Brake Piston Removal Wrenches

- These accurately machined and anodized 6061-T6 wrenches fit snugly around your caliper pistons to provide a very firm grip. This allows you to safely insert and remove pistons using a gentle twisting motion while applying axial pressure. The chance of damaging a piston or seal (or causing serious injury) is greatly reduced compared to improvised methods.
- Speed Bleeders allow true one-person hydraulic system bleeding with no special equipment or compressed air source. When the Speed Bleeder screw is opened, a one-way ball check valve allows fluid and air out, but nothing back in.
- Unlike some other designs on the market, Speed Bleeders use a standard seat, so they cannot fail while the screw is closed.
- Speed Bleeders give you the convenience of a check valve without compromising the inherent reliability of a standard bleed screw.

Brake Bleeder Bottles

- Our bleeder bottles feature an extra nipple on the top which gives you a place to "park" the tubing. This allows any brake fluid remaining in the tubing to drain back into the bottle, making storage much less messy. Dripping brake fluid can ruin most painted surfaces, so it is important to keep the old fluid where it belongs. The nipple also vents the bottle during use, so you can keep the cap on tight at all times.
- Some other bottles require you to loosen the cap to let the air out, inviting brake fluid spills. We offer bottles with an integrated one-way check valve in the hose to stop air from being pulled back into the system. Use it whenever you can't use the Speed Bleeders at night.

Brake Pad Spreading Tool

- This easy-to-use tool pushes the pistons back into your brake calipers for quick and hassle-free brake pad changes. Using the wrong tool can damage pads, rotors, pistons, and seals. Our pistol-grip spreader pushes squarely against the piston to prevent cocking the piston in the bore. Simply insert the jaws in the caliper and squeeze the handles together. Works on virtually any caliper* — floating or fixed, single, twin, or 4-piston.
- It's also great for pistons on 4- and 6-piston calipers.

Wheel Studs and Lug Nuts

- We stock wheel studs for many popular applications. These heat-treated 8740 chrome moly studs boast a 200,000 psi tensile strength to withstand the shock loads and lateral forces in racing applications.* Lug nuts sold separately.

<table>
<thead>
<tr>
<th>Application</th>
<th>Thread Size</th>
<th>Hex Size</th>
<th>Length</th>
<th>Seat</th>
<th>Open/Closed</th>
<th>Plating</th>
<th>Part No.</th>
<th>Price (each)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Honda/Acura</td>
<td>M12 x 1.5</td>
<td>19 mm</td>
<td>19.5 mm</td>
<td>12 mm</td>
<td>Open</td>
<td>Chrome</td>
<td>3548-001</td>
<td>$2.89</td>
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<tr>
<td>Ford/Chevy</td>
<td>M12 x 1.5</td>
<td>19 mm</td>
<td>19.5 mm</td>
<td>12 mm</td>
<td>Open</td>
<td>Chrome</td>
<td>3548-002</td>
<td>$2.99</td>
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<tr>
<td>Dodge/Chrysler</td>
<td>M12 x 1.5</td>
<td>19 mm</td>
<td>19.5 mm</td>
<td>12 mm</td>
<td>Open</td>
<td>Chrome</td>
<td>3548-003</td>
<td>$2.99</td>
</tr>
<tr>
<td>Most GM (non-metric)</td>
<td>M12 x 1.5</td>
<td>19 mm</td>
<td>19.5 mm</td>
<td>12 mm</td>
<td>Open</td>
<td>Chrome</td>
<td>3548-004</td>
<td>$3.49</td>
</tr>
<tr>
<td>GM with Aluminum Wheels</td>
<td>M12 x 1.5</td>
<td>19 mm</td>
<td>19.5 mm</td>
<td>12 mm</td>
<td>Open</td>
<td>Chrome</td>
<td>3548-005</td>
<td>$3.49</td>
</tr>
<tr>
<td>Triumph Spifire, GT6 some FF</td>
<td>M12 x 1.5</td>
<td>19 mm</td>
<td>19.5 mm</td>
<td>12 mm</td>
<td>Open</td>
<td>Chrome</td>
<td>3548-006</td>
<td>$4.69</td>
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</tbody>
</table>

* Excerpt Part No. 3546-014, which is an OEM-quality wheel stud.

**We stock high-quality lug nuts for some of the most common racing applications. Lug nuts are sold individually.**

**Note:** "Open" in the chart below indicates that the thread goes all the way through the lug nut.

**Wheel Studs and Lug Nuts**

- We stock wheel studs for many popular applications. These heat-treated 8740 chrome moly studs boast a 200,000 psi tensile strength to withstand the shock loads and lateral forces in racing applications.* Lug nuts sold separately.

*Except Part No. 3546-014, which is an OEM-quality wheel stud.