

I have collected all my parts from the Mk3.5 cabriolet due to it running Mk3 Golf stub axle and carriers with the alloy Mk4 caliper. But these parts can be used from a few 2WD VW's and Seat's etc. (Commonly Mk2 Golf, Mk3 Golf, Ibiza)

I have only photographed 1 side as the other will be the same unless specified.

## PARTS LIST

### STUB AXLE.

This part is N/S - O/S specific due to the carrier mounting points.



### STUB AXLE BOLTS.

I bought new bolts from VW. I wouldn't recommend reusing the bolts from the donor car. They don't cost a lot and for the safety aspect, nobody wants their wheel falling off!!



### COVER RING.

Unsure what it is for but it is obviously there for a reason. Sits and covers stub axle bolts.



### CARRIER.

Make sure you get complete with sliders and rubber boots. VW don't sell these separate.



#### CARRIER BOLTS.

Again i got new bolts from VW. Plus you have been lucky if you have managed to remove these from the donor car without having to smack a socket over it!



#### NOTE:

I believe you must use the stub axle and carrier from the same aged car. I.E not Mk2 stub axle and Mk3 carrier.

#### DUST COVER.

This is completely optional. I wanted mine to look OE so got i new 1's from VW.



#### CALIPER.

I have used the alloy Mk4 caliper due to it being less prone to seizing. If you chose to run the same caliper then you will need the conversion flexi pipe (pictured). Goodridge make these. This is due to the Mk4 caliper having the newer 'banjo' fitment instead of the older screw in type. It is all dependent on your budget and what you can get your hands on. If you get the Mk2/Mk3 Golf caliper you will need to get the flexi pipe with it.



#### CALIPER BOLTS.

I got new bolts with my brake pad set.



#### BRAKE PADS.

I got new pads for mine. Again dependent on you budget. If there is plenty of meat on the donor car then why wast them? I chose Mk4 pads to match the caliper but im sure it doesn't matter what pads you use (Mk2/Mk3). If you are running the used pads then you will need to get the caliper bolts.



#### REAR DISK.

I have bought new disks and have put new bearings in. Again this is all down to budget. I would recommend fitting new bearings even if you run the used disks. They dont cost much and while you have it off the car then it mite aswell be done.



### BEARING WASHER.

I took this from the donor car as i didn't get a replacement with the bearing kit. This is a specific washer, as you can see it has a tab on the inside to stop it spinning with the bearing.



### 24mm CENTRE NUT.

Again taken from donor car.



### LOCKING COVER.

I got a new 1 with my bearing kit. If you are not replacing the bearing then you will need to get this from the donor car.



### SPLIT PIN AND GREASE CAP.

These came new as part of the bearing kit. Again if you are not replacing the bearing then these will need to be taken from the donor car.



## HANDBRAKE CABLE.

This is from the Mk2 Scirocco 16v. I got mine new from GSF.



## FITTING

I was replacing my axle at the same time as this disk conversion so i cant show how to remove the drums as i just dropped the lot in 1.

This will show you how to do the N/S (passenger side). The other side will be exactly the same so i didn't see the point in writing it out twice.

Once your drum has been removed, you will be left with the end of the axle looking like this:



You will 1st be fitting the stub axle and dust cover (if fitting 1). The stub axle bolts are a 15mm. You will need to fit the stub axle with the carrier mounting holes closest to the rear side of the car. Only 1 of the stub axles will fit the way pictured due to the spacing of the bolts.





Then you slide on the cover ring. It will only slide on up to the head of the stub axle bolts.



Now cover the stub axle in grease.



Now slide on the brake disk as far as it will go. Then slide on the outer bearing and push on the washer. There is a groove down the side of the stub axle so it will only go on 1 way.



Wind on the 24mm nut. You need to tighten it up and then back the nut off slightly so the disk turns nicely.



Then you can fit the locking cover over the nut. Make sure the nut is turned at an angle that leaves the small hole accessible on the end of the stub axle.



Now push the split pin through the hole and split it and wrap it round as pictured:

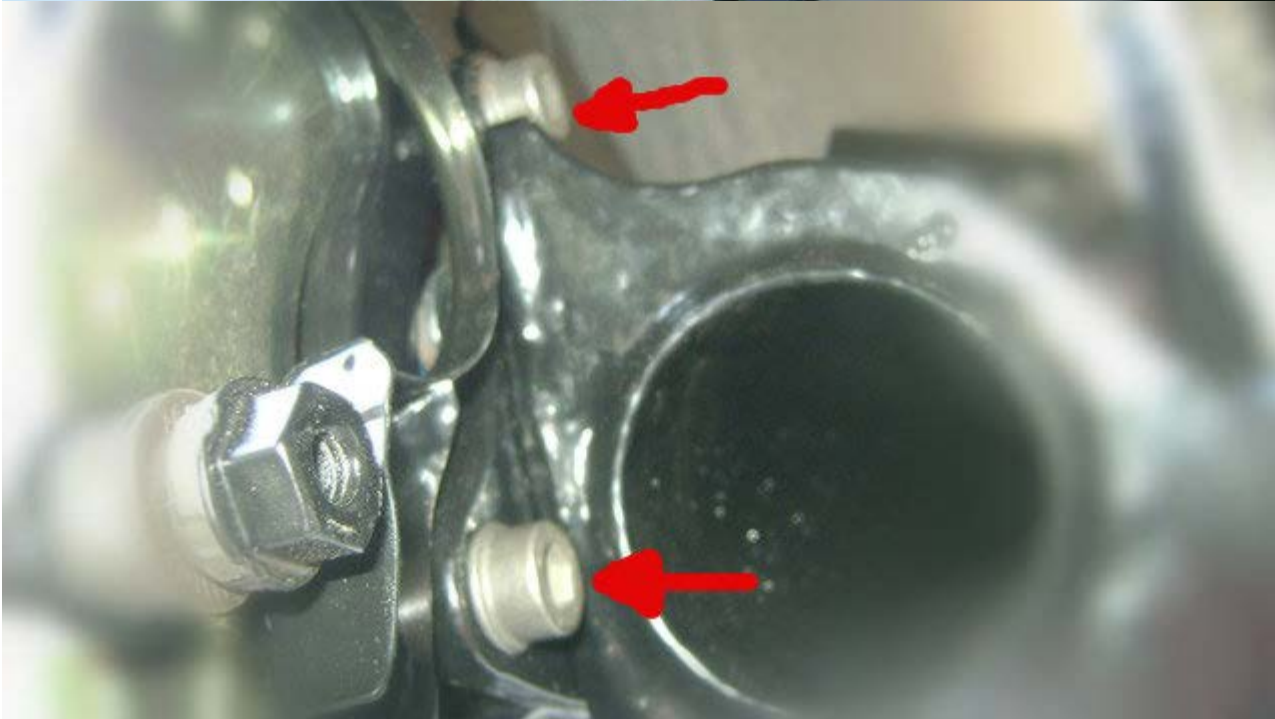
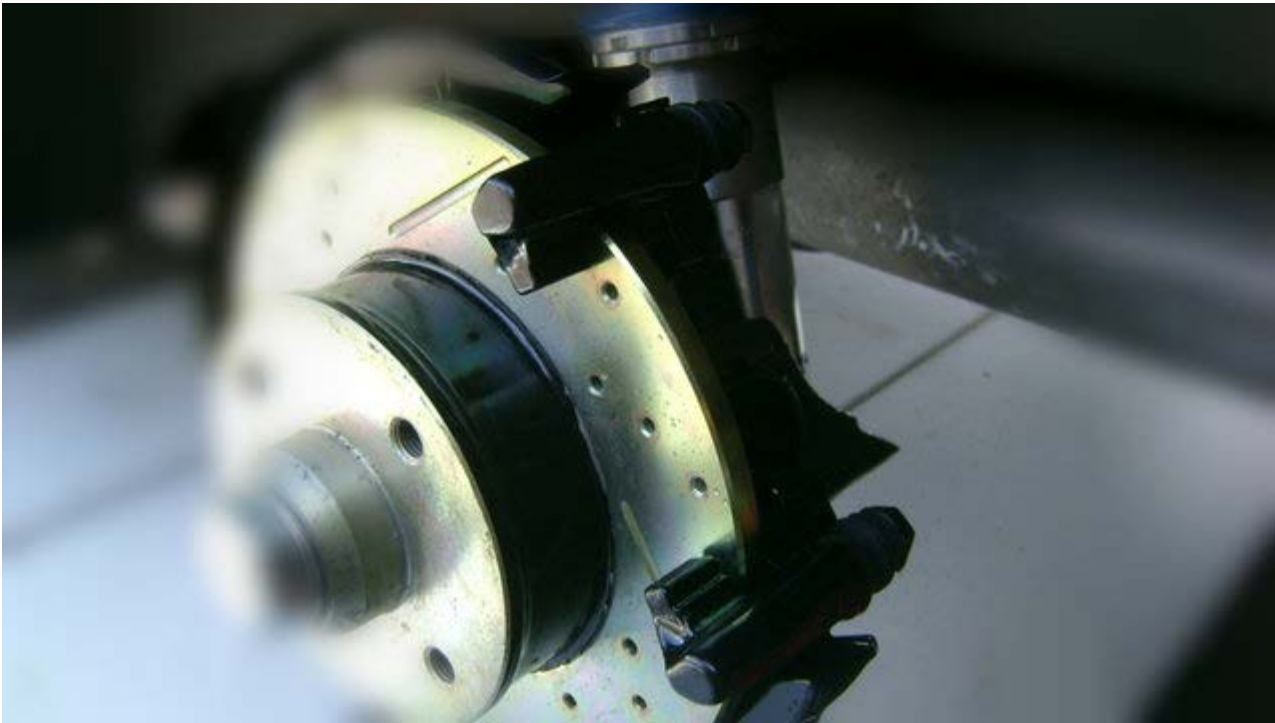




Now line the grease cap with grease and cover the end of the stub axle with grease. And tap the cap in to the end of the disk.



You now need to fit the carrier. I have already cleaned and greased the sliders before starting the conversion. The carrier slides down the back of the brake disk and in front of the stub axle. It is secured with the 2 socket caps from the back. You will need an 8mm allen key to tighten them up.



Time to fit the pads. So start by copper greasing the carrier for the pads to slide on. I have pointed out the outside sliders but you must do the slides for the inside pad too.



Then drop the pads in.



You can now fit the caliper. Ensure you have wound the piston back in or you will struggle to get it over the new pads and disks (if used). You need to fit the caliper so the handbrake mount is at the bottom. You need to feed the caliper bolts in from the back and in to the carrier sliders. The bolts are a 13mm but you will need a 15mm spanner to hold the slider.





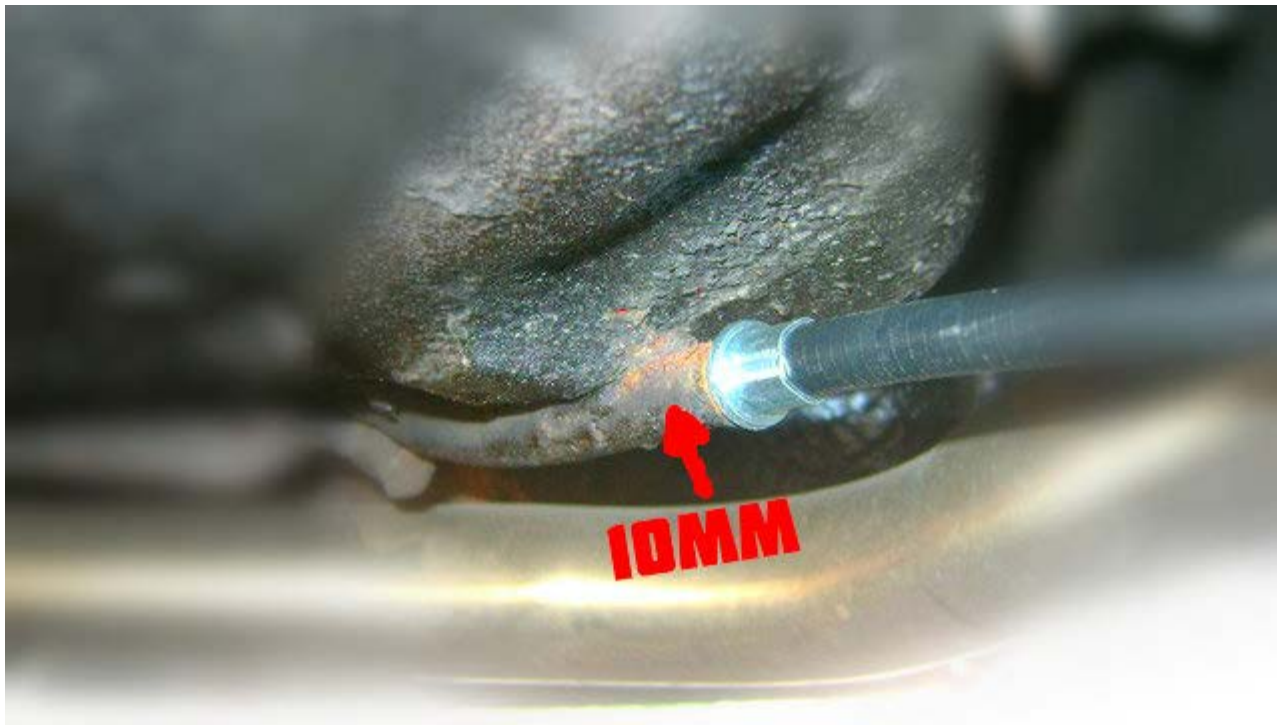


Now to put the handbrake cable on. Slide it from under the axle and through the hole on the back of the caliper. Put the end of the cable over the arm as pictured:



Now this is where i am confused. I had heard you need to cut 10mm off the sleeve to give you enough length for the cable to reach the handbrake inside the car. I didn't need to but i have provided a picture in case you do.





Now put your wheel back on and look at all you hard work!!



Hope this helps and may stop as many of the same questions popping up.