

User Name

Password

Log in

Remember Me?

Help

Search

Register

Forum

VW Model-Specific Forums

Golf V & Jetta V

DIY How To: Rear mk5 brake pad and rotor replacement.

If this is your first visit, be sure to check out the [FAQ](#) by clicking the link above. You may have to [register](#) before you can post: click the register link above to proceed. To start viewing messages, select the forum that you want to visit from the selection below.

+ Reply to Thread

Thread: **DIY How To: Rear mk5 brake pad and rotor replacement.**

Thread Tools

Search Thread


Display

equate

Member

Join Date: Jun 7th, 2004

Posts: 621



DIY How To: Rear mk5 brake pad and rotor replacement.

02-05-2009 12:27 AM

Reply

#1

I needed to replace my rear brakes on my mk5 jetta 2.5 so I figured I would write up a little DIY on how to do it. Its pretty straight forward as far as a brake job goes I just had some extra time on my hands 😊

First off, I just realized how many damn pics I took lol. I tried to make this a nub friendly as possible.

Now to the good stuff:

First let me say **SOME "SPECIAL" TOOLS REQUIRED!!!**

The oddball things you are going to need:

14mm triple square driver, also known as a spline drive. I checked locally here (rochester MN) and very few people even know what this is, and even fewer sell them. Just for reference to save yourself some time if you think your going to buy one of these locally this is where I checked.

Sears - N/A
Napa - Has 8mm to 12mm, they can't order 14mm
O'Reillys - Has 8 - 12mm at some stores
Advance Auto - N/A
Fleet Farm - N/A
Home Depot - N/A
ACE - N/A

So really your only option is to order one. I got one from Matco the P/N is: CQ14M2B

I saw 2 listed on their site, but I couldn't figure out the difference between them. Looking back I think the cheaper one (the one I got) is the style where you put it in a socket. The other must be a whole socket.

I tried a long one that I borrowed from my mechanic. It doesn't work, its too long.

Second you will need a caliper reset tool. **DO NOT** just push the piston back in, you will probably break it. The caliper piston needs to ratchet back in. I rented my kit at Advance Auto.

Heres the rest:

13mm open end wrench
16mm open end wrench
17mm deep socket
t30 torx socket
Breaker bar
Brake part cleaner
Brake anti-squeal past/can
Anti-Seize
Torque wrench
Needle Nose vice grips (not shown, this will make the job a LOT easier)
Flat head screw driver
Floor jack (I used the factory one, my good one was elsewhere)
Jack stand
Rotors, NON-HD, OEM P/N: 1K0-615-601-L
Pads, OEM P/N: 1K0-698-451-G





Here is the 14mm triple square driver



And this is how it works!



First carefully remove your badass hub cap



Loosen up the lug bolts, 17mm



Jack up the car, you can sorta see the arrow for the jackpoint on the pinch weld



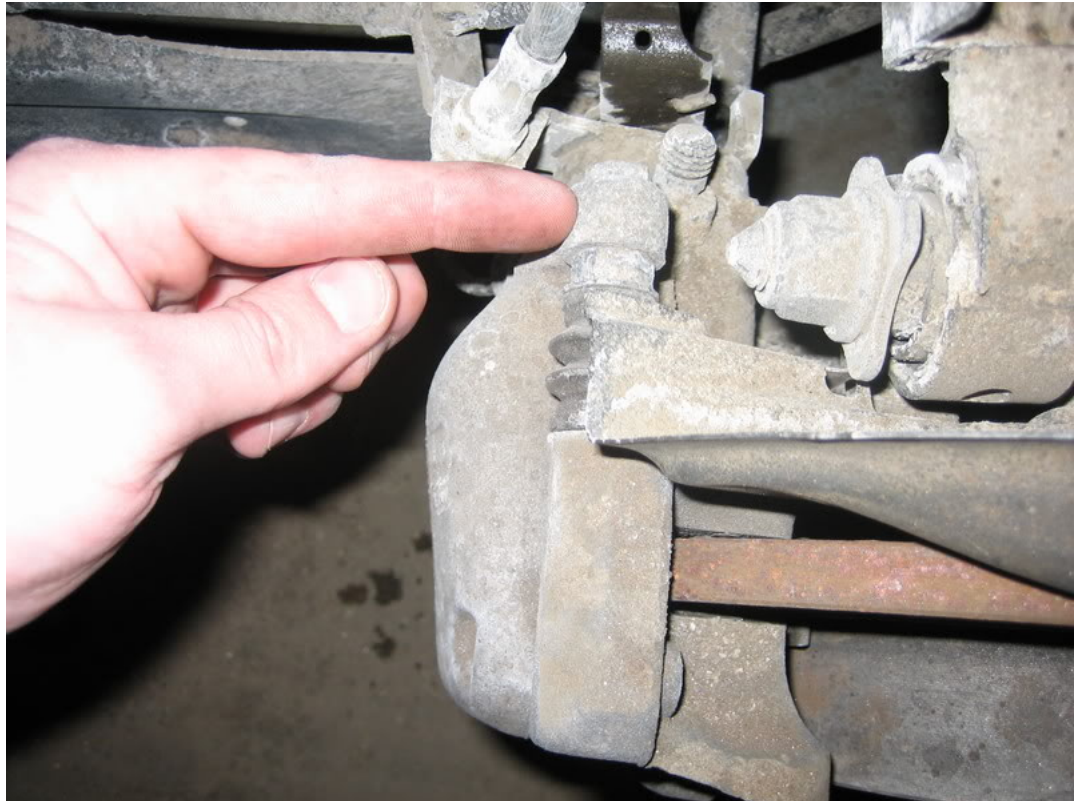
Insert jack stand



Remove the wheel!



Ok, first to come off is the bolts for the caliper guide pins. The actual bolt part on the back is a 13mm. The nut in front is a 16mm



This is where the needle nose will come in handy. The 16mm nut is narrow, and you can't really fit a wrench on it. You can clamp on the needle nose just to hold it so you can crack it loose, then put the 16mm on like such:



After you get the top and bottom off, you are going to realize that you left the e-brake on and that's why the caliper isn't coming off. Now is a good time to chuck up the front wheels and take the brake off



While you're at it, throw on some MC Chris to pass the time



Now the caliper will come off



Take your flat head and pop the pads off. They just go outward



MMMM Look at the meat left on my inner pad, I bet in 2 miles I would have hit backing plate! lol



Now to get the caliper carrier off

There's 2 big bolts, the 14mm triple square one



I would suggest blowing the heads of them with some compressed air or something. I had a lot of sand and road gunk in the heads so the socket wouldn't sit in right. I bet it wouldn't be fun at all to strip these out. They are TIGHT, and really awkward to get to

Well my socket didn't work because it was impossible to get on straight. It would probably work swell if you had the car up on a lift so you could swing your wrench from the bottom. But since I'm a badass and use jack stands I couldn't

Fix:



Here's the bugger:



I don't know why they couldn't just use regular hex bolts, or even damn allens like I am used to seeing on VW brakes.... *****s.
Now the caliper carrier will come off



Now all we gotta do is get the rotor off!



There's just 1 t30 torx to hold it on



This is about the time you realize you should have loosened this up before taking the brakes off.
Improvise:



Woot! Now its all taken apart



My inner pad damage



Open up your pads and it should have come with new anti-rattle clips, guide bolts, and of course the pads



Pop off the old anti-rattle clips, and put the new ones on



You can see on this carrier the boot for the guide pin popped off at some point. Check yours over and push them back on the lip if they did. Not a huge deal or anything. If you feel like it you can take the pins out and re-lube them.



New rotor



Generally speaking new rotors are going to have an oil coating on them so they don't rust on the shelf. Take the new rotor outside and hose it off with the brake part cleaner. Get all the oil off the rotor. Oddly enough these OEM ones didn't have it, I hosed them anyways, not going to hurt it or anything.

Side note: Don't get that crap in your eyes. It hurts like f*&king hell. I got a nice droplet in my eye a year or so back when I was soaking down an oil pan. Got me right behind my damn glasses. The vicodin from the ER was nice. The permanent vision loss wasn't.

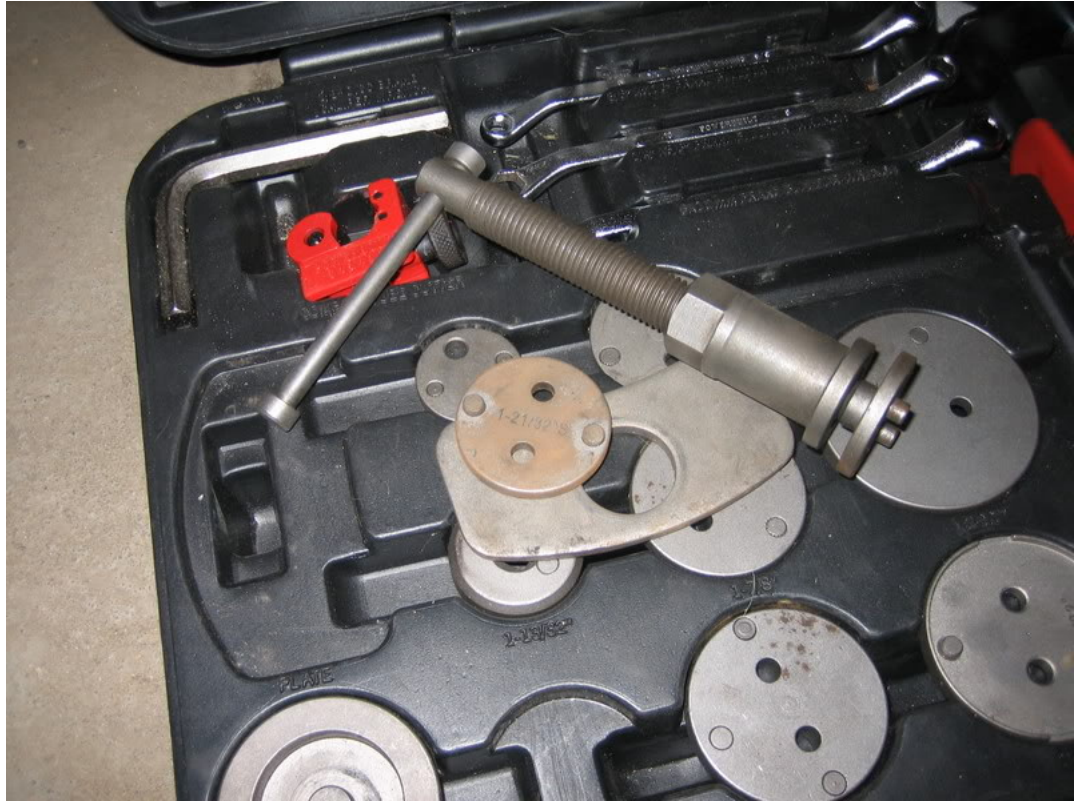
Ok, mount the damn thing up



Re-install the caliper carrier and put some anti-seize on the bolts so they come out next time. Then add the pads. I bought anti-squeal for the back of the pads, I then noticed the OE pads already had a pad on the back for this, so I didn't put any on. If you are using aftermarket stuff just read the directions on what you need to do.



Now is the time to bust open your brake service kit. I rented mine from Advance Auto. Find the appropriate adapter for the piston.



You can see after you assemble the tool there are 2 bits that stick out and will go into the caliper piston to turn it

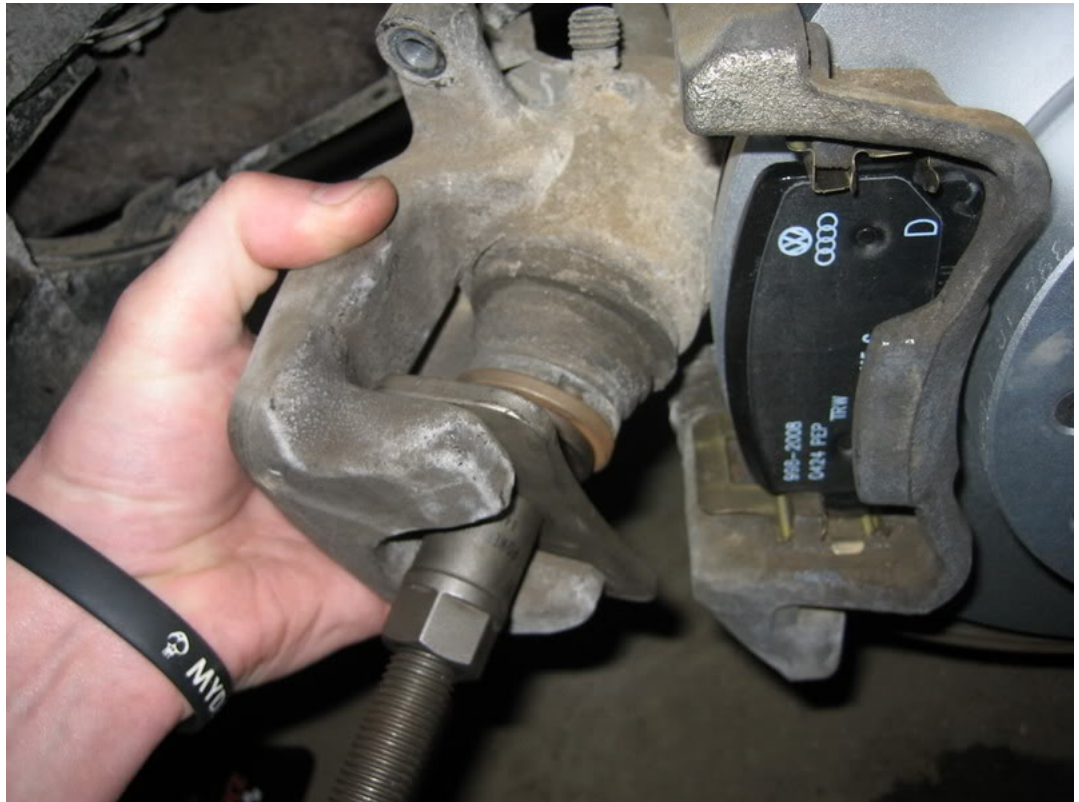


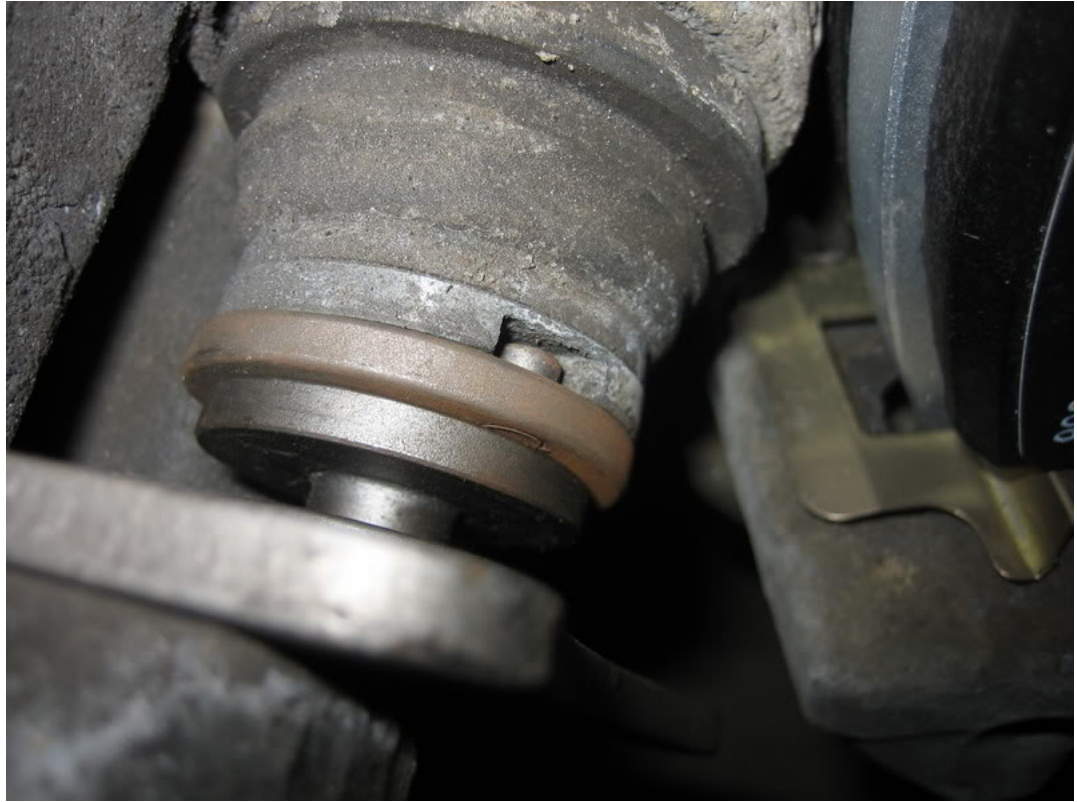
The 2 notches on the piston is where they fit.

Check your brake fluid level now. If its nice and full you will want to take some out. When you retract the caliper piston its going to raise the level in the reservoir. You should be ok unless someone added more fluid for whatever reason at some point.



Tighten (rather loosen) up the hex deal on the back and turn the handle clockwise. The piston should retract in some. Tighten the hex again and repeat until you get it in all the way. Don't crank the hex part down too hard or you won't be able to turn the handle. Its just tedious.





Here you can see the piston is fully retracted



Your pads should have come with new guide pin bolts, VW suggests that you replace these when you put in new pads. Mount up your caliper.



Put the wheel back on and torque to 90 FTLbs



Install hubcap and congratulate yourself for a job well done!



Now do the other side...

Torque Specs:
Calliper Carrier bolts (triple square ones): 90nm/66 FTLbs + one 90 degree turn.
Guide pin bolts: 35nm/26 FTLbs

Modified by equate at 6:31 AM 2-5-2009

Reply With Quote

LiquidCrystalDisplay

Member



Join Date: Dec 7th, 2006
Location: Orange, long beach
Posts: 3,287
Vehicles: mk6 on switches



FV-QR

02-05-2009 12:37 AM [Reply](#) #2

i wish i had this a couple months ago.
voting to have to put in the DIY SECTION!!! yay!
👍 for you for the improvising part!

Useless ❤️ aka harelow

Originally Posted by Squirrel Nuts

17's are for men who have balls.

Reply With Quote

ZoomBy

Member



Join Date: Jan 2nd, 2005
Location: Connecticut
Posts: 8,145
Vehicles: 2013 MKVI GLI - Manual / 1998 MKIII Jetta GLX VR6 - Manual

nice write up, you make it seem so easy lol. Im going to need to change my pads come spring time and i'll be using this as a guide

02-05-2009 01:02 AM [Reply](#) #3



FS: Candy White MKV Rabbit Bumper with Radiator Support, MKV Rabbit/GTI Top Euro Bumper (unpainted), OEM MKV GTI front lip, OEM MKV GTI Suspension

Reply With Quote

MN6845

Member



Join Date: Aug 11th, 2002
Location: SW Ohio
Posts: 2,316
Vehicles: 2012 GTI

Re: (ZoomBy)

02-05-2009 01:28 AM [Reply](#) #4

Nice DIY but I would get rid of the widow maker and get a good floor jack. 🤖

Reply With Quote

equate

Member

Join Date: Jun 7th, 2004
Posts: 621



Re: (ZoomBy)

02-05-2009 01:28 AM [Reply](#) #5

Yeah I saw the DIY thread had one about changing pads, but not rotors. I don't know who just changes pads and not at least turning the rotors. I'm the kinda guy that will run to backing plate all the time though lol.

Reply With Quote

MOMO Vento 96

Member



Join Date: Jan 10th, 2002
Location: Lebanon, PA
Posts: 3,490



Re: (equate)

02-05-2009 07:41 AM [Reply](#) #6

why not paint the calipers while your at it. 🤖

Chad Stokes Photography
<http://www.chadstokesphotography.com>
My Gti

Reply With Quote

AngryScientist

Member

Join Date: Jan 7th, 2008
Posts: 1,317

i like the light comical approach you took to this DIY, you sound like a funny guy!

02-05-2009 07:52 AM [Reply](#) #7

Reply With Quote

equate

Member

Join Date: Jun 7th, 2004
Posts: 621



Re: (MOMO Vento 96)

02-05-2009 02:42 PM [Reply](#) #8

Quote, originally posted by **MOMO Vento 96** »

why not paint the calipers while your at it. 🤖

Because it only adds 1/3hp versus the whole 5hp when they are sittin behind steelies and a hubcap.
No ones gonna see them.

Reply With Quote

silverA4quattro

Member




Join Date: Jun 21st, 2004
Location: Conshohocken, PA
Posts: 12,594
Vehicles: '10 Jetta TDI, '13 Cruze Eco

This is good info. I could not, for the life of me, get those triple square bolts out. I gave up and just replaced my pads (they were slightly used anyway). I figure when I replace my front brakes I'll just do the whole rears again. NBD.
Thanks for the right up.

02-05-2009 02:46 PM [Reply](#) #9

rodriguezgerar

Member



Join Date: Jan 20th, 2005

Location: Baltimore, MD

Posts: 125

Vehicles: 2010 Deep Black Metallic VW Passat Wagon

Re: (silverA4quattro)

02-06-2009 02:58 PM

Reply


#10

STICKY NOW! Very informative photos not found elsewhere (speak from experience...)

Reply With Quote

olegg

Member



Join Date: Jul 22nd, 2006

Posts: 1,011

Great DIY thanks.
How many miles you drove on old brakes?

02-06-2009 03:23 PM

Reply


#11

07 GLI; BPY 6speed. Revo st2+, APR hpfp, eBay DP. CIM boost gauge. rev "D" DV
Koni Sport shocks, Neuspeed Sport springs.

Reply With Quote

classicjetta

Member



Join Date: Aug 23rd, 2005

Location: Columbus, Ohio

Posts: 9,079

Vehicles: 2006 Volkswagen Jetta
2004 Ford Escape

Re: DIY How To: Rear mk5 brake pad and rotor replacement. (equate)


02-06-2009 03:34 PM

Reply

#12

Quote, originally posted by **equate** »

My inner pad damage



Score!

Excellent write-up. I've been wanting to DIY but I was too afraid of the needless complexity built into these cars. Now I feel like I can accomplish this repair myself. Have a 🍷 or 3.

Reply With Quote

jmj

Member












Re: (olegg)

02-06-2009 03:38 PM

Reply

#13

Getting those carrier bolts out is a real PITA. I ended up buying a 1/4" drive breaker bar and a set of stubby triple squares from VMX. My 1/2"

<div></div> <div><div>Join Date: Feb 6th, 2001</div><div>Location: MA</div><div>Posts: 3,892</div><div>Vehicles: 06 GTI</div></div>	<div>breaker bar was too long to fit inside the wheel well and around the suspension parts *and* still be able to crank.</div> <div><div> Originally Posted by Taipei_E92 </div><div>If you generalize...you are always going to get it wrong.</div></div> <div>Reply With Quote</div>
<div><div>mreuro </div><div>Member</div><div></div><div><div>Join Date: Mar 10th, 2005</div><div>Location: Buford, GA</div><div>Posts: 8,385</div><div>Vehicles: 2007 Jetta GLI-F sold, 2012 Passat SEL VR6</div></div><div></div></div>	<div>02-06-2009 03:41 PM <div>Reply</div> #14</div> <div>Great DIY thanks</div> <div><div>GUNTHER VW MALL OF GEORGIA</div><div>GUNTHER VW MALL OF GEORGIA FACEBOOK</div></div> <div>Reply With Quote</div>
<div><div>fnvr6t </div><div>Member</div><div><div>Join Date: Apr 29th, 2008</div><div>Posts: 475</div></div></div>	<div>Re: (mreuro)02-06-2009 03:55 PM <div>Reply</div> #15</div> <div>great job, good write up 🙌</div> <div>Reply With Quote</div>
<div><div>Preppy </div><div>Member</div><div><div>Join Date: May 3rd, 2001</div><div>Location: Toronto</div><div>Posts: 12,148</div><div>Vehicles: 2012 Tiguan, 1982 Alfa Spider, Cannondale R700</div></div></div>	<div>Re: (mreuro)02-06-2009 03:56 PM <div>Reply</div> #16</div> <div>Why did your pads have that angled wear? On visual inspection of my pads, both front and rear, I've noticed that the pads are wearing like this... Normal?</div> <div>Vandelay Industries - Specializing in Latex since 1992.</div> <div>Fun Not as fun</div> <div>Reply With Quote</div>
<div><div>BDJ1311 </div><div>Junior Member</div><div><div>Join Date: Feb 20th, 2008</div><div>Posts: 25</div></div></div>	<div>02-06-2009 04:43 PM <div>Reply</div> #17</div> <div>Great DIY! I will be using this once some decent weather comes around in NJ.</div> <div>Reply With Quote</div>
<div><div>stangg172006 </div><div>Member</div><div></div><div><div>Join Date: Jul 20th, 2006</div><div>Location: Edgewater, Chicago, IL</div><div>Posts: 1,203</div></div></div>	<div>02-06-2009 04:49 PM <div>Reply</div> #18</div> <div>truly idiot proof, awesome!</div> <div>PART OUT!!! LOOK!!! http://golfrmkv.com/forums/showthread...56#post2653156</div>

dubsker

Member

Join Date:

Jan 8th, 2006

Posts:

14,197

FV-QR

02-06-2009 05:04 PM

Reply

#19

it is ideal to open the bleeder nipple when you push the caliper back in, that way more worn out brake fluid doesnt go back into the resevoir. since you have to bleed brakes anyways, might as well.

Reply With Quote

equate

Member

Join Date:

Jun 7th, 2004

Posts:

621

Re: FV-QR (dubsker)

02-09-2009 09:49 PM

Reply

#20

Quote, originally posted by **olegg** »

Great DIY thanks.
How many miles you drove on old brakes?

I had about 30k on them. I thought this was bizarre to have them go out with that little miles on them, and before the fronts. I found by posting here (and talking to the VW service manager at my dealer) that this is completely normal for these cars. I think its a combination of soft pads and being really rear bias.

Quote, originally posted by **jmj** »

Getting those carrier bolts out is a real PITA. I ended up buying a 1/4" drive breaker bar and a set of stubby triple squares from VMX. My 1/2" breaker bar was too long to fit inside the wheel well and around the suspension parts *and* still be able to crank.

Yes this was the same problem I had. Theres just not enough room to swing a breaker bar. Like I said, I think if you have the car on a lift you can access the bolts from directly below and having the car up that high would allow you to use a big breaker bar.

Quote, originally posted by **Preppy** »

Why did your pads have that angled wear?
On visual inspection of my pads, both front and rear, I've noticed that the pads are wearing like this...
Normal?


I wouldn't worry too much about it. The thickness of the pads were all pretty close. If one side has a lot more meat on it than the other you might have a problem. the difference wasn't significant enough for me to suspect a problem.

Quote, originally posted by **dubsker** »

it is ideal to open the bleeder nipple when you push the caliper back in, that way more worn out brake fluid doesnt go back into the resevoir. since you have to bleed brakes anyways, might as well.

I mentioned somewhere to check the level in the reservoir before pushing them in and if its too full to take some out. I wouldn't open the bleeder just because it could allow air to get in more so than taking fluid out of the reservoir. Right now though, this car is new enough that the level is fine. I could only potentially see it as being a problem if you have had previous brake work done (or some knucklehead at a jiffy lube added fluid for no reason)

And you don't have to bleed the brakes? I don't know why you would when you just change the pads out.

As for the rest, thanks for the kind words on the right up! 

Edit:

I should also note that this DIY is in the mk5 DIY sticky.

Modified by equate at 3:32 AM 2-10-2009

Reply With Quote

dubsker

Member

Join Date:

Jan 8th, 2006

Posts:

14,197

FV-QR

02-10-2009 01:54 AM

Reply

#21

manual says change brake fluid every 2 years regardless of mileage.

Reply With Quote

equate

Member

Join Date:

Jun 7th, 2004

Posts:

621

Re: FV-QR (dubsker)

02-10-2009 07:39 PM

Reply

#22







Quote, originally posted by **dubsker** »

manual says change brake fluid every 2 years regardless of mileage.

Ah ok I see what you are saying then. I thought you meant you had to bleed the brakes every time you do a brake job.


http://forums.vwvortex.com/showthread.php?4234178-DIY-How-To-Rear-mk5-brake-pad-and-rotor-replacement.

Page 27 of 31

	<p>I'm probably going to do it this summer some time. Should be due for a coolant flush and probably change out the tranny fluid while I'm at it.</p> <div>Reply With Quote</div>
<div><div><div><div><div><div></div><div>dubsker</div></div><div>Member</div></div><div></div><div><div>Join Date: Jan 8th, 2006</div><div>Posts: 14,197</div></div></div></div></div>	<div><div>FV-QR</div><div>02-10-2009 07:56 PM<div>Reply</div>#23</div></div> <p>i always bleed brakes when i change pads, its easy to do when you have a power bleeder.</p> <div>Reply With Quote</div>
<div><div><div><div><div><div></div><div>scotaku</div></div><div>Member</div></div><div></div><div><div>Join Date: Sep 3rd, 1999</div><div>Posts: 3,695</div></div></div></div></div>	<div><div>FV-QR</div><div>02-11-2009 06:43 AM<div>Reply</div>#24</div></div> <p>I second the motion to bleed the brakes. 30K is too long to have not done it at least once or twice. Brake fluid boils, even in a daily driver, and boiling breaks the fluid down. Air bubbles reduce the efficiency of the brake fluid leading to a progressively softer and softer brake pedal. And since we're talking of bleeding MkV brakes, let me -highly- recommend SpeedBleeders replacement bleeder check valves. Instead of an open bleeder that, as mentioned, could allow air into the braking system, SpeedBleeders only allow fluid to escape under pressure when opened. The traditional two-man brake bleeding tango is reduced to one man and complete confidence. Study the location of the bleeder screws on the rear calipers and then picture yourself trying to open/bleed/close with a flare wrench and a catch tube competing for space in there.</p> <p>Some other recommendations...</p> <p>Don't start this job without some fresh brake fluid on hand. even bleeding a few bubbles from a well-maintained system will leave you needing some juice. You will kick yourself on that long walk to the auto parts store if you bleed down so low that you draw air in from the reservoir. Bleed one brake at a time and top off in between to be absolutely sure.</p> <p>And don't remove any fluid from the reservoir before pushing calipers back in. The fluid doesn't magically increase in volume. If you pop the cap off the reservoir and find you're overflowing when you push a brake piston back in (I rec' wrapping the open reservoir with a rag) you've got air in the system and need to bleed. In an otherwise air-free system, you're only redistributing the fluid and, at worst. you'll push the fluid back "up" to the full level.</p> <p>Triple-squares... spline drives... twelve-points... what have you. VW uses them just the same as any other make uses specialty drive fasteners; to make sure their dealer service network stays in business. But you can buy them for home use. I've found brakes, seats, and suspension fasteners with these glorified Torx heads and I bought this 3/8ths set from ZDMak.</p> <p>\$1.99 at Harbor Freight gets you a set of wire brushes to clean stuff up before you start working... such as those triple-square-headed carrier bolts.</p> <p>When you find those brake pistons extended, take a moment to clean and DRY the dustboots. That accumulation of grit and dirt will gnaw into the boot and eventually lead to a failure and a caliper rebuild. Clean them up nice while they're so generously exposed before squashing them back in. Make sure they're good and dry too so you'll reduce the chance of attracting more crud.</p> <p>Renting the caliper reset tool is okay, but once you know how to do brakes, HF has this kit for \$20.</p> <p>If you are clever, you can loosely refit the carrier and caliper for a lot better leverage over the reset tool. Just put things back together, finger tight, while the old rotor is off the car. If you reset and/or bleed like this, the caliper is ready to go all the way back on with fresh pads after swapping the rotor.</p> <p>Brake cleaner isn't absolutely necessary to remove the protective oil on a new rotor. Soap and hot water do just fine. You will notice the rotor oxidizing before your very eyes no matter what you clean with. If this bothers you, high temp paint for engines of barbecues works reeeeeeally well. Don't paint the braking surface, but the rotor edges and the hat are fine. A very light smear of antiseize inside and outside the hat makes future rotor replacement and wheel changes go smooth too.</p> <p>About the angled or "uneven" pad wear, keep in mind these are floating calipers. They almost gimble along the caliper guide pins because the bushings are rubber. You can go hard core with metal bushings like Tyrolsport or others, but the brakes are designed to live, quietly, with the float. Just keep an eye on the pads and rotors and replace as needed... especially now with this nice guide to help. </p> <p><i>Modified by scotaku at 6:49 AM 2-11-2009</i></p> <div>Reply With Quote</div>
<div><div><div><div><div><div></div><div>JetTurbo</div></div><div>Member</div></div><div></div><div><div>Join Date: Sep 17th, 2001</div><div>Location: Cincinnati, OH USA</div><div>Posts: 1,973</div><div>Vehicles: 2006 mk5 GTI, 2008 b6 Passat 4-Motion</div></div></div></div></div>	<div><div>Re: FV-QR (scotaku)</div><div>02-11-2009 07:54 AM<div>Reply</div>#25</div></div> <p>I have done rear disc brake work many times, including Mk IV, own all the tools. I also have a Bentley shop manual for the car and use it for instruction on such tasks. Was reading the DIY as a review in prep for my first Mk V rear replacements. then I tripped across the above post.</p> <p>Wow! </p> <p>scotaku, thank you so much for your insight </p> <p>That kind of experienced info makes a big difference.</p> <p>I am facing this task soon (70k+ miles on originals) - again thanks</p> <p>The tip on speedbleeders is superb, I was unaware they existed. I plan on bleeding every time I change oil / rotate tires (10k) now that I can do it so efficiently. Any recommendation on steel vs stainless steel?</p> <p>As a manual transmission owner, I assume they would work in the clutch slave cylinder too?</p> <div>2006 US Mk V bmp GTI mt, 2008 US b6 Passat 4-motion</div> <div>Reply With Quote</div>

Tim@VMG

Vortex Media Group Staff



Join Date: Dec 11th, 2001

Location: Baltimore, MD

Posts: 17,787

Vehicles: 2012 GTI Autobahn

Re: FV-QR (JetTurbo)

02-11-2009 09:42 AM

Reply

#26

This is in the FAQ now.
-Tim

The artist formerly known as SilverSLC

Forum Rules | How To Use vBulletin


VWVortex | Fourtitude | INR8 | Kilometer Magazine | Swedespeed

"When you're traveling at lower speeds, and by lower speeds I mean anything under 120 miles per hour..." -Allan McNish

Reply With Quote

nickg

Member



Join Date: Nov 10th, 2001

Posts: 3,923

02-11-2009 09:58 AM

Reply

#27

your ebrake still work ok? normally you'd only retract the piston enough to go over the pads....not all the way so the hand brake works

Reply With Quote

scotaku

Member



Join Date: Sep 3rd, 1999

Posts: 3,695

Re: FV-QR (JetTurbo)

02-11-2009 02:15 PM

Reply

#28

Quote, originally posted by JetTurbo »

...

The tip on speedbleeders is superb, I was unaware they existed.

I plan on bleeding every time I change oil / rotate tires (10k) now that I can do it so efficiently.

Any recommendation on steel vs stainless steel?

As a manual transmission owner, I assume they would work in the clutch slave cylinder too?

I went with stainless steel (part number SB1010SS, fits fronts too) but only because I gathered they would live up to use a little more often. When I was tracking the GTI, I would bleed the brakes before and after each date and sometimes the afternoon/evenings of multi-day events.

I've not used a SpeedBleeder in my manual cars but I cannot see why they wouldn't work. When closed, they seal the system. When open, they only weep when positive pressure in the fluid opens the check valve. Ambient air pressure doesn't overcome the checkvalve so a clutch bleed could be reduced to a one man job too. I'd still keep some fresh fluid on hand to make sure the system is always topped.

Speaking of brake fluid, there are some tradeoffs out there. The owners manual and the Bentley say two years regardless of mileage. That's because even without the rigor of life in a car, the fluid breaks down over time. Two years is the lifespan of your run-of-the-mill stock brake fluid most often seen with a DOT 4 quality label.

Going up from there to DOT 5 or higher temperature fluids nets you a shorter lifespan. The hot juice burns brighter but half as long and obligates you to an annual flush n fill instead of every other year. Ate has some great stuff called Super that comes in gold and blue colors helping make it plain that the exchange of old fluid for new is working. I know on MkIV's and B5's the blue tint in Super Blue would make for squeaky clutch pedals, so caveat emptor with MkV's.

And finally, don't let brake fluid touch your paint! The stuff is caustic and will eat through right down to the metal if left sitting long enough. For that matter, invest in a box of latex mechanics gloves (also found at Harbor Freight) and protect your skin too. if you didn't already know this about brake juice, enlist a friend who has done brakes before to help you before you try yours a first time.

Reply With Quote

silverA4quattro

Member



Join Date: Jun 21st, 2004

Location: Conshohocken, PA

Posts: 12,594

Vehicles: '10 Jetta TDI, '13 Cruze Eco

02-11-2009 02:20 PM

Reply

#29

Those speed bleeders look like a trick idea, but they are exaggerating the cost of a power bleeder. Motive's is less than \$60, a far cry from \$300. Arguably it's just as easy to use as well.
<http://store.motiveproducts.co...15255>

Reply With Quote

scotaku

Member



Join Date: Sep 3rd, 1999

Posts: 3,695

FV-QR

02-11-2009 09:16 PM

Reply

#30


I'll sell you my PowerBleeder... I'm not thrilled with it any more and I've honestly never used it on my MkV; I went to SpeedBleeders somewhere between her first and second track days and never looked back.

Trouble I've had with my PB: the filler cap has always twisted and kinked the hose back to the bottle, it has only fit my German cars (no joy on my Mazda/Ford), it -always- overfills the reservoir (it doesn't work otherwise), and it is too easy to over pressurize... which led to the reservoir on my B5 popping like a balloon... and a very hurried cleanup to save the paint. Mine leaks now too as the o-ring for the bottle/pump connection has failed. I got five years out of it, but my right foot hasn't broken (yet!) nor have the SpeedBleeders let me down (knock on wood!). Again, caveat emptor.

Reply With Quote


NeedyGTI

Member



Join Date: May 3rd, 2004

Posts: 4,639




Re: FV-QR (scotaku)

02-11-2009 10:38 PM

Reply

#31

m.c. chris fa sho.



Reply With Quote

Jetta041.8T

Member

Join Date: Dec 23rd, 2004

Posts: 101

Re: DIY How To: Rear mk5 brake pad and rotor replacement. (equate)

03-01-2009 03:15 PM

Reply

#32


great write up.....

-R

Reply With Quote

Mad_Max

Member



Join Date: Oct 5th, 2006

Location: Lexington KY

Posts: 839

Vehicles: 2006 Jetta TDI 5sp

Re: FV-QR (scotaku)

03-01-2009 09:07 PM

Reply

#33

Great write up man.

Quote, originally posted by **scotaku** »

Triple-squares... spline drives... twelve-points... what have you. VW uses them just the same as any other make uses specialty drive fasteners; to make sure their dealer service network stays in business. But you can buy them for home use. I've found brakes, seats, and suspension fasteners with these glorified Torx heads and I bought [this 3/8ths set](#) from ZDMak.

As few others I have only 6, 8, 10, and 12 mm triple square only.

Thanks for the heads up on 14 mm requirement. It looks like I will have to get a new set with 14 mm in it.

How is the quality of the one from zdmakrepairtools?

I found another retailer with nearly the same set:
<http://www.superiorpaneltechno...0.htm>


Thanks.

Max

Reply With Quote

nmcp1

Member



Join Date: Aug 7th, 2006

Location: Central NJ

Posts: 240

Re: FV-QR (scotaku)

03-01-2009 11:06 PM

Reply

#34

To the OP.....great write-up!

Quote, originally posted by **scotaku** »

(part number SB1010SS, fits fronts too)

speedbleeders FTW! I was just looking for this info the other day. I've had them on all my other cars without any problems.

Reply With Quote

cndracer25

n00b

Join Date: Mar 19th, 2009

Posts: 8

Re: FV-QR (nmcp1)

03-19-2009 02:21 AM

Reply

#35

hey man thanks for this post. i did my brakes on my old golf and had no problem so i figured should be no difference on my rabbit. untill i pull it apart. didn't have the 12 point for the caliper bracket(old car was a allen head) then could not push caliper back in(old car no prblem) luckily i just put back together instead of forcing it and breaking the caliper. so i googled the subject and here i your perfect discription of what to do . thanks

Reply With Quote

+

Reply to Thread

Page 1 of 4

1

2

3

4

▶


Last ▶▶


Quick Navigation


Golf V & Jetta V

Top


« Previous Thread | Next Thread »

 Forum

 VW Model-Specific Forums

 Golf V & Jetta V

DIY How To: Rear mk5 brake pad and rotor replacement.

Posting Permissions

http://forums.vwvortex.com/showthread.php?4234178-DIY-How-To-Rear-mk5-brake-pad-and-rotor-replacement.

Page 30 of 31

You may not post new threads
You may not post replies
You may not post attachments
You may not edit your posts

BB code is On
Smilies are On
[IMG] code is On
HTML code is On

[Forum Rules](#)

[Contact Us](#) [Archive](#) [Privacy Statement](#) [Terms of Service](#) [Top](#)

All times are GMT -4. The time now is 08:47 AM.

Powered by [vBulletin®](#) Version 4.0.3
Copyright © 2013 vBulletin Solutions, Inc. All rights reserved.

Digital Point modules: [Sphinx-based search](#)