

How to Install VW OEM R32 Rear Vented Brakes on your MKV

This is a DIY document created in conjunction with World Impex (www.worldimpex.com) and myself. I purchased all the parts, **except** the brake pads, thought them and they gave a great price and excellent service. Use this information at your own risk.

I believe that this is a great performance upgrade and this has the nice vented rotors in the rear. The pad area is the same, but you have the benefit of an aluminum caliper and vented rotor. **Note:** *You will need at least a 17" wheel to clear these brakes.*

Parts list:

Rear 310mm (2008 R32 Rear):

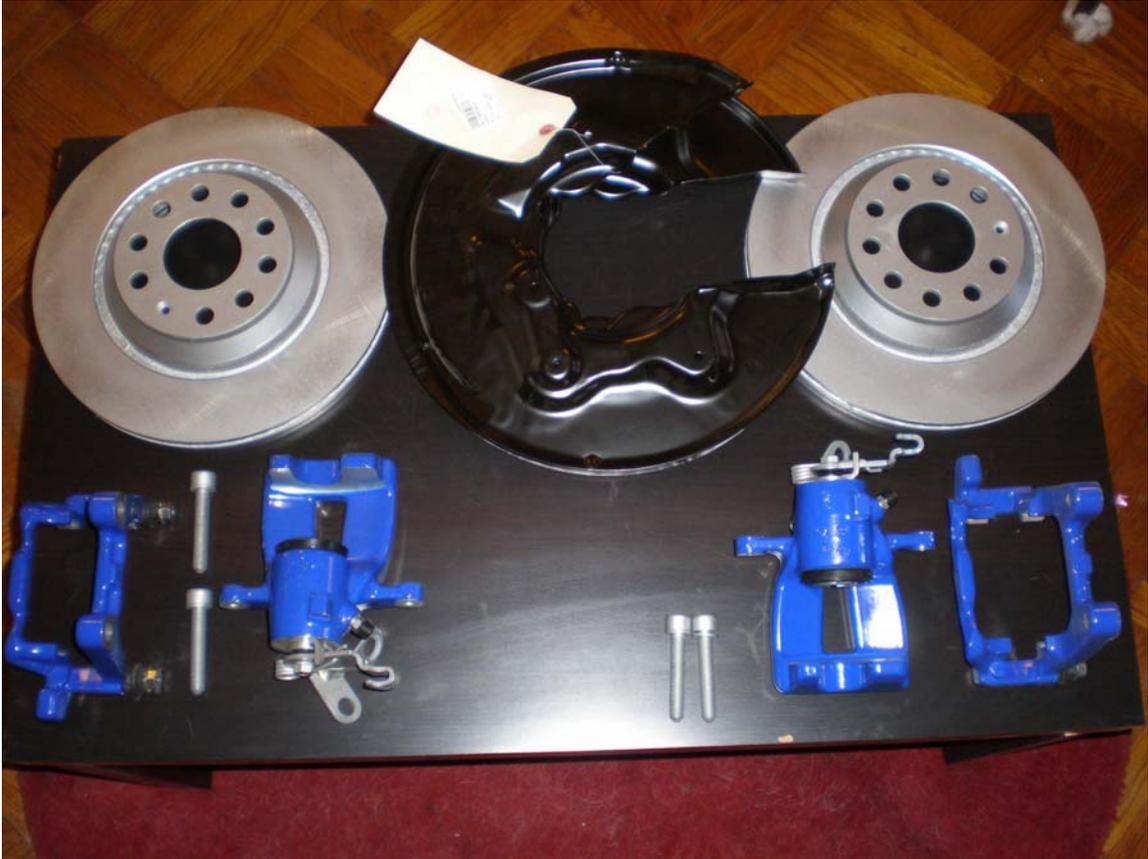
1K0 615 423 G caliper left BLUE POWDER COAT FINISH
1K0 615 424 G caliper right BLUE POWDER COAT FINISH
1k0 615 425 T carrier left BLUE POWDER COAT FINISH
1k0 615 426 H carrier right BLUE POWDER COAT FINISH
1K0 615 601 N rotor (2x)
5N0 615 611 E dust shield left WILL NOT FIT w/o serious modifications
5N0 615 612 E dust shield right WILL NOT FIT w/o serious modifications
1K0 698 451 K pads
N 910 815 01 bolts (4x) – rear (carrier to hub) 14mm triple square

Tools Needed:

Jack and stands
13 and 15 mm open end wrenches
14mm triple square socket and wrench
Flat screw drivers for prying caliper off if necessary
11mm Brake line wrench
Torx bits or drivers
Shop towels
Brake fluid and bleeder hose
Rubber/Nitrile gloves: Brake fluid is very corrosive, please be safe.

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NOTE: The Calipers and Carriers come from Factory in **BLUE** powder coat finish. As seen in the pictures above. I then painted mine to have a gloss black finish that will match my front brakes when they are installed very soon.



Close up view *before* I painted them Black.

Ferodo Racing DS 2500 Brake Pads: ***These are great pads for street and track days*** They have excellent cold weather bite and are very predicable on the track as well. These are not full blown Race pads, but they are perfect for what I want. **I ordered these from Topbrakes.com (NOT WORLDIMPEX)**



Black Painted Calipers and Carriers



Weight Comparison:

Weight R32 Rotors, Calipers, Carriers and bolts.

No pads **22.4** pounds

Weight Stock rotors, calipers, carriers & bolts.

No pads **17** pounds

They weigh a few pounds more overall, but I think the benefit is well worth the weigh penalty. You can save these pounds by removing other things at the track to make up for the weight. Would rather have the thicker vented rotor and Aluminum calipers for those hot track days.

Installation Procedure:

- 1) Jack up rear and put on car Jack stands.
- 2) Remove Wheels.
- 3) Remove Screw holding rotor to hub. Torx bit.



4) Using **13mm** and **15mm** wrenches, loosen the caliper bolts on carrier



5) Pull Caliper away from carrier and disk



6) Remove Carrier bolts using **M14 triple square**



7) Remove Carrier.

I found that someone had messed with the carrier bolts previously and I only had one holding the caliper for some reason. Note the weird wear on the pads from the caliper rotating out of place. Glad I found this...WOW.



8) Remove Brake Disk

9) Remove Torx bolts that hold heat shield in place and remove shield. You have to cut the heat shield to remove it. Or you have to pull the rear hub.





Cut to remove the heat shield

10) Pull clip on parking brake and unhook it from the caliper.

11) Leave brake line connected until you are ready to swap the calipers so you do not lose a lot of brake fluid.

Have rags or paper handy for this next step.

12) Place new caliper within reach and remove the brake line from the old caliper and put it into the new caliper and tighten. You should only lose a little fluid this way.

WIPE UP THE FLUID ASAP. It can eat away at paint and stuff.

13) Reconnect the parking brake cable.

NOTE: THE R32 HEAT SHIELD DOES NOT FIT, SO I DID NOT USE IT.

14) Install new rotor and set screw.

15) Install carrier with new bolts.



16) Get your brake pads out and ready. I chose Ferodo DS2500 Street/Race pads.

17) Install pads

Note the R32 uses a different anti-rattle shim. My race brakes did not come with new ones, so I had to modify my TDI ones to fit. See picture below for grinding done to clear wider vented Rotor. I suggest getting the correct OEM parts if they are not with your pad kit. This is only temporary fix until I could get new R32 ones.



18) Install caliper in reverse of removal. Use new bolts with dry (Blue)thread locker.



19) Once you have everything in order bleed the brake with fresh brake fluid. I chose ATE Super Blue racing fluid.



20) Double check your work and you are ready to go. Wheels back on and time for a test drive. Some brake pads like mine will need a “bedding in” procedure. I will have to get mine quite hot and let them cool before they will work properly. If you are using OEM pads, you will not need to do this as normal driving will seat/bed them just fine. All pads need some time to bed. The key is to use the procedure for your specific pads. Ie: Race vs. street pads.

21) ENJOY!