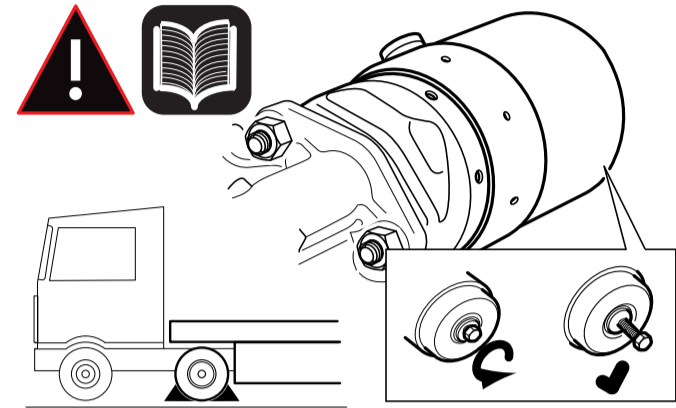


CALIPER MAINTENANCE

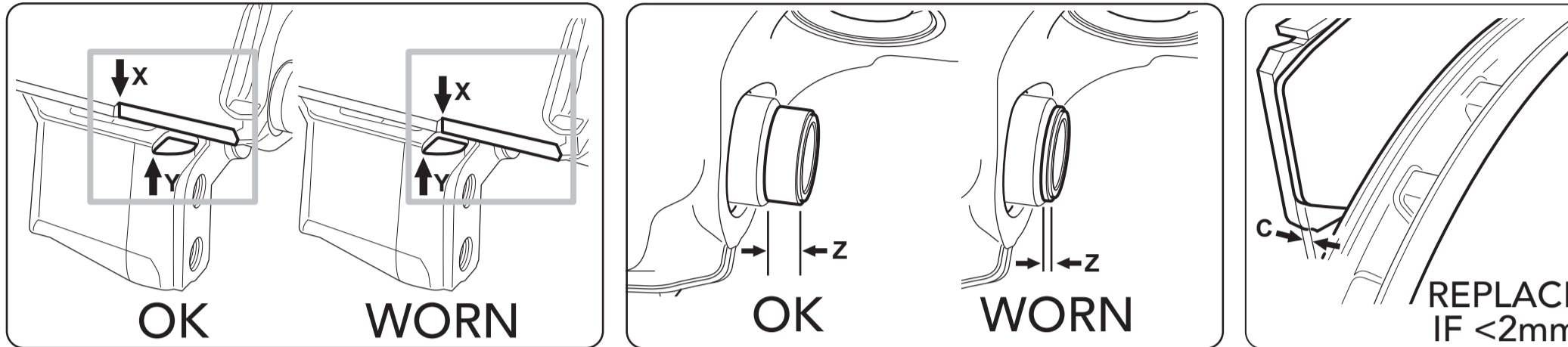
When the vehicle is in for service or maintenance:

1. Chock vehicle and cage spring brakes



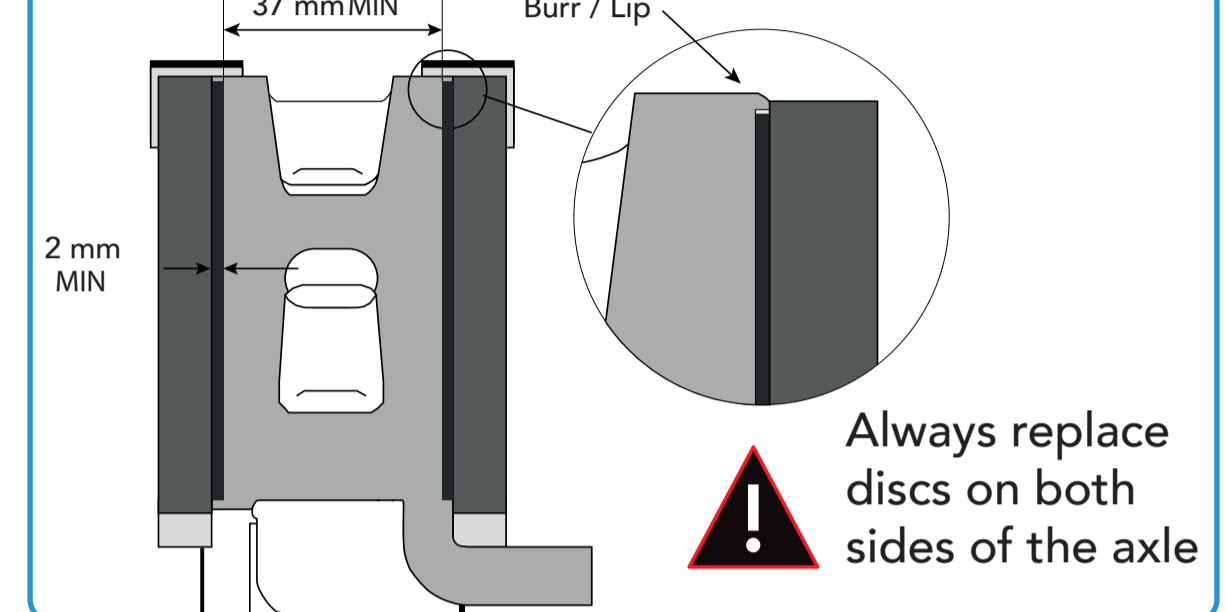
Never use Power Tools on calipers
If in doubt, ASK!

2. Inspect Pad Wear

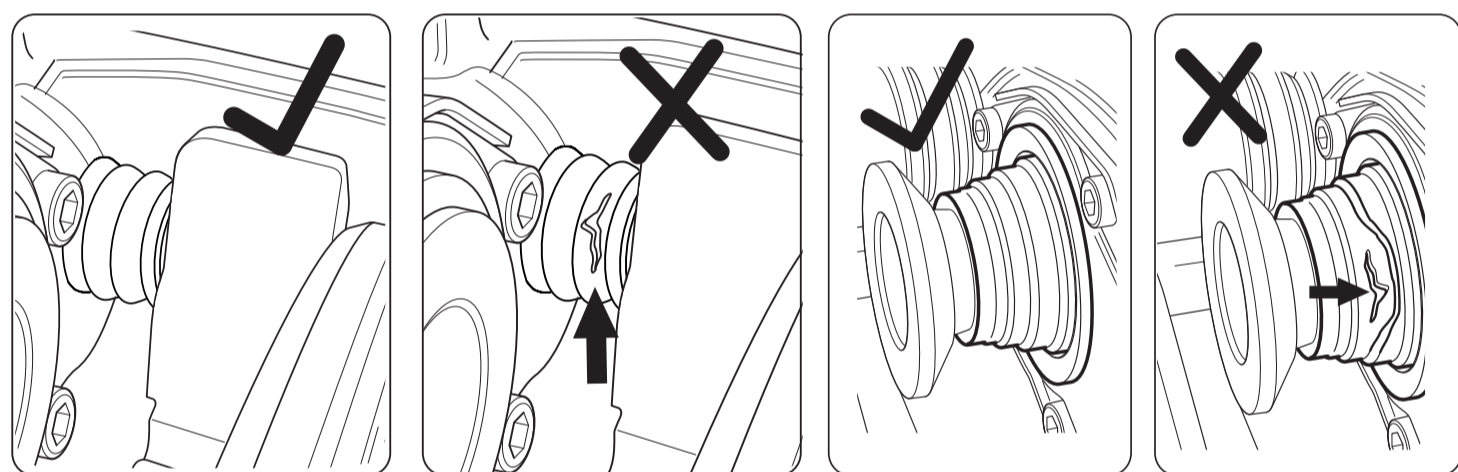


Always replace pads on both sides of the axle

2. Inspect Disc Wear

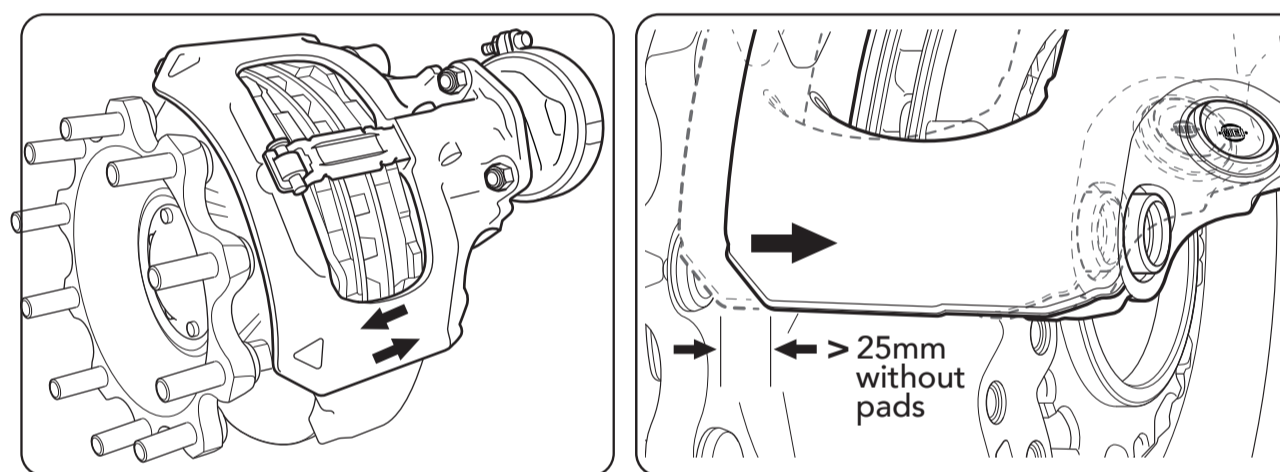


4. Inspect Guide Sleeve Seals and Tappet Boot Seals



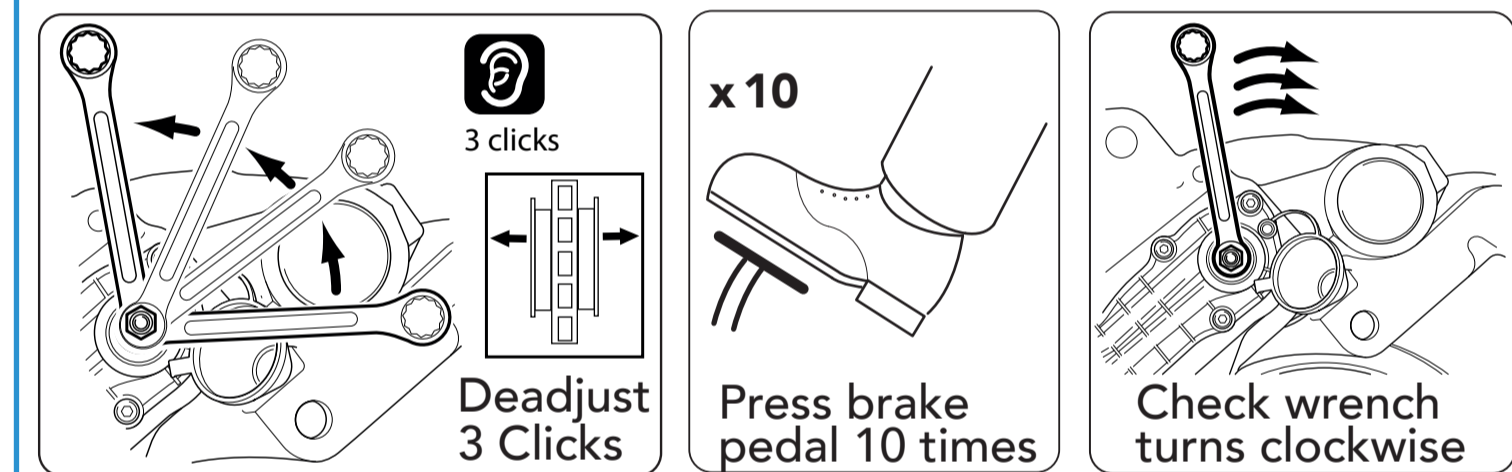
Replace damaged seals

5. Check the Caliper Slides



Take care not to trap fingers

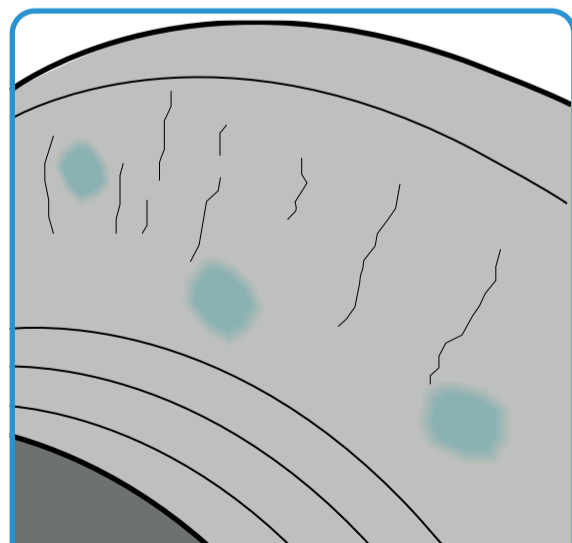
6. Check the Caliper Adjusts



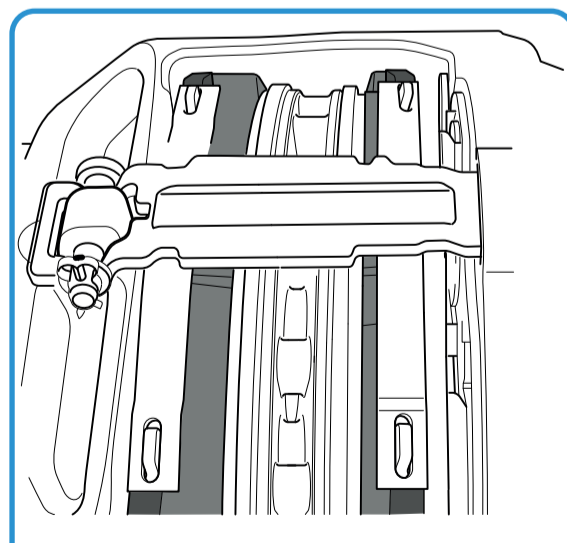
Never use Power Tools on calipers

Max 25 Nm

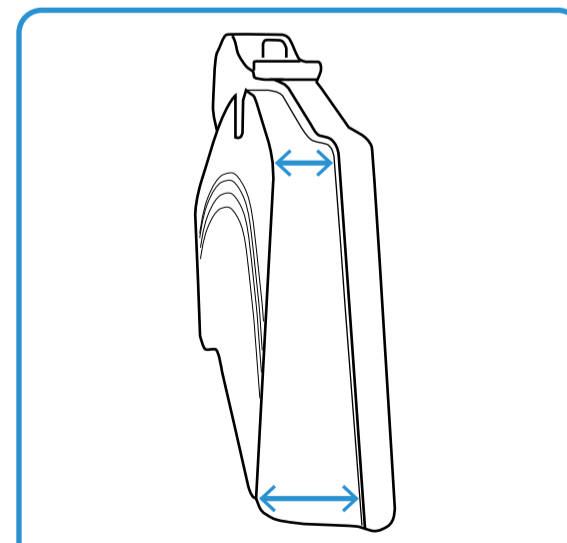
Troubleshooting Guide for Brake Disc, Pad, Caliper and Air Chamber



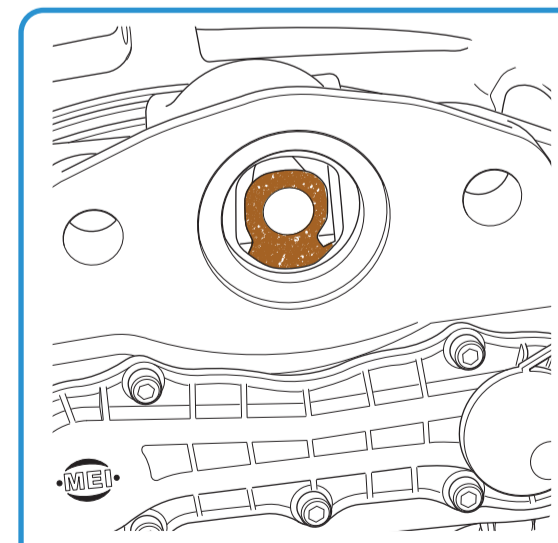
Dis-coloured Discs can be a sign of heat damage caused by Sliding or Adjustment issues



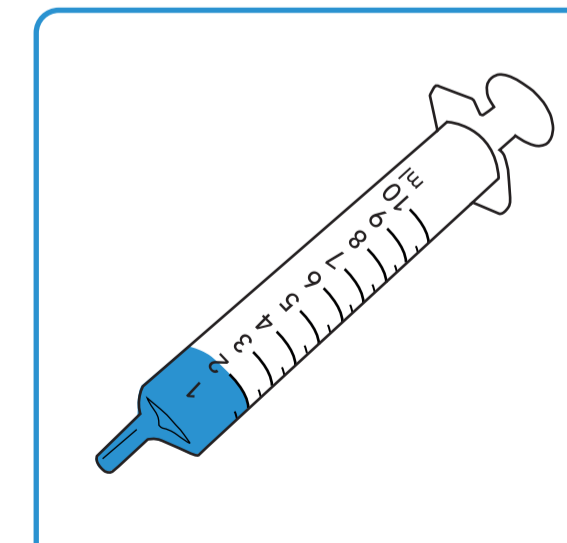
Outboard or Inboard Pad worn more than the other - Check Sliding and Adjustment



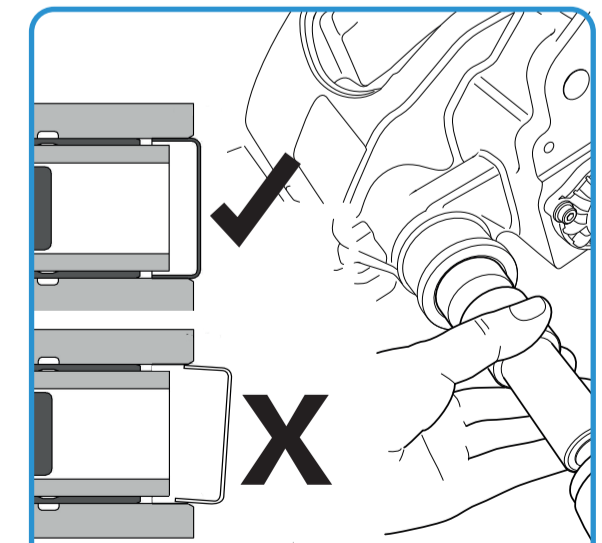
Uneven or Tapered Wear - Check Adjustment



When changing a caliper always look for signs of rust on the lever or water from the Air Chamber



2ml of water will kill the caliper



Badly pressed or damaged caps allow dirt and moisture in. Calipers need to slide freely.