

# The Problem



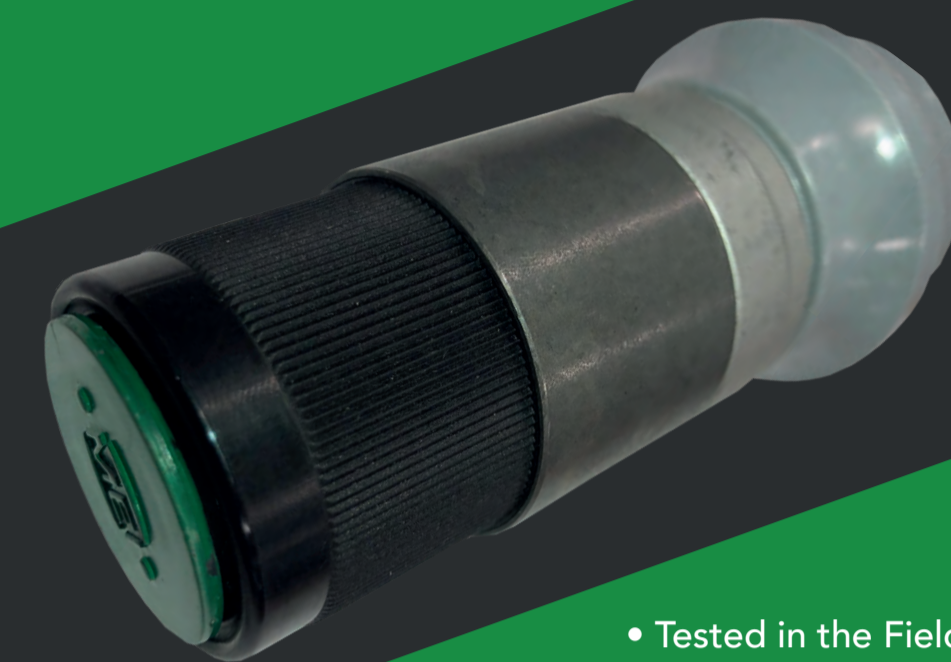
Water and dirt ingress has long been an issue for brake calipers causing sliding problems on many applications. Symptoms include:

- Hot Brakes, Excessive Outboard Pad Wear & Brake Rotor Wear, Leading to:
- Fleet Downtime, Higher Lifetime Caliper Costs & Increased Fleet Costs

# Introducing the MEI Patented Closed Guide Pin System



# The Solution



- Tested in the Field
- MEI Patented System
- MEI Click & Seal Boot Cap
- Fully Sealed Short Guide Pin
- Unique Design for MEI Calipers
- Sealed Boot to Protect the Exposed Guide Pin
- Stainless Steel Outer Sleeve on the Rubber Bush

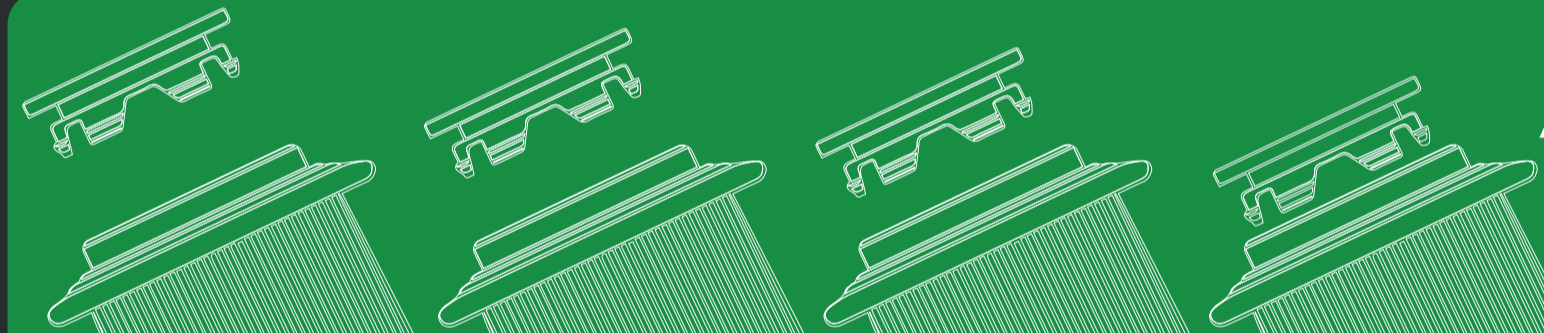
Big Thanks to all the Fleet Operators Comments & Feedback

# Tried & Tested



MEI Calipers have undergone rigorous tests both in the lab and in the field. With over thirty field trials conducted globally, often in the harshest possible environments, MEI have listened to the feedback from fleet operators and engineers. In response to this feedback, MEI are proud to introduce their patented closed guide sleeve pin system.

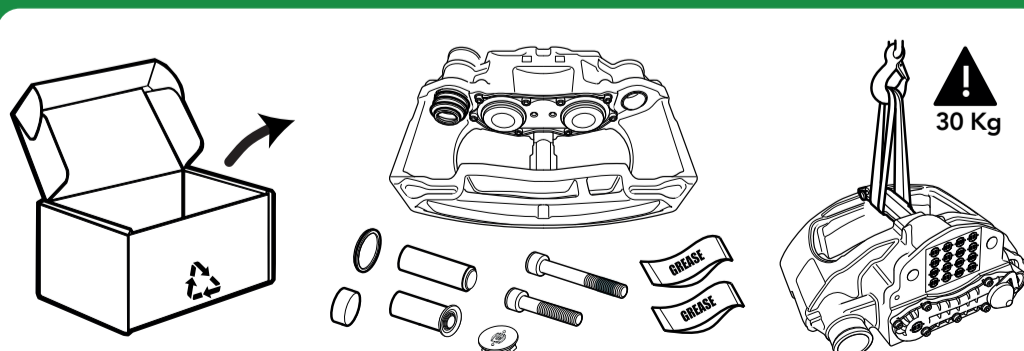
# Available Now



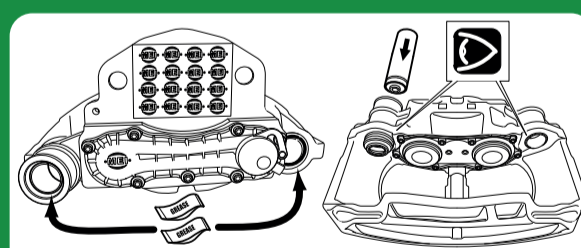
New Sealed Pin Units on popular Scania references  
 5C1450: K003809 // SN7206 // K040953K50 // SN7264      5C1455: K003810 // SN7216 // K040954K50 // SN7274  
 Coming Soon: DAF, Mercedes, MAN, Iveco and Many More

# Fitting Instructions

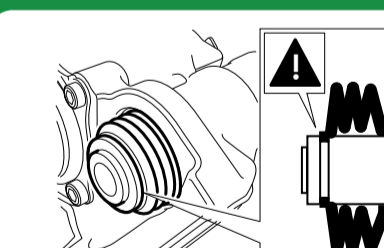
A full set of fitting instructions can be found on the MEI Brakes website along with product catalogues, FAQs and troubleshooting guides.



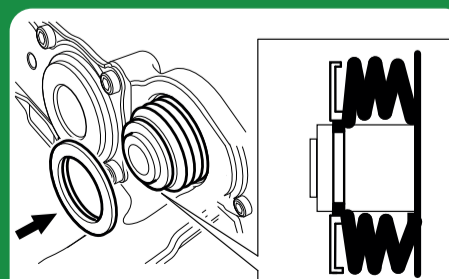
1. Remove the new caliper and guide sleeve kit from the packaging – use suitable lifting equipment for the caliper. Check that the new parts correspond with those that have been removed.



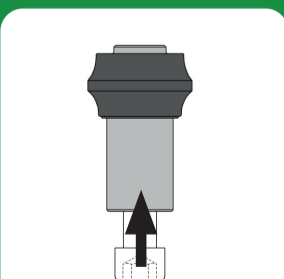
2. Grease both guide sleeves bores using the grease sachets provided. Slide the long guide sleeve in to the brass bush in the direction indicated.



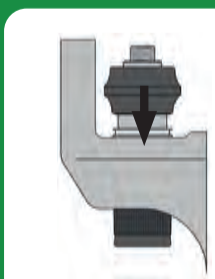
3. Locate the boot into the sealing groove in the guide sleeve ensuring it seals correctly around the sleeve. A little grease will help the boot slip into the groove.



4. Locate the plastic washer over the boot to retain it in the sealing groove in the guide sleeve ensuring the washer is in the correct orientation.

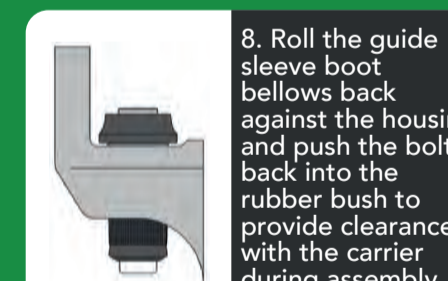
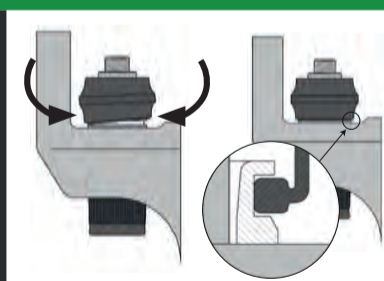


5. Fit the short bolt into the guide sleeve with pre-assembled rubber boot in the direction indicated.

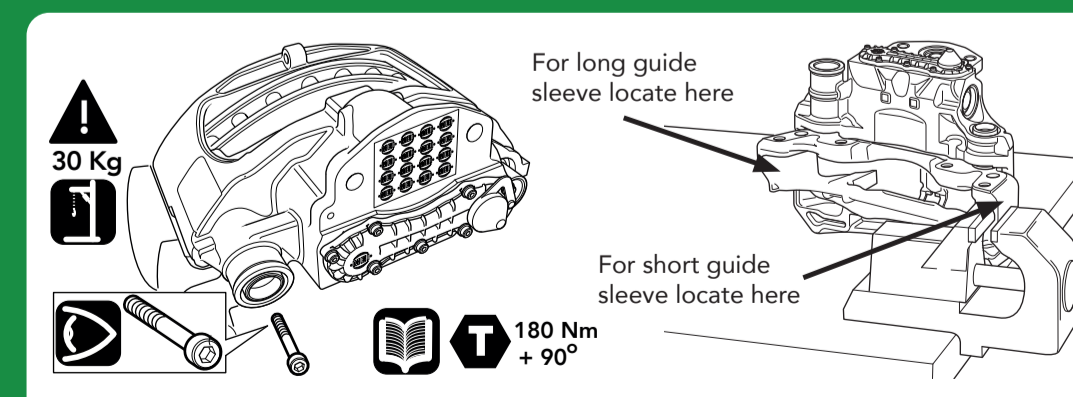


6. Slide the guide sleeve and bolt into the rubber bush in the direction indicated.

7. Locate the boot into the sealing groove in the housing retainer ensuring it seals correctly all around the groove.

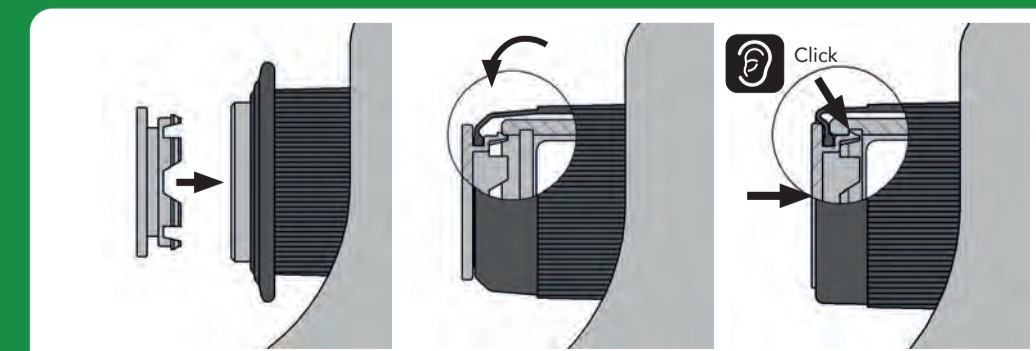
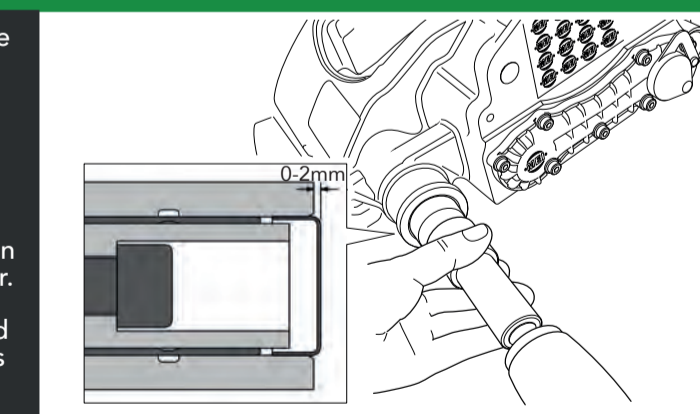


8. Roll the guide sleeve boot bellows back against the housing and push the bolt back into the rubber bush to provide clearance with the carrier during assembly.



9. Ensure the carrier threads are clean and dry. Lift the caliper over the carrier and locate the bolts into the carrier using suitable lifting equipment. Ensure the correct new bolts are used for each guide sleeve – the long guide sleeve bolt has a pre-applied adhesive. If the caliper is being fitted away from the vehicle ensure the carrier is securely located to resist the bolt torque. Tighten both bolts to 180 Nm, then tighten by a further 90° – check that the caliper slides easily on the guide sleeves.

10. Locate the protective cap for the long guide sleeve into the caliper bore. Press the metal protective cap into the long guide sleeve bore. Fitting the protective caps can only be done after the caliper has been fully bolted to the carrier. The guide sleeve boots must be in a compressed condition or the caliper's freedom of movement will be limited.



11. Stretch the rubber bush bellows over the short guide sleeve. Position the plastic cap in the end of the guide sleeve bore. Slide the bellows back over the plastic cap and then push the cap firmly into the guide sleeve so that it clicks into place.