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Results 1 to 25 of 25

Thread: DIY: Eliminating the brake pad warning light - a more direct solution

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06-26-2012 11:05 AM

#1

B6JoeS4

Registered Member
Four Rings



Join Date: Sep 14 2008
AZ Member #: 32998
My Garage: Terminator
Cobra
Location: Chicago NW
Burbs

My Photo Gallery: 0

DIY: Eliminating the brake pad warning light - a more direct solution

This guide is for those of you that want a more permanent, issue-free way of eliminating the brake pad sensor light. The light can either be triggered by the installation of aftermarket brake pads that don't have wear sensors, or from worn brake pads tripping the light. The light comes on a little premature, so this can be seen as a way to get rid of the light without taking off the front wheels, cutting the wire, and connecting the leads together.

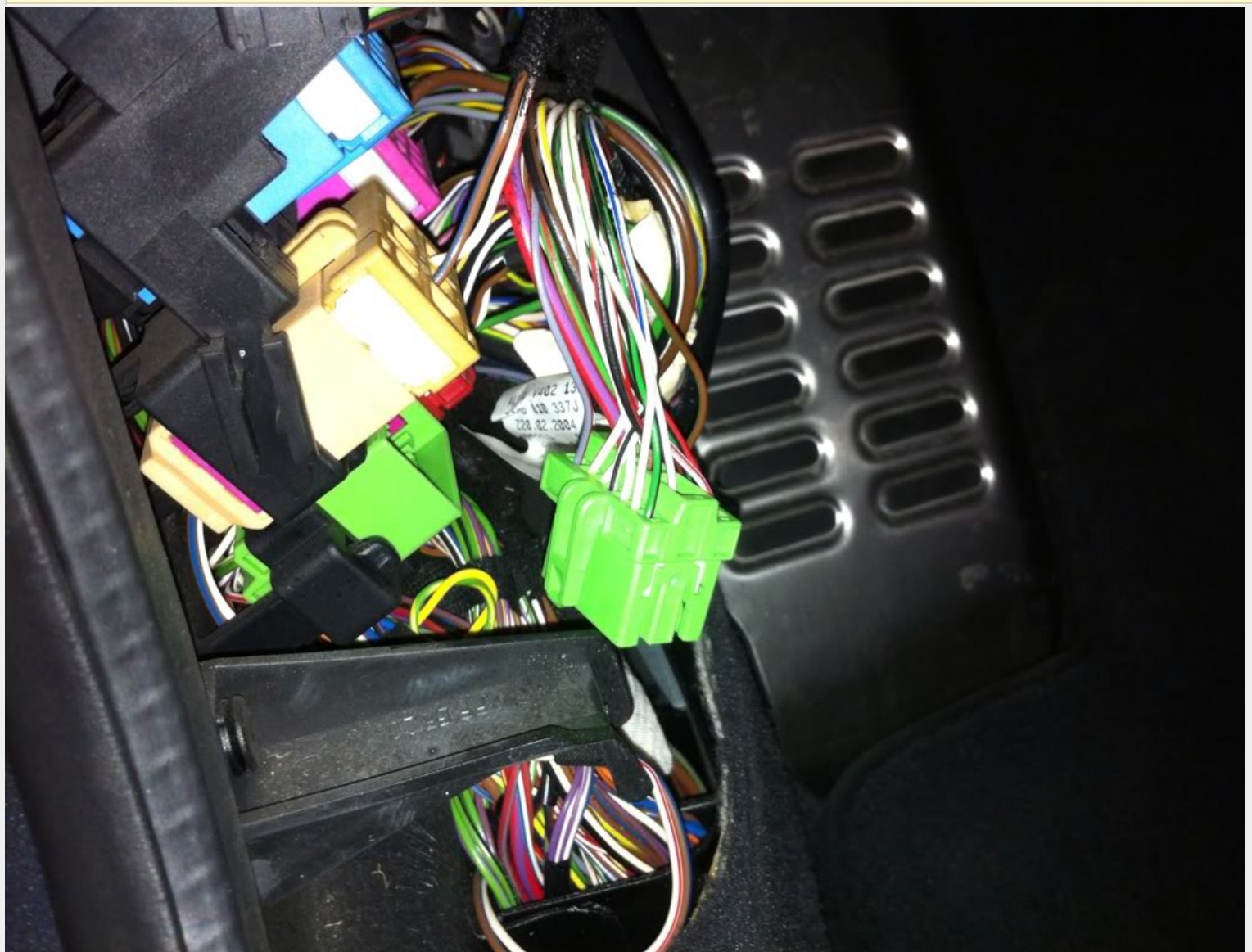
For me, the light would no go away no matter how good I soldered or crimped the wires. What this way does, is ground the wire inside the car, way farther down the line than up by the brakes. The wire we are grounding is actually the wire that goes into the cluster.

For those of you wondering, the light and/or warning sensor system can NOT be disabled on any 8E chassis car with VAGCOM. Believe me, I tried and failed.

Step 1: Removal of the driver's side kick panel

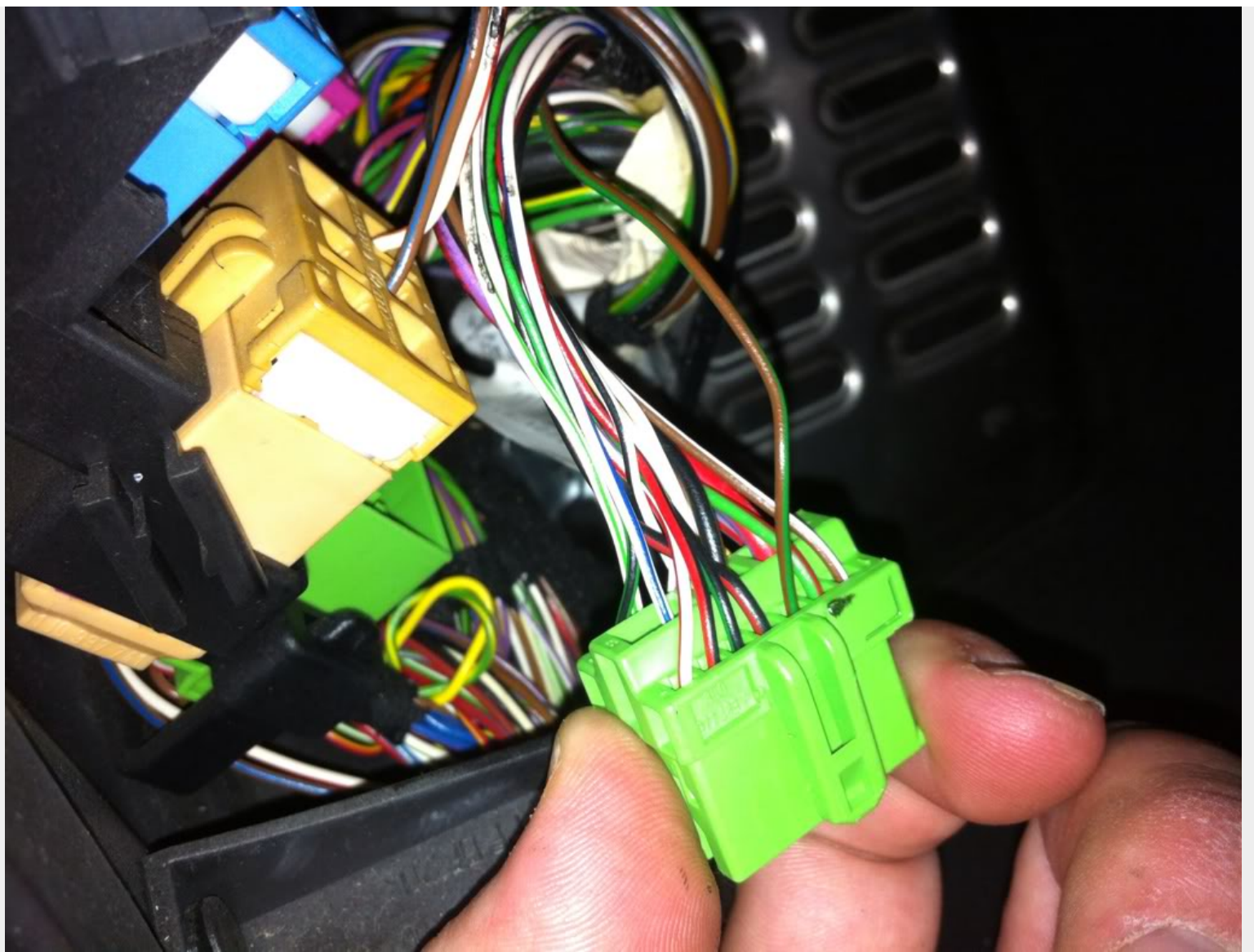
- 1a. remove the fuse access panel with either your flip key, or a flat head screwdriver. There is a little recess on the bottom side of it.
- 1b. remove the kick panel by first removing the 12x1" trim piece that sits between the a-pillar, and the kick panel. This is the one that directly to the left of the dash. The bottom clip on this little piece holds on the top of the kick panel, so it has to come off first.
- 1c. remove the kick panel by fist pulling it out.

Step 2: Locate this green plug and remove it. There are 2 clips on either side that need to be pried up at the same time. Don't pull on the wires!



Step 3: Look at the connector and locate the wire that we will be cutting and stripping. It is brown with a green stripe





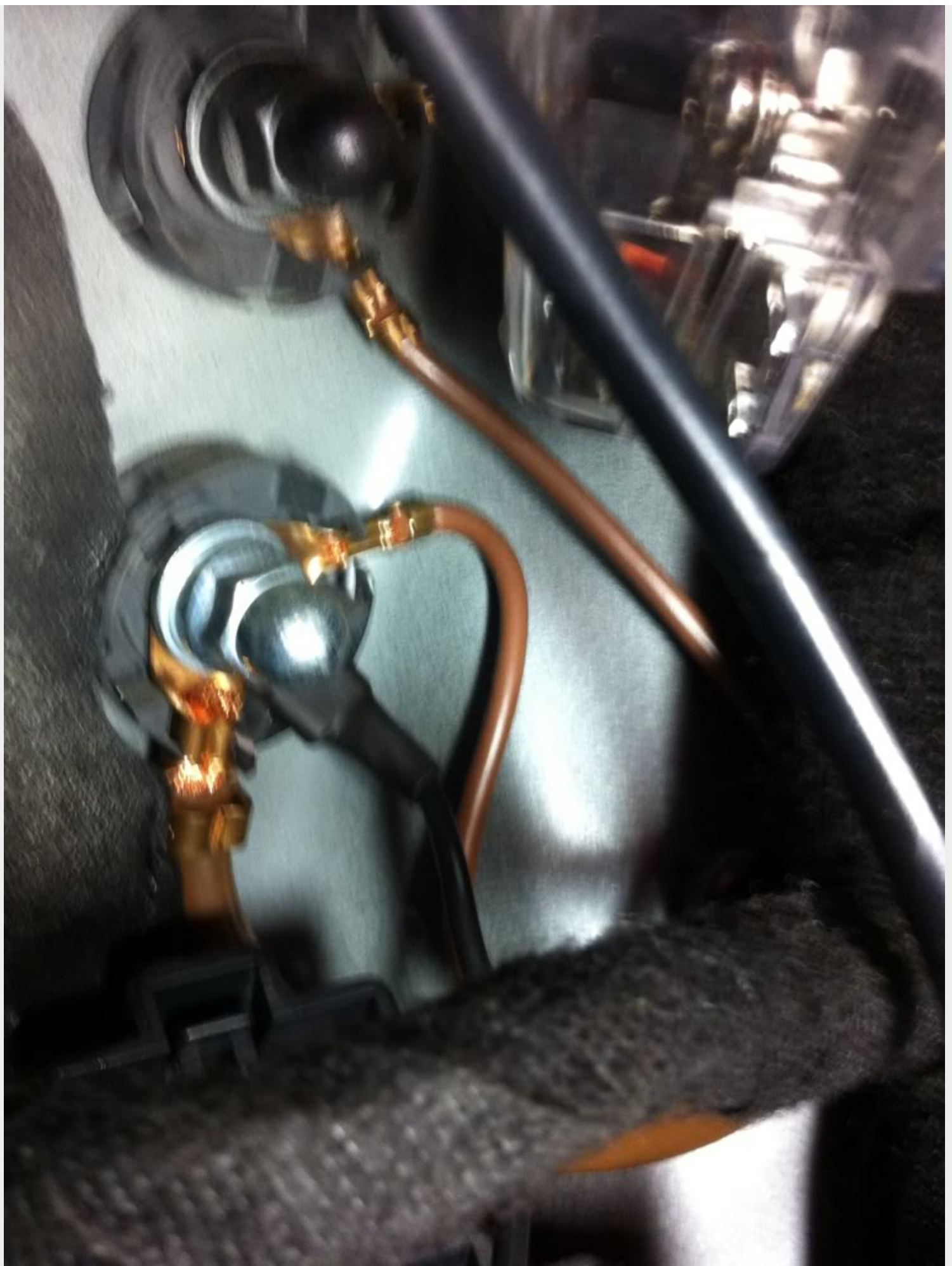
Step 4: Fabricate a jumper wire like this. I used 8" of 18ga. wire, an eye terminal, and some heat shrink to make it purdy. Ignore the white cap



Step 5: Cut the green/brown wire somewhere near the connector. I cut way too close to the connector so I suggest butting about 3" away from it. Strip about 1/2" from both ends of the brown/green wire. Strip 1/2" from your jumper wire. insert the wires into the connector and crimp tightly. You can also solder it if you like, but I was nervous about doing that given how cramped it is, and that tiny wire will probably heat up and melt the insulation off of the nearby insulation.



Step 6: Now we need to connect the jumper wire to a nice solid ground. I chose to use one of the existing ground terminals on the car. This terminal is above the tip right corner of the wire junction. Remove the 10mm bolt, slide your terminal on, and put tighten the bolt nice and tight



Turn the car on, and the light should be gone!

DIY's: [Pad Warning Light Disable](#) - [Window Switch & Door Handle Replace](#) - [3.0 A4 Coolant Temp Sensor Replace](#)

2003 SVT Cobra

[Reply](#) [Reply With Quote](#)

06-26-2012 11:17 AM

#2

Black_Pearl_B6

Veteran Member
Three Rings



Join Date: Aug 11 2010
AZ Member #: 62577
Location: Agawam Ma

Items for Sale

My Photo Gallery: 0

this is a great alternative to the "paper clip" mod or where you cut the wires from your pads and crimp them, mine have been exposed to the elements and the light has been coming on. this is a great diy I will be doing this in the morning

09 Prestige Package

06-26-2012 12:05 PM

#3

BenSti

Registered Member
Four Rings



Join Date: Nov 04 2010
AZ Member #: 66535
Location: Cupertino, CA

Items for Sale

My Photo Gallery: 0



Great work! Very useful for people who run pads without sensors! Thanks!

2008 Audi RS4 Ibis White w/ Ti Package | 18x10.5 TCIII w/ 275/35 NT01 | PSI Raceline Ohlins | Stoptech Trophy Brakes F/R | Raybestos ST47 | OSGiken 1.5Way Rear LSD | Wavetrac Front LSD | Apikol Diff Mount | 034 Billet Subframe Bushings | 034 Motor Mounts | 034 Aluminum Trans Mount | 034 Spherical UCA | 034 Front Endlinks | JHM LFWF&Stage 4 Clutch | JHM Shifter+Linkage | Custom CAI | Custom Splitter | Hotchkis Sways F&R | Status Ring GT Seats + Half Cage | 034 Rear Endlinks | EBW LW Battery

06-26-2012 05:28 PM

#4

SurferD

Veteran Member
Four Rings



Join Date: May 01 2007
AZ Member #: 17686
My Garage: 15 Forester XTT, 03-F150, 03-WRX, 71-240Z
Location: Orange, CT

Items for Sale

My Photo Gallery: 0

Great write up but thats a lot of work involved.
I just cut the connector off the pads, shorted the wires, RTV'd it so it's protected and secured the wire with tie wraps.

If I ever want to go back to stock brake pads I just disconnect and go.

Formerly: 2007 S4 Avant 6MT brilliant black
JHM parts: 93 octane tune, short shifter, lightweight crank pulley, ported intake manifold/spacers, 4:1 T3 center differential; FastIntentions downpipes/catback; Hotchkis-Sport sways; Apikol poly snub mount; 034 Motorsport zero-gap snub bracket; Apikol poly rear differential mount; dba brake rotors; Cupra R Front Lip; RS4 Black optic grille; Custom fog grilles; Aluminum mirror housings; Carbon fiber interior trim; TSW Nurburgring/Michelin Pilot SS

06-26-2012 06:33 PM

#5

Black3.2

Veteran Member
Four Rings



Join Date: Jun 02 2009
AZ Member #: 43214
My Garage: 2016 SQ5, C7 A6 3.0T
Location: Atlanta

My Photo Gallery: 0

i just cut the wire, spliced them together wrapped it in electrical tape and off i go, took about 4 minutes total. I did look at the fuse box prior to doing what i did to try and figure it out that way. Now i know. Thanks for posting this.

06-26-2012 06:40 PM

#6

dparm

Veteran Member
Four Rings



Join Date: Apr 24 2009
AZ Member #: 41628
Location: Chicago, IL

My Photo Gallery: 0

My Ferodos don't have the sensor, so we just used the paper clip, then wrapped it in electrical tape and put the heat-shrink tubing over that. No problems in over a year.

Still, this is a good write-up.

now: 2011.5 BMW M3 sedan ZCP
past: 2005 Audi S4 sedan, 2011 Audi S4 sedan

Audibob

Registered Member
One Ring
Join Date: Oct 29 2013
AZ Member #: 127475
Location: United Kingdom

My Photo Gallery: 0



I found this post as I've been trying to sort out my own brake wear idiot light, I've tried all the usual methods. .solder, twist, crimp etc so I'm trying this method just one problem my harness (see pic) has different colours from the original pic at the top. I'm hoping that someone will help me identify the brake pad wear sensor wire so I can ground it like in the original instructions on this post. And hopefully it will help anyone else who has wiring like mine. I have a 2000 Audi A4. Cheers

Reply Reply With Quote

MacFady

Veteran Member
Four Rings

Join Date: Aug 10 2011
AZ Member #: 79540
My Garage: 330i ZHP
Location: Prince Edward Island

My Photo Gallery: 0

I know this is an old thread, but Audibob, you removed the wrong kick panel, you want the one by the dead pedal.

Reply Reply With Quote

JimmyBonesVeteran Member
Four RingsJoin Date: Apr 04 2010
AZ Member #: 57098
Location: X**Items for Sale****My Photo Gallery:** 0

He is from the UK and that looks like the hood/bonnet release so I am guessing that the car is RHD.

[Reply](#) [Reply With Quote](#)

03-13-2014 09:58 PM

#10

Fritz_S4Senior Member
Two RingsJoin Date: Aug 07 2013
AZ Member #: 120435
Location: Snowy heaven**My Photo Gallery:** 0Originally Posted by **JimmyBones***He is from the UK and that looks like the hood/bonnet release so I am guessing that the car is RHD.*

Right on the money JimmyBones, Also he has a B5 A4 and the wiring is different. Reason why his fuse panel is different. Audibob should check the B5 forum for answers to this question or alternatively find a wiring diagram.

[Reply](#) [Reply With Quote](#)

06-17-2014 06:35 AM

#11

Schrubbe8210Veteran Member
Three RingsJoin Date: Jun 17 2012
AZ Member #: 95341
My Garage: 1997 B5 A4 track car, B8 A4 Prestige 2.0T Quattro, 2013 Q7 3.0T Prestige S-line Plus
Location: Elm Grove, WI**My Photo Gallery:** 0

just did this. I have a B6 S4 cabrio. my light wasnt on right now, but goes on when it rains outside. the connector was the same, and had the exact same wiring setup. because I have a cabrio, there were a lot less plugs, but overall, it appeared to be the same. Just adding to the info pool here. Ill keep yall posted if I have the light come on. Thanks OP for the info!

[Reply](#) [Reply With Quote](#)

06-17-2014 06:36 AM

#12

Schrubbe8210Veteran Member
Three RingsJoin Date: Jun 17 2012
AZ Member #: 95341
My Garage: 1997 B5 A4 track car, B8 A4 Prestige 2.0T Quattro, 2013 Q7 3.0T Prestige S-line Plus
Location: Elm Grove, WI**My Photo Gallery:** 0

I also used one of those quick splice connectors so I didnt have to cut the wire. makes it easily reversible, to an extent.

[Reply](#) [Reply With Quote](#)

08-05-2014 04:44 AM

#13

delauren667Registered Member
One RingJoin Date: Feb 12 2014
AZ Member #: 144777
Location: Canada**My Photo Gallery:** 0

What is the green connector called? I removed the kick panel from a 2001 Audi A6 2.7t and did not see a green 'cube' connector? Anybody did this mode for a C5 Audi A6?

09-08-2014 12:22 PM

#14

Andrew149

Veteran Member
Four Rings



Join Date: Apr 20 2009
AZ Member #: 41417
Location: Modesto/CA

My Photo Gallery: 0

Just did this mod and it worked great!!!! SWEET

2008 Audi A4 Avant 2.0t 6speed
JHM K04 tune, JHM Full B6 S4 exhaust system, JHM HPFP UPGRADE, JHM RS4 clutch, JHM Shifter Knob, S3 Injectors, S3 K04 Turbo, RS4 Grille, RS4 RSB, H&R Sport Spring, K&N, Bilstein Sport Shocks, Snub Mount, AWE Boost Gauge, 034 motor mounts, 034 Transmission mount, 15mm Rear Spacers, 12mm Front Spacers, Audi TT wheels.

04-06-2015 10:18 PM

#15

audi1.8tFTW

Senior Member
Two Rings



Join Date: Aug 04 2010
AZ Member #: 62277
Location: Québec, Ste-Foy, Canada

My Photo Gallery: 0

Really good tips !! thx for getting rid of my damn light :P

Denim Blue A4 B6.....3" custom down pipe
Frankenturbo.....Organic clutch stage 3 (by clutchmaster)
Custom aluminium airbox.....3" double vibrant resonator
440cc bosch injector.....Coilover ECS
Uni stage 2+ chip, +2psi for franken.....Rs4 rear sway bar

06-23-2015 10:44 PM

#16

IndoReef

Established Member
Two Rings

Join Date: May 20 2015
AZ Member #: 333395
Location: Ontario

My Photo Gallery: 0

Just finished this Mod, Works perfectly. Thanks!!!!

02 B6 1.8T 5spd Brilliant Black, *Gutted Stock Cat*, 2.5" stainless custom exhaust to 4 inch tips no res no muffler, USP Front lower Valance, *Front Head Light Clear Corner Mod*, REVO Stage 1, Solo Werks S1 Coilovers
Cold Air Intake Custom Piped, Forge Hybrid Diverter Valve, *3M Wrapped Carbon fiber interior trim*, PCV & AC Delete

06-23-2015 11:24 PM

#17

jmcS4

Veteran Member
Three Rings



Join Date: Nov 17 2013
AZ Member #: 130459
My Garage: Nogaro B6 S4 & Brillant Black B5 A4 Avant
Location: Lower NH

Items for Sale

My Photo Gallery: 0

Curious but is this such an issue for people that this mod is necessary?

04' B6 Nogaro on Nogaro S4 (Current)
04' B6 Nogaro S4 (parted out)
01' B5 A4 Avant 1.8t (current DD)
00' B5 A4 Avant 2.8l (sold)
04' B6 Silver S4 (totaled)
98' D2 A8 (junked)

06-24-2015 01:40 AM

#18

FulhamFTWVeteran Member
Four RingsJoin Date: Jul 11 2010
AZ Member #: 61283
Location: STL, MO**My Photo Gallery:** 0

For people with pads that don't have sensors, ie. BBK's, yes, it is. I did this mod and it's worked like a charm for the last 30k or so.

Reply Reply With Quote

07-15-2015 07:33 AM

#19

sitting properVeteran Member
Three RingsJoin Date: Jan 23 2013
AZ Member #: 108043
Location: Pittsburgh**My Photo Gallery:** 0

I did this today, and I didn't splice any wires. Just use a clip connector that cuts through the wire coatings. It'll still make the current go through both wires to the ground. Less work, and it's fully reversible.

Past - '07 S4 Imola Yellow Avant, '06 S4 25quattro Avus Silver

Reply Reply With Quote

07-30-2015 11:24 PM

#20

iamsokratesRegistered Member
One RingJoin Date: Jul 30 2015
AZ Member #: 345777
Location: Vancouver**My Photo Gallery:** 0

Originally Posted by **Black3.2**

i just cut the wire, spliced them together wrapped it in electrical tape and off i go, took about 4 minutes total. I did look at the fuse box prior to doing what i did to try and figure it out that way. Now i know. Thanks for posting this.

Which wire exactly did you cut? If so I'm doing this right away. This beeping is killing me!!! Also with the led lights I put in the extra beeping is not pleasant. Anything to help!

Reply Reply With Quote

07-30-2015 11:25 PM

#21

iamsokratesRegistered Member
One RingJoin Date: Jul 30 2015
AZ Member #: 345777
Location: Vancouver**My Photo Gallery:** 0

Originally Posted by **sitting proper**

I did this today, and I didn't splice any wires. Just use a clip connector that cuts through the wire coatings. It'll still make the current go through both wires to the ground. Less work, and it's fully reversible.

Where can I get a hold of one of these clip connectors? And to be clear, in putting this into the brown and white wire?

Reply Reply With Quote

07-31-2015 05:16 AM

#22

sitting properVeteran Member
Three RingsJoin Date: Jan 23 2013
AZ Member #: 108043
Location: Pittsburgh**My Photo Gallery:** 0

You can buy them at any auto parts store or even hardware stores. Green and Brown wire is the one you're tapping into.



Reply Reply With Quote

08-01-2015 01:59 AM

#23

iamsokrates

Registered Member
One Ring
Join Date: Jul 30 2015
AZ Member #: 345777
Location: Vancouver

My Photo Gallery: 0

Thanks! Going to run through it today

09-03-2016 10:32 PM

#24

boy412

Veteran Member
Four Rings



Join Date: Jul 15 2007
AZ Member #: 19553
My Garage: 2016 Golf Sportwagen TDI, 1988 Alpinweiß 325iC
Location: Mount Rainier, MD

My Photo Gallery: 0

Necro bump. I did this today and was happy to find this thread. After 10+ years of running aftermarket pads I decided this was worthwhile. I had the warning indicator lit and no amount of cleaning the connectors made it go away. This mod was pretty straightforward. Hardest part was getting that kickpanel out (which I had never taken off in 13+ years of ownership).

The wires coming off the plug are 22AWG so if you DO decide to use a wire tap (which I did, so I could easily reverse this mod if desired) then be sure to get a tap that will work with that gauge. The ring terminal connector you will need is a 1/4" ring terminal. Here is a pic of the hardware I used:



~Eric
FOR SALE: '03 Ming Blue A4 Avant 1.8TQM | GTRS | Maestro | Spec Stage III+ | Vogtlant GT's | JHM trio | STE PPD | OEM+

11-07-2016 06:50 AM

#25

ventovr6qc

Established Member
Two Rings

what happens if you don't connect the other wire? (not the wire connected to the connector, the other one)