

8-Series Brake Accumulator DIY

Weekend. Raining. What better else to do but fix that flashing Brake light.

Since I was quoted about \$800 at the dealer to fix this, I'd better venture into this DIY project. This would be my first try of this magnitude other than the usual maintenance of changing air filters, or a wiper blade, or a burnt out bulb or a fuse.



- Depressurize, depressurize!
- Take out wheel
- Take out outer fender liners



- Take out inner fender liner to expose Brake Accumulator location



- Brake Accumulator exposed
- NOTE: Temperature Sensor Duct on the foreground.



- Carefully take out Temperature Sensor Duct to give more room for work.
- NOTE: The Temperature Sensor is actually mounted on the opposite end of this duct



- Detach Temperature Sensor from the duct



- Here's a view of the fully exposed **Brake Accumulator** in all its glory!



- Spray all nuts with penetrating lubricant



- I used a 17mm Crowfoot Socket to initially loosen the two flare nuts.



- I interchangeably used a 3-in-1 Breaker Bar and a 3/8" Ratchet.



- Then I used a 17mm open wrench to loosen the flare nuts further



- And just to be sure that I did not introduce some dirt into the pipes, I used an Inspection Mirror to view the end tips of the pipes.



- I re-used the Rubber Grommets because:
- I did not know before hand that I had to order these
- They were still perfectly in good shape



- Install the new Brake Accumulator



- Start the car briefly enough to allow Pentosin to fill the Accumulator
- Turn steering wheel from left to right



- Refill Pentosin just about an inch from the top (approximately or somewhere around there)
- **WARNING: Do not overfill!**
- **Restart engine, test brakes and check Accumulator for leaks before closing up**

Tools and materials I used:

- 9mm, 11mm sockets for the fender liners and accumulator mounts
- 17mm Crowfoot Socket
- 17mm open wrench or 17mm Flare Nut wrench
- 3-in-1 Breaker Bar with sliding bar
- 3/8" Ratchet
- Inspection Mirror
- 3" Extension
- Pentosin
- Penetrating Lubricant (I used "Liquid Wrench")
- Rust Paint: I coated all fender liner screws and those little clip *thingys* while I was at it
- a screwdriver
- and oh, disposable gloves (don't want too much dirt and grease in my nails, okay?)



TOTAL TIME: 1 hour, because I was taking my sweet time (Hey! I wasn't paid for this, besides, the dealership probably charges 2-3 hours on this!)

TOTAL SPENT: \$US 141.63 for Brake Accumulator (P/N: 34331162056) + \$25 for Pentosin

Contributed by: RoyM Roadfly Member