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Meat's Brake DIY (w/ thanks to DanGSR)

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02-10-2008, 07:37 PM

Meat

rack rack 'em



Drives: '07 GTI (SOLD)
Join Date: Oct 2006
Location: Cincinnati, OH
Posts: 7,884

Meat's Brake DIY (w/ thanks to DanGSR)

DISCLAIMER: Neither I nor any other members who have lent their advice or expertise to the writing of this DIY take any responsibility for any personal property or injury to yourself...

Tools needed:

- 2 ton Jack and jack stands (preferably 4)
- 17mm deep socket or 17mm socket with extension (for **lug** nuts)
- **torque** wrench (optional-to tighten lugs to spec)
- 13 mm socket (or wrench)
- 21 mm socket
- 15 mm wrench
- M14 triple square bit. I recommend these: <http://www.amazon.com/Pc-XZN-Bit-Dri...9184466&sr=8-2>
- T30 bit or driver
- Socket wrench with a breaker-bar
- Piston reset tool, available to rent from AutoZone or buy it here: <http://www.metalnerd.com/cat08.htm>
- Anti-squeal paste
- Brake and caliper grease
- 7 mm allen key
- piers

Rear Brake Pads and Rotors

If you are only going to swap pads, skip steps 4-6

1. Loosen all **lug** nuts. Jack up car and remove wheels, always use jack stands, NEVER work on a car supported by only a jack



2. Remove the two bolts from back of the caliper using 13 mm and 15 mm wrenches



3. Remove the caliper, rest it on a jack or zip-tie it up so that the lines don't stretch



4. Remove the two bolts holding on the carrier using an M14 twelve point bit.



5. Remove the carrier and remove the old pads from it. Set it aside.



6. Using a T30 bit, remove the screw holding on the rotor and remove the rotor



7. Sparingly apply some anti-squeal paste to the back of the pads, be sure to not let ANY of it touch the surface of the rotors or pads. Spread it w plastic shopping bag or other clean-disposable spreader



8. Place the pads in the slots in the carrier



9. Replace the rotor and bolt the carrier back on, place some grease on the carrier bolts

10. Using the piston resetting tool, compress the piston as far as possible



11. Slide the caliper onto the carrier and bolt the caliper back on



12. Check all of the bolts to make sure that they are tight. Make sure that your lines are not leaking at the fittings, and make sure that the rotors clean. You can spray them with Brake Cleaner to make sure, but do not let the brake cleaner touch the brake pads

13. Repeat for the other side.

Front Brake Pads and Rotors

****If you are only going to swap pads, skip steps 4-6****

1. Remove the metal clip holding the front caliper to the carrier using a large flathead screwdriver or pliers



2. Remove the black plastic caps covering the bolt that hold the caliper on. Using a 7 mm allen wrench, remove both of the bolts.



3. Remove and secure the caliper so that the lines aren't stretched



4. Using a 21 mm socket, remove the bolts that hold on the carrier



5. Then remove the carrier and the screw that holds the rotor on, remove the old pad from the carrier



6. Replace the rotor and the screw that holds it on, then lightly grease the carrier bolts and bolt the carrier back on
7. Pull the old inboard pad off of the caliper
8. Sparingly apply some anti-squeal paste to the back of the outboard pad, be sure to not let ANY of it touch the surface of the rotors or pads, place pad in the carrier
9. Using a pair of pliers, squeeze the metal tabs on the back of the inboard pad to get them to fit inside the caliper hole, be sure to not contaminate the surface of the pad
10. Using either your hands, piston resetting tool, or a C-clamp, compress the piston all the way
11. Slide the caliper onto the carrier and over the pad already on the caliper
12. Lightly grease the bolts that you removed from the caliper and bolt the caliper back on using the 7 mm hex key and replace the black caps and the outside of the caliper using a pair of pliers.
13. Repeat for the other side. NOTE: if your pads come with wear-sensors, you will have to unplug the cable from the old pad and plug it into the new pad. The pad with the wear sensor is the inboard pad on the front left side.



Finishing up

1. Place the wheels back on and tighten the lugs hand tight
2. Lower the car and **torque** the lugs to 88.5 ft/lbs 120 Nm)
3. Start the car and pump the brakes until they are firm. Your brakes may feel funny for the first 200 feet so make sure you aren't in danger of hitting anything or rolling into anything.
4. Follow the bedding procedure outlined in the paperwork that came with your brakes. This usually involves making a few hard stops from various speeds.

Change Brake Lines

You can change your brake lines before changing the pads/rotors or afterwards, it doesn't really matter. Just be sure to properly bleed the brakes after they are finished.

Here is a good write-up on line changing from Neuspeed. Thanks to xSabertoothX for the link: <http://www.neuspeed.com/installation/brakes.asp> (Download PDF)

Torque Specs

Guide pins on the front caliper: 30 Nm
 Front carrier bolts (21mm): 190 Nm
 Hex bolts on the rear brake caliper: 35 Nm
 12-point bolts that hold rear carrier: 90 Nm + 90 degrees

Rotor set screws: 4 Nm
 Brake lines: 14 Nm

Anile-Eights DIY for adjusting the Parking Brake: <http://golfmkv.com/forums/showthread.php?t=143861>

Brake Bleeding Links:

Google "brake bleeding mkv gti" and click the first result to find a DIY. Here is more info on the order specified in the Bentley Manual
<http://www.golfmkv.com/forums/showthread.php?t=91184>

[YouTube](#)[Flickr](#)[ERAU](#)

Last edited by Meat; 03-25-2011 at 08:53 PM.



02-11-2008, 01:11 AM

#2

ESPNVW

WRC driver wannabe



Drives: MKV GTI
Join Date: Jun 2007
Location: Anchorage, AK
Posts: 62

[View ESPNVW's Garage](#)



Nice write-up!



02-11-2008, 01:55 AM

#3

MACH GTI

FIA World Rally Car Champion



Drives: 08 DBP R32 #1461
Join Date: Nov 2007
Location: NY, NY
Posts: 596



why did u take out the rotors also? did u change rotors too?



02-11-2008, 01:57 AM

#4

maxgtiturb0

Banned



Drives: Volkswagen
Join Date: Jan 2008
Location: Mooresville, NC
Posts: 8,184

[View maxgtiturb0's Garage](#)



do i smell a sticky??



02-11-2008, 02:16 AM

#5

crabpot

Awesomesauce



Good info, thanks Meat.

Sticky?



Drives: 2007 S4
Join Date: Dec 2006
Location: Kirkland, WA
Posts: 14,591



[BPCDubs »](#)

[QUOTE](#) 



Drives: MKV GTI, B5 1.8t
Join Date: May 2007
Location: Tucson, Az
Posts: 2,009



02-11-2008, 10:06 AM #6


CiDirkona
Formula 5000 Champion

This DIY was posted about 15 minutes after I checked for one and had to figure out all this stuff on my own. Ha!


Please sticky this!

MKV GLI, MKVI R

[QUOTE](#) 




Drives: '07 GTI (SOLD)
Join Date: Oct 2006
Location: Cincinnati, OH
Posts: 7,884




02-11-2008, 10:20 AM #7

Meat
rack rack 'em


Quote:


Originally Posted by **MACH GTI** 
why did u take out the rotors also? did u change rotors too?

While doing this DIY, I was taking off my race brakes. I am going to run Carbotech XP10's which can be a bit harsh on rotors so ordered another set of OEM rotors to be used specifically for those pads. I installed all of that the day before and then took pictures of the process of swapping it back. In the DIY I was removing those pads and rotors and swapping back to my original rotors and some Hawk HPS pads.




[YouTube](#)
[Flickr](#)
ERAU

[QUOTE](#) 




Drives: '07 GTI (SOLD)
Join Date: Oct 2006
Location: Cincinnati, OH



02-11-2008, 10:22 AM #8

Meat
rack rack 'em

Quote:

Originally Posted by **CiDirkona** 
This DIY was posted about 15 minutes after I checked for one and had to figure out all this stuff on my own. Ha!

Please sticky this!

Damn, sorry! There was one by digitalhippie, but he took it down. I figured it would be helpful to put one up.

Posts: 7,884



[YouTube](#)
[Flickr](#)
ERAU

QUOTE

02-11-2008, 11:10 AM

#9

MACH GTI

FIA World Rally Car Champion



Drives: 08 DBP R32 #1461
 Join Date: Nov 2007
 Location: NY, NY
 Posts: 596

Quote:

Originally Posted by **Meat**

While doing this DIY, I was taking off my race brakes. I am going to run Carbotech XP10's which can be a bit harsh on rotors so ordered another set of OEM rotors to be used specifically for those pads. I installed all of that the day before and then took pictures of the process of swapping it back. In the DIY I was removing those pads and rotors and swapping back to my original rotors and some Hawk HPS pads.

ohss k cool hows the Hawks HPS on the stock rotor? does the stopping power and distance stronger and shorter as it claims to be?

QUOTE

02-11-2008, 11:23 AM

#10

Meat

rack rack 'em



Drives: '07 GTI (SOLD)
 Join Date: Oct 2006
 Location: Cincinnati, OH
 Posts: 7,884

Quote:

Originally Posted by **MACH GTI**

ohss k cool hows the Hawks HPS on the stock rotor? does the stopping power and distance stronger and shorter as it claims to be?

They aren't too hard on the stock rotors. They will hold up very well. There is a very noticable difference between the stopping power of the Hawks vs. the OEM pads.



[YouTube](#)
[Flickr](#)
ERAU

QUOTE

02-11-2008, 12:06 PM

#11

julito04

I plead the fif.



Drives: Scoobaru tyrannosaurus
 WRX.
 Join Date: Aug 2007
 Location: STL
 Posts: 14,740



very nice write up. thanx for pullin through in the clutch. ill be using this DIY in about 3 weeks, yippy!

-- **AEM** - **Cobb** - **Rally Armor** - **Kartboy** - **SPT** - **BC Racing** - **Whiteline** --

Quote:

If you say "jesus" backwards, it sounds like sausage.


QUOTE


02-11-2008, 12:24 PM

#12


NoRegrets78

Yes, I'm BACK!






Drives: 2012 4dr CW DSG
Sunroof/Nav
Join Date: Jul 2006
Location: West Islip
Posts: 3,544



Excellent write up, thanks much!

see you in infinity...

QUOTE




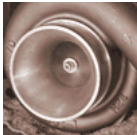
02-11-2008, 12:27 PM

#13

Wild Hare

.. MR. BIG STUFF ..







Drives: GTI's
Join Date: Mar 2006
Location: Nortvest
Posts: 8,625

[View Wild Hare's Garage](#)

Good write up.

I do like the McKay Spray a little better though. Aaron at Neuspeed turned me on to it.






Troop Supporter

Retired U.S. AIR FORCE

QUOTE





02-11-2008, 01:36 PM

#14


CiDirkona

Formula 5000 Champion






Drives: MKV GTI, B5 1.8t
Join Date: May 2007
Location: Tucson, Az
Posts: 2,009



BTW, Step 2 rear brakes on my car was a 13mm on the back and a **15mm** on the slider-piston thing...

MKVI GLI, MKVI R

QUOTE



http://www.golfmk5.com/forums/showthread.php?t=40013&highlight=lug+torque

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02-11-2008, 01:51 PM

#15

Meat

rack rack 'em



Drives: '07 GTI (SOLD)
Join Date: Oct 2006
Location: Cincinnati, OH
Posts: 7,884



Quote:

Originally Posted by **CiDirkona**
BTW, Step 2 rear brakes on my car was a 13mm on the back and a **15mm** on the slider-piston thing...

Really? I tried a 15 and it didn't fit, at least I don't think it did. I used a 16mm but I'll check that size again.

EDIT: it's 15mm

[YouTube](#)[Flickr](#)[ERAU](#)

Last edited by Meat; 12-29-2008 at 08:47 PM.



04-25-2008, 03:01 PM

#16

julito04

I plead the fif.



Drives: Scoobaru tyrannosaurus
WRX.
Join Date: Aug 2007
Location: STL
Posts: 14,740



bumpoooo. using this today in about 3 hours. woohoo!!

-- **AEM** - **Cobb** - **Rally Armor** - **Kartboy** - **SPT** - **BC Racing** - **Whiteline** --

Quote:

If you say "jesus" backwards, it sounds like sausage.



04-25-2008, 04:59 PM

#17

GTI2007

Moderator



Drives: '05 UG Golf 5 Plus
Join Date: Feb 2006
Location: Hoogstraten, Belgium
Posts: 37,310

[View GTI2007's Garage](#)



Pretty nice write-up



04-27-2008, 04:58 PM

#18

HaZZyDub

Oval Champion



Drives: CW STG2 MKV
Join Date: Apr 2008
Location: Cape Coral, FL

Awesome. Helped alot !



+

Posts: 155



QUOTE

04-27-2008, 05:13 PM

#19

Meat

rack rack 'em



Drives: '07 GTI (SOLD)
Join Date: Oct 2006
Location: Cincinnati, OH
Posts: 7,884



Glad to hear it has been of help.

[YouTube](#)[Flickr](#)[ERAU](#)

QUOTE

04-27-2008, 09:00 PM

#20

bonton

Oval Newbie



Drives: GTI 12/05
Join Date: Apr 2008
Location: Austin, Texas
Posts: 132



Please Sticky this.

Let a coonass have a GTI

QUOTE

04-28-2008, 02:21 AM

#21

335 Trojan

Macro FTW.



Drives: 2007 e92 335i Space Grey
Join Date: Jul 2006
Location: Los Angeles, CA
Posts: 7,877



Oh boy. Those will be deleted soon.



QUOTE

04-28-2008, 07:02 AM

#22

generic83



lol wheel spin




Drives: 07 Tornado Red GTI M6
Join Date: Jun 2007
Location: South Florida
Posts: 597

Ahh this is fantastic, book marked. Im gonna need this when I do pads, lines and fluid.

[APR Stage 2/APR DP/Snow Meth Injection/Neuspeed SRI/BSH DV/K-Sports/ASA AR2s](#)



QUOTE










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