

fUbaR Guide: Replacing Rear Discs (RS models)

The method described below worked for me. I am not saying it is the only method to complete the task. I will not accept any responsibility for damage caused to the vehicle as a result of following my guide.

:: NOTE ::

It's quite a good idea to replace the pads at the same time as changing the disks.

- STEP ONE -

With the car in gear and handbrake off, loosen the wheel nuts on both the rear wheels. Use a trolley jack to raise the rear end and support it using 2 axle stands.



- STEP TWO -

With the car raised, undo the wheel nuts and remove both rear wheels. This will leave you looking at the rear brakes and discs. At this point check to see if the pads need changing.



- STEP THREE -

At the back of the calliper facing the rear of the car there are two bolts, one at the top and one at the bottom of the calliper. Using a 17mm socket, remove these two bolts which should allow you to slide off the whole calliper from the disc. Remove the calliper and place it to one side, making sure you don't put it anywhere that may contaminate the pads. Now you will be left looking at the disc itself.



- STEP FOUR -

In the centre of the disc is a bolt holding the disc to the hub. Use a 30mm socket to remove the bolt. A lot of force may be needed to remove the bolt, as they are on tight. Once undone, slide the disc from the hub, pulling towards you. Again this may prove hard work as they are on tight.



- STEP FIVE -

Now you need to wind in the piston to accommodate the width of the new discs. Using a thin screwdriver rested through the slots in the piston, begin to wind it in. You should start to see it moving inwards towards the hub.



- STEP SIX -

Clean the whole area and slide the new disc into position, with the bearing side facing inwards. Using a 30mm socket replace the nut holding on the disc (it is advised to use a thread locking compound to secure the nut fully). This needs to be done up to a torque setting of 172Nm +/- 10%.



- STEP SEVEN -

You should now be able to reposition the calliper you removed earlier over the new disc. Make sure the the notch on the inside pad lines up with the notch on the piston, this will allow the calliper to slide on fully. Replace the two bolts that hold the calliper on, one at the top and one at the bottom. If you need to change the pads (which is recommended), do so at the beginning of this step.



- STEP EIGHT -

Repeat steps 3-8 for the other side of the car. Make sure the discs spin freely, you may hear them rubbing on the pads. Now press the brake pedal all the way to the floor, and continue pumping it until it feels solid.

At this point, check the brake fluid level and top up if needed.

- STEP NINE -

Replace the wheels and tighten up all the wheel nuts. Remove the axle stands and lower the jack. Put the car in neutral and apply the handbrake. That's it, the discs will take a couple of hundred miles to bed in properly.

