



UK MKIII Supra Owners Group

Removing Calipers



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Date	29/08/07
Version	1.00
Edited by	NA

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Step 1 - 'Crack off' each wheel nut by a turn or so



Step 2 - Jack the car up



Step 3 - Remove the wheel and you'll be able to see the disc and caliper fully



Step 4 - Undo the 13mm nut at the bottom of the caliper



Step 5 - Retract the nut completely so the caliper is now free



Step 6 - Use the back of a claw hammer to ease the caliper away from the disc (From the bottom, the top is secured by a sliding pin)



Step 7 - Remove the two 10mm nuts holding the brake line in place



Step 8 - Now the caliper should lift away fully from the disc



Step 9 - Hopefully you will be able to slide the caliper free of the top sliding pin.

If you can't do this because the pin is seized then you'll need to undo the two large (17mm I think) nuts holding the caliper bracket in place. Then you should apply heat (blowtorch) to the metal tube the sliding pin goes through and get an assistant to help you knock the pin out with a hammer. This is not an easy job and a caliper rebuild kit should usually be used if you have to do this



Step 10 - You now need to disconnect the brake line. This is a banjo bolt fitting (15mm IIRC), which means the fluid comes in along the hose and then enters the caliper through the body of the nut (which has a hole through its centre).



Step 11 - Remove the bolt completely and catch it in a polythene bag or other suitable container. Be careful not to get the brake fluid on your clothes or any paintwork, it's nasty stuff.

