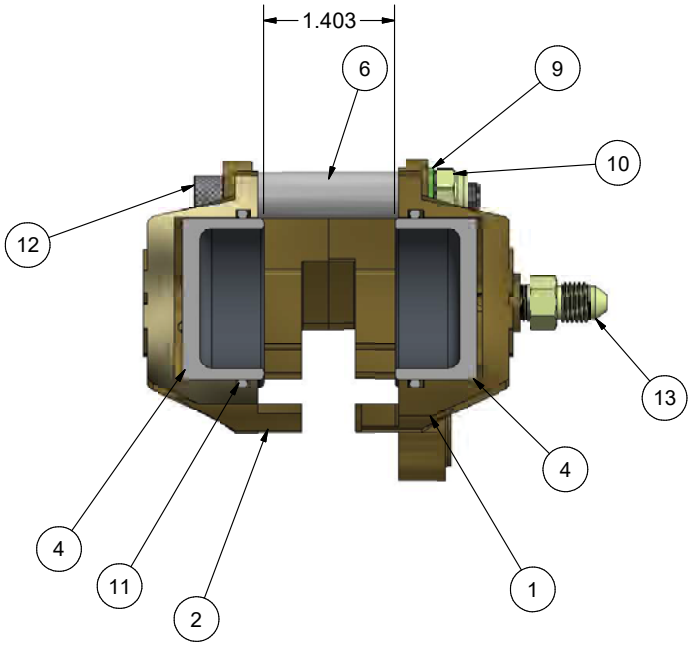
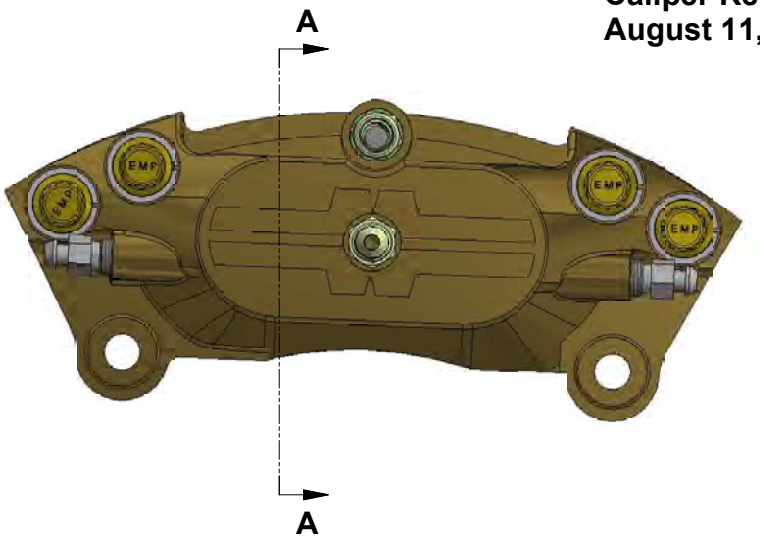
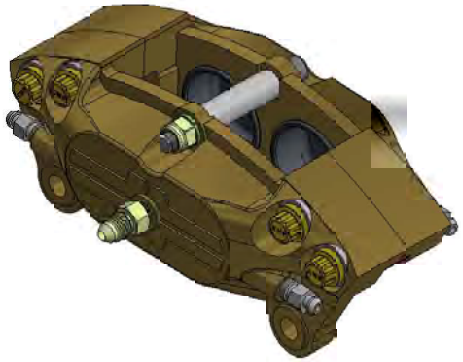
Service Bulletin SB0116
Caliper Rebuild Sheet 1 of 2
August 11, 2020







Parts List			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	81101	CALIPER - INBOARD, MOUNTING 3/8 DISC
2	1	81102	CALIPER HALF, OUTBOARD 3/8 DISC
3	4	215.07.36NC	FASTENER, 12 POINT 7/16-14 X 2-1/4"
4	4	81103	PISTON, ALUMINUM M-W CALIPER
5	4	9400	BLEED SCREW, 3/8-24 THD 3/8 HEX LONG
6	1	81104	BUSHING, M-W CALIPER 3/8 DISC
7	4	22304400	WASHER, LOCK 7/16 PLATED
8	2	-010	O-RING EPR, M-W CALIPER SEALING
9	1	AN960-516	5/16 AN WASHER, THICK
10	1	5/16-24 NYLON INSERT NUT	5/16-24 NYLON INSERT NUT
11	4	-132	O-RING EPR 80, CALIPER PISTON
12	1	81175	FASTENER, 5/16-24 X 2-3/4" SOCKET CAP
13	1	2511	FITTING, -3 FLAIR TO 1/8" NPT STEEL

MATERIAL	HEAT TREAT				
	PROTECTIVE FINISH				
Z:\InventorFiles\Assembly_Files\AS0078.iam					
STOCK INFORMATION	MACHINING TOLERANCES				
BAR LENGTH: WEIGHT:	.XX	.XXX	.XXXX	X	
YIELDS PER BAR:	.015	.005	.0005	1/2	
GROSS WEIGHT (PART):	SURFACE FINISH UNLESS NOTED: √125				

765 SOUTH PIERCE AVE, LOUISVILLE, CO 80027

CAD NO. AS0078IN.idw	DRAWN BY: mwilliams	
	DATE: 7-20-18	
TITLE: CALIPER 4 PISTON		
SAVED DATE: 8/3/2016	PART NUMBER: 81100	CHANGE

1) Remove both brake pads. Place a shim, like the cardboard shown above, in the slot from the bottom that extends over the bottom mounting lugs and covers the piston areas. This example used 3 pieces of cardboard for the shim.

2) With shop air inflate the brake fluid chamber to push the pistons against the shim. It takes very little pressure to move the pistons.

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3) The pistons now stick out almost past the o-ring seals. Disassemble the caliper by removing the 5/16" bridge bolt and spacer and the 4 ea 7/16" reduced hex fasteners. **Caution:** The brake fluid remaining in the caliper will be free to leak out.

4) Gently with a channel lock pliers (jaws cushioned) remove each piston. Be careful not to mar the piston.

5) Remove the piston and fluid passage o-rings with a hook pick tool. Be careful not to scratch or mar the sidewalls of the o-ring groove

6) Clean the caliper halves and pistons and dry. Use a brake cleaner or methanol alcohol as a solvent to clean the caliper parts. Inspect the piston for any scoring where the o-rings seal. Discard and replace if any imperfection are notes on the sealing surface. Check the caliper piston bores for scoring from the piston movement. If excessively scored the caliper half must be replaced.

7) When cleaned, reassemble by soaking the o-ring in brake fluid to make the insertion of the piston easier. Gently push the pistons in the caliper halves. Do not force the piston as it can shear the o-rings and cause leakage.

8) With the 2 -010 o-ring placed in the small counter bores, reassemble the caliper halves with the 4ea 7/16 fasteners with locking washer under the head to 65 foot- pounds torque.

NOTES: All the o-rings are ERP Ethylene Propylene compound. Do not use the common Buna-N compound as it will deform and disintegrate.
If your caliper has broken or twisted of bleeder screws we recommend send it in for a factory overhaul (P/N 811EX). The overhaul includes repair of the bleed screws, (if necessary) and new pistons.