# 2009-2012 BMW X1 - Front Brake Pad and Rotor



**2009-2012 BMW X1 | Moderate | 2-3 hours | $47 DIY**

**TOOLS**

Floor jack  Jack stands  Lug wrench  Socket set  Torque wrench  C-clamp or caliper tool  Wire brush

**PARTS**

Front brake pad set (E84 X1) $37.00
Front brake rotors (pair)
Brake cleaner $10.00

## STEPS

1. **Confirm the E84 X1 and gather parts - Confirm your X1 is the first-generation E84 - the** second-gen F48 uses different brake hardware. Order front pads and rotors listed specifically for the E84 X1.
2. **Raise the front and remove the wheels - Break the front wheel bolts loose with the car on** the ground, then raise the front with a floor jack and secure it on stands at the reinforced jacking points. Remove the front wheels.
3. **Remove the caliper and worn pads - Unbolt the caliper from its carrier, lift it away,** support it with wire. Slide the pads out; check for tapered wear - that signals sticking guide pins. Clean the pad seats with a wire brush.
4. **Swap the front rotor - Remove the rotor retaining screw and pull the old disc off the** hub. Clean the hub face down to bare metal with a wire brush so the new rotor mounts flat. Fit the new rotor and reinstall the retaining screw.
5. **Install the new pads and refit the caliper - Fit the new pads into the cleaned carrier** with any included anti-rattle clips. Compress the caliper piston with a C-clamp or piston tool, watching the brake fluid reservoir. Refit the caliper over the new pads.
6. **Refit wheels, pump the pedal, and bed the pads - Refit the wheels and torque the bolts in** a star pattern to the E84 spec. Pump the brake pedal until firm before moving the car. Bed the pads with moderate stops, avoiding full stops for 300 km.
7. **Road test and recheck - Road test the X1, checking for straight-line braking with no pull** or vibration. Listen for scraping that would indicate a misseated anti-rattle clip. Recheck the wheel bolt torque after 100 km.

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