

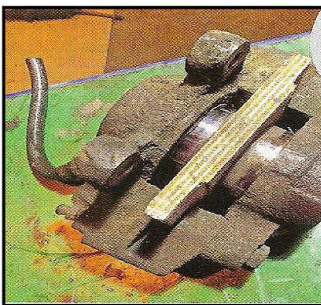
# How to recondition your brake calipers

## Save over £100 over hauling you classic's calipers at home

*Getting a pair of brake calipers professionally rebuilt generally costs around £150. But a pair of seal kits generally cost £15-25 and there's nothing to stop you fitting them at home. You will see that the caliper pistons need replacing on this job, you can get them from MGOC spares . The best ones to buy are the stainless steel ones at £12.*

*It's not a bad job and you will know that it's right.*

*So have a go if you need to do your Calipers!*



### Extend the pistons

*Find a piece of wood that's a little thicker than the brake disc and cut it to the right size to slot into the caliper. Blow air from a compressor or a good tyre pump into the caliper's inlet hole to extend the pistons. Obviously, take it off the car first.*



### Alternative method

*A pair of G-clamps can be used instead of a piece of wood. Unscrew the clamps a little at a time as you apply compressed air to evenly extend the piston. You'll have to use this method if the caliper is a 'floating' design, with both pistons on one side.*



### Doing it on the car

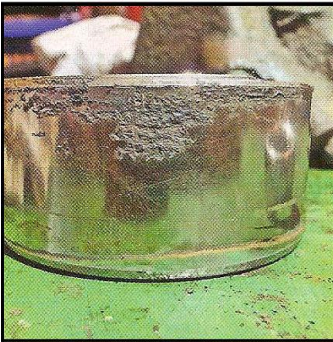
*You can use the car's braking system instead of compressed air. Support the caliper with the flexi-hose still connected and gently press the brake pedal to extend the piston. You'll need two bits of wood or four G-clamps to extend both calipers.*



### Strip callipers

*Remove the dust seals - at least one metal retainer will need prising out or unclipping. Pull the piston all the way out by hand. Coax the internal seals out of the bores using a small screw-driver. Remove the bleed nipples.*





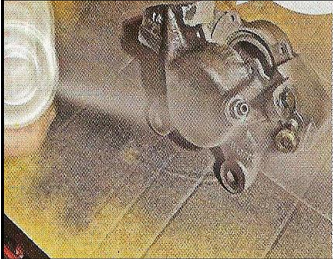
## **Inspect the pistons**

*Clean and closely scrutinise the pistons. They should have a near-perfect mirror finish. Very light imperfections can be polished out with 1000-grit wet-and-dry paper. Deep scratches or bad pitting due to corrosion mean that replacements are required.*



## **Check the bores**

*Clean the inside of the bores using brake cleaner and a cloth. Deep pitting or scratches mean that the calipers will need sleeving or replacing altogether. Light surface corrosion can be gently polished off using 1000-grit wet-and-dry paper.*



## **Clean and paint**

*Give the outside of the caliper a good wire-brushing. Clean the inside using brake cleaner and, ideally, compressed air. If you're painting the outside, make sure the bores and any holes are blanked off. Old piston and bleed nipples are ideal for this.*



## **Fit new seals**

*Double-check that the bores are spotlessly clean. Trial-fit the pistons - they should be snug but move freely. Lightly coat the new seals in silicone grease and massage them into their slots. Make sure they're not twisted or bunched up on one side.*



## **Fit pistons**

*Ease the pistons into the bores by applying even hand pressure. Make sure they're absolutely straight. Forcing them will damage the seals. Fit the dust seals. Bleed through plenty of fluid after fitting the calipers to the car, to flush out contaminants.*