

86-95 Suzuki Samurai E-Brake Caliper Lever Reorientation

Revised 8-2-16

Instructions

Some of these calipers that were supplied in our kits have the lever oriented incorrectly. These instructions will show how to reorient the lever so that it will work with our E-Brake kit.



CAUTION: Safety glasses should be worn at all times when working with vehicles and related tools and equipment.

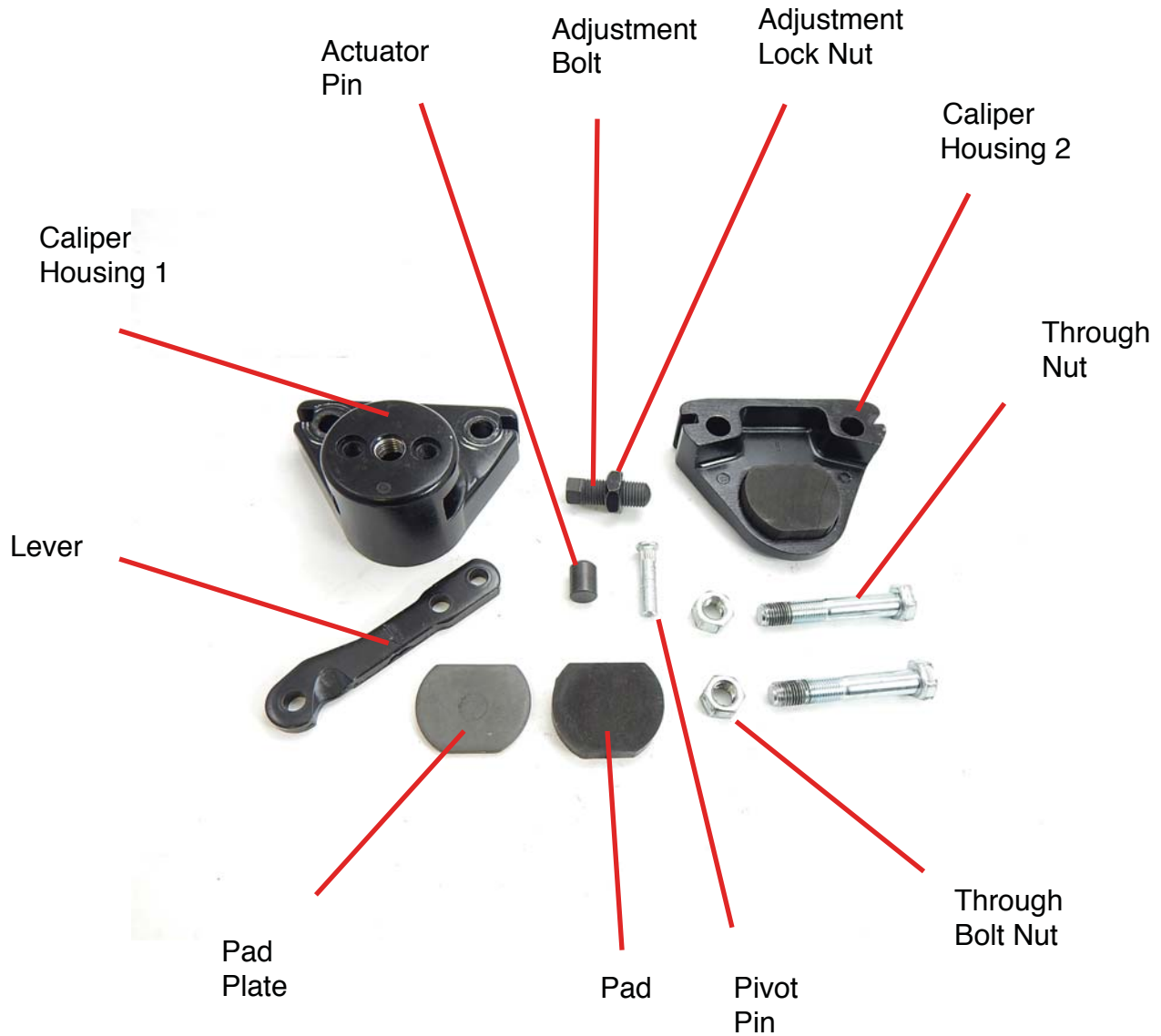


Suggested Tools:

- Combination Wrench: 9/16"
- Socket: 9/16"
- Ratchet
- 3/16" Drift Punch
- Hammer
- Masking Tape
- Bench Vice with an anvil

FOR ADDITIONAL COPIES OF THESE AND OTHER INSTRUCTIONS GO TO:

www.lowrangeoffroad.com and click on the "INSTRUCTIONS" tab.





Step 1

Remove the (2) through bolts by holding the bolt with a 9/16" box end wrench and turning the nut using a 9/16" socket.



Step 2

Separate the two housings.



Step 3

Remove the pad from caliper housing #1.



Step 4

Remove the pad plate.





Step 5

Remove the actuator pin.



Step 6

Remove the adjustment bolt and lock nut.

Note: It may be necessary to loosen the lock nut with an 11/16" open end wrench and remove the adjustment bolt with a 3/8" open end wrench.



Step 7

Open the bench vice jaws about 1/2" apart. Place a cloth over the vice to protect the caliper. Place the caliper on the vice with the pin centered in the opening of the vice jaws. Using a 3/16" punch and a hammer, drive the pivot pin out of the caliper housing.



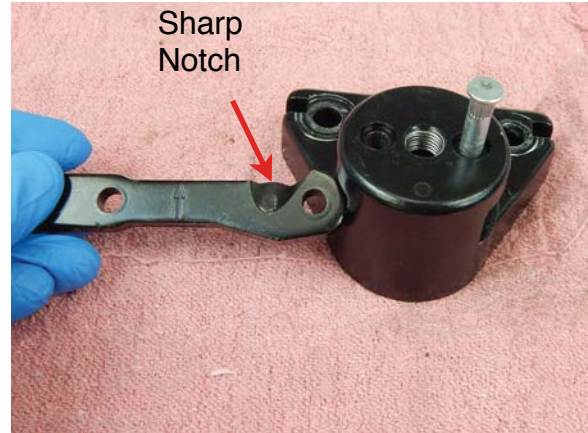
Step 8

Remove the lever.



Step 9

Turn caliper housing #1 over and insert the pivot pin (half way only) in the other hole.



Step 10

Install the lever with the arrow and the sharp notch pointing away from you.

Note: Insure that caliper housing #1 is oriented exactly the way this one is in the picture.



Step 11

Continue installing the pin until it engages the proper hole in the lever.



Step 12

Place caliper housing #1 on a solid flat surface and drive in the pin the rest of the way.



Tech Tip 12 A

It may be necessary to recess the pin using a hammer and punch.



Tech Tip 12 B

This shows the lever and pin properly installed.

Note: See that the arrow on the lever is pointing away from you. If it is not something is wrong and must be fixed before continuing.



Step 13

Reinstall the adjustment bolt and lock nut.

Note: Leave the bolt and nut loose for now.



Step 14

Turn caliper housing #1 over.



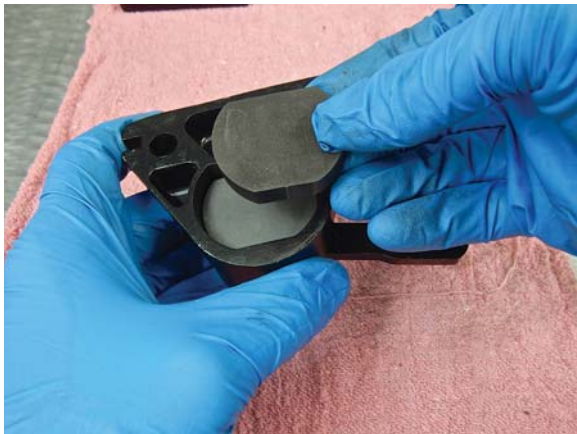
Step 15

Install the actuating pin with the rounded part downward.



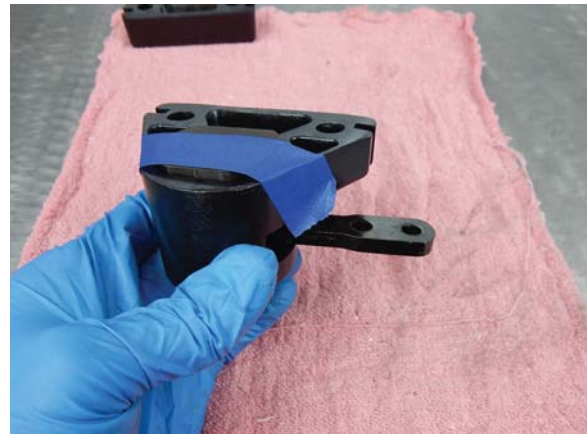
Step 16

Install the pad plate.



Step 17

Install the pad.



Step 18

Secure the pad, plate, and pin in place using masking tape.

Note: This will keep these parts from falling out during the reassembly and installation process.





Step 19

Place caliper housing #2 on top of the caliper housing #1 and install both bolts.



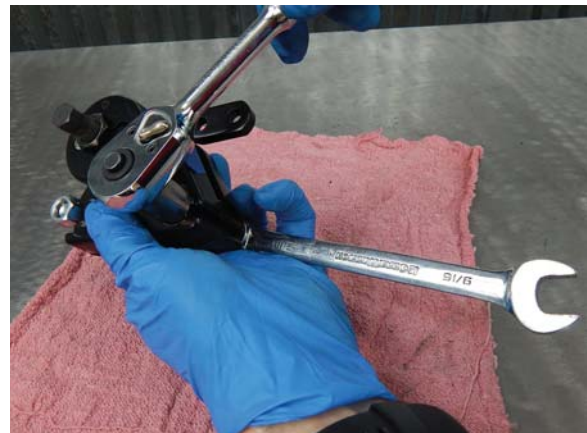
Step 20

While holding both caliper halves and through bolts in place, turn the assembly over and apply red threadlocker to the threads of both bolts.



Step 21

Install the nuts.



Step 22

Hold the bolt with a box end wrench and tighten the nut with a socket. Once both nuts are tight, torque them to 25 ft. lbs.



Tech Tip 22

If you are working alone you may want to clamp a 9/16" box end wrench in the vice to make tightening the nuts easier.



Step 23

Remove the masking tape.



Tech Tip 24

This is what the caliper should look like when ready to install.

As always, If you experience any difficulty during the installation of this product please contact Low Range Off-Road Technical Support at 801-805-6644 M-F during regular store hours. Thank you for purchasing from Low Range Off-Road.



These instructions are designed as a general installation guide. Installation of many Low Range Off-Road products require specialized skills such as metal fabrication, welding and mechanical trouble shooting. If you have any questions or are unsure about how to proceed, please contact our shop at 801-805-6644 or seek help from a competent fabricator. Using fabrication tools such as welders, torches and grinders can cause serious bodily harm and death. Please operate equipment carefully and observe proper safety procedures.

Rock crawling and off-road driving are inherently dangerous activities. Some modifications will adversely affect the on-road handling characteristics of your vehicle. All products sold by Low Range Off-Road are sold for off road use only. Any other use or application is the responsibility of the purchaser and/or user. Some modifications and installation of certain aftermarket parts may under certain circumstances void your original dealer warranty. Modification of your vehicle may create dangerous conditions, which could cause roll-overs resulting in serious bodily injury or death. Buyers and users of these products hereby expressly assume all risks associated with any such modifications and use.

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