

LASER[®]

The Laser Grand Master Brake Caliper Service Tool Set (4003) is distributed by The Tool Connection Limited. If you would like details of other tools and equipment in our range, please ring or write for a copy of our catalogue.

*Spare parts are available from Tool Connection & not through the distributor.
Any warranty claims should be made direct to Tool Connection.*

Safety Warnings:

- Do not park and/or lift the car unsafely.
- Check the brake fluid level in the master cylinder as overflow will cause damage.
 - Always consult and adhere to the car manufacturers instructions for both vehicle and caliper service procedures.
 - Do not continue to apply pressure with the tool once the piston has been fully retracted.
 - Do not damage the wear warning wires and flexible fluid hose.

We cannot consider a warranty claim for tool failure if you have used the kit incorrectly or if you use 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 whilst using this kit.
Laser cannot be held responsible for damage caused to any vehicle whilst using these tools.

Distributed by The Tool Connection Ltd



Kinton Road
Southam
Warwickshire
CV47 0DR

T +44 (0)1926 815000
F +44 (0)1926 815888
info@toolconnection.co.uk
www.toolconnection.co.uk

4003



5 018341 040031 >
www.lasertools.co.uk

LASER[®]

BRAKE CALIPER SERVICE SET



PART NO 4003
INSTRUCTION

APPLICATIONS

Laser's Grand Master Brake Caliper Service Tool Set

This comprehensive Laser Master Set of 21 special adaptors enable the retraction of brake pistons prior to replacing worn brake pads.

Suitable for both 'Wind-Back' and 'Push-Back' pistons as found on most brake calipers including Annette and Collette types.

The set includes two types of Reaction Nut & Screw Assembly (A), suitable for the majority of applications (right-hand threaded) and the second (coloured GOLD) (B) has a left-hand thread, which is suitable for the Citroën C5, Renault Master van and Ford Mondeo 2,0 Ghia.

Comprehensive application details are listed on the following pages

Set contents:

- A - Screw and T/Bar Assembly c/w Reaction Nut – RH thread
- B - Screw and T/Bar Assembly c/w Reaction Nut – LH thread
- C - Drive Key 12mm – Hexagon
- D - Reaction Plate
- E - Reaction Plate specifically for BMW Mini
- F - Reaction Plate for Jaguar S Type

Drive Adaptors: No 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23

**Spare parts are available from The Tool Connection
& not through the distributor.**

**Any warranty claims should be made direct to
Tool Connection Limited, Kineton Road Industrial Estate, Southam,
Warkwickshire, CV47 0DR**

Application	A	B	C	D	E	F	1	2	3	4	5	7	8	9	10	11	12	14	15	16	17	18	19	20	21	22	23
Renault Laguna 2.0 ABS (94) Laguna 2.2D (95), Safrang 2.0-2.2 TD V6	■																										
Renault Alpine V6 (86-)																											
Renault Clio																											
Renault Modus																											
Rover 216 Gti 16V, 820 Si 2.0 (93), 825 SD 2.5 (93)																											
Rover 220 C Turbo (95)																											
Rover 623 Si																											
Rover – most models (push-back piston)																											
Saab 9000 CS 2.0 (93), 9000 CSE Turbo (93)																											
Saab 99L, 900 Turbo (74-81), 900 (81-87),																											
Seat Toledo GT 16V – GT 2.0 (93), Ibiza 1.8 Gti 16V (95)																											
Subaru L serie & Serie 2																											
Subaru 1600 Kombi (79-), 1.6-1.8 SRx, Kombi (79-83), 1800 (84-), 1800 Lim. Kombi, Toucan 4WD (82-83), 1800 GT, GTS, XT, Turbo (85-)																											
Toyota Celica, Corolla GT, MR2																											
Toyota Avensis																											
Toyota – most models (push-back piston)																											
Vauxhall Astra G, Zafira																											
Volkswagen Passat 2.0 & 2.2 litre (84-), Golf Rallye (-89), Golf II 16V (89-), Corrado (89-), Vento GT (92), Transporter T4																											
Volkswagen Golf Gti Mk.III & Mk.IV, Passat VR6, Vento GT (92)																											
Volkswagen Golf II GTi (83-87), Scirocco 16V (84-)																											
Volkswagen – most models (push-back piston)																											
Volvo S40 & V40																											
Volvo – most models																											

Application Details Note: Brake Caliper manufacturers are continually revising their designs, so the above applications are considered correct. The manufacturers of this tool cannot be held responsible for subsequent changes and reserve the right to amend any detail given without prejudice.

Operating instructions and useful tips

Renault Master van - Both calipers require the use of the Left Hand Threaded Screw & Reaction Nut (B) plus Adaptor No.1

Citroën C5 – The right hand caliper has a left hand thread, the left hand calliper has a right hand thread – Adaptor No.15 suits both. The front callipers are push-back and require the right hand threaded Screw & Reaction Nut plus Adaptor No.5

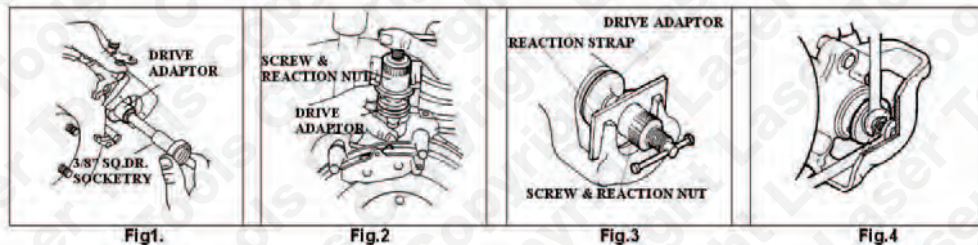
Citroën BX, Peugeot 205 – The caliper design prevents the use of the Reaction Nut and Screw to return the Brake Piston. Adaptor No.12 was specially developed to resolve this, and is used along with two 19mm. open-ended spanners. See FIG.4

Operating Instructions :-

1. Safely park the car and in accordance with safe recognised procedures remove the appropriate road wheel.
2. The hand brake should be off when servicing rear calipers.
3. Remove one or both caliper retaining fasteners and either pivot or detach the caliper from the disc.

Warning! Do not snag or damage the flexible brake line and pad wear warning wires.

4. Disconnect the pad wear warning wires and remove the worn pads.
5. Check the brake fluid level. Remove some fluid if the level has been topped up due to pad wear, as the returning piston will push back the fluid.
6. Select the correct Drive Adaptor to fit the piston. If little reaction force is required the Adaptor can be used in conjunction with a 3/8" D ratchet and extension. (FIG.1). Some pistons will require returning under pressure and will require the use of Reaction Nut and Screw Assembly. (FIG.2) Retract the Screw to enable the Reaction Nut to be placed between the fork housing opposite the piston face. Attach the Adaptor to the Screw and locate against the piston face. Rotate the Reaction Nut back along the Screw until it contacts the caliper fork. Some forks may be wider than the Reaction Nut, so the Reaction Plate should be included (FIG.3)
7. Do not return the piston beyond the front face of the housing.
8. Always remove the tool after use.
9. Fit new pads and reassemble the caliper etc. in conjunction with workshop manual instruction.

[illegible]