

**Limora Zentrallager**

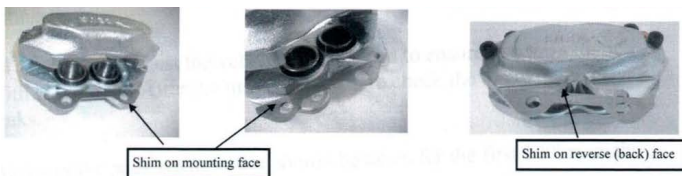
Industriepark Nord 21  
 D - 53567 Buchholz  
 Tel: +49 (0) 26 83 - 97 99 0  
 E-Mail: [Limora@Limora.com](mailto:Limora@Limora.com)  
 Internet: [www.Limora.com](http://www.Limora.com)

**Filialen:**

- Aachen • Berlin • Bielefeld
- Düsseldorf • Hamburg
- Köln • Stuttgart

**Fitting the brake kit (front)**

Please follow the shim options below in relation to your specific vehicle. Please note the selection of the correct shim thickness from the supplied parts.



1. Ensure your vehicle is securely jacked using the correct jacking point and axle stands.
2. Remove the road wheels and stow away safely
3. Remove the old caliper, retaining the securing bolts for the new callipers.
4. **Note:** If your vehicle still has a dust shield you will need to trim it to accommodate the new four pot caliper. This is easily done using a set of tin snips. Cut to required perture.
5. Refit dust shield.
6. The caliper must now be readied for installation. (please note the shims positioning as detailed in shim leaflet. Correct fitting of the shims is necessary to ensure that the disc is centrally located within the profile of the caliper). Also remove the red rotecting plugs and fit the bleed nipple. With the caliper orientated in the final fitted position the nipple is fitted to the horizontal hole between the 2 socket head cap screws SHCS). The new brake pipe supplied with the kit fits into the vertical hole.
7. Fit new caliper to the vehicle upright using existing retaining bolts. Tighten to 67Nm. (note the caliper and bleed nipple should face the top of the wing and not the road surface.)
8. Check clearance around dust shield and make any necessary adjustments. If necessary re trim the dust shield. Do not alter the caliper.
9. The brake pads are fitted using the retaining pins and clips supplied. The pins are fitted from the inboard side and come through to the outside of the caliper. (supplied in situ)
10. Prior to fitting the brake line, final bleeding is made easier if the caliper is pre filled with brake fluid using a syringe or similar.
11. Connect new metal brake line, release clamp and proceed with standard bleeding of brake system. (bleed the system by starting with the caliper furthest from the master cylinder)
12. When you are satisfied there is no air in the system and have completed the brake bleed, fit dust caps over bleed nipple. Re fit wheels.
13. Before attempting to drive the vehicle on the open road check the brake lines for leaks and ensure you have tightened all bolts and connections.
14. Initially road test the vehicle at low speed to ensure you are satisfied with the system. After the initial road test, re check the brake lines for leaks. As the brake pads are new care should be taken for the first 200km as the pads bed in.

It should be noted that fitting the new calipers will bring to the vehicle significant changes in braking and the user should be aware of this prior to driving in traffic and in adverse weather conditions.

Please remember your braking system is a safety critical component on your vehicle: If you are at all unsure about the fitting of your new brake kit you should consult a qualified mechanic.

Whilst every effort has been made to ensure ease of fit of your kit please be aware that classic vehicles may over the years have undergone changes or modifications.

Under no circumstances modify your brake kit.