

REKUDO

1965-1982 Chevrolet Corvette Forged Brake Calipers



Caliper Highlights:

Thank you for choosing Rekudo high performance forged brake calipers for your performance vehicle. These calipers are forged from 7075 aircraft grade aluminum billet for the ultimate benefits in weight reduction and strength. The modern seal design and materials eliminate common issues found in OE calipers such as rust, bore pitting, and leaky calipers. Rekudo has incorporated high temperature seals that will withstand intermittent temperatures of up to 450°F as well as a durable powder coat finish that not only looks great, but will not discolor due to extreme temperatures. The calipers incorporate dust seals to prevent road grime and debris from entering into the cylinder bores. Each caliper is fitted with stainless steel pad wear plates that reduce noise and eliminate gouging and sticking of the pads that can occur without this feature. These calipers will accept readily available brake pads designed to fit 65-82 Corvettes, so the user has a wide variety of compounds to accommodate any style of driving. Rekudo calipers mount in the stock location over stock rotors for a direct replacement of OE calipers.

These forged calipers are optimized in CAD finite element analysis software to provide the maximum amount of weight savings, as well as offer incredible rigidity and strength that offer a very stiff pedal feel from reduced flexing of the caliper components and superior clamping efficiency. Brake bleeders are a one piece design that simplify the bleeding process and have fewer failure points compared to the competitor's two piece style bleeder fittings. Each caliper is also equipped with bleeder fitting caps to prevent debris from entering the bleeder port and are tethered to the fitting to prevent losing them while servicing and bleeding the caliper.

Piston volumes have been optimized to provide the correct bias from front to rear and further reduce the tendency for the front brakes to lock up under heavy braking.

NOTE: Calipers require a banjo fitting style brake line and must be replaced. Rekudo offers replacement brake lines for various applications.

Each Rekudo caliper utilizes a 7/16-20 Banjo bolt, sold separately. Earl's part number 977504ERL – (x1) required for each caliper – (x4) total if doing a full set of Rekudo calipers.

Installation:

Installation begins by first loading the brake pads of choice into the caliper. Holley offers a standard street pad (PN: RK400-08) that can be purchased separately. Start by removing the internal retaining ring from the front half of the caliper with needle nose pliers. Then, remove the pad retaining pin. Making sure that all pistons are fully retracted into the caliper bodies, slide the pads in from the top. Once the retention pin holes in the pads line up with the caliper body, reinstall the pad retention pin until the head of the pin is fully seated into the

recessed hole on the front of the caliper. Reinstall the internal retaining ring and make sure it is properly seated into the groove in the caliper.

Slide the loaded caliper over the brake rotor and install the included 7/16"-20 bolts along with lock washers to secure the caliper to the spindle. Installation shims are included with the kit and allow the user to properly center the caliper over the rotor. There should be an even gap on either side between the rotor and brake pads. If one brake pad is rubbing the rotor, remove the bolts and install the appropriate number of shims to achieve correct centering. Torque the 7/16" bolts to 40 ft-lbs and apply medium strength thread locker.

Install the proper brake line by routing it in a manner that avoids all moving suspension components. The banjo fitting port is a 7/16"-20 size and requires a banjo fitting, bolt, and crush washers on either side of the fitting (must be purchased separately). Clock the fitting in the most appropriate orientation and snug the bolt down to compress the crush washers and create a leak proof seal.

Reinstall the wheels on the car and let the vehicle rest under its own weight. Check the clearance of the brake lines to all moving components by turning the steering wheel lock to lock. If the brake lines do not contact any moving components, move on to the bleeding procedure.

Bleeding Procedure:

Begin the bleeding procedure by making sure the brake master cylinder is topped off with DOT 3, 4, or 5.1 fluid. ***NEVER USE DOT 5 BRAKE FLUID AS IT WILL CAUSE DAMAGE.*** During the bleeding procedure frequently check the level of fluid in the master cylinder and top it off. If air is introduced into the system the bleeding procedure will have to begin over again to fully purge all air from the system.

Bleed the calipers from the farthest from the master cylinder to the closest caliper to the master cylinder (in that order). Each caliper has 4 bleeder screws on the body. Only the two bleeders facing upward will be used to bleed each caliper. The outboard bleeder should be bled first followed by the inboard bleeder. *If the caliper is mounted in a horizontal position where all 4 bleeders are almost level the installer should remove the mounting bolts and rotate the caliper to a more upright position (while brake pads are still clamping on the rotor) and then continue the bleeding process.* If the bleeders are almost horizontal, it is very difficult to rid the system of trapped air.

After all (x4) calipers are initially bled free of air, repeat the process again starting with the farthest caliper from the master cylinder. After driving the vehicle and bedding the brake pads, the entire system should be re-bled to remove any remaining air that may have worked itself toward the caliper. When properly bled, the brake pedal should be firm.

NOTE: Any brake fluid that comes in contact with the powder coat finish on the calipers should be cleaned immediately with soapy water or discoloration to the caliper could result.

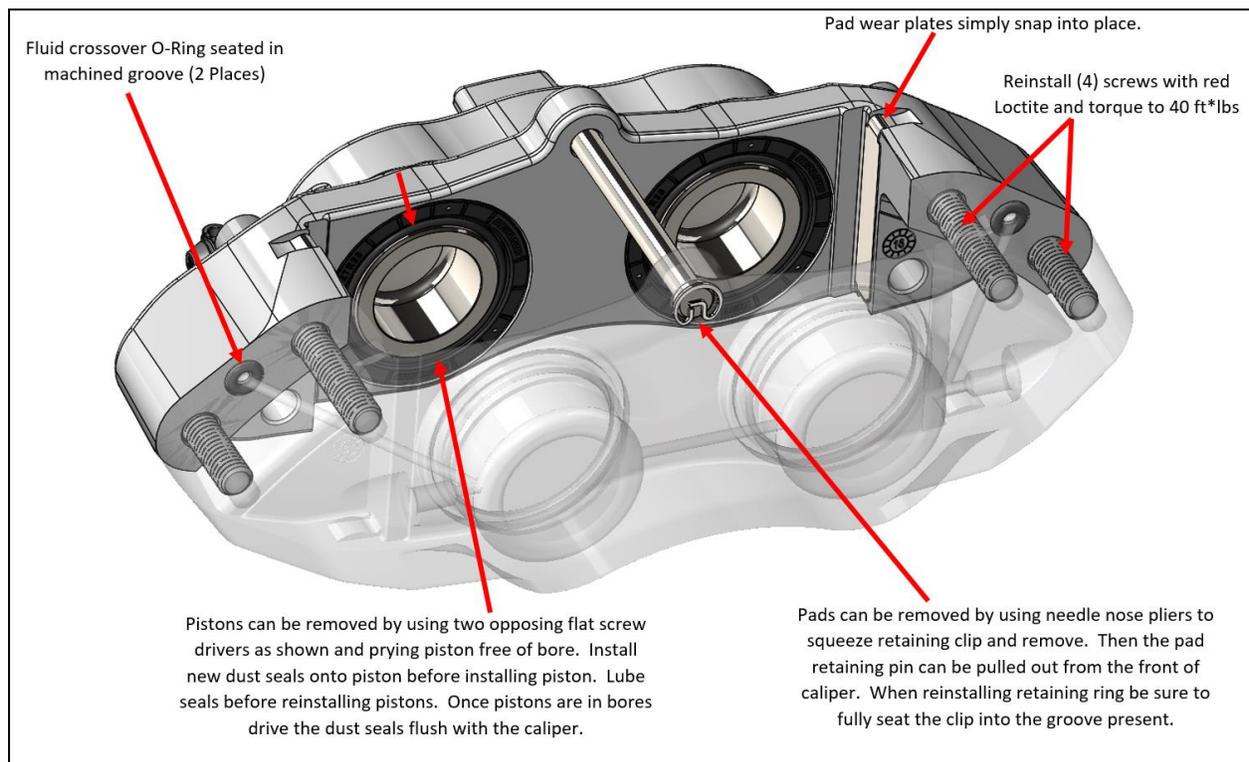
Service Items:

In the event the brake caliper reaches temperatures approaching 450°F, the seals should be serviced and replaced. The front calipers utilize 1.82" pistons and the rear calipers are 1.32". The following matrix contains applicable service kits available.

Rekudo P/N	Service Kit	Items Included
RK400-24	1.82" Caliper Seal Service Kit (Services 1 Caliper)	(4) Piston High Pressure Seals, (4) Piston Dust Seals, (2) Crossover O-Rings
RK400-25	1.32" Caliper Seal Service Kit (Services 1 Caliper)	(4) Piston High Pressure Seals, (4) Piston Dust Seals, (2) Crossover O-Rings
RK400-26	Bleeder Fitting Replacement Kit (Services 1 Caliper)	(4) Brake Bleeder Fittings 5/16-24
RK400-27	Tethered Rubber Bleeder Dust Cap Kit (Services 1 Caliper)	(4) Tethered Rubber Bleeder Caps
RK400-28	Brake Caliper Hardware Kit (Services 1 Caliper)	(4) Pad Wear Plates, (1) Internal Retaining Ring, (1) Pad Retention Pin
RK400-29	1.82" Replacement Piston	(1) Piston
RK400-30	1.32" Replacement Piston	(1) Piston
RK400-08	65-82 Corvette Organic Brake Pads (Services 2 Calipers)	(4) Brake Pads

Service Procedure:

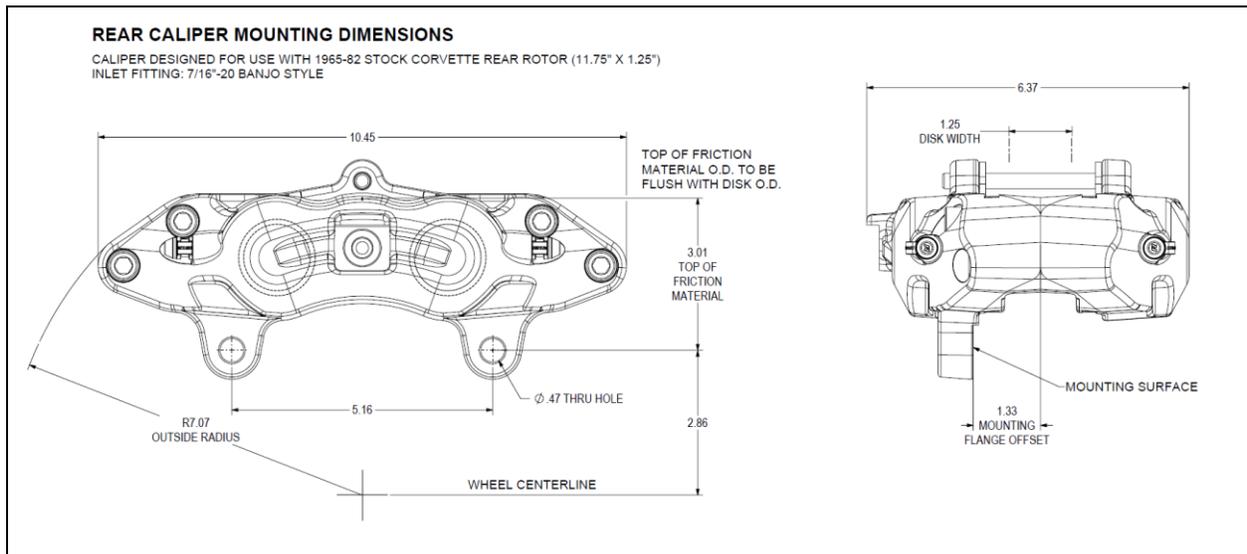
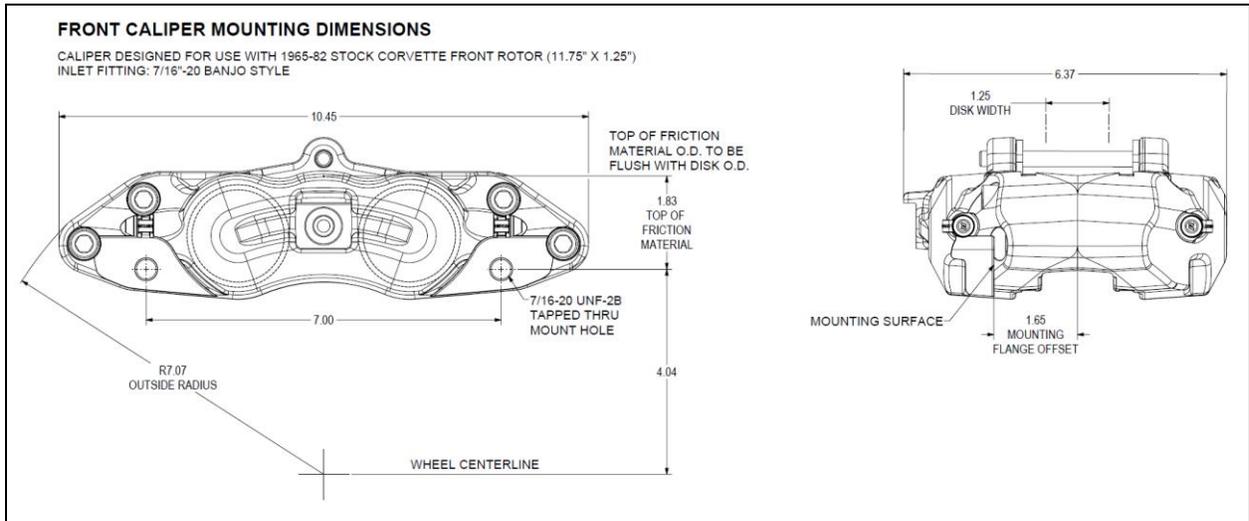
When the caliper is disassembled, it is very important to properly align the two small O-ring seals in the grooves on the caliper half before it is reassembled. Reapply red Loctite® to all (x4) socket head cap screws and torque to 40 ft./lbs. The small O-ring seals between caliper halves seal the fluid passages and allow brake fluid pressure to act on the outboard pistons. If the seal is not properly installed, leakage will occur.



Pistons can be easily removed by using two opposing flat screw drivers to pry the piston free of the bore. Once the piston, pressure seal, and dust seal are removed, new components can be installed. First, install pressure seals into the groove in the bore and make sure it is fully seated. Then, install new dust seals over the piston in the groove on the piston. Lube pressure seals with DOT 3 brake fluid. Install piston/dust seal assembly by pushing straight in until fully bottomed out. Press dust seals flush with caliper face.

Mounting Dimensions:

It is important to measure all Non-OE wheels to ensure there is appropriate clearance between the caliper and wheel surfaces. Use the dimensions below to ensure that your wheel choice will clear the caliper.



Any questions? Please contact Technical Service: 1-866-464-6553 or 270-781-9741. For online help, please refer to: www.holley.com.

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