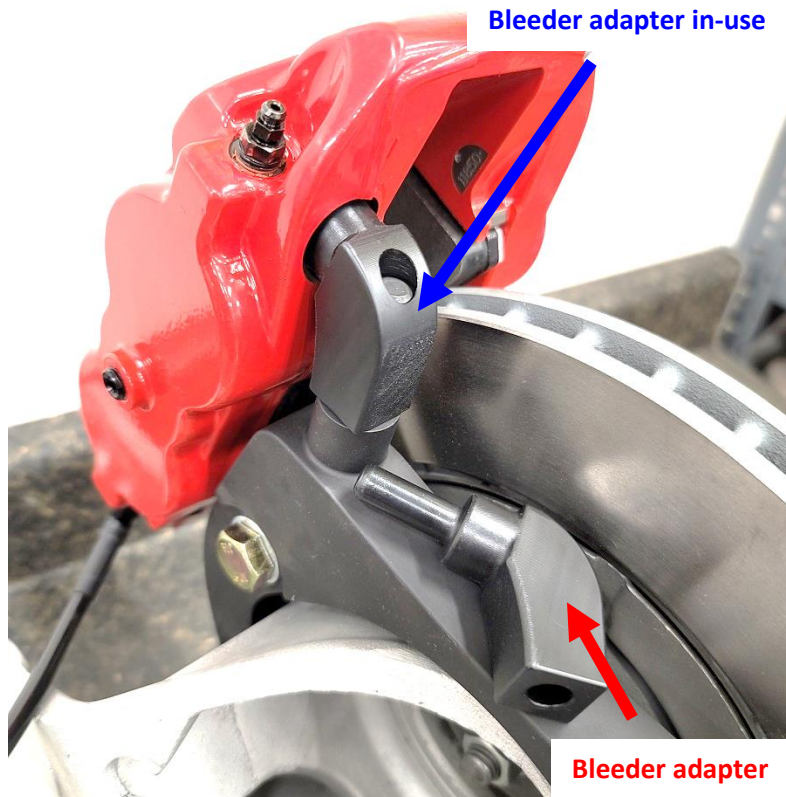


1. Remove the nuts holding the rear calipers onto the mounting studs using the included 1/2 inch 12-point socket. Lift the caliper off the bracket and place the bleeder adapter onto the forward caliper mount stud. Being VERY careful to not kink the brake hose, rotate the caliper forward and down to the bleeding position as shown in the picture and slide onto the bleeder adapter.
2. Insert the pad spreader between the upper part of the brake pads. The small end inserts into a cooling slot of the rotor. Some brands of rotors have narrow cooling slots so you may need to file down 2 sides of the



spreader tool tab to fit. The lower part of the brake pads should be partially straddling the rotor. The combination of rotor and spreader tool will keep the pads spread and the bleeders at the top of the caliper so all the air can be removed.

3. Fill the fluid reservoir with a quality brake fluid (Most DOT 4, 5.1, Racing, and/or Synthetic fluids are fine). DOT 5 Silicone fluid is not recommended. Note that "silicone" fluid is not the same as "synthetic".

4. Start with the caliper furthest from the master cylinder (right rear on left hand drive cars). Bleed the outer nipple first. *A wrench to fit the bleeder screws is included in the kit.* Once free of bubbles, move to the inner nipple on the same caliper. Repeat on the opposite rear caliper.

5. Move to the front right. Only bleed the upper bleed nipples, outer, then inner. **Never bleed a screw that is facing down – they are only there to allow the caliper to be used on either side of the car.** Finish with the left front caliper.

6. Once bleeding is complete, reinstall the rear calipers and secure with the 12-point 3/8" nuts and torque to 47 Nm (35 ft-lb) using the included 1/2" socket.

