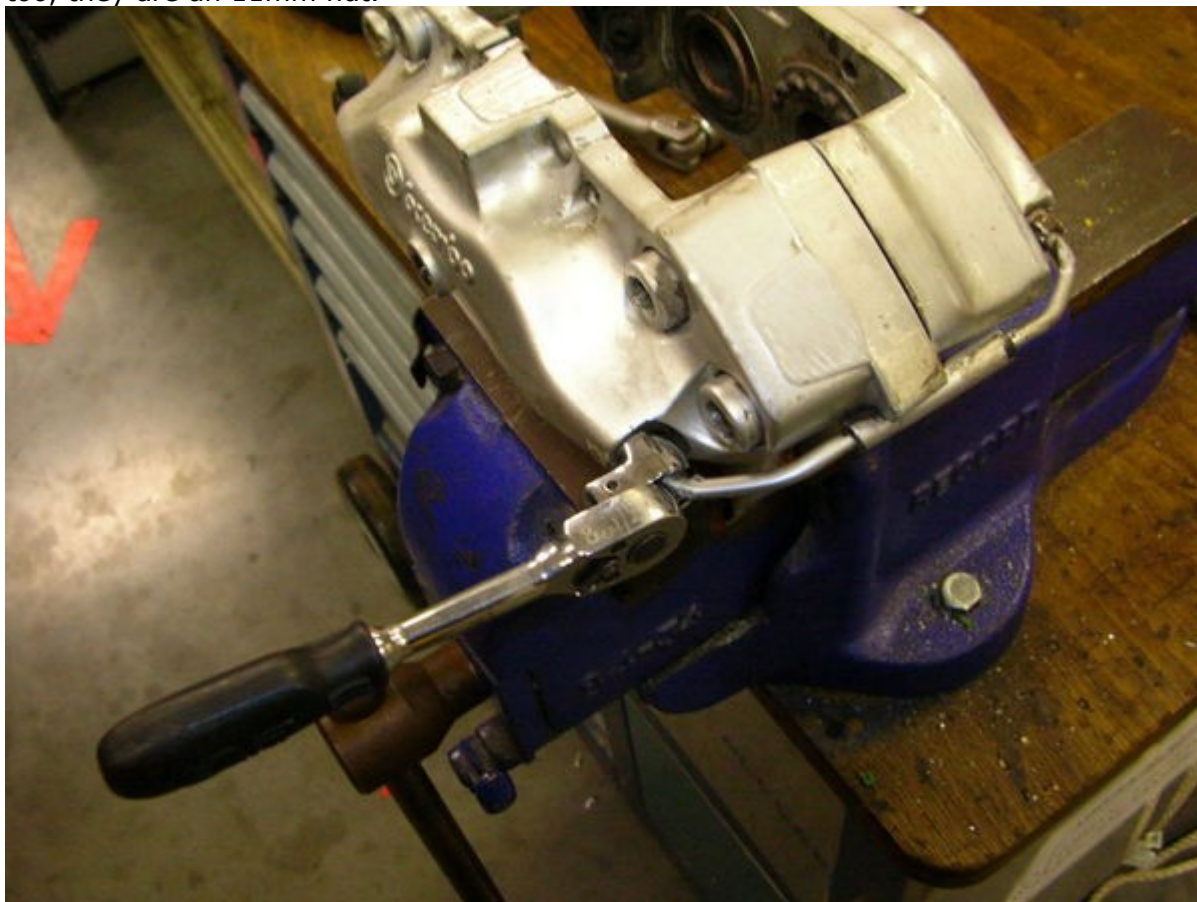
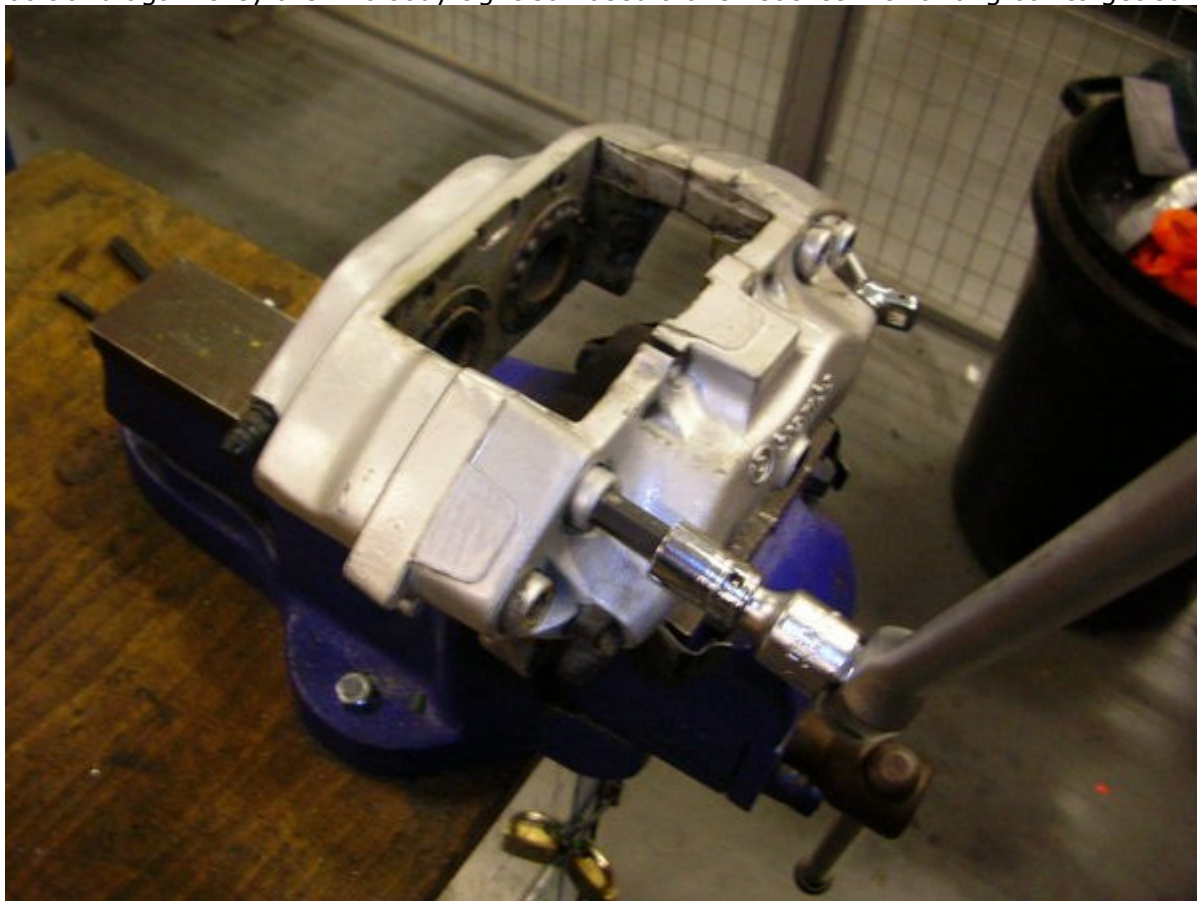


This is for the guys that want to strip their calipers down for a new coat of paint and new seals. Before removing the calipers from the car, pump the pedal a few times to push the pistons out slightly, this makes it easier to remove them later.

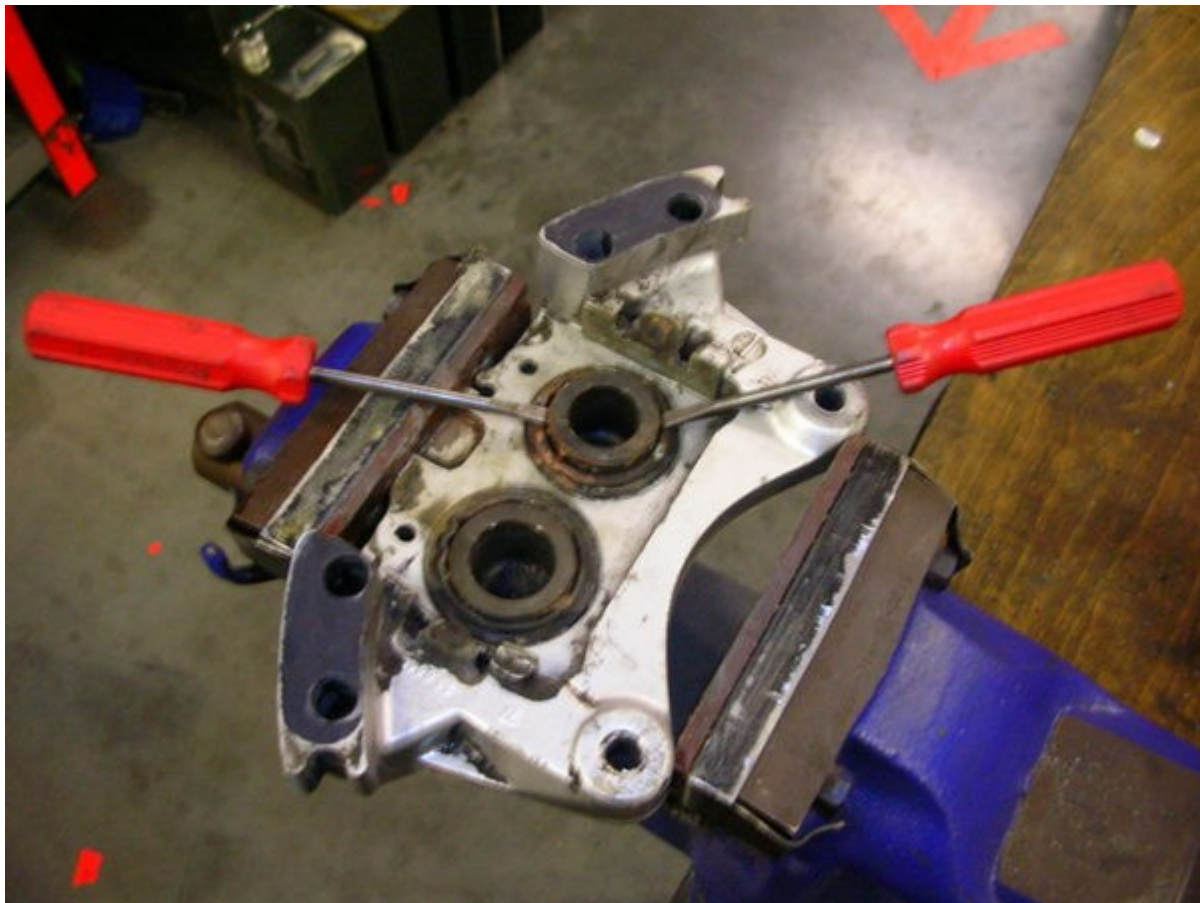
First of all I removed the little pipe that feeds both sides of the caliper, this is a 10mm nut but its very soft and probably in very tight. I used a 10mm crows foot socket to get a good grip on it. The bleed nipples can come out too, they are an 11mm nut.



Then I split the calipers in half, this makes it much easier to remove the pistons and pad guides, its a 10mm allen bolt and again they are in bloody tight so I used a allen socket with a long bar to get some leverage on it.



Once the calipers are split you can remove the pistons, 2 flat blade screwdrivers under the lip on the pistons and lever them up. Be careful to try and keep them going straight up or they will stick, you can pull the rubber seal back over the lip once they are halfway out, you should then be able to pull them out.



Notice the 2 different sized pistons for leading and trailing edge.



The rubber seals can then be removed using a small flat blade screwdriver (i used a watchmakers) pull up on the seal whilst levering it out of the recess.



The same goes for the inner seal, get the screwdriver in behind it and flick it out.



The stainless steel pad guides can then be removed, these screws are made of very soft metal so i used a torx bit slightly too big and hammered it into place so there was no chance of it rounding like i did first time 😬



The corrosion and muck that builds up under the pad guides is what causes the pads to become stuck and bind on the disc causing your disc to become black and over heated. The muck i scraped off with the screwdriver made the pad guides sit proud by a couple of mm.



Rebuilding is opposite of stripping and a new seal kit is about £30 from Alternative autos, this should include new seals and pad guides. Give everything a real good clean before you fit it all back together. The pistons should slip inside the caliper without sticking at all.

I stripped the paint off mine with nitromorse and a scotchbrite pad, i then gave them a good rub down with fine wet and dry until nice and smooth.

Primed, sanded, sprayed and then a coat of fuel proof clear laquer to try and give them some protection against brake fluid ?

Hope this is of some help, I stripped the one in the above pictures at work last night and it took me 30 minutes to totally strip it, the long part is making them look nice with a good paint job, dont rush it, i left mine 24 hours between primer, silver and laquer with 2 coats of each.



Good luck.

WARNING Obviously these are brakes and very important, if your not happy doing this then please dont attempt it.