



IRELAND ENGINEERING MOTORSPORT

BMW 2002 Rear Disc Brake with Parking Brake

- Installation Instructions

Disclaimer: We are not responsible for any of your screw-ups. Professional installation recommended. If you have any questions or concerns please call us 626-359-7674 (Mon-Fri 9am-5pm PST)

Since you will be removing the output flange, we suggest loosening the large nut before putting the car on jack stands.

Place car on level surface. Block wheels so it can not roll. Place the rear of the car securely on jack stands.

Read all instructions and check the parts before beginning.

Remove rear drum brakes including backing plates. You must remove the output flange to remove the backing plates. Retain output flange and please return to Ireland Engineering as a core. Or if you are machining your own output flanges, the OD of the flange must be reduced so it will fit inside the rotor.

Clean trailing arm and mounting surface.

Install **bracket to the trailing arm using the 10mm x 20 x 1.25 (course thread) socket-head bolts with small washers**. We recommend using blue locktite (#242). The brackets mount to the 2 lower bolt holes on the trailing arm and hang downward. The calipers mount slightly to the rear of the axle at about the 5 o'clock position (driver side) or 7 o'clock (passenger side). Install the machined output flange. The 36mm nut should be torqued to 280 ft.lb. You can do the final tightening when the car is back on the ground. Remember to install the cotter pin.

Install the rotors. You can use the lug nuts to hold the rotor in place. Make sure the rotors are flat against the output flange. The lug bolt holes on the rotors are slightly chamfered on the inside to clear the shoulder on the lug bolts. If you replace the rotors at some later date remember to chamfer the new rotors.

Test fit the calipers. **Install the caliper to the bracket using the 10mm x 25 x 1.5 (fine thread) hex-head bolts**. Use a washer under the bolt heads.

Sometimes it may be necessary to grind a little off the trailing arm for the rear caliper bolt to clear. You may need to use washers as spacers between the caliper and the bracket to center the caliper on the rotor. Make sure the caliper holder is not touching the rotor. The bleed screws and the fluid inlet are interchangeable. The bleed screws should be on the upper side of the piston toward the rear. This makes it much easier to bleed the calipers. If everything looks good you can tighten the bolts.



Install the brake lines to the calipers and bleed the calipers.

The stock parking brake cables will attach to the levers on the calipers. You will have to loosen the adjusters at the brake lever to install them. We supply small collars to use as a stop to hold the parking brake cable in place at the caliper.

In the future if you need replacement parts the following should be used:

Rotors -- front rotors from first generation VW rabbit.

Pads -- rear pads from late 80's & early 90's VW's. FMSI #D340

Caliper – late 80's & early 90's VW Jetta with 10mm bleeder