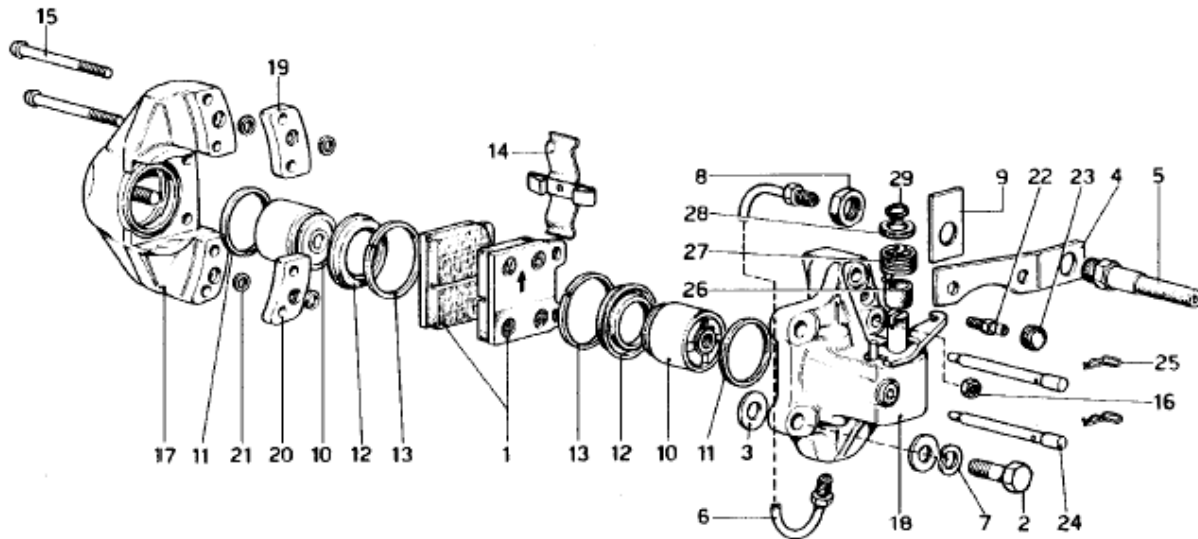# Caliper Installation

Thank you for your rebuilt caliper purchase. We hope you're enjoying your shinny new brakes. Now let's get over it and stick them on your car. A stock 914 brake system, in excellent operating order, is still to be revered. You've taken a giant leap forward by sorting through yours and bringing it back to factory standards. You'll need the same tools used to remove the calipers to get them back on.

Here's a list along with a 914-6/GT or Ferrari 308 diagram (virtually identical to your caliper):

Tools:

- 19mm open end or six-sided wrench for mounting bolts.
- 11mm brake line wrench for installing the brake line.
- Needle nose pliers for installing the hand-brake mounting clips and guide pin clips.

Installing the caliper

1. Remove caliper from the box, gawk and ogle.

2. Install the brake pads (#1), spring (#14), guide pins (#24) and retaining clips (#25).

3. Remove the 10mm adjuster cover then install the caliper to the mounting ears using the 19mm mounting bolts (#2)

4. Mount the brake line (#6) to the caliper.

5. Adjust the venting clearance and then attach the hand-brake cable. Reinstall the adjuster cover.

<div align="center">***IMPORTANT ADJUSTMENT INFORMATION***</div>

Inner adjustment gears are "not" included. You'll need to take the adjuster gears out of your calipers. Your calipers are shipped with the pistons completely contracted. This will allow for new brake pads to slide in. When it comes time to adjust you "MUST" turn the adjustment screws in the proper direction or you will damage your new caliper. **Inner adjustment screws turn "clockwise"** to adjust the piston and pad toward the rotor. **Outer adjustment screws turn "counterclockwise"**. Adjust the pad clearance to .004mm with your parking brake "disconnected". Please call if you have any questions.