

Rear Brake Caliper for 1965-82 Corvettes, Second Design With O-Ring Style Pistons

Lip Seal Type rebuild requires Piston installation tool (contact us for the tool)

- 1) After removing the caliper from the car and removing the pad pin with pads, squeeze the pistons inward to remove excess brake fluid from within the caliper. Please dispose of the brake fluid by taking it to your local recycling station.



- 2) Place the caliper in a vise to hold it steady. Using a flat bladed screw driver, push the tip under the metal ring of the dust boot as shown. Gently rotate or pry the screw driver, this will pop the dust boot from its position. Do NOT let the tip of the screw driver go into the cylinder wall area, it will damage and scratch the cylinder wall.

Keep the tip just under the dust boot's metal ring!



- 3) The caliper piston usually pops right out after step 2. Sometimes pulling up by hand is needed. If the pistons are stuck; Put the flat bladed screw driver into the dust boot groove on the piston and work the piston outward. Be careful not the scratch the cylinder wall. Do steps 2 & 3 to all 4 pistons.



- 4) Remove the bleeder 2 valves and 1 bleeder plug being careful not to break the bleeder off at the casting. If in doubt, use a hammer to tap the bleeder inward, this will loosen the bleeder from the threads. “Tap” Not Hammer! Then try to loosen again with the socket or closed end wrench. DO NOT use an open end wrench. If you absolutely have to use vise grips because a wrench or socket will not grip the bleeder valve, USE Flat Jaw Vise Grip Brand only. The most common bleeder wrench size is 5/16”. IF you snap the bleeder off , THE PARTY IS OVER! DO NOT use an EZ Out, it won’t work. Call a machine shop. The thread size from the factory is 5/16”x 24 for all 3 holes.



- 5) While the caliper is in a vise, use a 5/8" 1/2" drive socket with breaker bar to remove the 2 bridge bolts.



- 6) After unbolting the 2 halves, wash the caliper halves with soap similar to Simple Green. If the soap is too harsh, the paint may lift or stain the Stainless steel sleeves in the bores. Rinse good! Using Hot water will give better results.



- 7) After washing, blow all passage ways clear while blowing the caliper halves dry with compressed air. Remember to USE SAFETY GLASSES! You would be surprised how much stuff can fly out to of the passage ways.



- 8) Next up is painting. If you want to show off your hard work, take the time. Remember, DO NOT PAINT inside the bores, bleeder valve holes or the mating surfaces of the 2 caliper halves.



- 9) After the paint dries, take time to inspect the bores for imperfections and scratches. Also, use a flash light to check to see that the passage ways are clear. Look for the obvious, like cracks around the bleeder valve area.



- 10) Piston to Wall Clearance is very important. Using a micrometer & I.D. Snap gauge or feeler gauges check these measurements: .0045" to .010" piston to wall clearance. Take several measurements to get an average. If the clearance does not fall between these sizes, the caliper is not rebuildable.



- 11) Use a small brush coated with brake fluid to lube the O-ring seal and its groove on the piston. Then install the o-ring on the piston.



13) Using both hands, rotate the o-ring on the piston to make sure it is seated and not twisted.



14) Now, lubricate the bores with the brake fluid.



- 15) Install the spring into the bore as shown, making sure the spring fits into the groove at the bottom of the piston.



- 16) This step should be done in a vise for first Timers! Easily push the piston into the bore. Yes, it will go right in! IF you insist on using Lip seals, you will need a piston installation tool, call us. 305-256-8077 or email; sales@cssbinc.com



- 17) First Timers, Use a vise! After pushing the piston into the bore, have the dust boot handy and place the boot over the piston and into the top groove on the piston.



18) Do not get Scared! If you do not have a piece of metal similar to this, Use a piece of PVC.



19) First timers USE A Vise to hold the caliper half.! Place your tool over the top of the metal ring of the dust boot and hold the dust boot down with one hand and use a hammer to knock the boot into place. Knock! DO not Hammer. You only get a few knocks. If you mess up and the boot will not stay in place, flip the boot over and try again.



20) After installing all of the 4 pistons, place the caliper half o-ring into the cavity of the outboard caliper half as it sits in a vise. Take careful notice to differentiate right to left caliper.



- 21) After installing the caliper half o-ring, place the inboard half onto the outboard half and install the 2 bridge bolts, using a 5/8" socket, torque the bridge bolts to 60 – 70 ft lbs.



- 22) Install the bleeder 2 valves & 1 bleeder plug. Torque all three to 90 inch lbs.



- 23) OH Yeah! Finished. When installing the rear caliper on the vehicle, torque the 2 mounting bolts to 60-90 ft lbs.