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Thread: Front Brakes Pads Change DIY

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AsianDude ◊

Member

Join Date: Sep 17th, 2007

Location: Texas, USA

Posts: 2,075

☐ Front Brake Pads Change DIY

07-20-2008 11:53 PM

[Reply](#)

#1

My little contribution to this board...

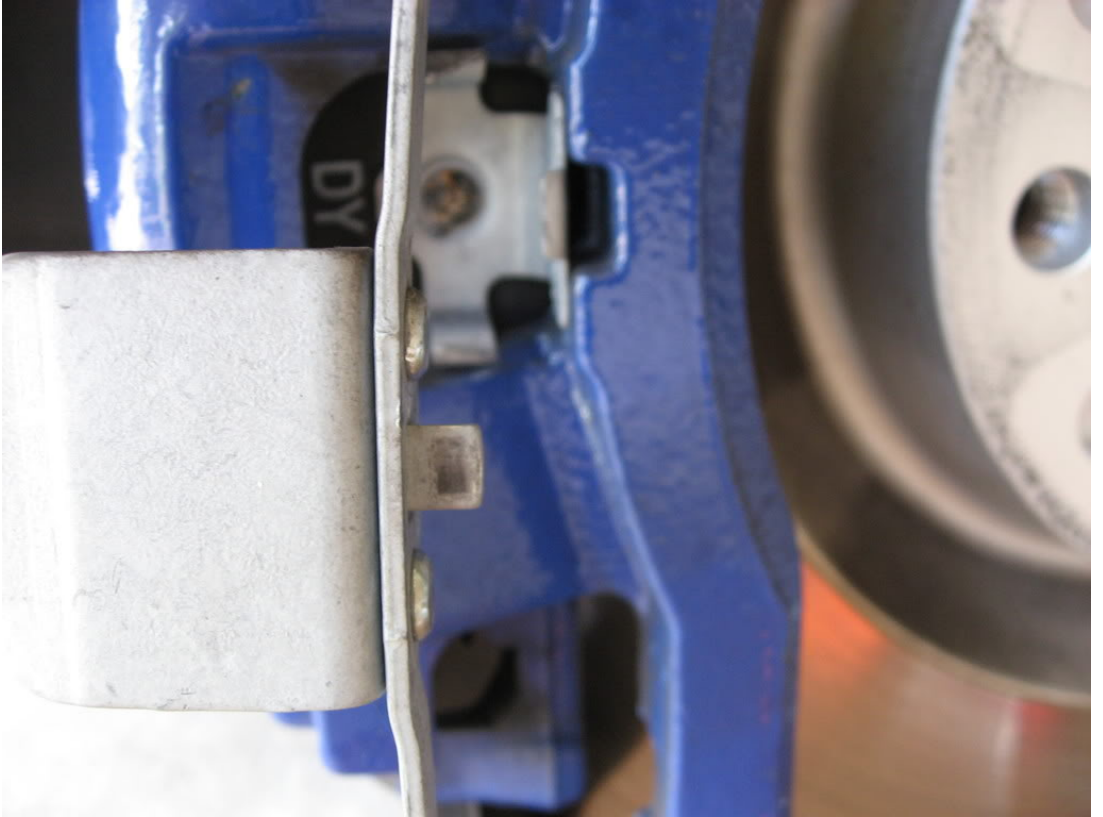
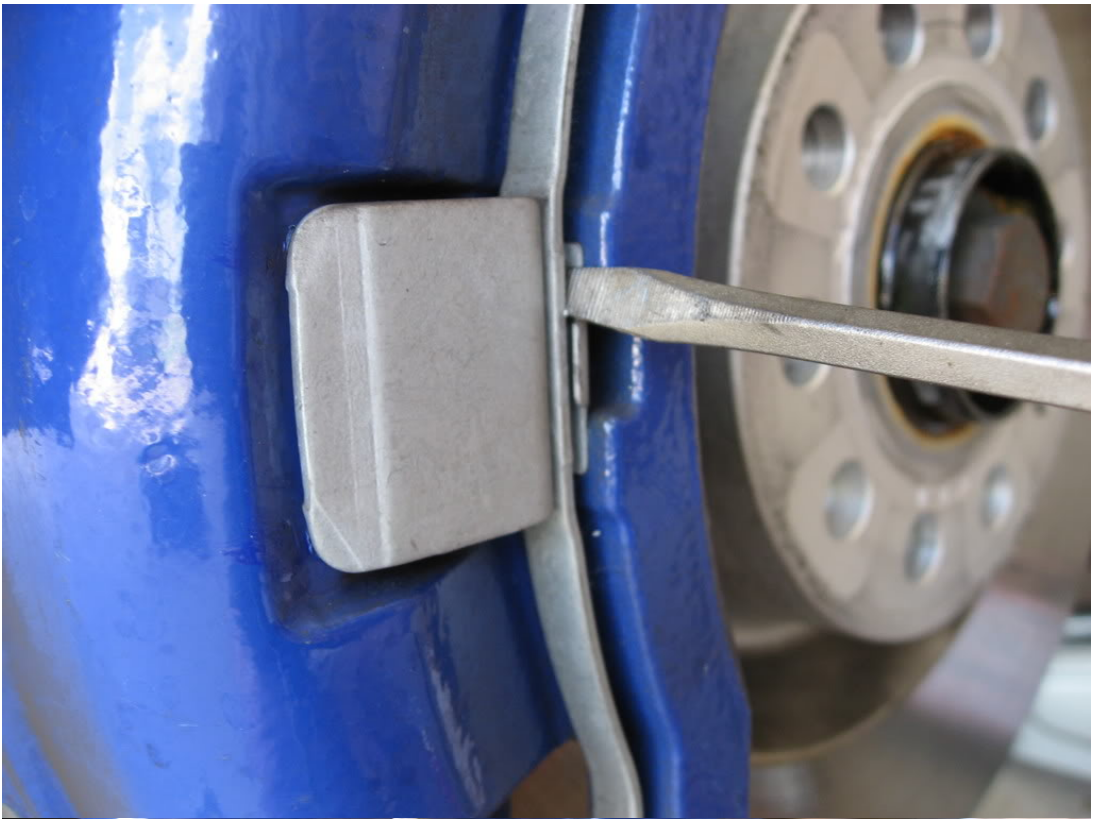
1) Make sure you have your favorite brake pads



2) View of front calipers

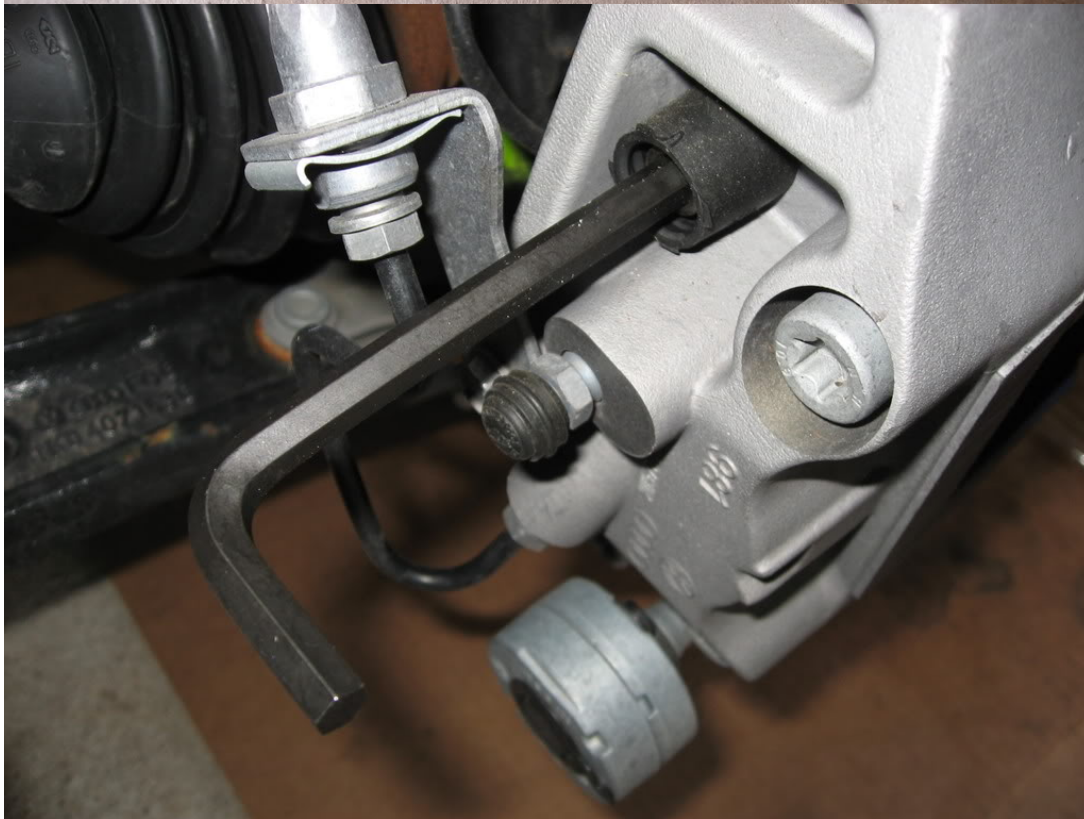


3) Remove clip from caliper, pry up and then out, there is a 'tab' that is slotted into the outside pad clip you can see in the pictures below. You need to pry the clip up till the 'tab' clears the pad clip slot before you can get it outwards towards you. This clip is going to come off with some force, and it very well will scuff off a small portion of the caliper paint.





4) Remove both caliper guide bolts with a 7mm hex key, these guide bolts are covered behind 2 plastic caps on the back side of the caliper.

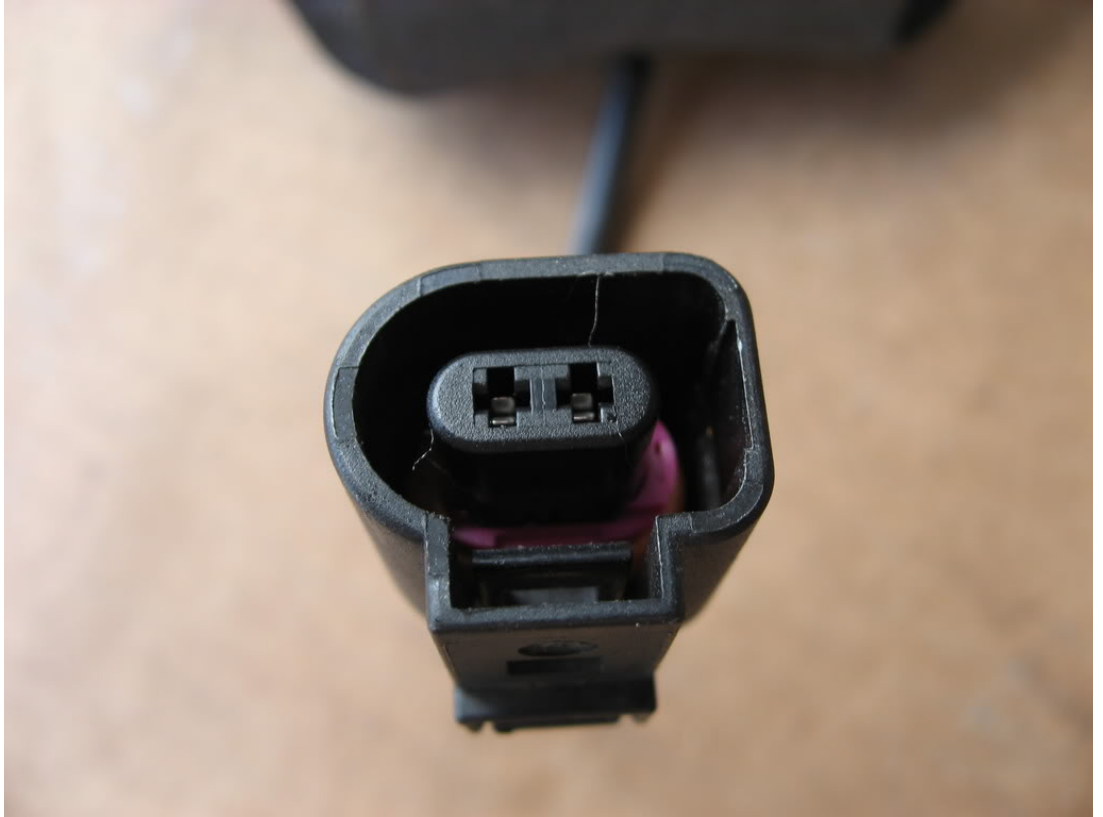
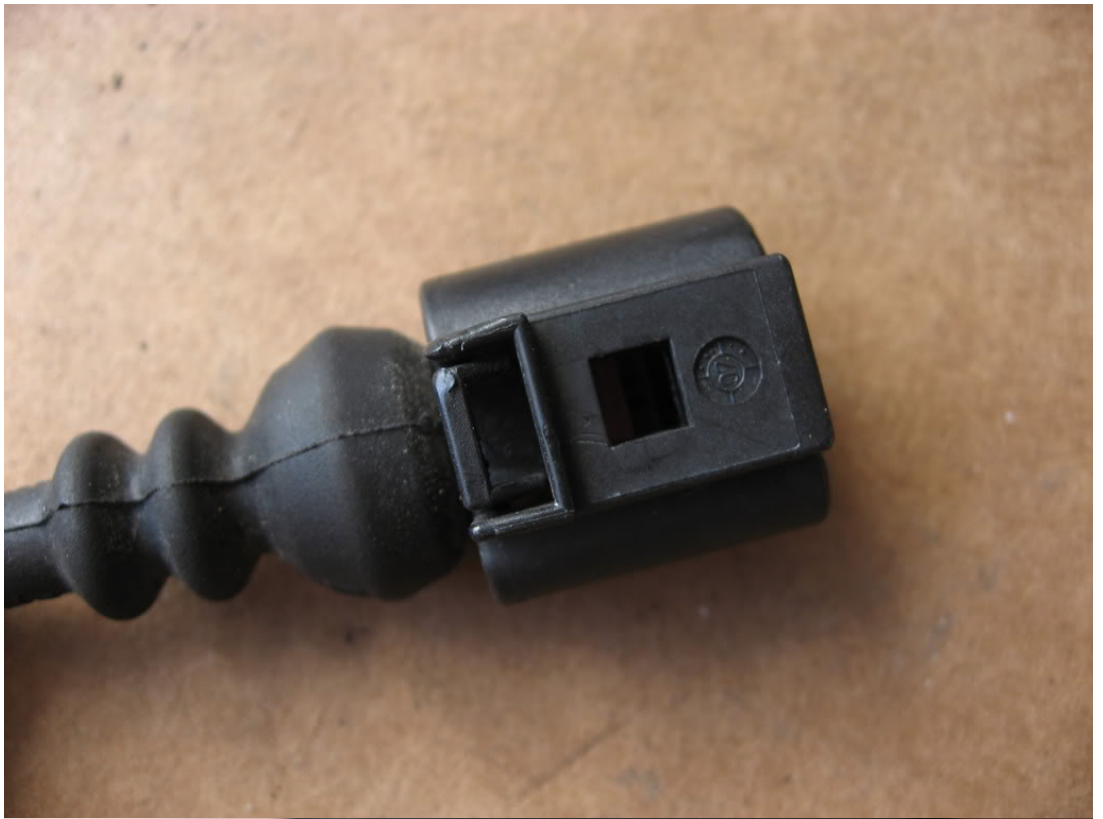


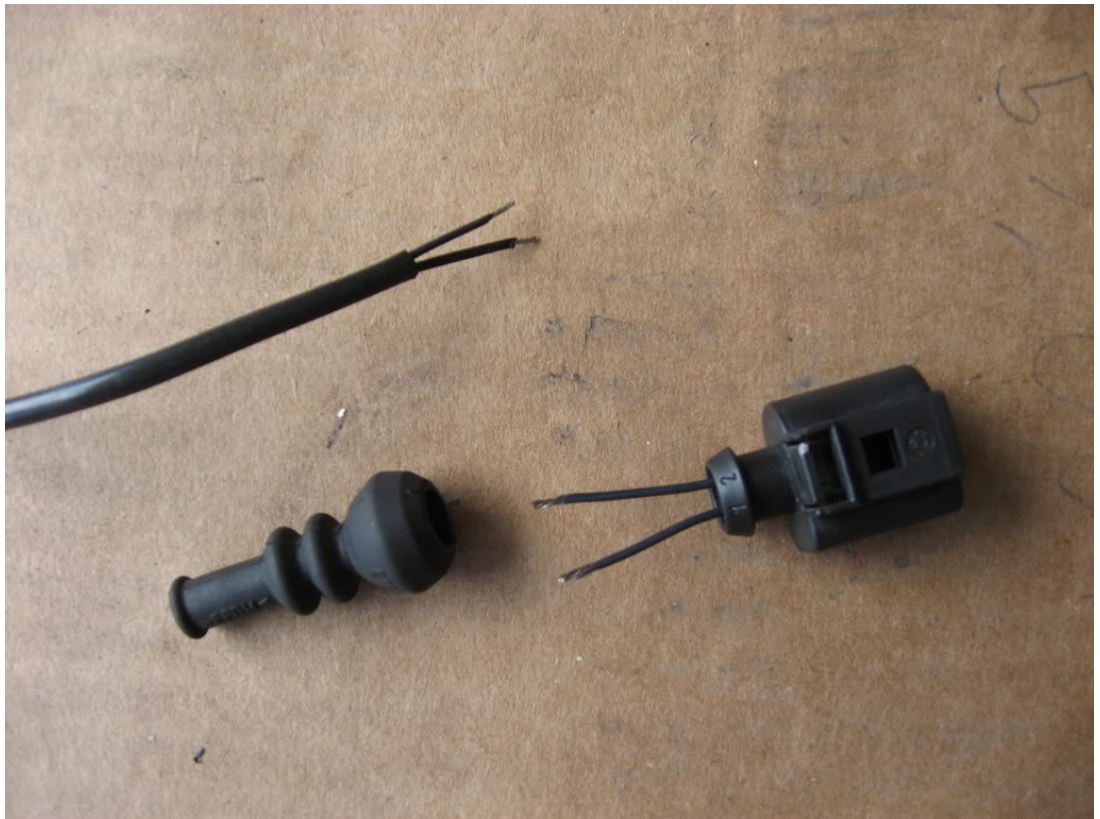


5) Upon removal of the 2 caliper guide bolts, the caliper will slide out and away from the brake disc and you can then remove both inner and outer pads. Remember to have something to hold the caliper while its off the carrier, do not let it hang on the brake line.

6) The correct front pads are the 915-3 with 1 sensor on the driver side only. Since there are none I know of available of the 915-3, I used the 915-1 which is the exact same pad pattern with the 1 sensor on the driver side, except that the sensor clip is different. You can choose to 'loop' the sensor and eliminate that feature or you can graft the old stock plug on to the new pad sensor wire like I did (the stock wiring boot covers the wire joint nicely).







7) A good synthetic grease is recommended on the mating surfaces of the pad to the caliper piston/bracket, and the contact surfaces of the pad at the caliper bracket. I use a thin coat and so far the brakes have been silent.



8) Re-assembly is the reverse of dis-assembly, do not over tighten the caliper guide bolts during re-assembly and be careful not to cross thread these bolts as well.

9) A thin coat of anti-seize where the hub meets the wheel is also recommended.



10) Finally, don't forget to torque to the correct rating. I don't know what the torque rating for the lug bolts are on the R32, but I have always run 80 ft lbs on my BMWs and so that is what I used.




Usual disclaimers applies to this DIY, I have attempted to be as detailed as I can, but if you have specific questions, I will be glad to answer based on my experience. Make sure your car is properly supported and secured before you work on it.

Modified by AsianDude at 10:58 PM 7-20-2008



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ncraba01 
Member

☐ Re: Front Brake Pads Change DIY (AsianDude)

07-21-2008 12:44 AM

Reply

#2

Good write up! Thank you. [IMG]http://*****/smile/emthup.gif[IMG]



Join Date: Apr 11th, 2002
Location: Kansas City
Posts: 535
Vehicles: '08/VW/..R32 TR
#854



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FlyingTurtle

Member



Join Date: Mar 26th, 2006
Posts: 10,125
Vehicles: 08 997S, 88 Carrera,
92 300TE, 13 Passat TDI

07-21-2008 02:13 AM [Reply](#) #3

didn't know oem stuff is made by Pagid (looking at the pics). Good stuff

Originally Posted by [jamie@vwvortex](#)
This forum is more and more of an embarrassment every day...



Reply With Quote |

AWPower

Member



Join Date: Apr 27th, 2005
Location: Atlanta
Posts: 3,736
Vehicles: VR6 Golf, 335i M
sport

07-21-2008 03:39 AM [Reply](#) #4

Pagid has always been the brake pads of VW



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kfraserj

Junior Member



Join Date: Jun 18th, 2008
Posts: 37

07-21-2008 10:10 AM [Reply](#) #5

Anyone put ceramics on yet? Less dust??



Reply With Quote |

sclinton

Member



Join Date: Nov 17th, 2000
Posts: 158

☐ Re: (kfraserj) 07-21-2008 10:32 AM [Reply](#) #6

Nice info, 88ft lbs for the lugs. Just rotated this weekend and had to verify.



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Paco D'Emu

Member

Join Date: Oct 3rd, 2007
Posts: 213

07-21-2008 01:50 PM [Reply](#) #7

Thanks much for the write up.
I was initially intimidated about changing my pads myself, but now I see that, aside from a few tools I don't have, it's not as difficult as I had assumed.



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Coyote R32

Junior Member

Join Date: Jan 14th, 2008
Posts: 37



☐ Pads Change DIY - Thanks... Rears? 07-21-2008 08:46 PM [Reply](#) #8

Thanks so much for the write-up.... I received my new pads from Carbotech and will put them on this weekend....
I did a search for rear brake pad installation and found only MkIV - I have Carbotechs for the rears as well.
Happy Bedding-in
eric

AsianDude ▾

Member
 Join Date: Sep 17th, 2007
 Location: Texas, USA
 Posts: 2,075

☐ Re: Pads Change DIY - Thanks... Rears? (Coyote R32)

07-22-2008 08:30 AM
 #9

*Quote, originally posted by **Coyote R32** »*

I did a search for rear brake pad installation and found only MkIV - I have Carbotechs for the rears as well.

I have a write-up for the rears as well...I will post it in the next day or so...
 [IMG]http://*****/smile/emthup.gif[/IMG] Carbotech



Judgie ▾

Member

 Join Date: Jan 26th, 2002
 Location: Peterborough, Ontario
 Posts: 118
 Vehicles: 08 Rabbit

☐ Re: Pads Change DIY - Thanks... Rears? (AsianDude)

03-04-2010 10:31 AM
 #10

I'm about to change the pads but I'm next to certain that the replacements I'm getting do not come with the sensor. Can anyone describe the process to 'loop' the connector (is it just splicing the wires together??? - do I need to worry about tripping the sensor and how would I reset?.... or reuse the old sensor in the new pad?
 Thanks!!!!



VBeachR32 ▾

Member

 Join Date: Nov 11th, 2008
 Posts: 200

03-04-2010 11:10 AM
 #11

nice clean wheels



mach gti ▾

Member

 Join Date: Dec 14th, 2007
 Posts: 547

03-04-2010 12:06 PM
 #12

you really dont need to "break" into these pads? Hows the initial bite and fade? Less dust than the OEM?



Gotsol ▾

Member
 Join Date: Jan 25th, 2007
 Posts: 897

☐ Re: Pads Change DIY - Thanks... Rears? (Judgie)

03-04-2010 01:08 PM
 #13

*Quote, originally posted by **Judgie** »*

I'm about to change the pads but I'm next to certain that the replacements I'm getting do not come with the sensor. Can anyone describe the process to 'loop' the connector (is it just splicing the wires together??? - do I need to worry about tripping the sensor and how would I reset?.... or reuse the old sensor in the new pad?
 Thanks!!!!

just splice them together and tape them up.
 I've got the Carbotec bobcats, They are a nice pad.



trademark2k6 ▾

Junior Member
 Join Date: Oct 29th, 2009
 Posts: 39

09-20-2010 05:57 AM
 #14

sorry for digging up old thread, but how comes i dont have that metal clip? (from step 3)?
 car is a 2.0 SDI



Saabstory02 ▾

Member

 Join Date: Jul 25th, 2009
 Location: Southern Maryland
 Posts: 4,684

09-20-2010 07:50 AM
 #15

Originally Posted by **trademark2k6**

sorry for digging up old thread, but how comes i dont have that metal clip? (from step 3)?
 car is a 2.0 SDI

Because this is the .:R32 forum; and these are .:R32 brakes.

Vehicles: 2009 VW GTI ; 2012
VW Golf TDI - 4DR 6MT

You need to go to the correct forum for your car bud 😊

-Jason
'12 TDI 6M with "stuff"
[Underwraps Automotive](#)



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trademark2k6 ▾

Junior Member

Join Date: Oct 29th, 2009
Posts: 39



09-20-2010 01:39 PM [Reply](#) #16

I got linked to this thread from the MkV and Jetta section DIY thread...



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-jakrbt- ▾

Member

Join Date: Jun 5th, 2009
Posts: 1,080

09-20-2010 02:06 PM [Reply](#) #17

Originally Posted by **trademark2k6**

I got linked to this thread from the MkV and Jetta section DIY thread...

..R brakes are a little bit different. For starters, they're bigger. But yeah, almost everything about them is different from the GTI/Jetta.



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jsowens52 ▾

Semi-n00b

Join Date: Sep 1st, 2009
Location: St. Louis
Posts: 15
Vehicles: 2006 VW 3.6 4mo
Passat

10-11-2010 10:42 AM [Reply](#) #18

I have a 3.6 4mo passat which uses the same front brakes. One tip I would give is this. After I removed the carrier bolts, I needed to compress the piston back into the caliper before I was able to slide it off. I just used a screw driver to pry the caliper towards me compressing the inside pad against the back of the rotor.

Maybe this should have been obvious, but I searched for hours online trying to figure this out. The only forum I could find about my front brakes was this one, but my calipers didn't just slide out and away as easily as it seemed in the write up. Out of frustration, I tried my above method and luckily for me it worked. Hope maybe this will save someone else some frustrations.

Otherwise, great write up and great pictures. Thanks.



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PSU ▾

Geriatric Member



Join Date: May 15th, 2004
Location: Pennsylvania
Posts: 80,907
Vehicles: Harley 48

10-11-2010 11:09 AM [Reply](#) #19

You, sir, are the man. Definitely bookmarking this for later.

Thanks for the informative write up. Don't know how I missed it years ago. 🍷



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abeR ▾

Senior Member



Join Date: Sep 13th, 2002
Location: Joe's Garage /
Chicago
Posts: 24,448
Vehicles: 3.2 electric boogaloo
bitches

10-11-2010 12:02 PM [Reply](#) #20

can we get this added to the FAQ's

who is in charge of the FAQ's ..

I vote for PSU to clean up that thread....

amrando?



WITW



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AWPower ▾

Member



Join Date: Apr 27th, 2005
Location: Atlanta
Posts: 3,736
Vehicles: VR6 Golf, 335i M
sport

10-11-2010 12:16 PM [Reply](#) #21

Agree add it to the DIY/FAQ section the old one is not there anymore. I really needed this when I was changing my brake pads

PSU ▾

Geriatric Member



Join Date: May 15th, 2004
 Location: Pennsylvania
 Posts: 80,907
 Vehicles: Harley 48

10-11-2010 01:05 PM [Reply](#) #22

Originally Posted by **abeR**
*can we get this added to the FAQ's
 who is in charge of the FAQ's ..
 I vote for PSU to clean up that thread....
 amrando?*

I'd gladly take it on if someone will grant me access to it.

Thanks for the nomination Abe. 🙏🙏

jlaudio27 ▾

Junior Member

Join Date: Apr 11th, 2010
 Posts: 25

02-16-2011 03:01 PM [Reply](#) #23

Is there a torque setting to the caliper guide pins? Or just tighten until snug but don't over tighten. I remember doing brakes on my Passat 00 awhile back and there was a torque setting for those pins on that car.

Thank you!

Ikey3125 ▾

Member



Join Date: Jan 27th, 2008
 Location: Fairchild AFB/Spokane WA
 Posts: 4,846
 Vehicles: 08 ::R 2763/5000

03-09-2011 11:34 AM [Reply](#) #24

Originally Posted by **jlaudio27**
*Is there a torque setting to the caliper guide pins? Or just tighten until snug but don't over tighten. I remember doing brakes on my Passat 00 awhile back and there was a torque setting for those pins on that car.
 Thank you!*

What he said...and same for the rears...

I really need to invest in a Bentley...

g8guard ▾

Junior Member



Join Date: Feb 24th, 2008
 Location: NW PA
 Posts: 84
 Vehicles: 2011 Golf VI 2.5L UG

03-09-2011 01:17 PM [Reply](#) #25

☐ Torque specs

This is what I found in my Bentley DVD manual: (front & rear)

Tightening Specifications
 Guide pin to brake carrier 30 Nm
 Brake hose to brake line 14 Nm

Last edited by g8guard; 03-09-2011 at 01:31 PM.

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