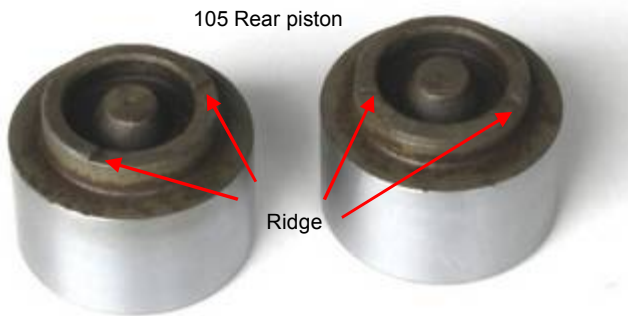


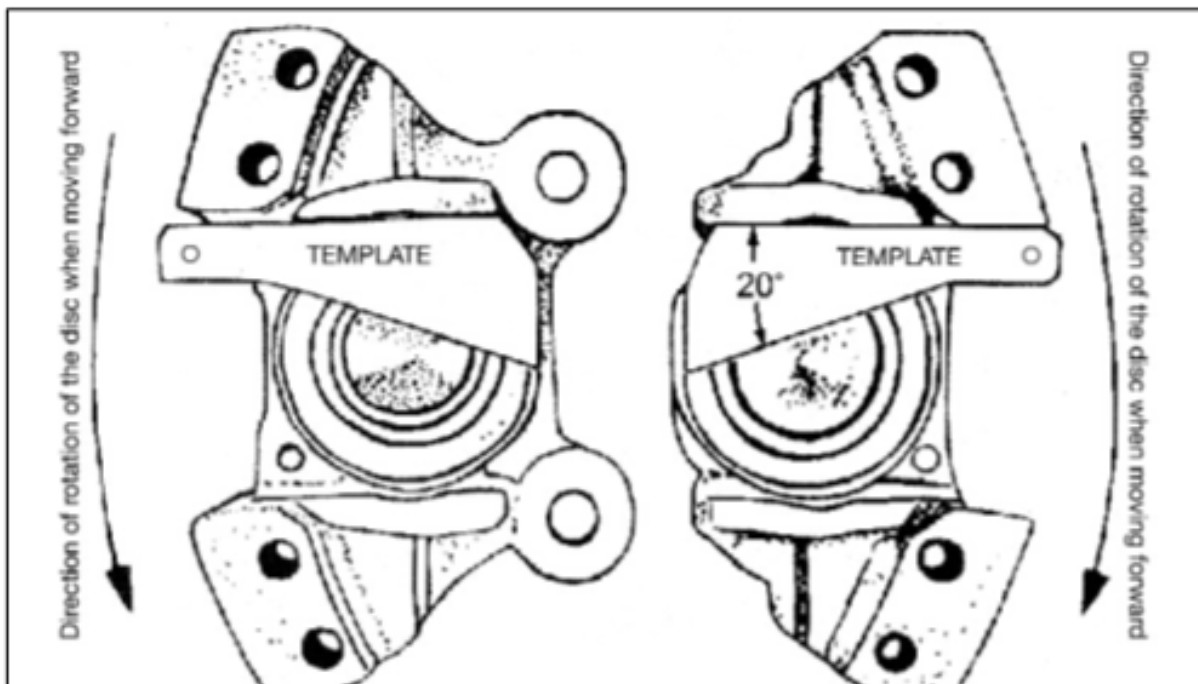
PERFORMATEK

ATE CALIPER PISTON ALIGNMENT TOOL

As a brake pad is applied to the friction surface of the disk, the rotation of the disk tends to drag the leading edge of the pad “under” resulting in faster wear on the leading edge of the pad, and consequently, less wear on the trailing edge of the pad. In an attempt to even pad wear, ATE designed caliper pistons with an uneven surface where the piston contacts the pad. The idea in general is to have the trailing edge of the piston have a raised surface – so it pushes the trailing edge of the pad in first, and harder, to compensate for the effect of the rotor drag. If you look at the top of the piston, you will see a raised ridge for about 3/4 of the circumference of the piston, and then a step down to the rest of the piston top.



In order for this to be effective, the pistons have to be inserted into the caliper in the proper orientation, i.e. with the stepped down surface contacting the rotor travel first. In other words, the step has to squarely face the arc of the rotor travel. Orient the alignment tools as per the drawing below.



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