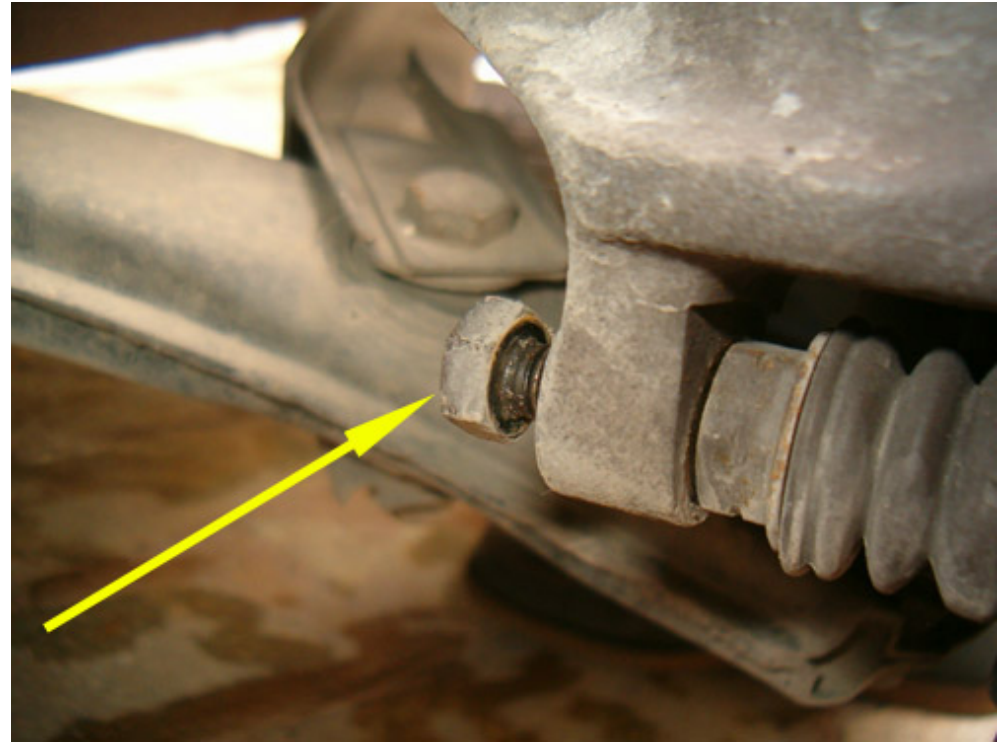


Calipers installation

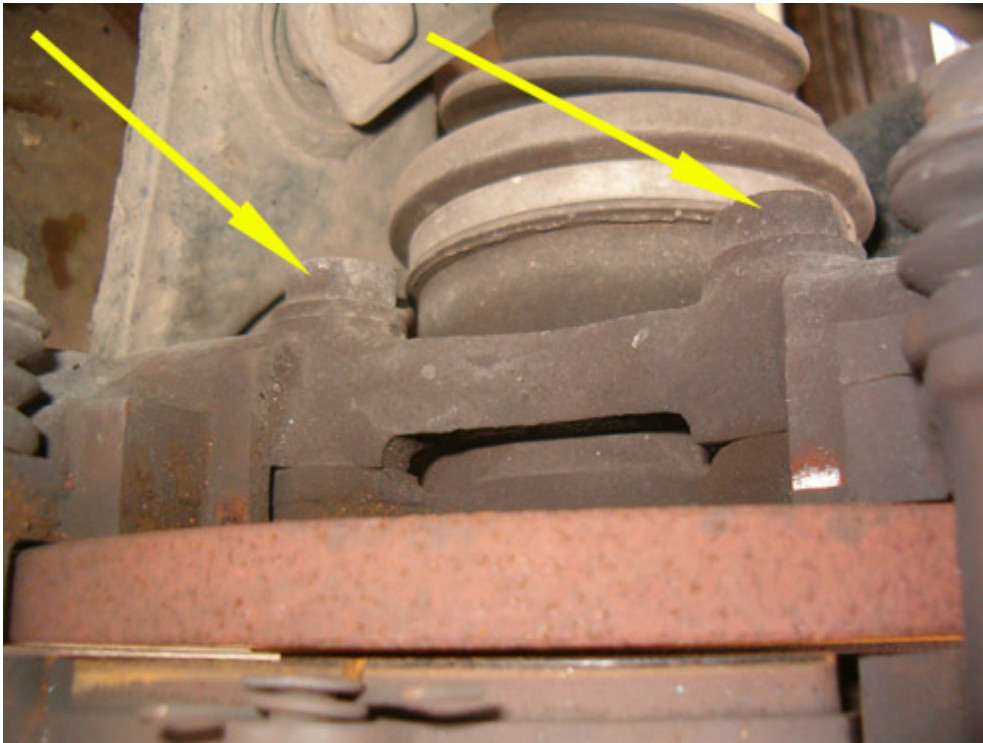
Lets now move on to install the newly rebuilt calipers.



Here you can see the original setup; solid disks with Bendix/Girling calipers



Remove the bolts (2 pieces) fixing caliper to bracket



proceed removing the bolts fixing caliper bracket to wheel hub



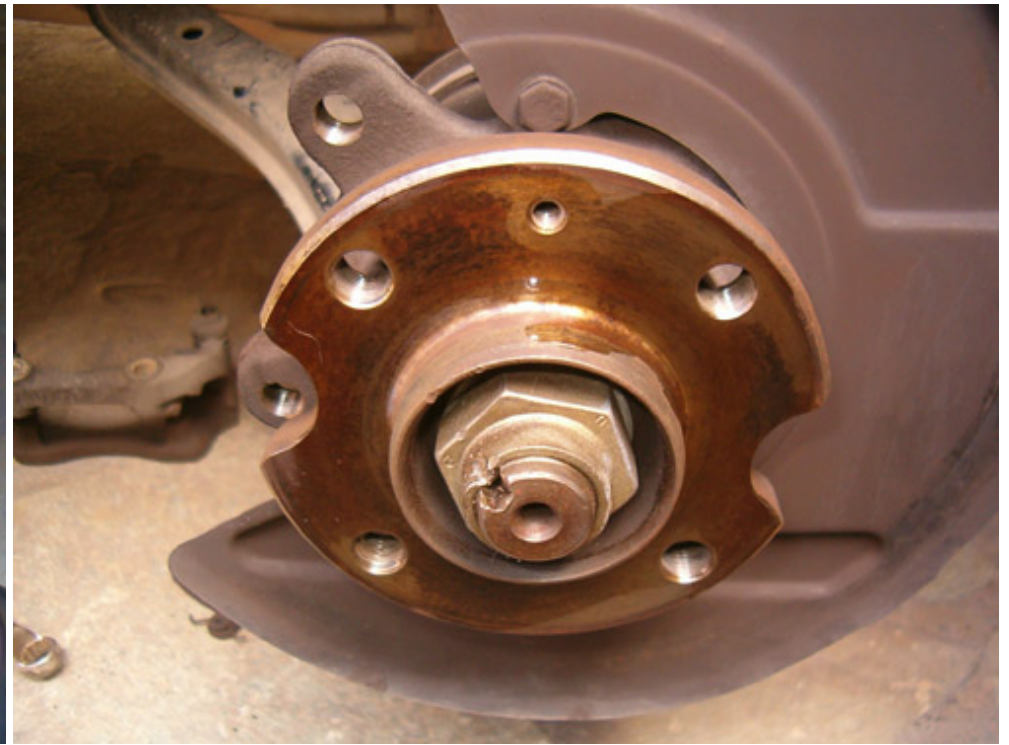
remove spring attaching brake hose to strut...



and move caliper out of the way



remove the guide pin and pull out the brake disk



Here you can see the wheel hub; I have chosen to remove loose rust using the wire brush and applying a layer of oil to prevent rust



The new vented disk is installed along with a new guide pin



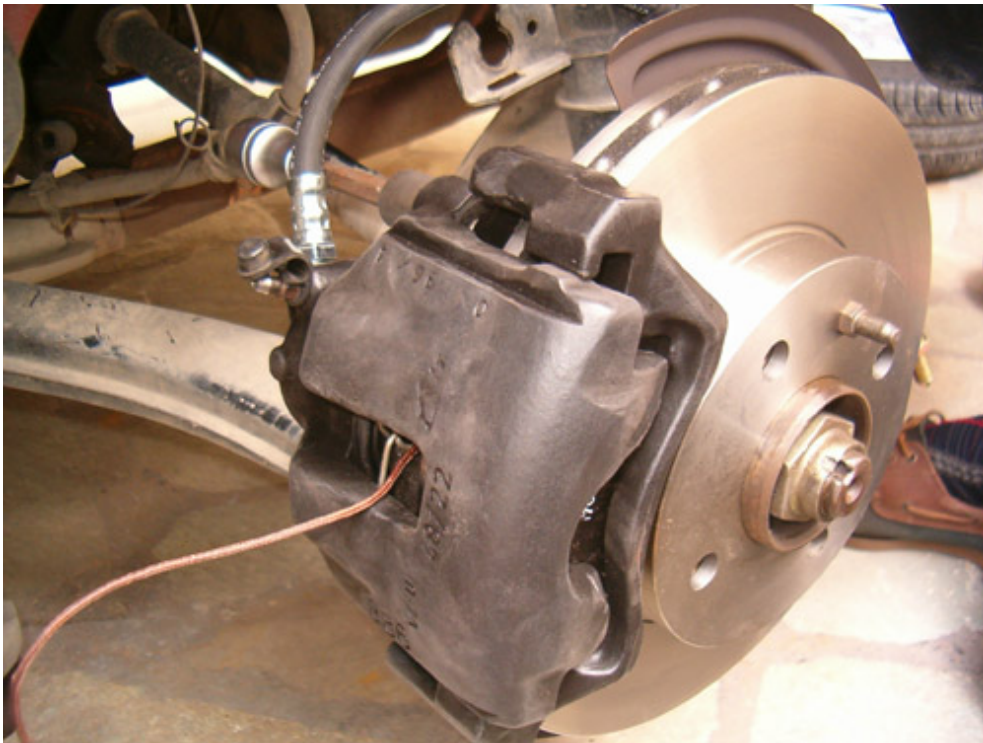
Install fixed caliper bracket



install pads...



and finally attach the caliper.



Be sure to fully tighten the two bolts securing caliper to fixed bracket. It is a 7mm Allen key.



Install spring attaching hose to strut and all the relative plastic holders



Let's now deal with the brake hydraulics. Since we are removing the old brake hoses we are definitely going to lose brake fluid. So I have used a plastic bag to prevent air getting on the brake circuit thus losing less fluid.



Undo the nut attaching hose to chassis



and then undo the brake pipe union to brake hose



Brake hose is out



Here the unwanted occurs... the phone rings and it slips off my attention that the brake fluid is dripping on the floor! Next time I will be sure the phone is away.



Proceed attaching brake pipe union to brake hose and fully tighten it.



Then bleed the caliper until clean fluid free of air bubbles come out.



After some hundreds of Kms letting the brake pads/disk bed in I felt that the brakes still drag... This is the proof as the right wheel is ~400N less than the left one.

At this point the actual party (disaster) begins...