2015-2020 BMW M4 - Front Brake Pad and Rotor

2015-2020 BMW M4 | Moderate | 2-3 hours | $818 DIY

TOOLS

Floor jack Jack stands Lug wrench or breaker bar Socket set Torque wrench C-clamp or caliper piston tool Wire brush Bungee cord Penetrating oil

PARTS

Front brake pad set (F82/F83 M4) $196.00
Front brake rotors (pair) $592.00
Pad wear sensor $20.00
Brake cleaner $10.00
Brake hardware clip kit

STEPS

1. **Confirm fitment and gather parts - Confirm a 2015-2020 F82 coupe or F83 convertible M4;** the video covers exactly those cars. Order pads and rotors listed for the F82/F83 M4, not the standard 4 Series. Check for M carbon-ceramics; their pad and bedding procedure differs co...
2. **Loosen the wheel bolts and raise the front - Break the front wheel bolts loose with the** wheels loaded on level ground. Raise the front with a floor jack at the central jacking point and set it on jack stands. Never work under a car on a jack alone.
3. **Remove the front wheels and inspect - Remove the wheel bolts and both front wheels to** expose the M calipers. Photograph the wear sensor routing and anti-rattle clips before touching anything. Check the rotor faces for deep scoring or a lip, confirming replacement rather than p...
4. **Disconnect the pad wear sensor - Trace the wear sensor wire from the inner pad to its** wheel-well connector and unplug it carefully; a damaged sensor wire triggers a permanent brake warning. If the sensor has worn through to the contact, replace it with the pads.
5. **Remove the caliper and old pads - Remove the two guide bolts and lift the M caliper off** the carrier; hang it from a bungee or wire, never by the brake hose. Slide the pads out and check for uneven wear. Wire-brush bracket seats before fitting hardware.
6. **Remove the front rotor - Remove the rotor retaining screw and pull the old rotor off the** hub, using penetrating oil and light taps if seized by corrosion. Wire-brush the hub face so the new rotor sits flat; a dirty hub face causes pedal pulsation.
7. **Install the new rotor and pads - Fit the new rotor onto the clean hub and reinstall the** retaining screw snugly. Install the anti-rattle hardware and slide the pads in, wear sensor pad positioned correctly. Refit the caliper and torque the guide bolts to spec.
8. **Reconnect the sensor and refit the wheels - Plug the new or undamaged wear sensor into** its connector and re-clip the wire along it. Refit the wheels, torque the bolts in a star pattern to spec, and pump the pedal several times before driving to seat the pads.
9. **Bed the new pads and road test - Bed the pads: moderate stops from 60 km/h to 20 km/h** without fully halting, cooling between runs. Avoid hard stops for the first 300 km to prevent glazing. Road test and confirm no pull, vibration, or warning light.

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