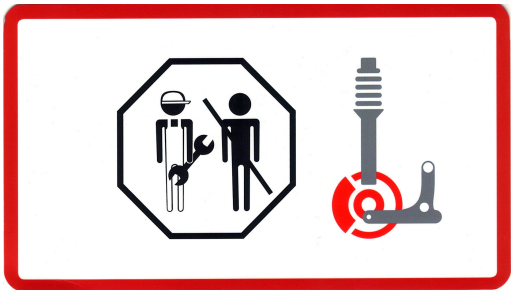
KERSCHER
TUNING. TECHNIK. DESIGN.



FITTING INSTRUCTIONS
VW-Beetle
Disc brake kit – Rear axle

28.10.22

Contents

2	Callipers,4 brake pads,4 shims (17)	8	Cylider screw M10x35 10.9 (12)
2	Brake disc, 4 or 5 hole (13)	4	Cylinder screw M10x1,25x25 10,9 (16)
2	Spacer 25 mm (20) BZ80256KER	2	O-ring 72x2,5mm (3) BZ80264KER
2	Spacer 65 mm (21) BZ80257KER	2	Rubber boot (19) BZ80265KER
2	Carrier plate (10) BZ80220KER	2	Split pin 5x50mm (15)
2	Drive shaft seal (18) BZ80263KER	4	Spring washer 10,5x20mm (22)
Additionally for vehicles with swing axle:		2	Distance rings 25.5 mm (7) BZ80259KER
		2	Alu packing rings 2 mm (9) BZ80258KER
		2	O-ring 30x2,5 mm (6) BZ80266KER
		2	Brake pipes 330mm
Additionally for vehicles with IRS / semi trailing arm:		2	Distance rings 21mm (8) BZ80260KER
		2	Brake pipes 430mm

Assembly

☛ Dismantle the standard parts (Brake drums, brake pipes, back plate and handbrake cables).

For swing axle (Abb.1):

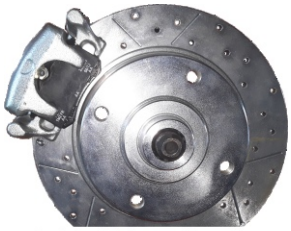
- ► Push original seals (4 and 5) over the spline (2).
- ► Place the new 72x2.5mm O-Ring (3) on the transverse link (1).
- ► Push the 30x2,5mm O-ring (6) over the spline (2) up to the bearing.
- ► Push the 25.5mm distance ring (7) over the spline (2) with the chamfer towards the bearing (phase inside towards wheel bearing) until it is flush with the bearing.
- ► Press the drive shaft seal(18) into the Kerscher carrier plate (10).
- ► Place the 2mm Alu –packing ring (9) in the carrier plate (10) and push over the spline (2).

For IRS / semi trailing arm suspension (Abb.2):

- ► Press the drive shaft seal (18) into the Kerscher carrier plate (10).
- ► Place the new 72x2.5mm O-ring (3) on the traverse link (1).
- ► Push the carrier plate (10) with drive shaft seal on to the spline (2).
- ► Push the 21mm distance ring (8) on to the spline (2) and through the drive shaft seal (18) until it lies flush with the bearing.

For IRS and swing axle:

- ► Fix the carrier plate (10) using M10x35mm cylinder screws (12).
  Torque to **67 Nm**. **(The calliper fixing holes should be at a 45° angel to the top).**
  Secure the screws with Loctite!!!
- ► Mount the brake disc (13) and fix with locking nut (14). Torque to **360 Nm** , if necessary continue turning to the next bore and secure with a split pin (15).
- ► Remove the calliper-holder from hydraulic component. Mount the calliper-holder on the carrier plate by using cylinder screws M10x1.25x25 (16) and spring washers 10,5x20mm (22) . Torque to **65 Nm**.
  Secure the screws with Loctite!!!
  Insert brake pads and shims into the calliper-holder.
  Put on hydraulic component and screw down with screws M8x22mm. Torque to **34Nm**.
  Notice:
  The bleed valve must be at the top and the brake cable guide at the bottom. The callipers are marked R and L and must be mounted appropriately when facing in the direction of travel.


right driving direction

Repeat the above instructions for the other side of the vehicle.

***** Carry out a trial fit of the wheels, a space of at least 3 mm must be between the rim and the calliper. *****
If necessary use spacers

Kerscher Tuning GmbH
Eggenfeldener Str. 46a
D-84326 Falkenberg
Telefon + 49 (0) 87 27 / 9 68 80
Telefax + 49 (0) 87 27 / 96 88 29

- ► Mount the brake pipe supplied to the calliper.
- ► Disconnect the hand brake cable and remove by pulling it out to the rear of the vehicle.

Abb.3:

- ► Remove the adjuster spring for the hand brake cable left and right.
- ► Push the 25mm spacer (20) sleeve on to the cable bush and feed the cable through the bracket on the calliper.
- ► Mount the 65mm spacer (21) on the cable guide on the underbody and connect the cable to the handbrake lever.
- ► Push rubber bellows (19) left and right over brake cable eye.
- ► Attach the handbrake cable to the actuator levers on the calliper.
- ► Tighten the adjuster nuts on the handbrake lever.
- ► Bleed the brakes.

Adjusting the brakes

- ► Pump the brake pedal until pressure has been built up. Keeping the brake pedal fully depressed , operate the handbrake repeatedly until it has adjusted itself correctly. Operating the handbrake also adjusts the self adjustment for the brake pads.
- ► Adjust the handbrake cable.

Checks to be carried out prior to test drive:

- ► Visual inspection and control of routing and fixing of brake lines and the hand brake cable and for possible leakages.
- ► Functional check on the brake test rig.

Torque brake discs again to 360 Nm after test drive and again after about driving 300 miles!

Replacing rear brake pads.
Warning: Do not operate the brake pedal whilst the brake pads are removed. This could lead to pistons being pushed out of the callipers and damage to the automatic adjustment mechanism.

- ► Clean the guide surfaces (brake pad seat) in the calliper using either a suitable soft wire brush or cloth with white spirit. Do not use any mineral based fillers or sharp implements.
- ► Before inserting the new pads, inspect the brake discs for grooves and if necessary replace.
- ► Check the dust seals for tears or cracks. A damaged dust seal should be replaced immediately as the intrusion of dirt particles could cause damage to the brake pistons.
- ► Reset the pistons, using the VAG tool **VW-3272,** by screwing them clockwise whilst applying pressure. If the correct tool is not available, it is possible to use a suitable flat piece of metal inserted through both grooves in the piston.
  Warning: Do not simply force the pistons back without rotating them, as this will damage the automatic adjustment mechanism.

Note: When resetting the pistons, brake fluid will be forced back in to the brake fluid reservoir. It is therefore necessary to keep an eye on the fluid level in the reservoir and if necessary siphon some off.

Bedding in the new brake pads.

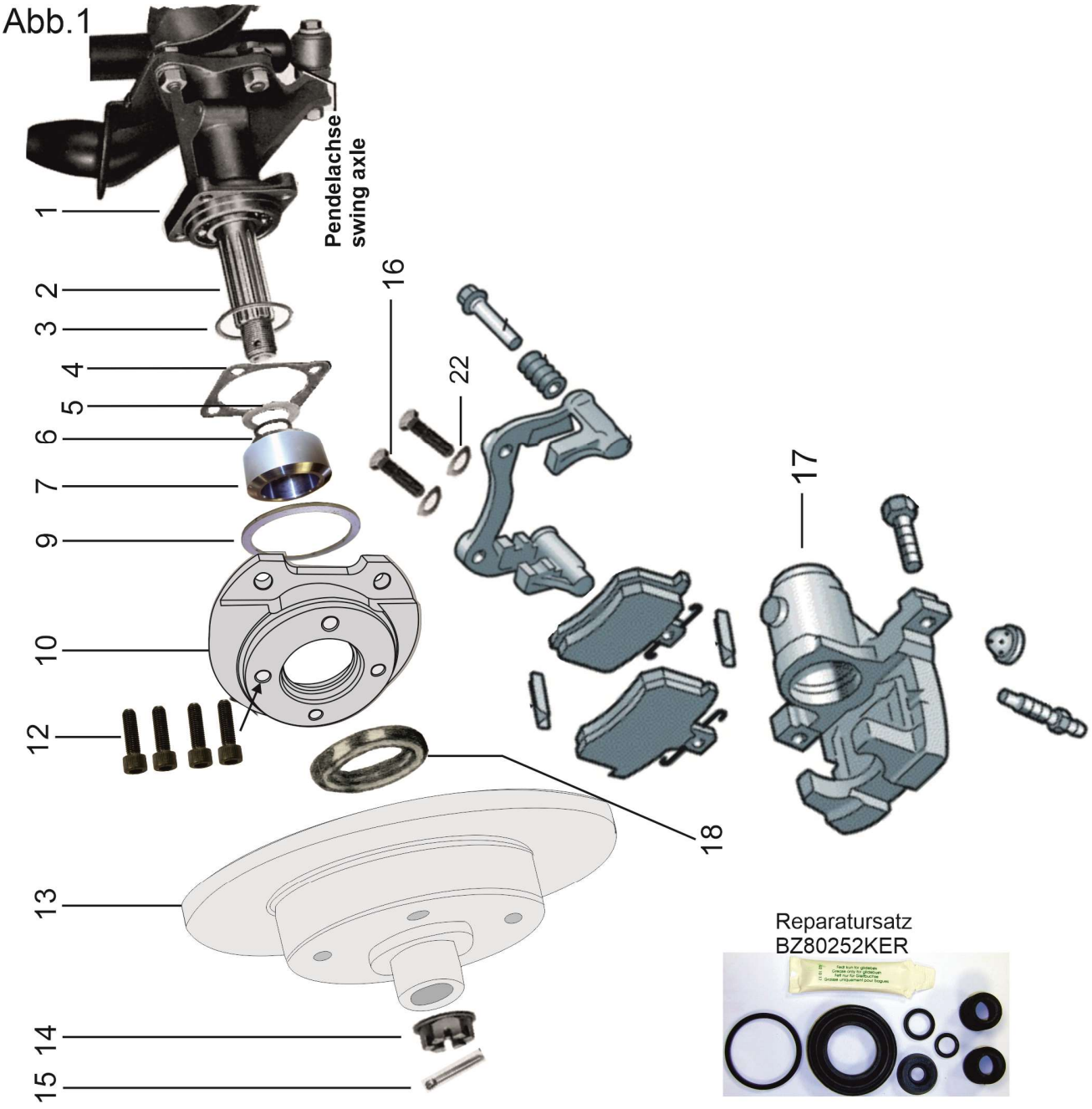
- ► After fitting the new brake pads, carefully brake the vehicle from approx 80 km/h (50 mph) applying only gentle pressure to the brake pedal. Repeat this several times allowing the brakes time to cool between each run.
- ► Only apply full brake pressure in absolute emergencies.

Note: New brake pads require approx, 500 km (300 miles) before they are properly bedded in. Only after this will they be fully effective.

Kerscher Tuning GmbH
Eggenfeldener Str. 46a
D-84326 Falkenberg

Telefon + 49 (0) 87 27 / 9 68 80
Telefax + 49 (0) 87 27 / 96 88 29

Abb.1



Reparatursatz
BZ80252KER

Kerscher Tuning GmbH
Eggenfeldener Str. 46a
D-84326 Falkenberg

Telefon + 49 (0) 87 27 / 9 68 80
Telefax + 49 (0) 87 27 / 96 88 29

Abb.2

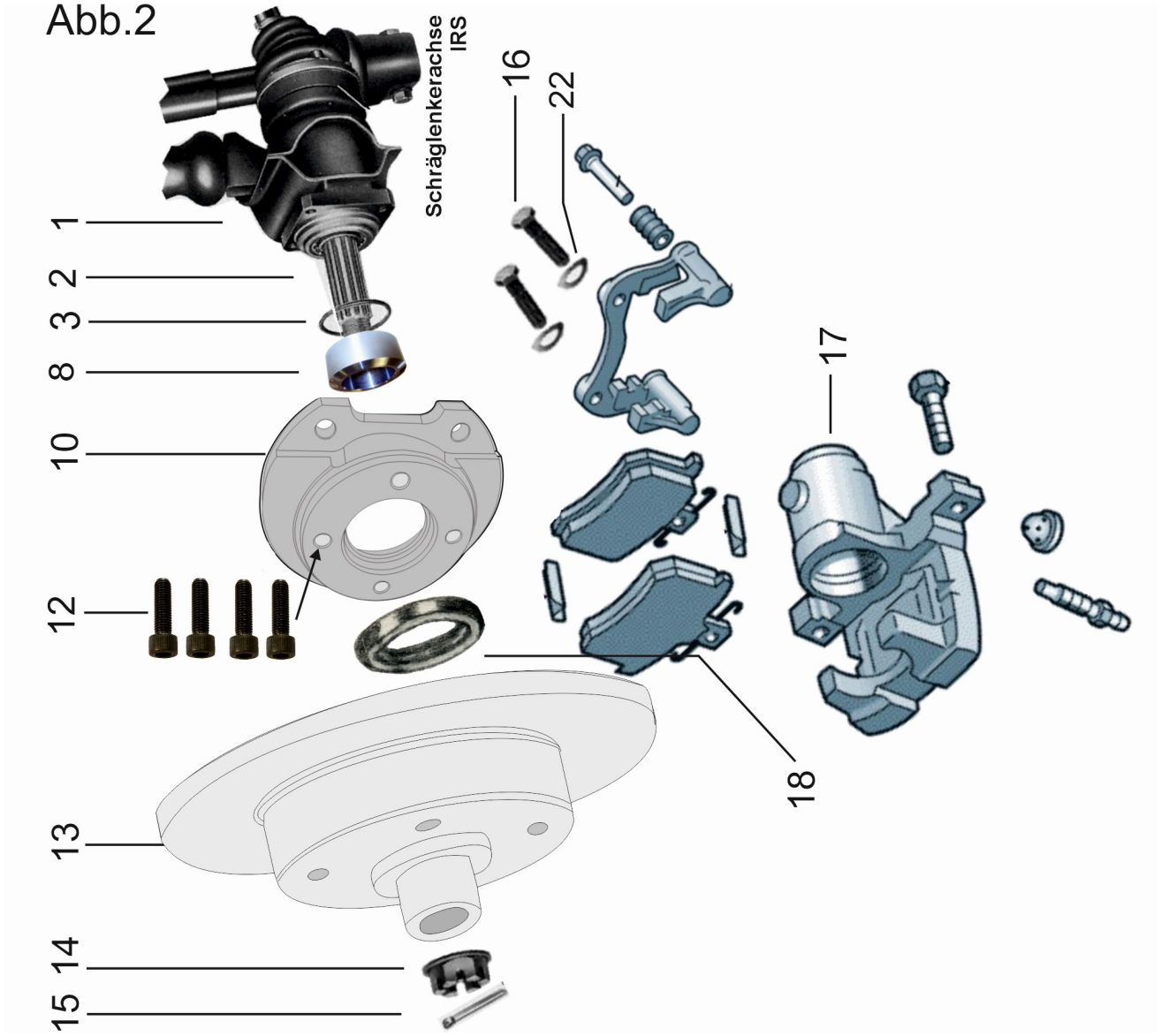


Abb.3