

Haynes Manual User Guide



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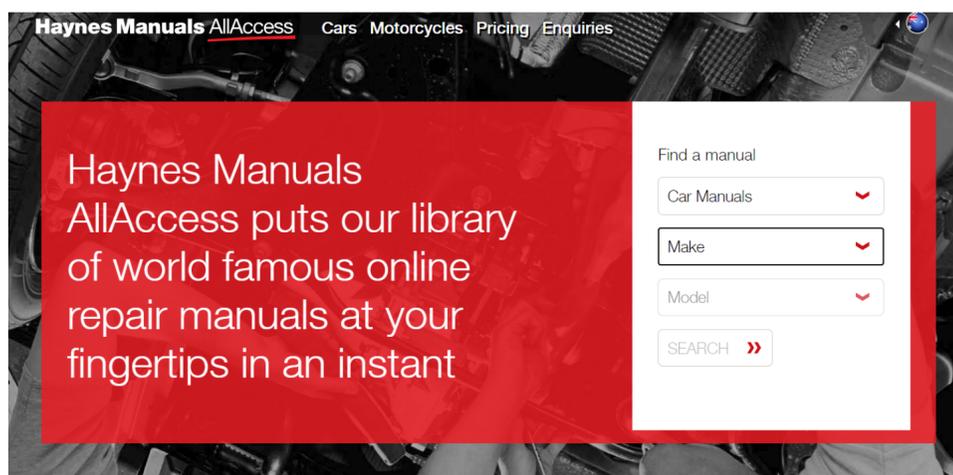
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Keyword search

AUDI A4
2008 TO 2015 (08 TO 65 REG) DIESEL
SALOON & ESTATE (AVANT) WITH 2.0 LITRE (1968CC)
TURBO-DIESEL ENGINES

Does NOT cover 2.7 or 3.0 litre diesel engines, 7-speed S-tronic, No automatic transmission, petrol models, Quattro, Allroad, Cabriolet, S4 or RS4 models. Does NOT cover new A4 range introduced November 2015.

Online Workshop Manual

Step-by-step maintenance & repair

Audi A4 diesel Haynes (08-16) Haynes Online Manual

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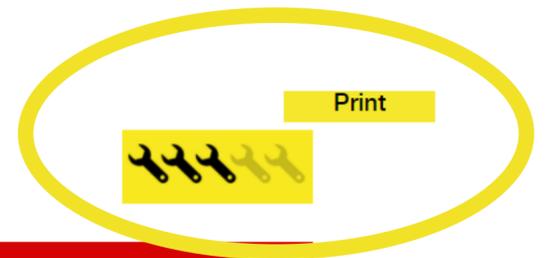
Fault finding
Start here to solve a problem

Quick links to common DIY jobs

- Weekly checks
- Lubricants, fluids and tyre pressures
- Engine oil and filter renewal
- Brake pad check
- Auxiliary drivebelt check and renewal
- Antifreeze check
- Headlight beam adjustment
- Battery check
- Air filter element renewal
- Brake (and clutch) fluid renewal
- Coolant renewal
- Front brake pads - renewal
- Rear brake pads - renewal
- Hub carrier lower arm balljoint - renewal
- Rear shock absorber - removal and refitting
- Track rod balljoint - removal and refitting
- Fuses and relays - general information
- Exterior light bulbs - renewal
- Interior light bulbs - renewal
- Jacking and vehicle support
- Fault finding

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32 Brake (and clutch) fluid renewal



Warning:

Brake hydraulic fluid can harm your eyes and damage painted surfaces, so use extreme caution when handling and pouring it. Do not use fluid that has been standing open for some time, as it absorbs moisture from the air. Excess moisture can cause a dangerous loss of braking effectiveness.

- The procedure is similar to that for the [bleeding](#) of the hydraulic system as described in [Chapter 9, Section 2](#), except that the brake fluid reservoir should be emptied by siphoning, using a clean poultry baster or similar before starting, and allowance should be made for the old fluid to be expelled when [bleeding](#) a section of the circuit. Since the [clutch](#) hydraulic system on manual gearbox models also uses fluid from the brake system reservoir, it should also be bled at the same time by referring to [Chapter 6, Section 2](#).
- Working as described in [Chapter 9](#), open the first bleed screw in the sequence, and pump the brake pedal gently until nearly all the old fluid has been emptied from the [master cylinder](#) reservoir.
- Top-up to the MAX level with new fluid, and continue pumping until only the new fluid remains in the reservoir, and new fluid can be seen emerging from the bleed screw. Tighten the screw, and top the reservoir level up to the MAX level line.
- Work through all the remaining bleed screws in the sequence until new fluid can be seen at all of them. Be careful to keep the [master cylinder](#) reservoir topped-up to above the MIN level at all times, or air may enter the system and greatly increase the length of the task.
- When the operation is complete, check that all bleed screws are securely tightened, and that their dust caps are refitted. Wash off all traces of spilt fluid, and recheck the master cylinder reservoir fluid level.

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