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Steveo989
Member

DIY:Brake Flush MK4

[«](#) [»](#) 12:27 AM 4-15-2007

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 Virgina Beach
VA
2003 VW GOLF
2.0L, 1984 gti,
1989 audi 200
turbo

Quick and to the point, the reason to change your brake fluid is to save your ass! Brake fluid is a hydroscopic which means it attracts water, big deal right? Wrong, through the brake lines and through your resevoir brake fluid attracts water, water has a really low boiling point, the more water in your lines the lower your boiling point. So you smash the brake pedal to stop you from slamming into the car ahead of you but your brakes barely keep you from hitting him. Your pedal feel may be very "mushy" as some may say. Your pads and rotors are fine so what's the deal. When you slammed your brakes their is a good chance your brake fluid boiled, in turn becoming a gas. Which we all know you can compress gas a lot! So your pedal sinks to the floor.

Of course that is worst case scenerio but that is the situation that we are trying to avoid by changing our fluid.

Another reason is with our expensive ABS ESP etc. etc. we want to prolong their life as long as we possibly can, new brake fluid will keep corrosion to an absolute minimum.

Bentley Recommends changing your fluid every two years regardless of mileage. Which is a pretty safe bet, however those of us that drive our asses off may want a bit more insurance, my recommendation is every 30,000 miles or 1 1/2 years. Whichever comes first. Mainly for the fact that in 2 years the fluid has already taken on too much water and is already doing too much damage.

Tools Required: Jack Jackstands, 11mm open ended wrench(9mm wrench for 6spd slave cylinder bleed) Motive power bleeder or equivalent, catch bottles or tubing to collect old fluid, turkey baster to remove old fluid from resevoir.

Start with the simple part:

- 1.Begin loosening up your lugs on your wheels.
- 2.Jack up your vehicle and support it with jackstands.
3. Remove your wheels. This will let you have plenty of room to work and the front calipers it is nearly impossible to bleed without removing the wheels.
- 4.Due to variances in 1.8t, tdi, 2.0l, VR6, 3.2l. Remove whatever you need to to have good access to the front of the the brake fluid resevoir.
5. Now remove the yellow fluid level sensor from the brake fluid resevoir.
6. Next take out the plastic screen insert inside the resevoir with a flat head screwdriver as pictured.



7. Take the time to remove any obvious dirt from the plastic screen or the sensor.
8. Begin removing the old fluid from the reservoir as pictured.



9. With a very clean paper towel or other item remove obvious dirt from inside the resevoir.
10. Fill the resevoir with whatever your choice of fluid is, my friend's choice was ATE SUPER BLUE.



11. Now with an EMPTY Power Bleeder test the seal on the resevoir. This will save you the nightmare if their was an insufficient seal on the resevoir.



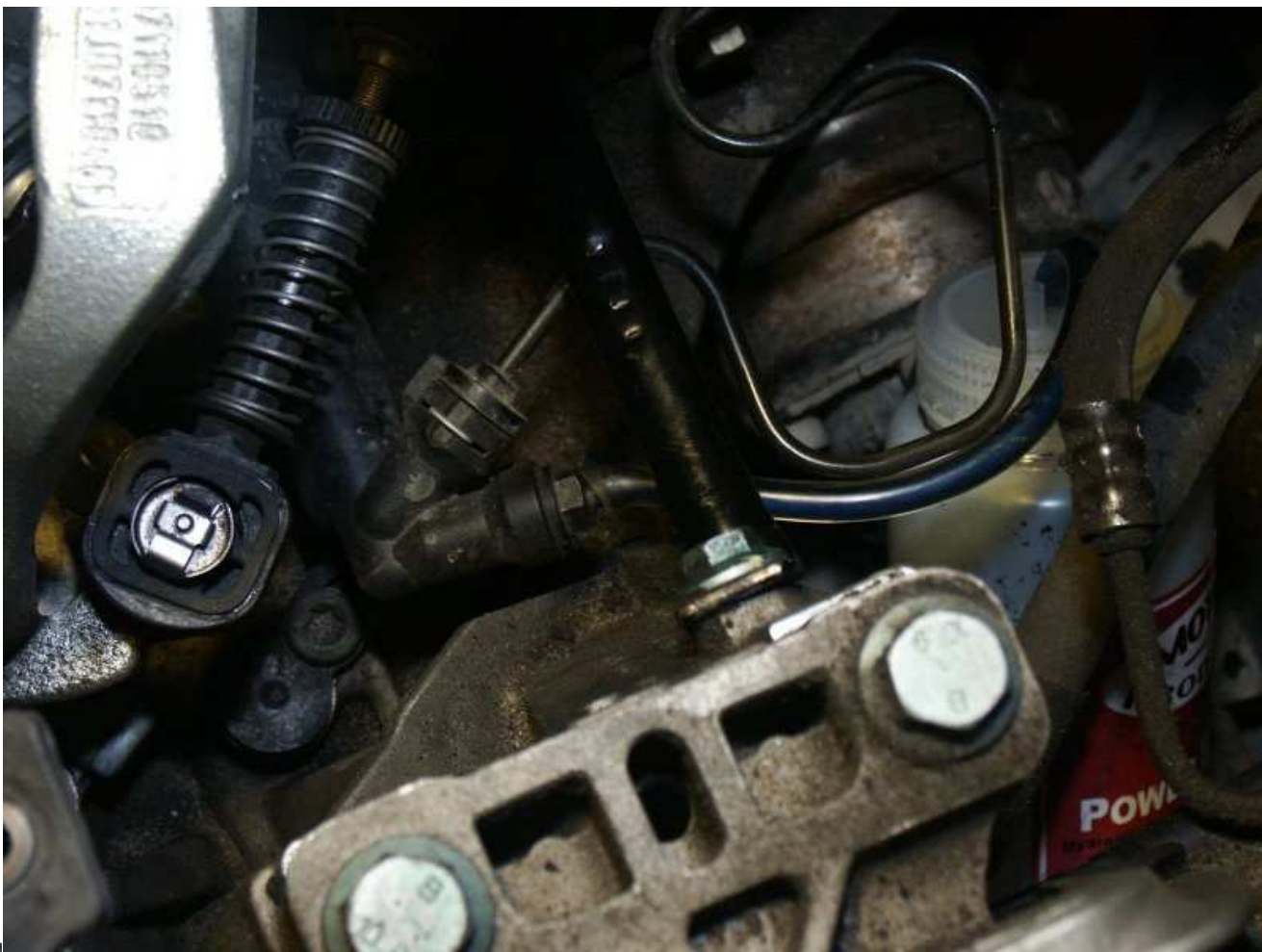
12. Now you can fill your power bleeder with the remainder of whatever fluid you have chosen.



13. Pressurize the system to 10-13psi. The older the reservoir the less pressure you want to use. This keeps the reservoir from rupturing. (You really only need to worry about this on old reservoirs I would say 8 years old+)

14. Now we begin the fun part of flushing your lines, bleed the clutch first, (5spd MK4 you simply bleed until you get all new fluid. 11mm wrench) (6spd bleed off about 100cc's of fluid, close the bleeder screw, quickly pump the clutch pedal 15 times, then bleed 50cc's of fluid. If I remember correctly this is a 9mm wrench)

15. Anyway crack open the bleed screw for the clutch and bleed as what is said above.



5spd



16. Close your bleed screw, and don't touch the clutch until the rest of the system is flushed. This will keep old fluid from potentially mixing with the new fluid.

17. Now open the bleed screw on the right rear caliper. When only new fluid comes out. There should be no air or corrosion coming out of the line when you close the bleed screw.







18.Repeat on the rear left(driver rear)

19. Repeat on the front right(passenger front)





20.Repeat on front left front(driver front)

- 21. Repeat as necessary I would hit all the brakes twice to get all the old fluid out for sure.
- 22. Now do the opposite of removing everything and deperessurize the pump.
- 23. Finally Have a beer 🍺 and cycle your abs pump, not in that order either 😊

Modified by Steveo989 at 9:32 AM 4-15-2007

Modified by Steveo989 at 9:37 AM 4-15-2007

Modified by Steveo989 at 9:51 AM 4-15-2007

Modified by Steveo989 at 9:56 AM 4-15-2007

Modified by Steveo989 at 9:51 PM 4-20-2007

Letting someone else work on your car is like letting a stranger do your girlfriend.

My BRAKE FLUSH DIY- <http://forums.vwvortex.com/zerothread?id=3184085>
My SS Brake Line DIY <http://forums.vwvortex.com/zerothread?id=3258154>

Steveo989
Member



<< >> 12:28 AM 4-15-2007



Time for a plug 🍻



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Modified by Steveo989 at 9:58 AM 4-15-2007

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Virgina Beach
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My SS Brake Line DIY <http://forums.vwvortex.com/zerothread?id=3258154>

Steveo989
Member



<< >> 1:00 PM 4-15-2007



Any ?'s, comments concerns feel free to post or pm me. I will make corrections or make things a bit more user friendly.

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Tim_1.8T
Member



<< >> 8:06 PM 4-15-2007



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1-19-2006
297 posts

Excellent DIY!

I have one question though, how do you cycle the ABS pump?

Boynton Beach
FL
2002,
Volkswagen,
GTI 1.8T

Steveo989
Member



<< >> 8:16 PM 4-15-2007

