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01841 531102

Renault Clio 172/182 Brembo 4 piston calliper 300mm disc upgrade.

#### Kit Overview.

This kit includes a pair of 300mm AP racing brake discs, a pair of brand new Clio 197 Brembo 4 piston callipers, two brake calliper fixing brackets, two custom Goodridge brake hoses, two brake pad fitting kits, and all associated bolts required to fit. The kit doesn't include brake pads.

The brake discs are handed left and right and are designed to maximise airflow and cooling through the disc. The additional width and diameter of the discs will aid heat dissipation and braking torque.

The Brembo four piston callipers are a lightweight aluminium design with four pistons to give even pressure over the pad area. The pad is far larger than the standard 172/182 brake pads giving more friction area.

The piston area of the Brembo calliper is larger than the standard 172/182 calliper and will therefore benefit from the fitting of a larger master cylinder to reduce pedal travel. You may need to fit a rear brake restrictor (bias valve) to reduce rear braking effort if a larger master cylinder is used.

If you are fitting these brakes with our stud conversion you will need to drill the brake disc holes out to 14mm – we can do this for you – just ask when ordering.

This kit will fit behind standard Speedline Turinis and most aftermarket 16" wheels with good calliper clearance. They also fit behind the standard 5 spoke 16" wheel but you will need to use 10mm wheel spacers.

#### Fitting.

Pure Motorsport accept no responsibility whatsoever for incorrect fitment of this kit. It is highly recommended that a competent and suitably trained vehicle mechanic fit this kit and have access to the correct tools.

These instructions are offered as a guide only and further information may be required in the form of a workshop manual.

Jack up the vehicle, secure on axle stands and remove the front wheels.

Clamp both flexi brake pipes and slacken the unions on the calliper.

Remove:

- Both front brake callipers and carriers.
- Both front brake discs

Clean the mating faces of the rear of the calliper mounting points and the hub faces.

Fit the new brake calliper brackets using loctite on the M12x1.25 bolts. Torque to 110Nm.



Fit the brake discs (handing is written on the boxes).



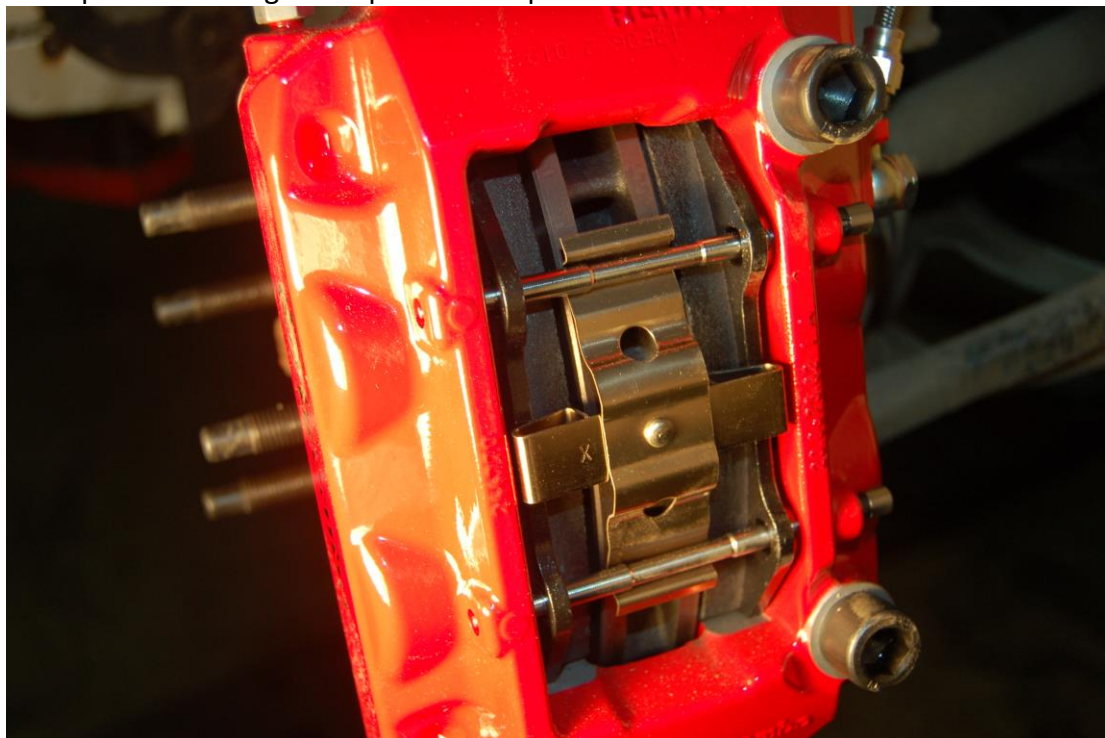
Fit the brake callipers using loctite on the M14x1.5 bolts. Torque to 170Nm. If you are using certain 16" wheels you may need to leave out the washers to get enough clearance on the bolt heads.



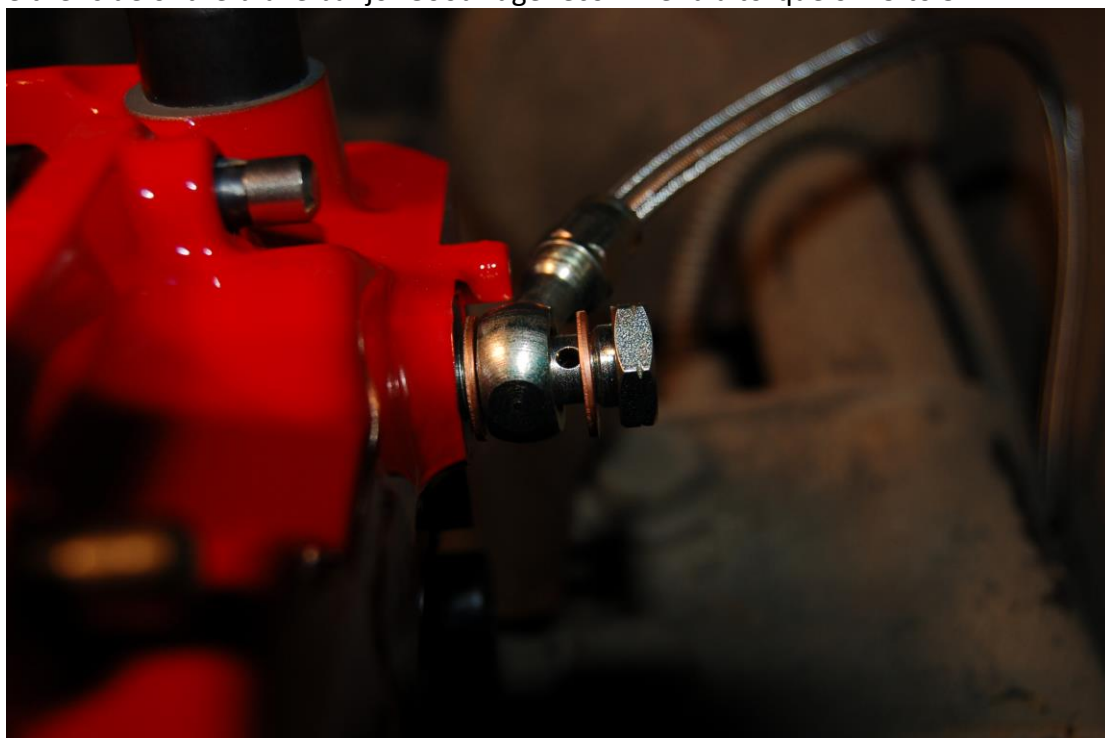




Fit the brake pads and springs using the pins as shown. Use some grease on the pins to stop them sticking and tap them into place.



Fit the calliper end of the flexi brake hose using the copper washers provided on either side of the brake banjo. Goodridge recommend a torque of 19 to 32Nm.



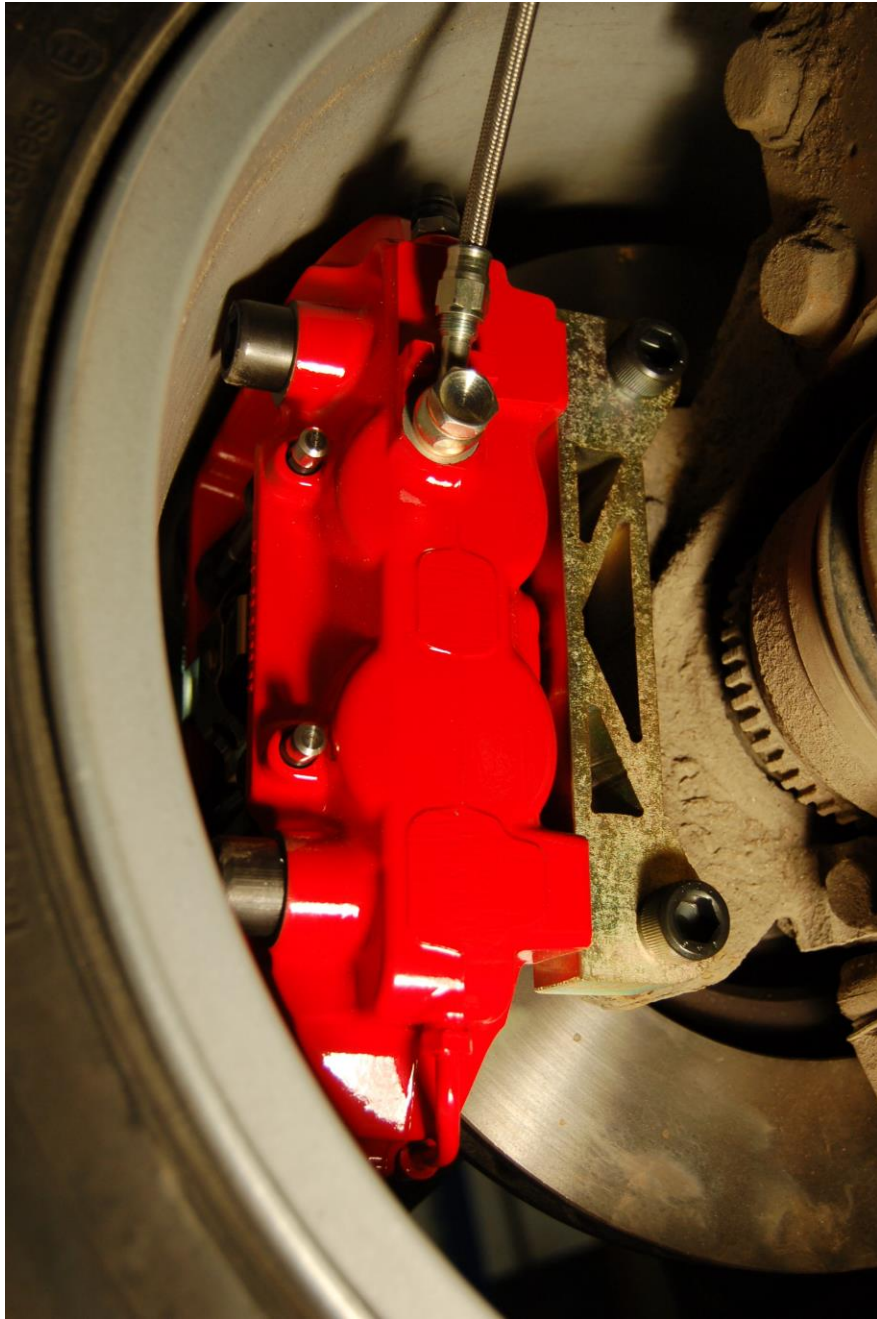
Fully remove the original brake flexi hose, retaining the original spring under the brake pipe fitting. Fit the new flexi hose quickly to minimise fluid loss. Goodridge recommend a torque of 19 to 32Nm.

Bleed the brake system - a pressure bleeder with two inputs works well with both bleed nipples open at the same time. If you have drained the system of all fluid and your car has ABS you may need to use a suitable diagnostic tool to activate the ABS pump to remove all air from the system.

Start the engine and press the brake pedal as hard as you can while a glamorous assistant checks for any fluid leaks – rectify if necessary.

Refit your road wheels and torque to 105Nm.

Follow the bedding in procedure shown on the brake pad instructions.



If you get stuck please ring for help and advice.

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