1. **Disassembly and Cleaning**

ONE SHOT V.O.C.
Part Nos. P20635* and KT14372

ONE SHOT PLUS
Part No. P20100

ONE SHOT BRAKE CLEANER
Part No. KT12267*

BRAKE AND PARTS CLEANER
Part No. KT14126*

A. Remove pads/linings from caliper/brake assembly.
B. Sand pad/lining surface using a light to medium sandpaper or emery cloth. This will remove the glaze (on used pads/linings).

2. **Rusty 2000**

Part No. P50258

3. **Brake Hardware Lubrication**

RUSTY BRAKE PLATE LUBE
Part No. P50155

DISC BRAKE CALIPER GREASE
Part No. KT13611, KT13614, KT13620

While the treated pads are drying, clean the following areas with Kent's One Shot Brake Cleaners and lubricate with Brake Plate Lube, Rusty 2000 or Disc Brake Caliper Grease.

4. **Piston Rubber Lubrication**

K-44
Part No. P50015, KT13610

DISC BRAKE CALIPER GREASE
Part No. KT13611, KT13614, KT13620

A. Check for deterioration.
B. If serviceable, clean with Kent's One Shot Brake Cleaner.
C. Lubricate piston seal and rubber boot using K-44 100% Silicone Paste or Disc Brake Caliper Grease.

5. **Reassembly and Installation**

THE KENT BRAKE NOISE ELIMINATION SYSTEM

E. MOUNTING BOLT
BUSHING
BLEEDER VALVE
A. CALIPER
C. PISTON
D. RETAINER SPRING
SLEEVE
PISTON SEAL
BOOT
Spray (clean) pad/lining surface liberally with Kent's One Shot Plus. This removes contaminants from the pad surface. Let dry completely, approximately 1-2 minutes.

BRAKE SILENCER
Part No. P51216

BRAKE SILENCER
Part No. P51153

A. For disc brake pads, apply two (2) medium/wet coats, allow to dry thoroughly.
B. For drum brake shoes, apply one (1) medium/wet coat, allow to dry thoroughly.

Note: Metal backing plates can be warmed to promote faster drying.

Disc Brake Assembly
A. Metal to metal contact points on the caliper assembly (points where backing plates hang on caliper assembly).
B. Caliper housing (check cylinder wall for scoring)
C. Piston face (rim) and piston shaft under rubber boot.
D. Backing plate (back of pads at point where piston makes contact).
E. Mounting bolt and sleeve.
F. Retaining spring (anti-rattle spring).

Drum or Conventional Brakes
A. Anchor pin.
B. Brake adjusting screw.
C. Hold down springs.
D. Return springs (at attaching point).
E. Backing plate platforms (raised ledges).
F. Wheel cylinder kit piston fork (both ends).
G. Automatic adjuster spring (at attaching points).
H. All other metal to metal contact points.

Reassembly and Installation

When pad surfaces are completely dry, assembly and reinstall brakes.

A. Make five (5) or six (6) hard test stops (panic stops) in forward motion. (The car should be driven at approximately 10 mph.)
B. Make two (2) or three (3) panic stops in reverse.
C. Make one (1) or two (2) regular stops at normal driving speed. The car is now ready for delivery to the customer.

Note: It should be noted that the brakes will grab and groan during the first two or three stops—this is normal. By the fifth or sixth stops, they will return to normal.

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Brake Noise Elimination Assortments

Features a step-by-step sequence utilizing a combination of high-performance cleaners, lubricants and other brake protection products. Brake Noise Elimination System application chart included in each kit.

<table>
<thead>
<tr>
<th>Description</th>
<th>Part No.</th>
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<td>Introductory System</td>
<td>P6001</td>
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<tr>
<td>Introductory Kit with One ShotPlus Aerosols</td>
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<tr>
<td>Introductory Kit with Low VOC Aerosols</td>
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Brake Lathe Cutting Bits, Parts and Accessories

- Supertanium Cutting Bits and Tool Holders for most bench mounted and on-the-car lathes.
- Disc and Drum Silencer Bands
- Swirl Grinder Pads
- Spindle Boots
- Chip Deflectors
- Brake Lathe Tune-Up Kits

Our commitment to our customers is seen through our broad product offering, superior customer service, highly trained technical staff and value added services that increase our customer’s profitability. It’s what we like to call the Kent Difference!