRW changed the design of the pad retaining springs, delivered with the following brake pad applications:

GDB5095 - GDB5069 - GDB5094 - GDB5084

Please note, that the new design is fully interchangeable with the former TRW, or the OE design!



DTEC pads with additional shims

Some of our TRW DTEC brake pads have to be mounted with additional noise reducing shims.
This Service Information describes the process and the correct positioning of the shims for installation of the brake pads.

1. The brake pads are fitted with a red noise reducing shim on the back plate during production.
2. Apply the supplied grease to the red shim on the back plate of the brake pad.

   Note: The contents of the supplied tube have to be used up completely and distributed evenly between all four brake pads!
3. Mount the metal damping shim on the brake pad.
4. The brake pad has now been prepared for mounting in the brake calliper.

Ensure correct seating of both shims when installing the pads. It has to be possible to insert the brake pads into the caliper slot without resistance!

1

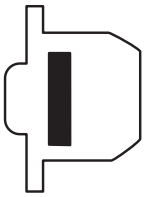
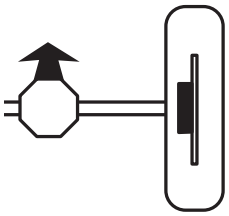
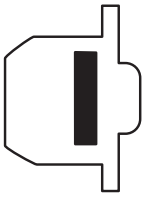
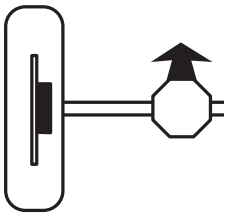
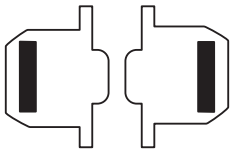
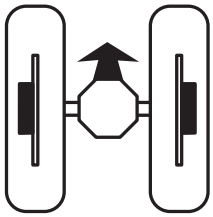
2

3

4

GDB1665 - correct installation position of brake pads

The different design of the brake pads delivered in pad set GDB1665, often leads to mistakes during installation. If the brake pads are mounted in a wrong manner, a noisy behaviour of the brake system can be the result. The following table describes the different types of pads included in the kit and their correct installation position.

GDB1665 - brake pads	Quantity	Design	Position in Caliper	Position in Vehicle
Pad with adhesive foil 	1	Chamfer on one side 	Piston side 	right 
Pad with adhesive foil 	1	Chamfer on one side 	Piston side 	left 
Pad with glued shim 	2	No chamfer 	Outer side 	right and left 

Remove the adhesive foil from the chamfered pads before installation (**Fig.1**)

NOTE: in order to achieve a good bonding, thoroughly clean the piston contact surface!

Fig.1

Following the advices above, the pads are installed in a way, that the chamfers are placed against the rotating direction of the brake disc during forward driving (**Fig.2**)

Fig.2

Installation position of the pad retaining springs - GDB1732

The TRW brake pad set GDB1732 is supplied with two different versions of pad retaining springs.

The pad retaining spring with rubber coating (charcoal coloured coating) each have to be mounted where the brake disc runs out (arrow) during forward drive.