

CALIPER O-RING KIT

This o-ring kit contains enough o-rings to rebuild 1 brake caliper. Extra o-rings have been included for your convenience in case you damage one during installation.

INSTRUCTIONS:

1. Remove the socket head bolts that join the caliper halves together.
2. Remove brake pistons from calipers with compressed air. Use extreme caution during this step. Use safety glasses to protect your eyes. Place caliper piston side down on a work bench place approximately a 1/8" thick wood or rubber shim below the pistons. Firmly press down "opened palm style" on the caliper. **MAKING SURE THERE ARE NO FINGERS BETWEEN THE PISTONS AND SHIM** blow compressed air into one of the fluid ports (make sure other ports are blocked off). The pistons are going to come out with extreme force so be very careful. On 4 piston and 2 piston fixed mount calipers the "non-eared" half of the caliper must be allowed to hang part way off of the work bench during this step, the fluid port on this caliper half is located between 2 of the bolts that hold the caliper together and is only 1/8" diameter.
3. Completely clean all caliper parts with mild soap and water. Pay close attention to all the o-ring grooves. A Scotch Brite pad helps remove excess dirt buildup.
4. Dry off all caliper pieces.
5. Install new o-rings in the cut grooves and lube both pistons and o-rings with DOT3 or DOT4 brake fluid or Permatex disc brake caliper assembly lube in the green packets. Do not use the purple assembly lube as it will cause o-ring swelling.
6. Using only your fingers to install the brake pistons into the caliper bores. A small rocking motion will help get the pistons past the o-rings, then push them the rest of the way down.
7. On 4 piston and 2 piston fixed mount calipers 2 small o-rings fit in a recess between the two caliper halves. This recess is located on the "non-eared" caliper half. These small o-rings seal the cross over port between the two halves of the caliper.
8. With the tapered half of the caliper clamped in a bench vise bolt the caliper halves back together and torque to 30ft lbs. then re-torque all bolts to 70ft lbs. Make sure the small o-rings do not move out of the recessed pockets while bolting the caliper together.
9. Install caliper on vehicle and bleed the system with fresh DOT3 or DOT4 fluid. We recommend Castrol and Valvoline brand fluid.