

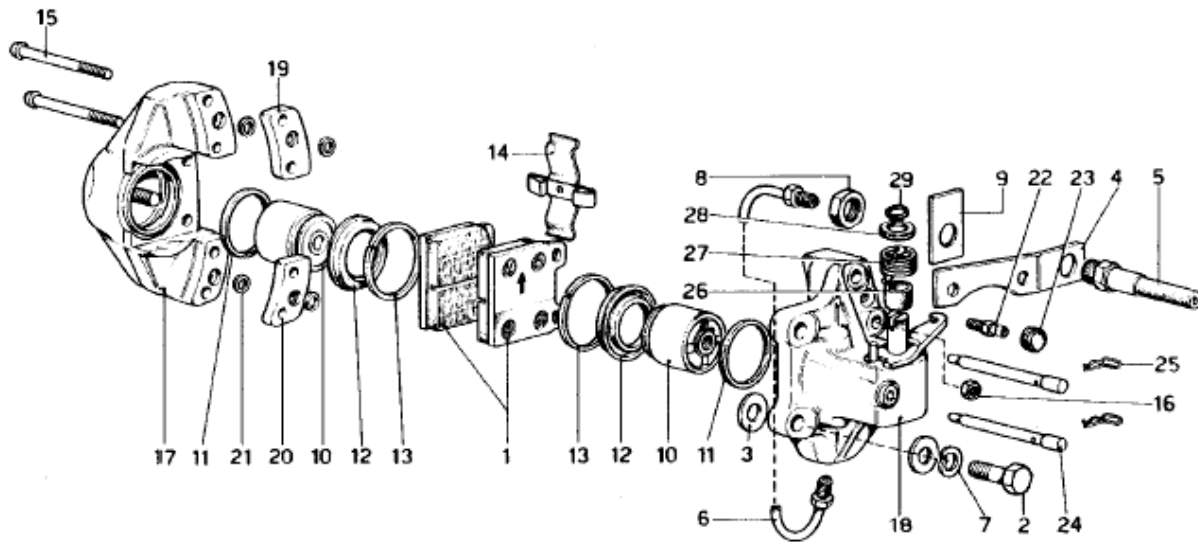
Caliper Removal

Before you remove your caliper to send in for repair, be sure to cover a few basics. You'll need some basic tools along with what I would call a "necessity" for any 914 owner, a MAP torch. You won't "need" the MAP torch but if you run into problems with the "NLA" (no longer available) rear brake line don't say I didn't warn you. It's a great investment.

Here's a list along with a 914-6/Ferarri 308 diagram:

Tools:

- 19mm open end or six-sided wrench for mounting bolts.
- 11mm brake line wrench for removing the brake line.
- Needle nose pliers for removing the hand-brake mounting clips and guide pin clips.
- 1/8" punch or drift to drive out the guide pins
- MAP torch for 11mm brake line fitting (generally prevents you from twisting and breaking the old line).



Removing the caliper

1. Remove the retaining clips (#25), guide pins (#24), spring (#14) and brake pads (#1).
2. Unhook the hand-brake cable from the lever.
3. Remove brake line (#6) from the caliper.
4. Drain the fluid from the bleed valve (#22) so it doesn't leak during shipping.
5. Remove 19mm mounting bolts (#2)
6. Remove caliper, box and ship to the address below.

P M B P e r f o r m a n c e 1 8 6 1 G r a c e y L a n e
S a n d y , U T 8 4 0 9 2 8 0 1 . 6 7 4 . 3 6 6 9