



## How To – Changing your brake pads – II (with pictures)

Courtesy of **stuart69allan**

I have never taken any of my car's to a dealer/garage to replace brake pads or discs as frankly... They charge well over the odds for the work carried out and it is so simple to do yourself. Admittedly if anything fails or goes wrong down to poor workmanship on your part there might be warranty issues, however as long as you use correct tools and follow these simple instructions. There shouldn't be any issues.

I used EBC Redstuf Pads and sensors all round on my 130i at a cost of £158 for parts.

1. Once the bonnet is open locate the brake fluid resevoir which is located below the drivers windscreen wiper underneath a black plastic cowl which simply unclips of.



2. Remove the brake fluid reservoir cap and place a rag in/around it to save it spilling over your engine bay when you compress the calliper pistons!

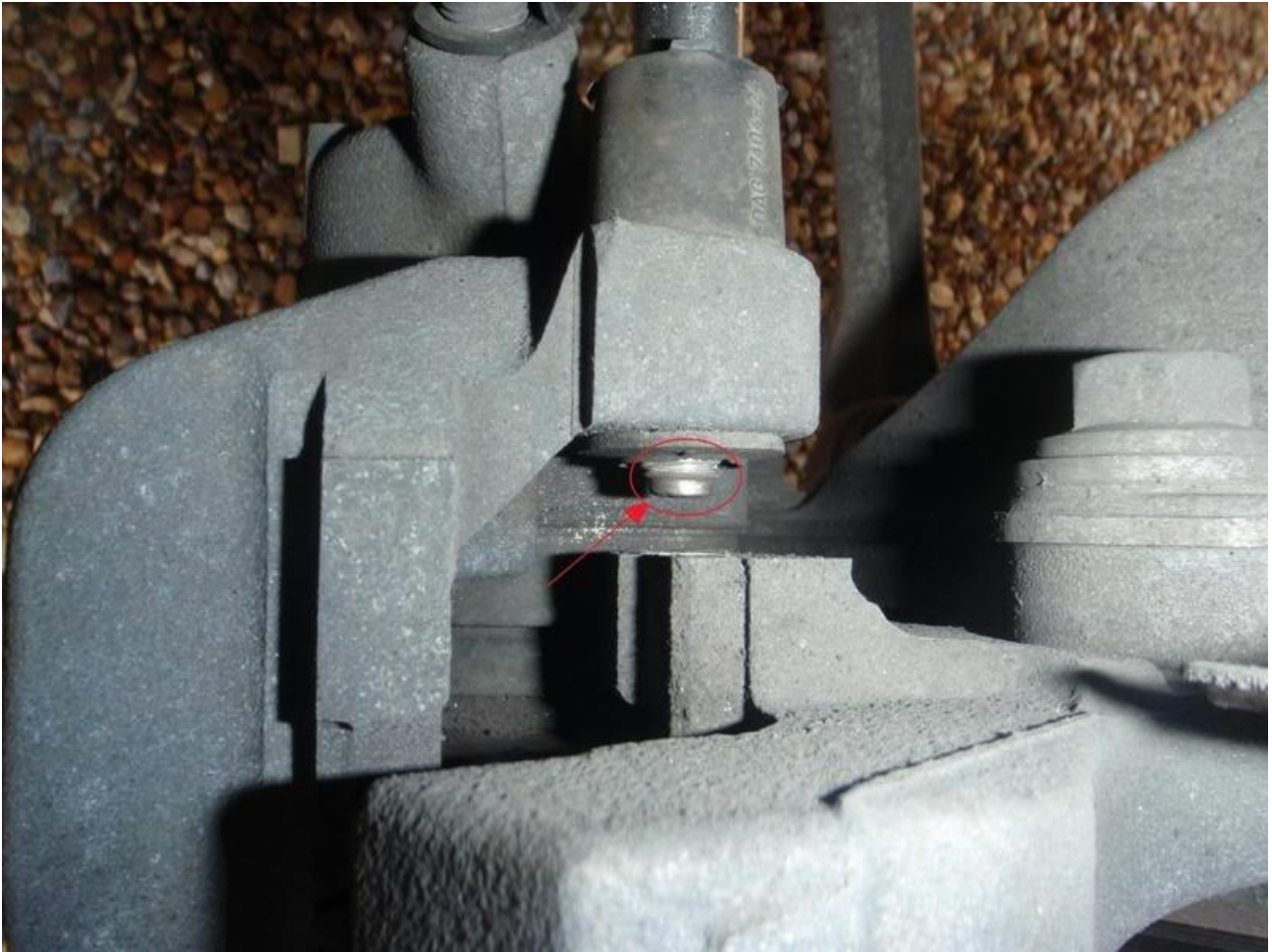


3. Remove one wheel at a time to gain access to the brake calliper. Once you can see the brake disc assembly you must locate the black rubber caps at the back of each calliper to expose a 10mm Allen key. (On the 2006 120D SE its a 7mm Allen key)  
There are 2 in total, one at the top (pictured) and one at the bottom.





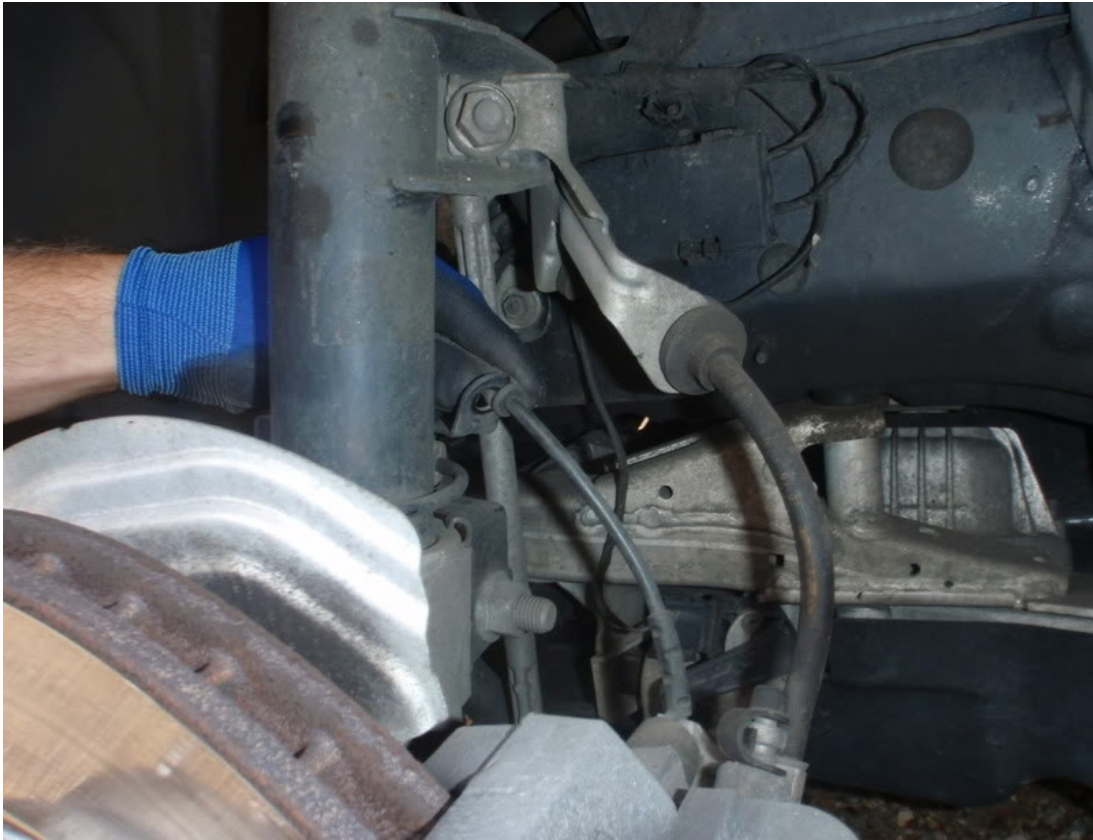
4. Fully undo both Allen bolts and push them all the way back (I carefully use a medium size fat head on the exposed thread) you need to do this so they won't interfere when trying to slide the calliper out of it's bracket.



5. Now it is necessary to remove the retaining clip. This can sometimes be a bit tricky but after years of practice I find a correct size fat head and a pair of pliers do the job quite nicely as pictured below.



6a. If the calliper you are working on dose not have the brake sensor go to step 8. The brake wear sensor on the front is on the passenger side. On the rear it is on the drivers side. Only one per axel (2 in total). This is a lead that simply unclips along it's entire route to it's termination box. The front is very easy to access and just unclips.



6b. The rear brake wear sensor simply unclips along it's entire length but... To access the termination box (located where the red dot is) requires a bit more work. It is necessary to partially unbolt the wheel arch lining (six 8mm self tapping bolts) which isn't difcult, just more of a nuisance! Pictured below

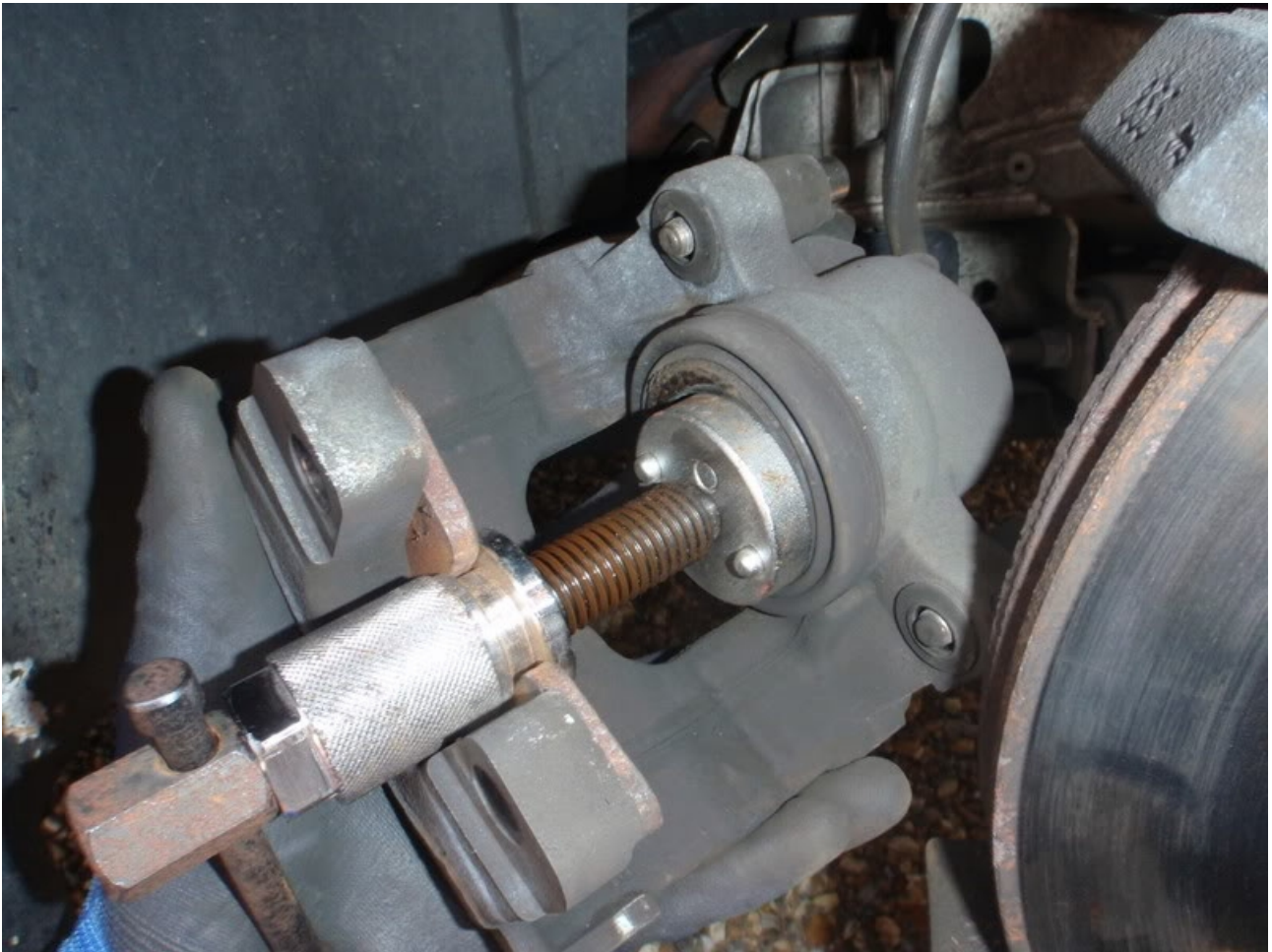


7. Reroute the new brake wear sensor along it's original path so it's ready to attach to the new brake pads when they are installed.

8. The calliper should be free to slide out of it's bracket as you removed the retaining clip and both 10mm Allen bolts earlier. Using frm pressure rock and slide the calliper until it's free from it's bracket. Pictured below



9. The pads should now be free to pop out of the calliper. Once both pads are removed the brake piston will need to be pushed all the way back in to accommodate the new unworn pads. I use a simple but efective piston compression tool available from good car maintenance stores however. A large set of pipe grips or even a 'G clamp' can be used (I don't recommend the later thou)



10. Once compressed the new pads should be installed with the clip removed from the old pad and installed on the new (note: copper slip is often used on the back of the pads to eliminate squeaks)



11. Now it is a simple case of reversing the process remembering to re clip the new brake sensor onto the pad.

**WHEN COMPLETE REMEMBER TO PUMP THE BRAKE PEDAL BEFORE YOU DRIVE ANYWHERE!  
FAILER TO DO SO WILL RESULT IN AN ACCIDENT**

Good luck

Questions from forum members:

Q: Question: is there any need to reset the brakewear indicator in the computer? Or do the numbers just go up again?

A: Yes you have to reset the computer yourself. GT2HOMAS done a great 'how to' to do this: check out "How To: Reset Service Lights and Brake Wear Sensors"

Q: Great write up! How are you finding the EBC Red Stuf pads? Would you say they give any increased brake performance and how do they dust up?

A: Thanks! I enjoyed doing it  
To be honest i was very sceptical as to how good they were going to be as i wanted to fit Ferodo DS2500 which i have used before and are incredible! I settled for EBC Redstuf. They were an upgrade to standard and i was on a budget... A few 100miles down the line i must say i am VERY impressed with them! The initial 'bite' is ALOT stronger than the OEM pads and had a nice solid feel which i trust. I use the car quite hard and i have never come across any problems. For the price i may think of buying them again even if i'm not on a budget as i am that impressed with them.  
Oh and there is noticeable less brake dust, but you still have to scrub the alloys up every wash as they do still suffer.

Q: Hi, I got quoted £222 plus BMW labour for some new discs and pads on my girlfriend's mini. Would I be able to do it myself? I found discs and pads from EBC for £83. How much is the calliper compression tool? How easy is it to remove the disk and refit the calliper?

A: That's why i done this write up as the stealers charge so much for what is a very straight forward task. If you know the difference between a screwdriver and a hammer you will be able to change the discs and pads yourself without too much trouble. A word of advice thou is you will need to buy 2 tools to make it much easier on yourself.

- 1 – Impact driver (for the Allen bolt to remove the disc from the hub) without this you will 'round' the head of as they are VERY tight to undo £15–20
- 2 – Calliper compression tool £10–15

Without these 2 tools you could damage things... Buy them and save money in the long run. If i were you i would give it a go... You might surprise yourself!!!