

CALIPER RACING PISTONS

Ventilated SS with Anti-Boil Chamber

INSTALLATION INSTRUCTIONS

SAFETY WARNING

Brake installation should only be performed by a professionally trained and qualified motorcycle mechanic. Please read thoroughly before commencing this job.

Tools required

- Compressed air with rubber-tipped nozzle
- 1×2" wood, cut to that dimension
- 1 to 1.25" × ~6" (.125" thick) flat metal bar
- Brake fluid catch tank
- Fresh brake fluid (DOT 4 or DOT 5.1)

Follow the Factory Service Manual

Remove the brake pads and hose from the caliper and remove the assembly from the bike. Make a simple piston stay tool out of a 1×1" × ~3" long piece of wood. Using your new wooden piston stay, position it between the opposing pair of pistons closest to the banjo bolt inlet port. The object here is to remove the furthest pistons first. Using compressed air, direct the airflow through the banjo bolt hole; this will pop the pistons out quickly. We recommend replacing the piston seals at this time. Lightly lubricate the piston seals with fresh racing brake fluid, and carefully insert the new ventilated piston with the radially drilled ventilation holes facing out. Be sure the new piston is inserted absolutely parallel with the piston bore to avoid damaging the seal.

Reposition the wooden 1×1" stays between those newly installed pistons. Reapply compressed air to pop out the next pair of pistons. If one is stubborn and doesn't fully eject, replace the unit that did come out with the new racing piston, then position the flat metal bar tool over the new piston to keep it in place while applying compressed air again. This will force out the last piston, where you can now install the final racing unit. Reinstall the hoses and pads, then bleed the system as usual. That's it.