



## How To – Changing your brake pads – I

Courtesy of **gt2thomas**

For new set of pads all round BMW will charge you 150–250 for parts (Pads and replacement sensors), and will quote 2 hours labour at £140–£160?

I have been changing my pads myself, and will quite happily do anyone who is local for a nominal charge if you get the parts and sensors. I can also reset the light for you. Will only take me an hour. (did the pads on my 51mini cooper, 118d and now on my 123d within 45mins, without all the tools that BMW have.) BMW are a rip off, and as you can see, replacing pads all round at main dealer will cost you somewhere from £350 – £500.) What I will say is that there would be no coming back to me with problems, but can say categorically, that I have had none with mine.

I'll do discs as well if required, that will take another hour though.

If you want me to get parts i can arrange.

EBC Direct are the cheapest i have found where I pay £75 for pads all round and sensors – and have just seen that babybmw has secured a 15% discount! Check the forum for more details.

Contact me on 07816 893938 if you want any help or advice if attempting to change them yourself.

Method is simple.

Open Bonnet.

Locate brake fluid reservoir  
remove cap, and place cloth over the opening and place cap on top. Do not close bonnet (The reservoir is usually to the driver side (UK cars) just in front of the wind screen. in face lifted cars there is a plastic cover over the area to be removed by clips. very simple!)

Loosen wheel bolts, (one wheel at a time) and jack up car;

Remove Wheel.

Ensure car is stable on the jack, and perhaps put on axle stands to ensure the car will not fall to the ground if the jack failed.

(I actually put my wheel on its side under the sill in case i'm under it I wont get crushed!)

Remove the bolts holding the calliper to the suspension assembly. These are to the back of the calliper, and it is quite often easier to get at if the steering is to the lock to enable easier access. (CAUTION – THE BRAKE ASSEMBLY MAY BE HOT IF YOU HAVE JUST DRIVEN YOUR CAR – IF SO WAIT TO COOL DOWN – AVOID DOWSING WITH WATER WHICH CAN CAUSE DISCS TO WHARP)

REMOVE CALIPER. This is not always easy, and sometimes requires a little persuasion help using a screwdriver in between the top of the calliper and the outside edge of the disk. (MAKE SURE YOU DO NOT SCRATCH or BEND YOUR DISCS)

Disconnect the sensor cable along its entire route and the sensor. There is a black box which clips open behind the suspension where the plug is located. OPEN the box and unplug the sensor. (The

sensors often break)

Pop out the old pads.

Using a clamp, very gently press the piston back into the calliper. Usually the pads from the calliper has clips that sit inside the piston. ENSURE YOU DO NOT PRESS THE PISTON BACK TO FAST – THIS CAN MAKE FLUID SHOOT THOUGH THE PIPES TO FAST AND THEN BRING AIR INTO THE FLUID – THIS WOULD REQUIRE THE ENTIRE BRAKING SYSTEM TO BE BLED)

Insert new pads

Replace calliper with new pads.

Re-fix calliper to the suspension assembly.

Plug in new sensor and cable and re-route as the old one was. (You have to have new sensors each time you replace as they are a wearable part, they don't look it, but they are.)

Double check calliper is securely tightened back up with the two bolts you removed.

Check again.

Check Again that you have put cable and sensor on properly.

Replace wheel, and wheel bolts.

Tighten wheel bolts to 135nm's (this is what I use)

Lower car, and repeat on each corner.

It is worth noting that there is only one sensor on one side at the front of the car, and then the opposite corner at the rear. (2 sensors in total for 4 wheels.)

Once you have replaced all sensors, replace lid on brake fluid reservoir, and close bonnet.

Get in car and before starting pump the brakes several times to ensure that there is a braking force available the first time you drive off. Start car and carefully ensure that they seem to be working properly.

Have a drive. – REMEMBER – NEW BRAKE PADS NEED BEDDING IN. Be as gentle as possible for the first 50–80 miles. and then gently start using them more normally. This will ensure that you don't get brake judder, or uneven wear.

They will stop you in an emergency, but the chances are that they may be compromised, but better just a set of pads than your whole car heh!!