



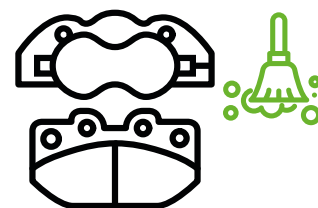
WARNING



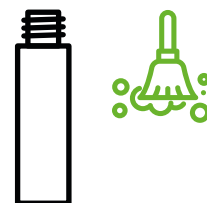
Not following the instructions below may result in damage of the product supplied by us and refusal of the claim due to improper installation of the product.

Always consult the workshop manual for the specific instructions – this is only intended as general guidelines. **Safety first:** make sure the car is placed correct on the lift, use safety glasses and gloves when working with brake fluid.

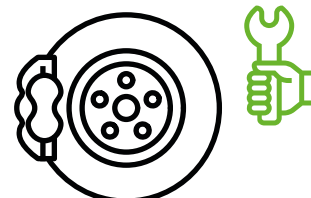
1 Clean all surfaces around brake pads.



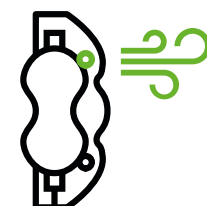
2 If it is a floating caliper; clean the guide pins, change the rubber parts and use the supplied grease to lubricate the guide pins.



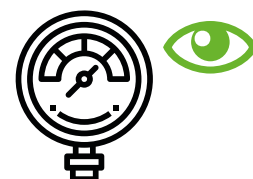
3 Mount the new caliper on the car.



4 Bleed the system and check the level of brake fluid in the reservoir. Adjust the handbrake if needed.



5 Perform a pressure test of the system. Check for leakages around all connections and bleeder screws.



6 Test the car on the test stand and perform a road test afterwards.





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Common reasons for unjustified claims

Examples of remanufactured PD/UIS injectors damaged after just a couple of kilometres due to inexpert installation.



Leaking, at the piston

Piston seal is damaged. Make sure the dust cover is intact during service or replacement of the caliper.



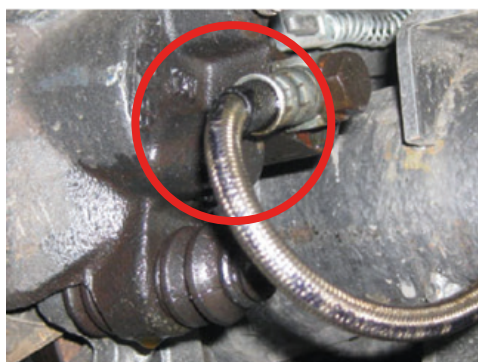
Leaking, at the lever arm

Brake fluid is leaking around the lever arm.



Leaking, at the bleeder

Thread is damaged / Bleeder is not closed or has not been applied the correct torque.



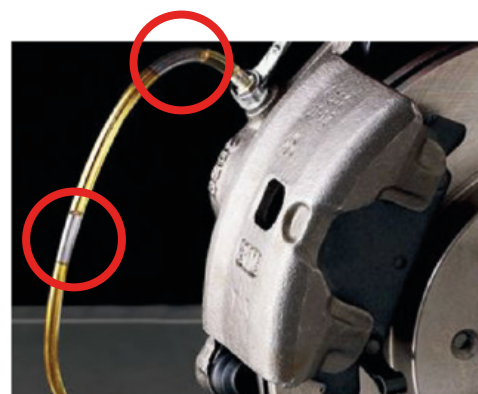
Leaking, at the hose

Thread is damaged / the hose has not been applied the correct torque.



Caliper stuck

Pressure is not released when the brake pedal is released. All surfaces must be clean when mounting the brake pads. Guide pins should always be lubricated with the supplied grease.



Pedal feels soft

Air in the system. Make sure that all air is bled from the system after mounting the caliper.