

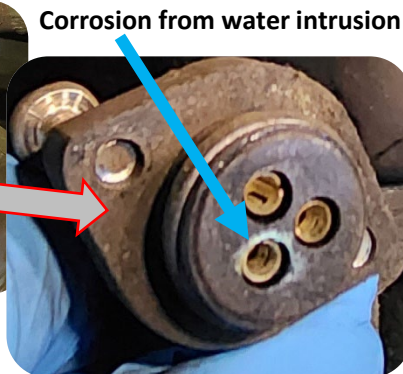
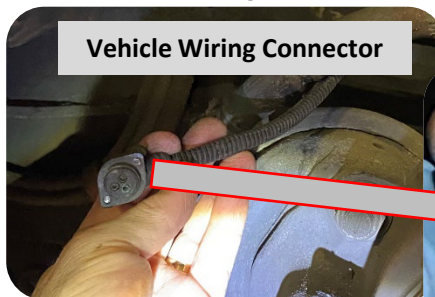
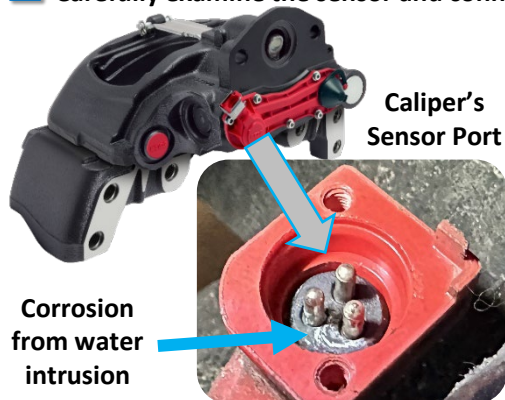
Water ingress to the caliper's sensor will cause irregular readings on the dash and/or sensor testing unit. This can also cause corrosion and prevent the caliper from functioning properly. When replacing the brake caliper, inspect the vehicle's sensor connector for signs of a damaged o-ring.



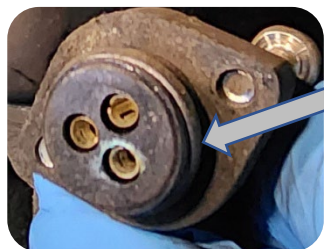
View Inside the sensor cover

A few drops of water within the caliper can cause faulty sensor readings and form rust on the internal components.

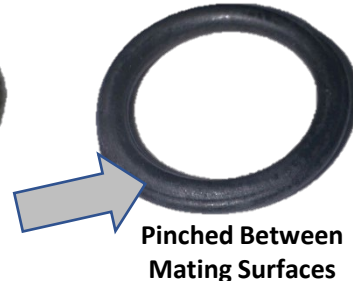
- The most common water entrance point to an ADB caliper's sensor is the vehicle's wiring connector o-ring. Carefully examine the sensor and connector for corrosion or signs of moisture.



- Inspect the o-ring installed on the vehicle's wiring connector for damage when installing a new caliper. Replace the o-ring if any damage is found



Common O-Ring Size:
Dash 014



- For best results, replace the o-ring installed on the vehicle's wiring connector each time a new ADB caliper is installed.



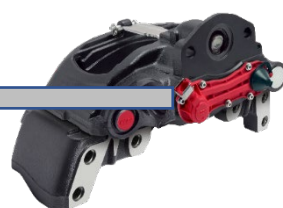
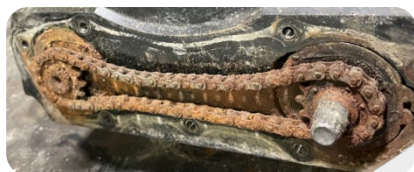
The o-ring used on Webb's sensor port protector can be carefully removed and used on the vehicle's connector

Use silicone-based dielectric grease to lubricate the o-ring and prevent corrosion on the connector's terminals and pins. Avoid grease that is not suited for electrical connectors.



After lubricating the o-ring and connector terminals, press the connector firmly into the caliper's sensor and hold in place while evenly tightening the fasteners. This will help prevent the connector from rocking, thus keeping the o-ring from bulging out or pinching between the mating surfaces

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If a sensor connector leak has been identified and water has entered the sensor cover, replace the ADB Caliper.

Corrosion behind sensor cover from water intrusion

