



ES2404 fits:
R32
Audi TT MKI
VW 337/20AE
Jetta MKIV GLI

**Stage I
Rear**

Big Brake Kit

Installation Instructions

This tutorial is provided as a courtesy by ECS Tuning.

best viewed in Acrobat® Reader®

Proper service and repair procedures are vital to the safe, reliable operation of all motor vehicles as well as the personal safety of those performing the repairs. Standard safety procedures and precautions (including use of safety goggles and proper tools and equipment) should be followed at all times to eliminate the possibility of personal injury or improper service which could damage the vehicle or compromise its safety.

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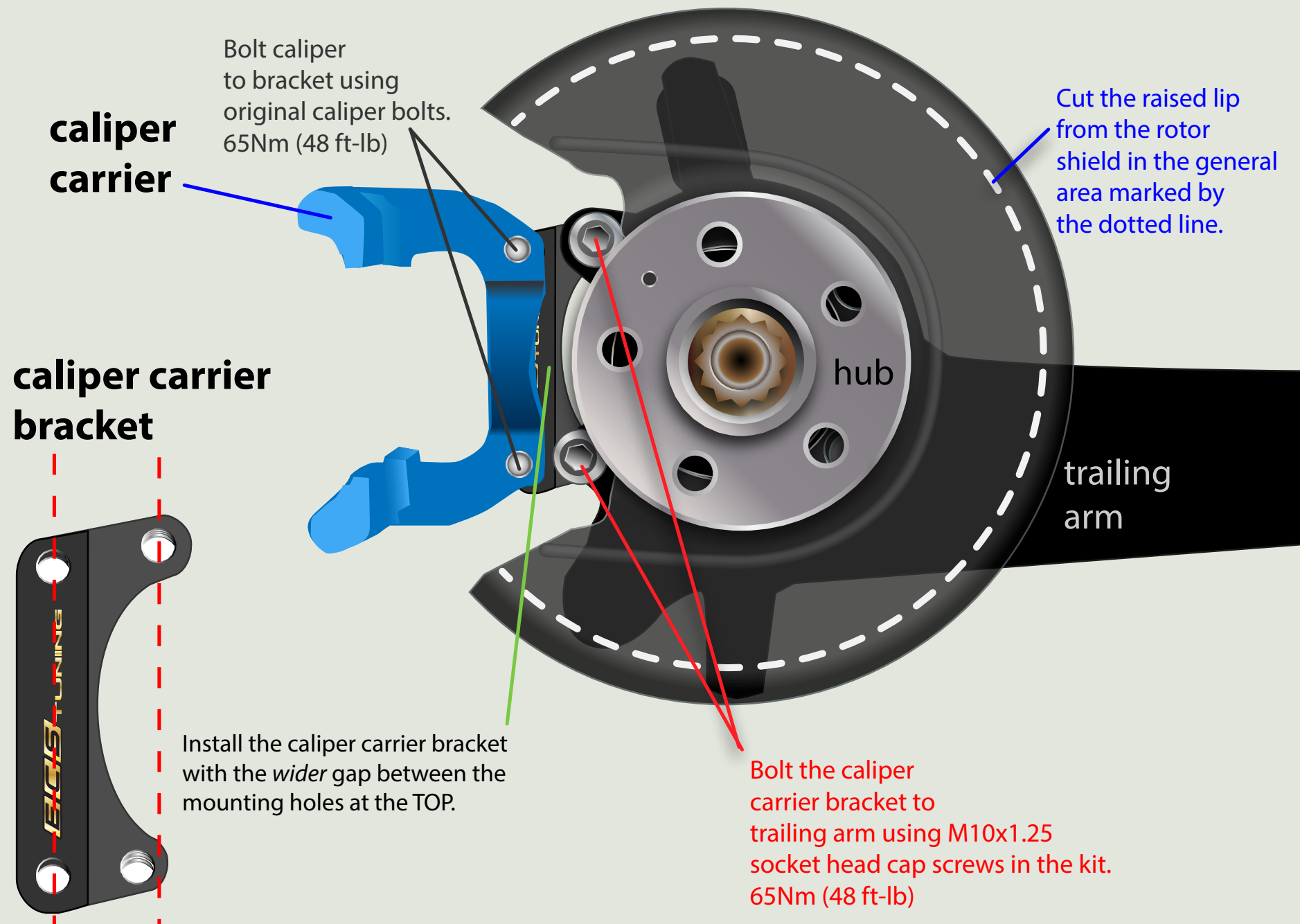
Your **Stage 1 Big Brake Kit** comes with larger diameter, two-piece brake rotors; installing them requires a few minor vehicle modifications.

- We suggest that you trim the raised lip of the original slash shield with tin snips (or a suitable alternative) to make room for the larger diameter rotors. Do this with the shield in place. (Removing the shield requires removing the wheel hub, since the ABS tone ring blocks access to the shield screws. Hub removal requires special tools that may not be available in many DIY garages.)

- The Stage I kit includes caliper carrier brackets and mounting bolts. Remove the caliper carrier and bolt the bracket to the threaded holes in the trailing arm. (The M10 socket head cap screws in your kit thread in from the front.)

Use the original caliper carrier bolts to mount the carrier onto the bracket.

- Please note the orientation of the bracket as you mount it. The holes in the bracket are farther apart at one end of the bracket. Place the **wider** spaced holes at the top, as shown here.



Step 1

- Raise and safely support the vehicle.
- Release the hand brake.
- Remove the rear wheels.



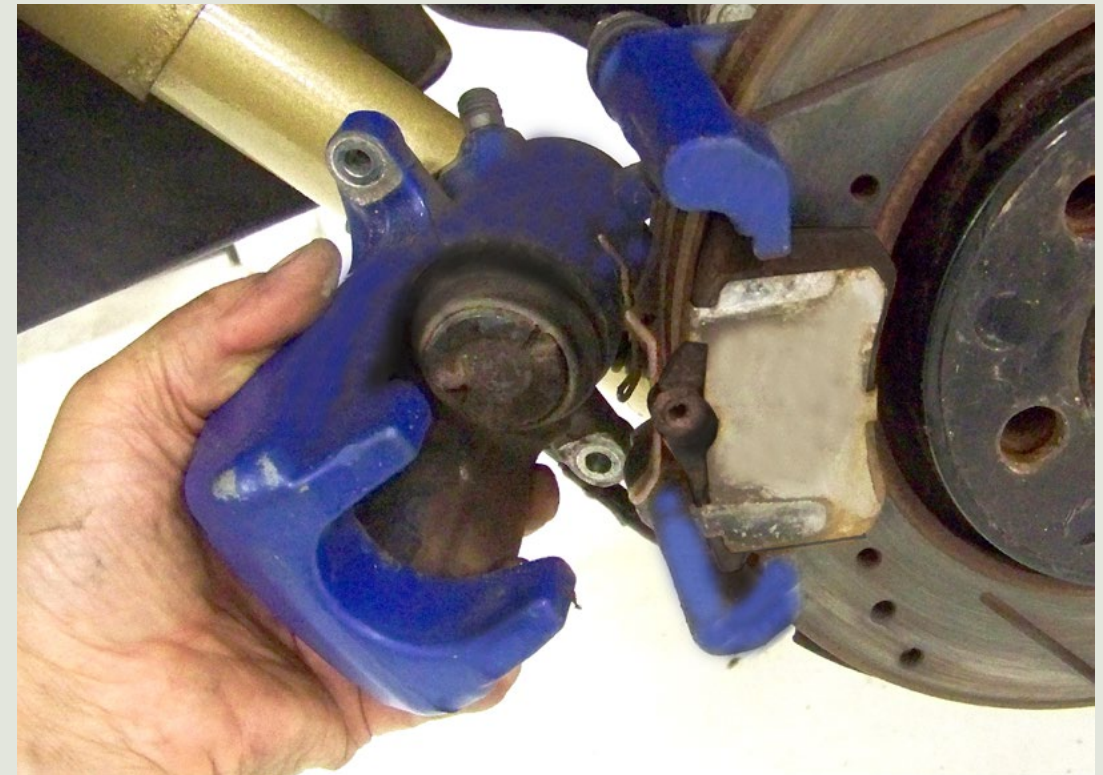
Step 2

Hold the hex on the caliper slide pin with a thin 15mm open end as you loosen the caliper mounting bolts using a 13mm box wrench or socket.



Step 3

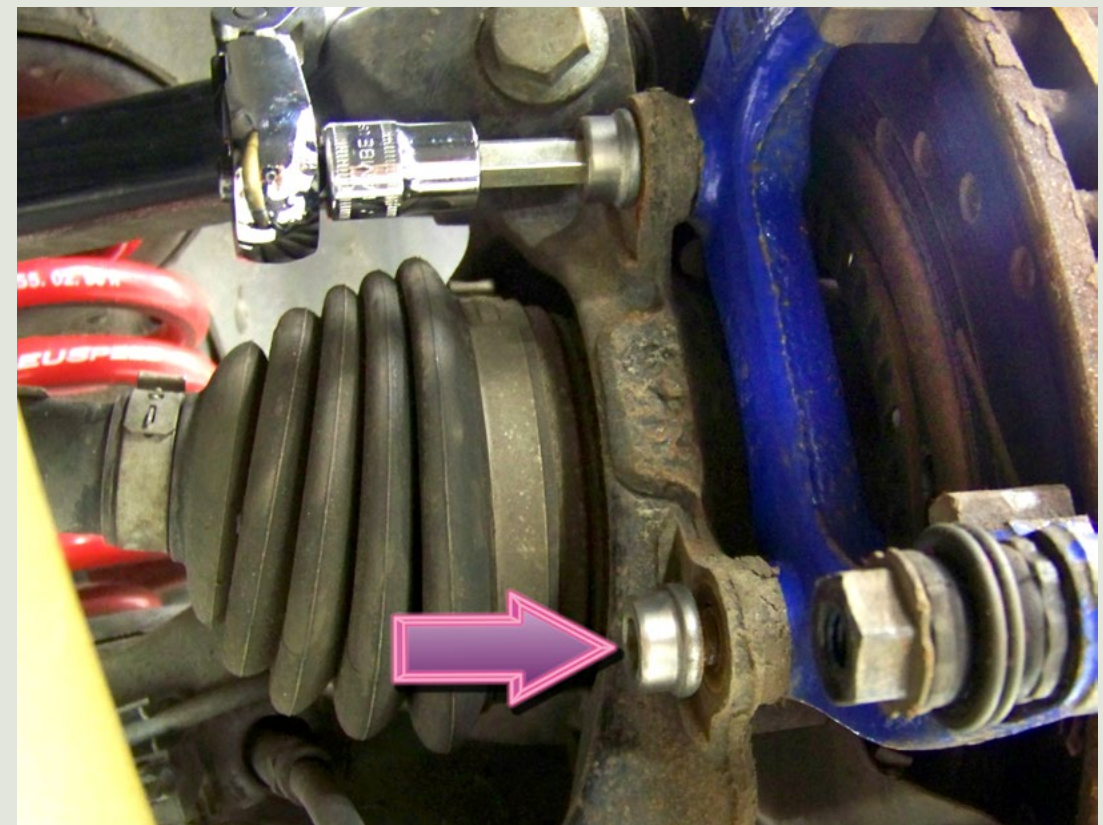
- Pull the caliper away from the rotor.
- Leave the brake line and hand brake cable attached to the caliper.



Step 4

Use an M8 hex bit to loosen and remove the two original caliper carrier cap screws from the rear of the trailing arm.

Remove the caliper carrier.



Step 5

Pull the top and bottom slide pins from the caliper carrier.

- Inspect the rubber slide pin boots for rips or tearing. Replace damaged boots.
- Clean and inspect the slide pins. Apply fresh hi-temp caliper lube to the pins before reinstalling them.

ECS Tuning Caliper Service Kits include boots, bolts, bleeders, and bleeder caps for servicing MKIV rear calipers. **ES2575983**



Step 6

Use an abrasive disc attached to a drill or die grinder to clean the hub face. Remove all heavy scale so the new rotor will sit flush and true with the hub.

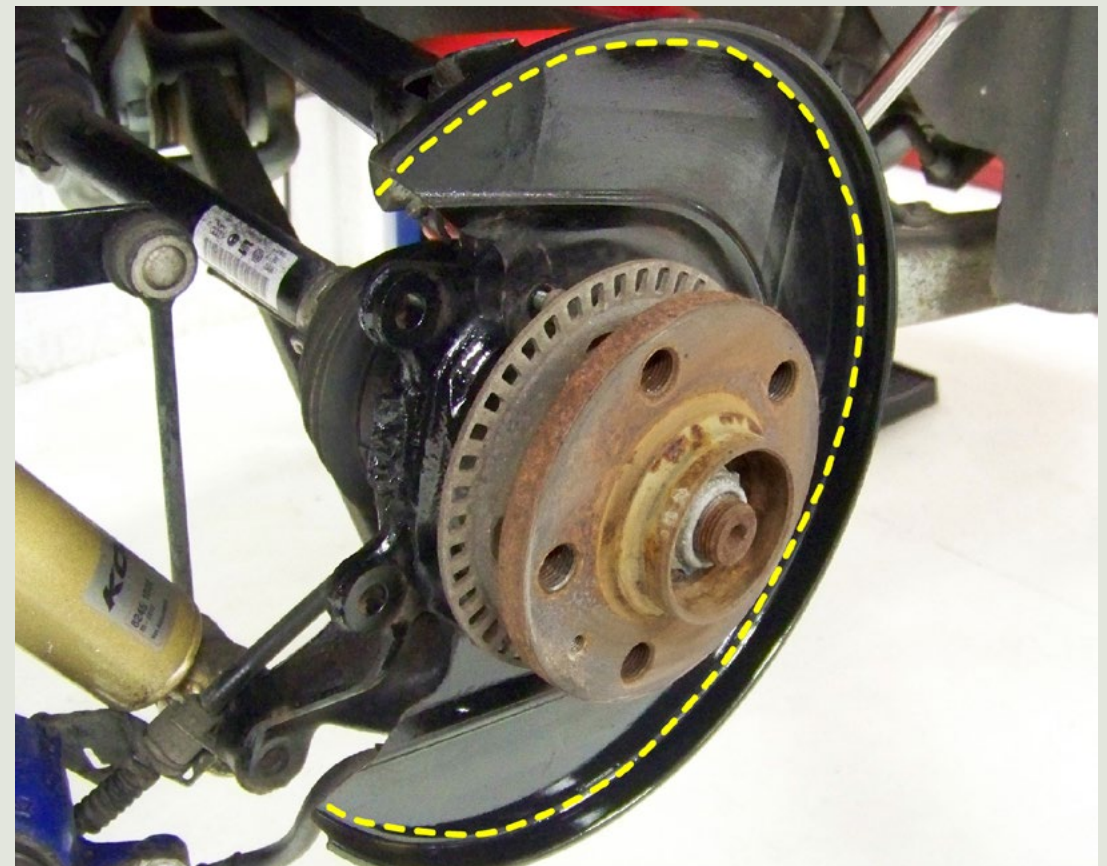


Step 7

Remove the old brake rotor set screw. (Your kit includes new stainless steel rotor retaining screws.)

Service Tip: Original rotor set screws can rust in place and be difficult to remove. An impact driver with a hardened Phillips bit does a good job of removing these screws.

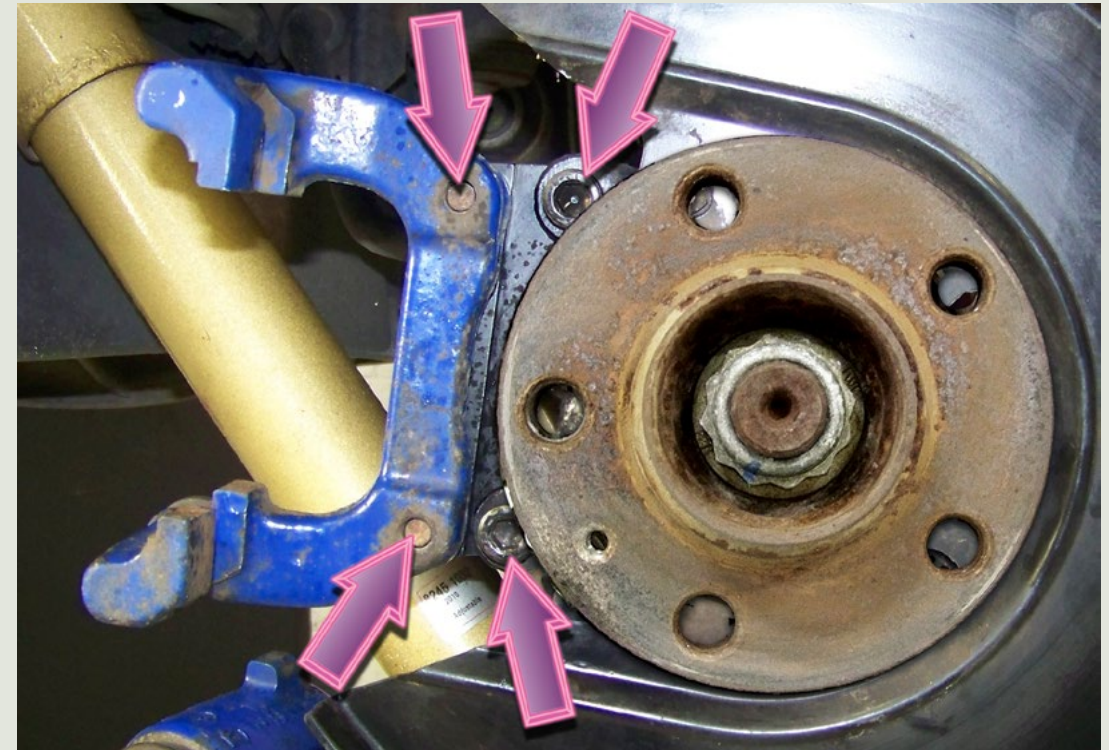
Our [free online video](#) demonstrates how to use the Schwaben® Impact Driver to remove these and other stubbornly tight fasteners.



Step 9

Using the bolts from the kit, mount one of the carrier brackets from the kit to the trailing arm. Thread the bolts through from the front (right arrows) and torque them to 65Nm (48 ft-lb).

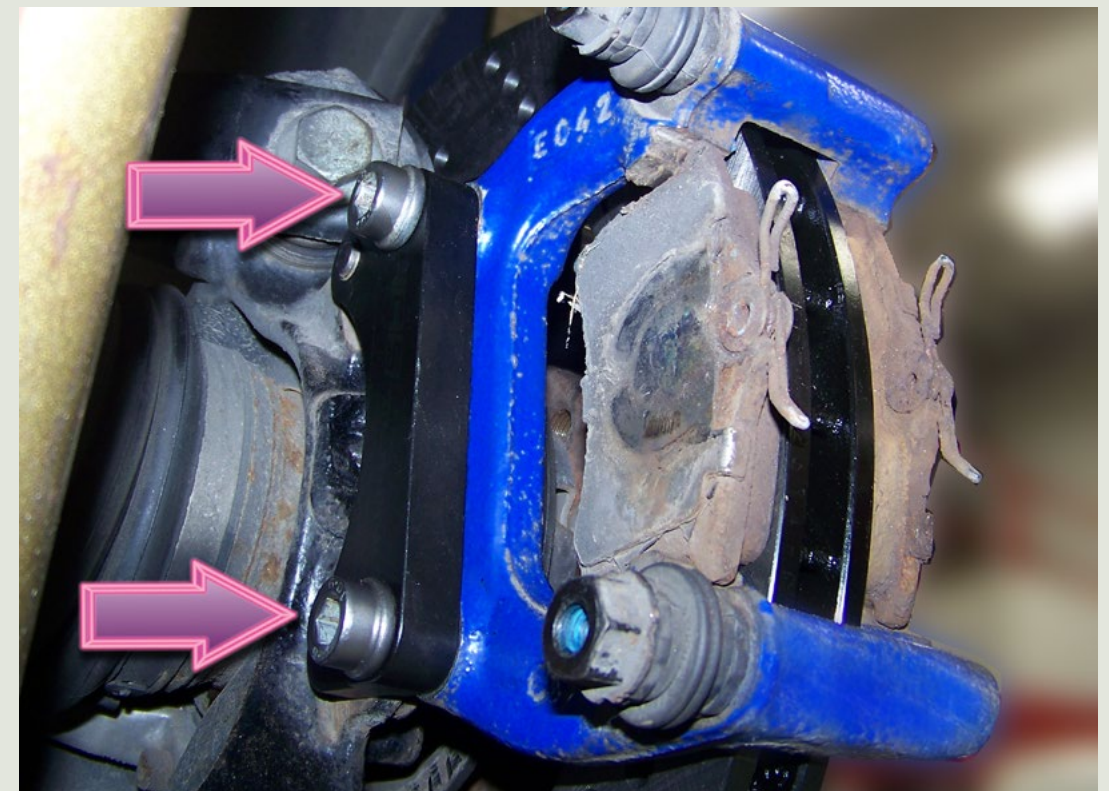
Note: Once the bracket is mounted, use the original caliper carrier bolts to attach the carrier to the bracket. Carrier-to-bracket bolts thread in from the rear (left arrows).



Step 10

- Install the rotor.
- Tighten the caliper carrier bolts (arrows) to 65Nm (48 ft-lb).
- Slide the brake pads into the carrier.

Service Tip: ECS Tuning stocks a wide assortment of stock and performance brake pads from original equipment and respected aftermarket suppliers.



Step 11

Slide the caliper over the brake pads. Thread the caliper bolts into the slide pins. Hold the slide pin hex and tighten the two caliper bolts to 35Nm (25 ft-lb) (**Note:** If the caliper won't fit over the pads, see Step 12.)

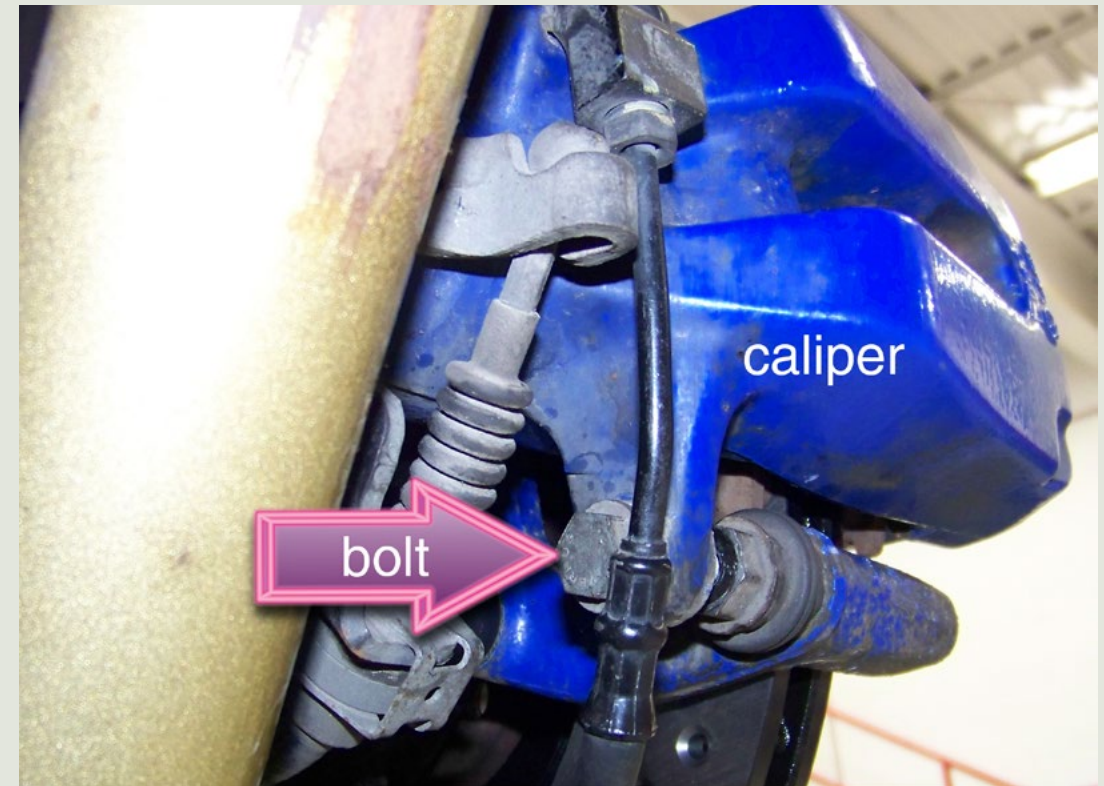
Service Note: VW recommends replacing the caliper bolts with new ones that have factory-applied encapsulated locking compound on their threads. If you reuse the old bolts, apply medium strength thread locker to the bolt threads.

Reinstall the wheel. Torque the lug bolts to 120Nm (88 ft-lb). Repeat the process at the opposite wheel.

Step 12

If the new rotor is thicker than the one you are removing, or if you are installing new, thicker brake pads, you'll need to compress the caliper piston. These pistons cannot be compressed by squeezing alone.

Our [online video](#) (jump to 00:43) demonstrates how to use a piston retractor tool to compress the self-adjusting rear caliper pistons used on this car.





Thanks!

Thank you for purchasing
an ECS Tuning
Stage 1 Big Brake Kit.

ES2404

**We appreciate your business, and we
hope this tutorial has been helpful.**