

Installation of ventilated front discs

Although we developed this kit, it is very similar to others on the market, so this guide may help if you are considering putting one of these kits together.

Logically, the first thing we do is to arrange the van well, to be able to work in complete safety. We remove the corresponding wheel then release the caliper. To release the caliper from the support, 17 and 13 mm wrenches. To remove the support, 22 mm wrench.



I loosened the caliper by first tightening the hose (see Rear disc assembly), so that the braking circuit does not empty. Once finished, we will purge it to remove air.

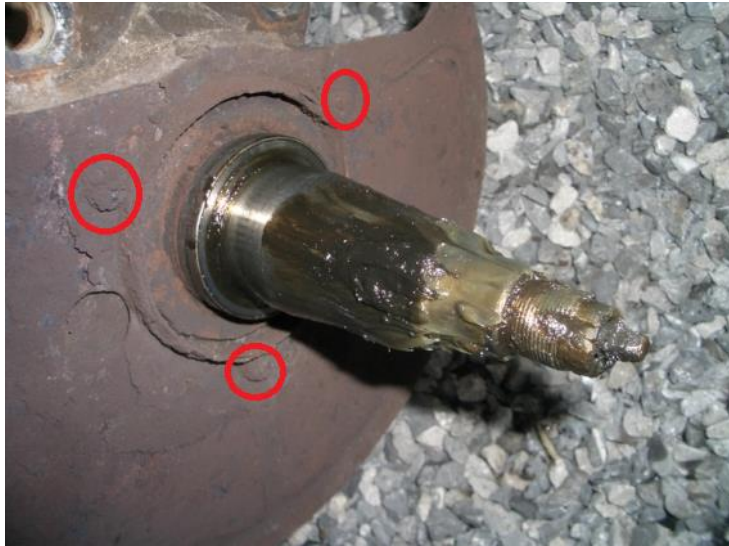
On the driver's side, as seen in this photo, there is a circlip that holds the speedometer cable. You must release it before removing the central plug.



Once this is done, we remove the central nut with a 24 wrench. When we reassemble it, we must tighten the nut just enough to be able to move the washer with a screwdriver (for example). In my case the washer had a lot of play, so it's time to check the bearings...



We take out the washer, the bearing and the disc.



Although it may not seem like it, behind all that rust are three screws holding the drive protector on. We first remove the remaining grease with rags and before starting to work in the area we protect the shaft with a clean cloth to avoid the deposit of impurities which would later affect the bearings. When we are finished working in the area, we will clean everything well and apply lithium grease, especially to the bearings.

Now we place the disk upside down on a workbench and, using a pry bar with a screwdriver, we remove the retainer (or dust cover). We now have access to the second bearing.

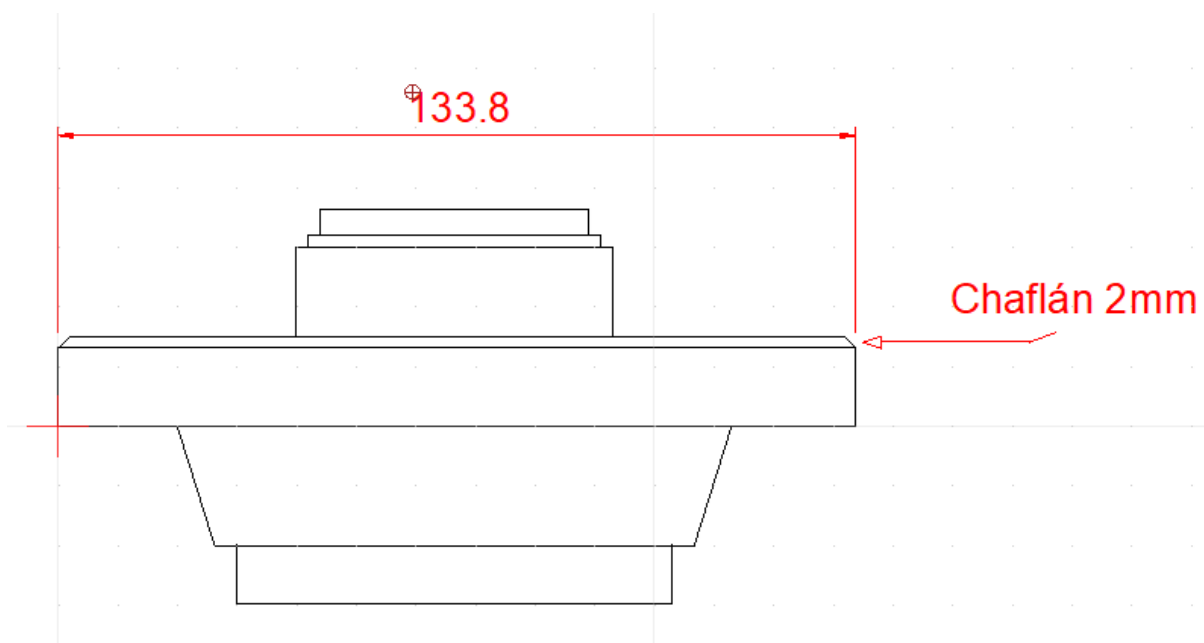


So if we don't change the bearings, we just need to clean them well and change the grease and seal. If we need to change them, we don't do any of that and put the new ones on the turned bushings in the kit.

This is half kit (one side)



And this is the extent to which the hub (old disc) must be lowered so that it sits on the disc



Reversing the process, we place the well-greased inner bearing and retainer in the turned hub, and insert the assembly into the previously greased shaft. We put on the outer bearing, washers and nut, tightening it by hand.

We place the plate as seen below. The bushings go where the original caliper mounting screws were.

In the other holes, those with the welded rings, will be the new calipers.



The 10mm screws are correctly inserted by inserting the sockets into the housings, paying attention that the screw that remains inside the bracket is aligned so that the head does not interfere, as seen in the photo below below. It's simple, just present the clamping support and see that it stays in place.





Now we put the turned hubs, bearings, disc and cover.



Then we put the clamps in place and screw them (12mm screws).



All that remains is to connect the hose (you must use the entire original one, even the rigid section), and adjust the bearings by tightening the nut as I mentioned at the beginning. Once adjusted, a few notches are made in the recesses of the shaft so that it does not come loose.

We mount the wheel, do the other side and bleed the brakes as explained in the **Rear disc assembly instructions**