

Volkswagen Cabriolet DIY Guide

Replacing Disc Brakes & Pads

This how-to was originally posted on VWvortex.com by "Black_cabbie": <http://forums.vwvortex.com/zerothread?id=1527463> .

Tools needed:

- Jack & jack stands
- Lug wrench
- Phillips screwdriver
- Allen socket key & socket wrench
- New brake discs & pads

Step 1

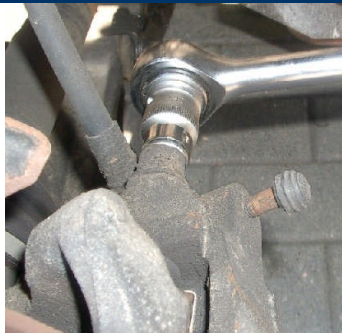


Loosen the lug bolts.

Jack the car up and support it with jack stands.

Remove the wheels.

Step 2



There are two types of calipers according to the year. Mine is the newer type but the installation is similar.

So, in my case I used an Allen socket key which is stronger and can be hooked to a torque wrench.

Step 3



Undo the two Allen bolts carefully and take them out.

Step 4



The caliper is now free. Slide it out of the carrier and be careful not to bend the rubber hose. Place it somewhere safe where it doesn't interfere with your hands and has no risk of falling from there (tie it up, out of the way with string, if need be).

Step 5



Now you have the two pads which are different. One is bigger than the other. Make a note of how they go on the carrier and take them out. This is the carrier without the pads.

Step 6



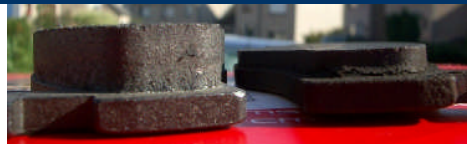
You see these two metal clips? Their job is to stop the pads from rattling and going back and forth. Don't worry about the old ones, your new pads probably have a brand new set of them in the box. But keep them just to be safe.

Step 6 cont.



Top clip highlighted in blue in right picture (image by "JPX" of VWvortex.com).

Step 7



New pad vs. old pad.

Step 8

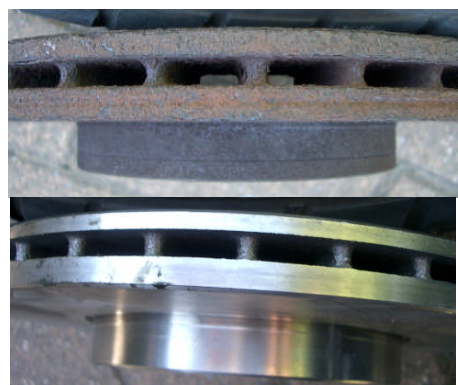


In order to remove the disc, you have to undo the little screw which holds the disc on the hub. In my case it was stuck so I had to drill it out.

Step 9



Old disc vs. new disc.



Step 10

Installation is the reverse of the removal.

You need to push the caliper piston back to create some space for the thicker pads and discs. I used a socket extension through the caliper hole and gently pushed it back. There are many ways to do it. Just use one which is easier and safer for you. I also used some grease on the back of the pads, where they attach to the caliper.

Tip from "montmil" regarding the installation of the anti-rattle clips: "Go back to the photo of the clips in this FAQ as this note will reference that image. The brake pads are bonded to a metal back plate. The backing plates have "hooks" that fit over the mounting component. Fit the new pads and it's time to install the anti-rattle clips. Some shop manuals state that anti-rattle wire clips are installed after the caliper unit is refit. Not so for the stamped metal clips. OK. Pads on correctly. The metal clips have a tab - or "fingernail"- that is slightly bent away from the plane of the clip. This is how it's supposed to be so don't try to straighten it out. The clips also have ends with shaped tabs that will capture the stationary ends of the brake pad mounts.

The clip for the top pads will fit between the pad "hooks" and the mounting component. The fingernail tab will point down and will be positioned so it points out and away from the pads. Bottom clip is the same except the tab points up and away from the pads. Insure that the small ends capture the mounting component ends. If you've fit them correctly, it will be so.

Reinstall the caliper. You'll see how the caliper itself contacts the tabs and applies pressure to the clip. This pressure is transferred to the brake pad "hooks" and keeps them from jingle, jingle, jangling down the road. BTW, most auto parts store sell the clips. Ask for Kelsey-Hats anti-rattle clips. 🧐"

Tighten the two Allen bolts to 25Nm and you are done. Pump the brake pedal a few times, put the wheels back on and go for a drive. Be careful, as for the first kms/miles you won't have any brakes. Be gentle on them and make progressive braking for them to run in. After 500kms/300mls you should be good to go!

While I was there I did a brake fluid change. I remove the small reservoir and cleaned it. You won't believe what come out of it!

**** Remember, **you** are responsible for working on **your** car; Cabby-Info.com, "Black_cabbie", "montmil", VWvortex.com, VAG, VWoA, or anyone else are not responsible if **anything** goes wrong while **you** are working on, in and under **your** car!**

Use this information at your own risk!*