

LASER®

Caliper Piston Rewind Tool Kit 14 Piece



5 018341 034764



www.lasertools.co.uk

Guarantee



Distributed by The Tool Connection Ltd
Kineton Road, Southam, Warwickshire CV47 0DR
T +44 (0) 1926 815000 F +44 (0) 1926 815888
info@toolconnection.co.uk www.toolconnection.co.uk

If this product fails through faulty materials or workmanship, contact our service department direct on: **+44 (0) 1926 818186**. Normal wear & tear are excluded as are consumable items & abuse.

Introduction

This Laser tool kit is a universal product suitable for use on disc brake calipers on most European and Japanese cars. Designed for rewind and push back pistons, it is an essential tool for caliper servicing and makes brake pad replacement quick and easy.

We cannot consider a warranty claim for tool failure if you have used the kit in any way other than that described in these instructions, or if you have used it for any other purpose than that for which it is intended. Nor can we be held responsible in any way for personal injury caused while using the kit.

IMPORTANT:

Always wear eye protection when using the Laser Piston Rewind Tool Kit.

What the kit contains:

Check your Caliper Piston Rewind Kit carefully to make sure you have all the components. If any are missing, please contact The Tool Connection on 01926 818186.

Warning notice - read NOW

Read these instructions through carefully before you use the Piston Rewind Tool Kit. If you do not use the kit correctly, as described in these instructions, you may damage either the piston or the bore or both. You may also cause damage to the brake pipes, rendering the vehicle unsafe to drive.

IMPORTANT:

For specific detailed instructions on using this kit correctly, please refer to the vehicle manufacturer's workshop manual or the appropriate Haynes manual.

Item	Description	Application
	Force Screw with reaction body and magnetic drive key	
	Reaction Plate	
No 1	1 5/8" (41mm) drive key	Audi 80 90 & V8 Ford Sierra, (ABS rear) Granada & Scorpio Honda Prelude Jaguar XJ40 Series Nissan Silvia 1.8 turboRover 800 series Saab 9000 Subaru L & 2 series Volkswagen Golf & Passat
No2	Drive Key for use with 3.8"D ratchet and extension	For use with 3/8"D Ratchet where minimum force is necessary. Also Mazda 323,626 – Toyota Celica Corolla GT & MR2
No 3	1 1/4"(32mm) drive key	Alfa Romeo 164 2 Litre Saab 900
No 4	1 5/8" (41mm) drive key with extended pins	Nissan Bluebird and Primera 2 litre
No 5	Variable size drive key (54mm,43mm,37mm)	Alfa Romeo, BMW, Ford, Honda, Jaguar, Mercedes-Benz, Mitsubishi, Nissan, Rover, Toyota, Volkswagen, Volvo
No 7	1 1/8"(30mm) drive key with 2 extended pins	Renault
No 8	2 1/2"(64mm) flanged drive key	General Motors
No 9	2 1/8"(53mm) flanged drive key	General Motors
No 10	2" (50mm) drive key	Citroen XM & Xantia
No 0	1 7/8"(48mm) flanged drive key	General Motors
Ref. E	1 1/2" (40mm) drive key with 4 pins	Toyota
Ref. F	1 1/4"(32mm) drive key with 2 pins	Vauxhall/Opel

Instructions

Park the car in accordance with best safety practice, but DO NOT apply the handbrake.

Jack up the car and remove the road wheel or wheels to expose the brake calipers on which you are going to work.

Remove one or both of the caliper retaining fasteners and either pivot the caliper away from the brake disc or detach it completely.

NOTE: Take great care at all times not to damage or snag the brake hose as this may subsequently make the vehicle unsafe.

DO NOT allow the caliper to hang free by its flexible hose.

Remove the worn brake pads after first disconnecting the wear warning wires if these are fitted.

Now select the appropriate drive key to suit the piston. [The drive key should be as near as possible to the same diameter as the piston.

Fit the drive key to the force screw .

To make this easier, the force screw is magnetic and has two pins to engage the drive key positively.

NOTE: Some pistons need to be rewound under pressure. For this purpose, use the reaction plate. (Fig1)

Lubricate the force screw with a few drops of oil before using it.

Slip the reaction plate over one arm of the T-bar on the force screw and manoeuvre it on to the reaction body so that it rests against the flange at the bottom of the body.

Now fit the reaction plate into the caliper fork (see Fig1) and tighten the force screw by turning the T-bar clockwise until the piston is fully rewound into the bore.

Finally, loosen the force screw by turning the T-bar anti-clockwise until you can remove the force screw and reaction plate from the caliper.

Fit new brake pads, service the caliper and reassemble.

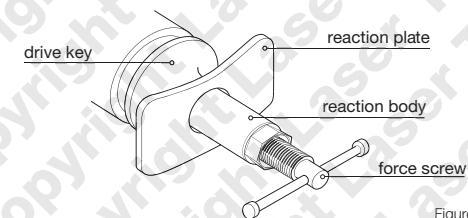


Figure.1