



indice A du 17/06/10

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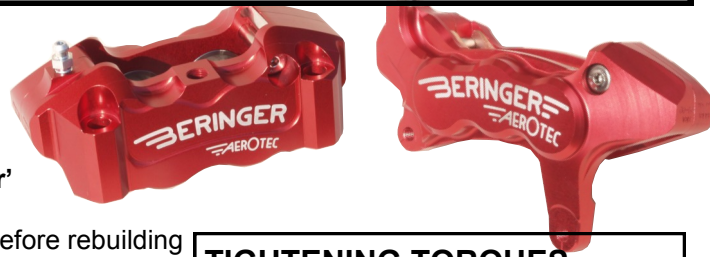
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**See "ASSEMBLY INSTRUCTIONS 1 YEAR
GUARANTEE"**

for removing, fitting and bleeding the caliper

- 1- Disassemble the caliper with care
 - 2- Put out old parts with care
 - 3- Clean aluminium parts with non-aggressive chemical
NEVER USE basic chemical, soda, solvent or 'brake cleaner'
 - 4- Rinse and dry perfectly
 - 5- Put special grease on new piston, as well as new piston seals before rebuilding
 - 6- Put new o-ring seal without grease
 - 7- Put high temperature silicon gasket on extremities of pads rod-guide and put spring washer before mounting on the caliper bodies
 - 8- Put 2 drops of threadlock before tighten new assembling screws to torque
M8: 2.5daN.m
 - 10- Put piece of disc between pads, apply air pressure (5 to 8 bars, 70 to 114 PSI)
Into the caliper: All the pistons must move out
 - 11- No air leak must appear when both keeping pressure and plunging the caliper into water
 - 12- Take out from water and dry perfectly
 - 13- Put the caliper on a dry warm source (60°Cmaximum) to evacuate steam or condensation
- NO WATER MUST STAY IN THE BODY OF THE CALIPER** when put in new brake fluid (only **DOT4**)
- 14- Check the pads move freely along rod-guide and screw guide (tighten torque: 1.2 daN.m)

REBUILDING KIT for BERINGER AEROTEC® 4 & 6 piston CALIPER ORIGINAL SPARE PARTS and INTRUCTIONS



TIGHTENING TORQUES

Assembling M8 screw:	2.5 daN.m
Bleed valve::	1 daN.m
Feeding valve:	1.7 daN.m

**No respect of
BERINGER's instructions
will cancel the guarantee**



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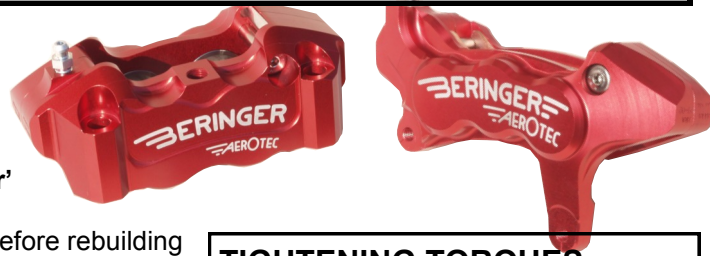
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