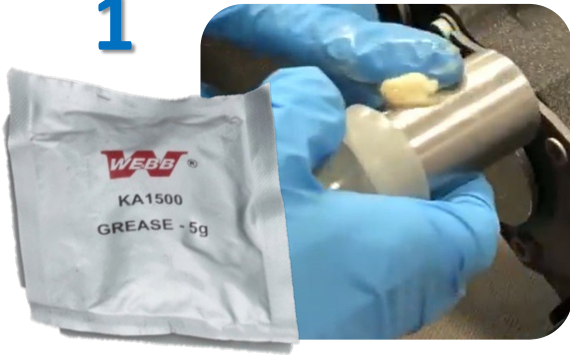
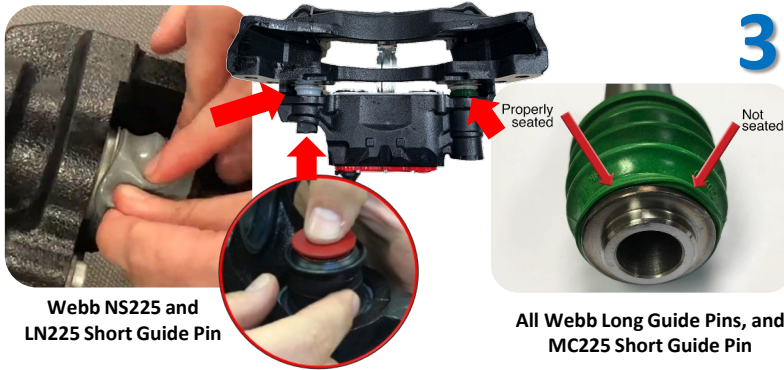


1

Always use Webb Grease
Non-approved grease may cause sticking guide pins.

2

Install the long bolt with locking patch into the long guide pin and the short bolt into the short guide pin. Switching these can cause one bolt to extend into the rotor's surface.

3

Webb NS225 and LN225 Short Guide Pin

All Webb Long Guide Pins, and MC225 Short Guide Pin

Ensure all rubber boots are properly seated into the installation grooves. This keeps water and dirt out of the guide pin system and is critical for proper caliper sliding.

4

Torque both bolts to 133 ft-lb plus 90 degrees. These are torque-to-yield bolts and should never be re-used. Properly support the carrier during tightening to prevent bending or dropping.

**5**

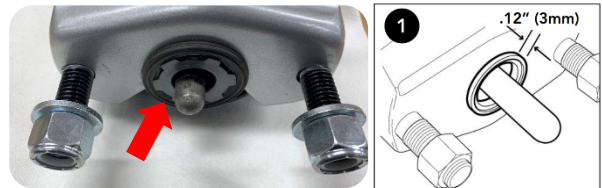
Use a suitable driver to install silver caps into guide pin bores. The tall cap is used on the short guide sleeve and the short cap is used on the long guide sleeve.



Webb Cap Driver
Kit # KS0020

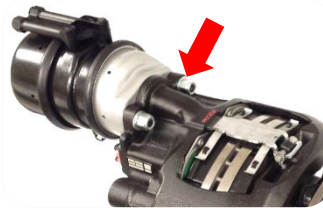


Bent, damaged, or missing caps allow dirt and water to enter the guide pin system and prevent the caliper from sliding properly.

6

The air chamber's face seal prevents contaminants from entering the caliper. Ensure this seal is not damaged and protrudes at least 1/8" from the chamber housing.

Improper seal caused by tightening one nut completely



Contamination Entrance Point

Tighten the air chamber's installation nuts in an alternating sequence so the chamber mates flush to the caliper. Improper chamber installation can allow contaminants to enter the caliper. Torque the chamber nuts per manufacturer's recommendations.

