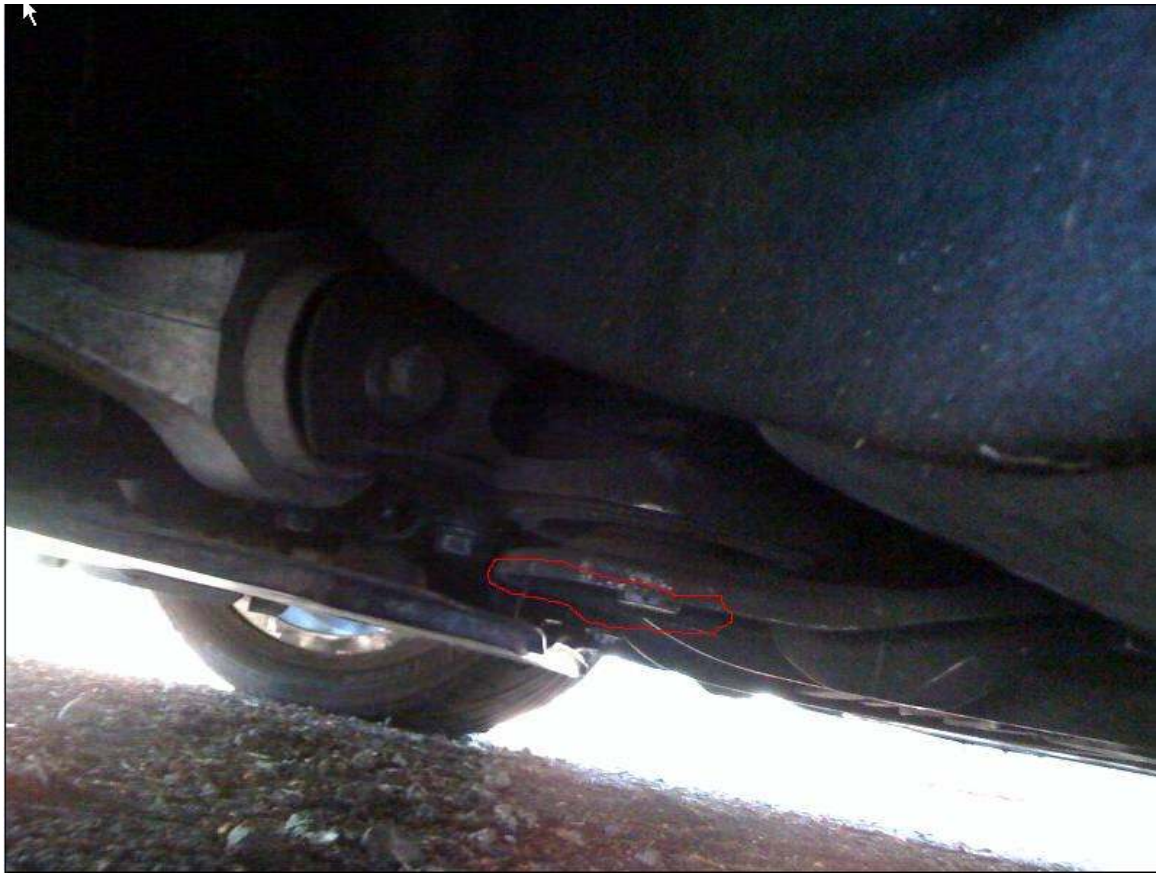
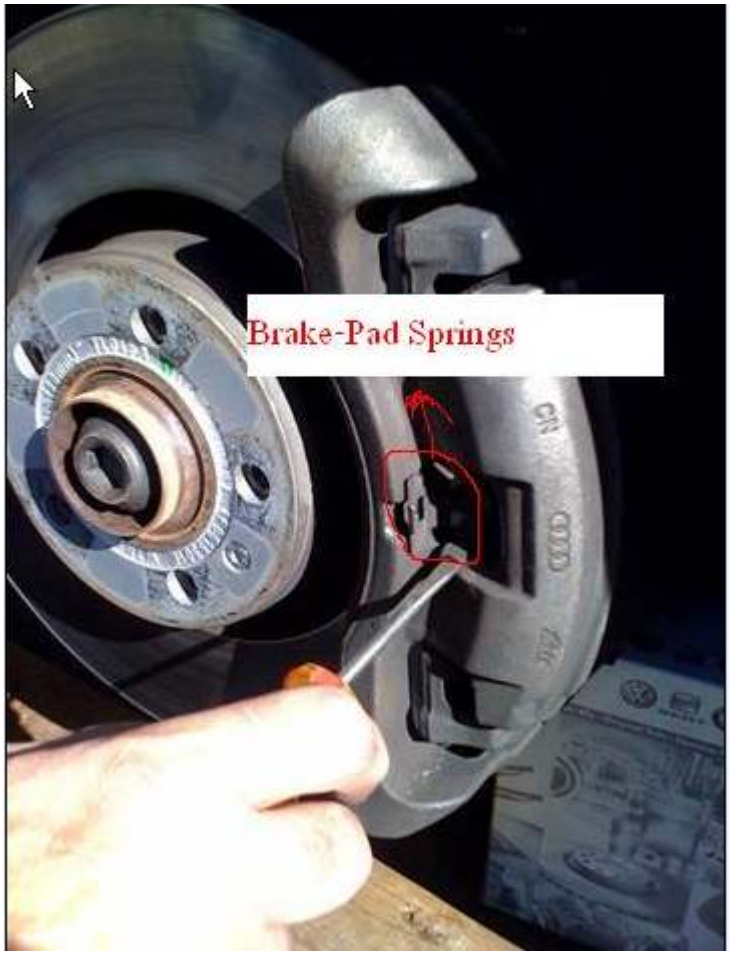
Front brakes on a 2006 Audi A6 3.2 Quattro

Jack up car – and use jack stand. I used this point for the jack and the rails on the side of the car for the jack stands.



Remove wheel. Next you need to remove the spring.



Just use a screwdriver and pull up. It is a big ‘S’ with clips on both ends. Be careful is will just jump out. Some folks have broken this spring when yanking it out – go to the local stealership for replacement if you break it.

Once the spring is out. The caliper is attached at the back with two screws.

The two screws are covered with black plugs. Remove the two plugs at the back of the caliper as shown in the above picture. Behind the plugs is a screw for which you will need a 7mm hex key.

Use this key to remove the two screws.

Next the caliper can be removed. There was some wiggling it and it just came off. Turn it upside down and you will see the old pads in the caliper.

Remove the old pads sensor wire – I had to use a small screwdriver to remove the sensor wire.

Remove the brake fluid top in the engine bay. Next, use a Caliper spreader to expand the space in the caliper. Since the old pads are worn out, the piston is pushed in to make them snug against the rotor. Using this tool, push the piston out.

http://www.amazon.com/Spreader-Compress-Caliper-Brakes-Piston/dp/B0026KP2NM

You will see the brake fluid level rise in the reservoir in the engine bay when you are pushing the piston out. Use a siphon to take some fluid out of the reservior if you think it will overflow.
Caution: Brake fluid is poisonous – so do not use your mouth to siphon it out.

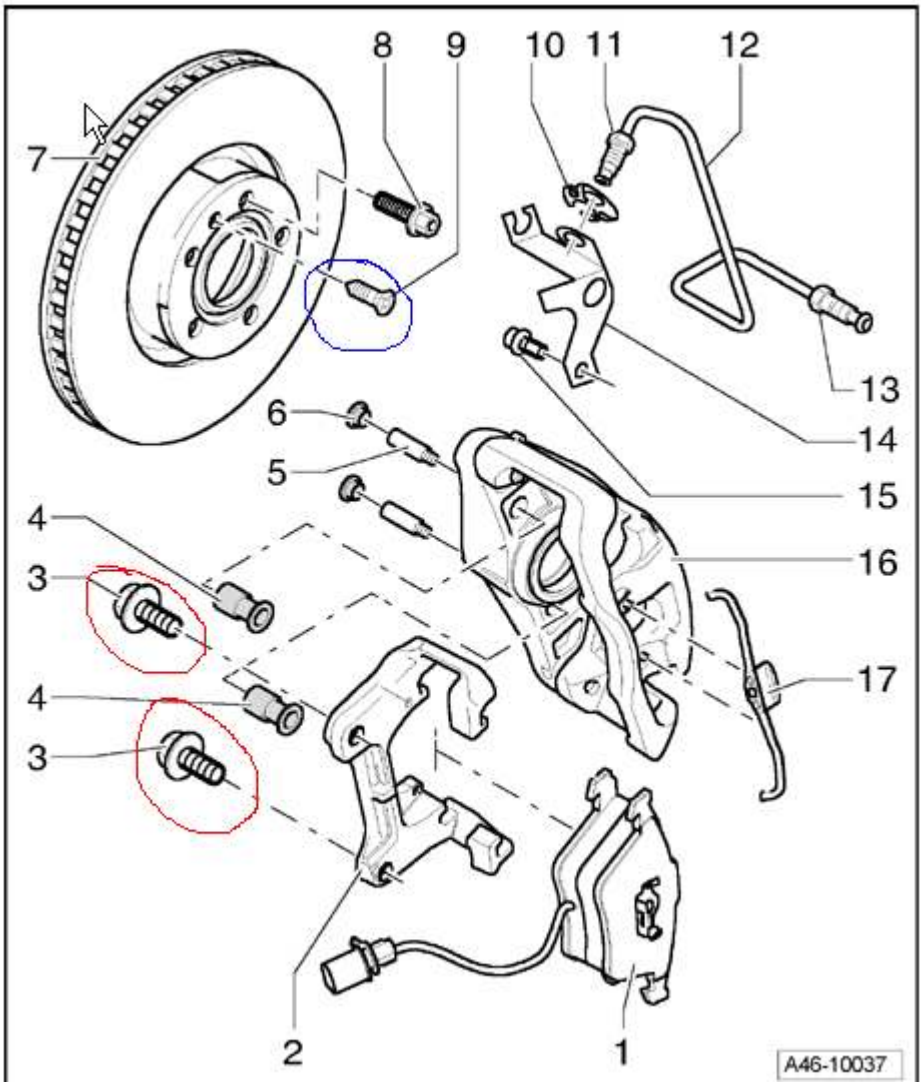
Put the new pads in the caliper. There are clips at the back of the pads that hold them in place in the caliper. In old pads, sometimes this clip comes out, and since there is play between the rotor and the pad, there is a lound clunking sound while making turns.

Next put the pads in the caliper as shown the below pic. I used akebono euro pads.

If changing only the pads, put the caliper back onto the rotor and use the 7mm hex key to tighten the two screws (torque: 30Nm; about 18 lb-ft) - and then put the ‘S’ spring in place. Fill in the brake fluid reservior to correct level.

After installing brake pads, depress brake pedal several times firmly to properly seat brake pads in their normal operating position

If changing rotors – there are two bolts at the back that you will have to remove. They are very tight – and I was only able to remove one (had to go to shop to remove the other side). Using penetrating oil helps. These are marked in red in the below pic.



I think I had to use a 21mm for these bolts, but I am not sure.(Can someone who has done brakes recently confirm?).

Once those two bolts are out, there is only a star thingie in the front holding the rotors. This is circled in blue in the above pic. Remove that and the rotor will come off. Put the new rotor in place. Put the star thingie back in (torque: 5Nm). Put the two bolts back in place (torque: 190Nm – 140 lb-ft). You can then put the caliper on top of the rotos. Use the 7mm hex key to screw in the guide pins (torque 18 lb-ft). Put the retaining ‘S’ spring and check brake fluid level.

That’s it – you are all set. Push the brake pedal a few times before a test run. First few times, the pedal could go all the way in. Do a few start-stop tests around the parking lot.