

## X3 Big Brake Kit

SKU(s): Brake Kit (902FC0000), Brake Kit with Install Kit (902FC0004)

### INCLUDED PARTS

(2) Front Caliper
(2) Rear Caliper
(2) Front Rotor
(2) Rear Rotor
(4) Axle Nut Cotter Pin
(16) Hub Screw
(8) Bevel Washer
(1) Thread Locker Tube

### REQUIRED TOOLS

Torque Wrench
15mm Wrench
10, 15, 30mm Socket
T-40 Socket
Map Gas
Floor Jack/ Jack Stands
Pliers/Needle Nose



**NOTE: 15" rims are required for this brake kit. Measurements on last page!!!!**

## Front & Rear Brake Installation

**Step 1:** Jack the car up on a flat surface, install (4) jack stands underneath the vehicle.

**Step 2:** Remove all lug nuts and place the tires under the vehicle.

**Step 3:** Remove the brake caliper using a 15mm socket, uninstall the caliper and lay it across the A-Arm (if front) and trailing arm (if rear). (Figure 1)

**Step 4:** Remove the axle cotter pin, loosen the axle nut using a 30mm socket. Remove the axle nut and washer. (Figure 2)

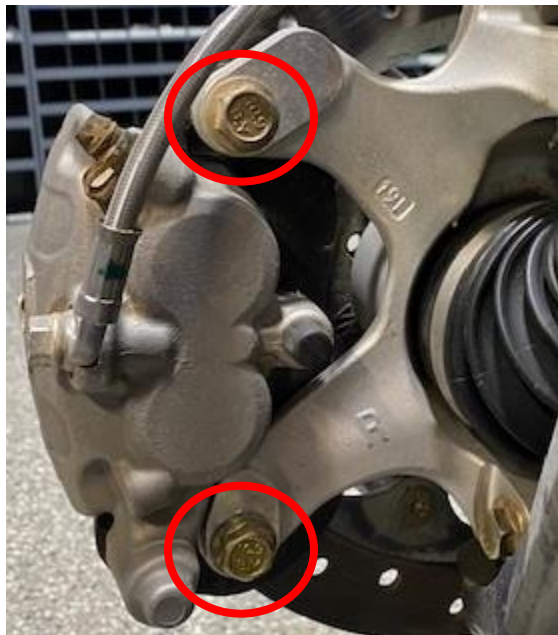


Figure 1



Figure 2

**Step 5:** Remove the hub and rotor from the vehicle. It may help using a pry bar.

**Step 6:** With MAP gas, heat the (4) screws holding the rotor to the hub assembly for about 30sec per screw. Remove the (4) screws using a T-40 socket. (Figure 3).

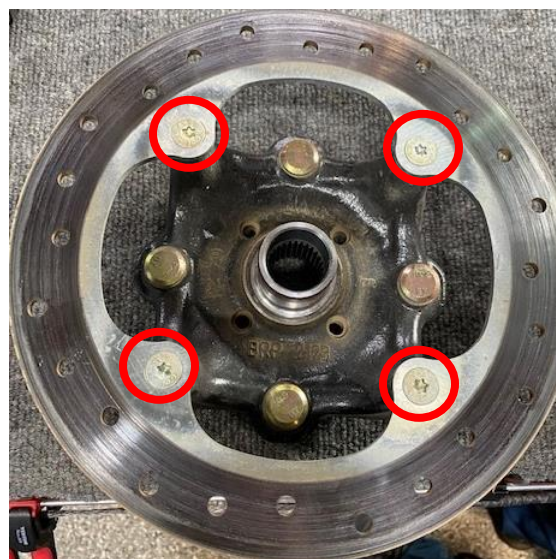


Figure 3

**Step 7:** When installing the **front** rotor to hub assembly install the (4) spring washers upside down followed by the (4) floating spacers. Install (4) supplied M8x25mm screws holding the rotor to hub assembly and apply blue thread locker. Torque rotor screws to 25 ft-lb  
When installing the **rear** rotor onto the hub assembly install (4) supplied M8x20mm screws holding the rotor to hub assembly and apply blue thread locker. Torque rotor screws to 25 ft-lb.

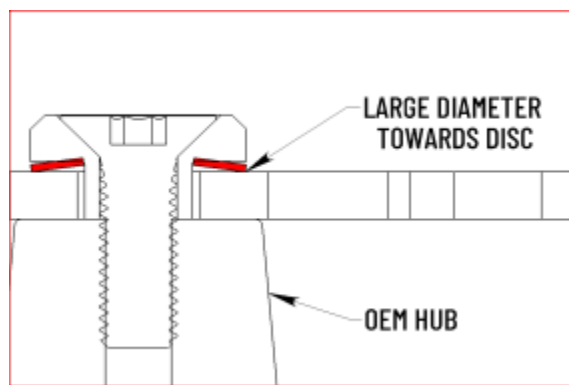


Figure 4



FRONT Figure 5



REAR Figure 6



**Step 8:** Remove the rock guard from the rear trailing arms, using a 10mm socket. (Figure 7)



Figure 7

**Step 9:** Install the rock guard spacer between the trailing arm and OEM rock guard. Use supplied hardware. (Figure 8).



Figure 8

**Step 10:** Install the new rotor and hub assembly onto the vehicle. You may need to adjust the rock guard (**rear only**) to allow the rotor to clear. Reinstall the washer and nut. Torque down to 184 ft-lb. Install new cotter pin. (Figure 9)



Figure 9

**Step 11:** Install the caliper onto the rotor. Fasten down with OEM hardware and torque to 37 ft-lb.



Figure 10



Figure 11



**Step 12:** Lay shop rags under the brake caliper. Remove the brake line from the OEM caliper. Remove both copper washers. Install new copper washers on both sides of the brake line banjo. Install banjo bolt into the new caliper and torque to 8-10 ft-lb. You may need to loosen the brake line strap to maneuver the brake line properly.



Figure 12



Figure 13



Figure 14

**Step 13:** Perform the same steps on the other wheels.



Figure 15

### Brake Pad Installation:

**Step 1:** Flip the caliper upside down, install the anti-rattle clip, having both pads facing each other installed into the caliper with the mounting hole facing down. Apply blue thread locker onto the brake pad bolt. Thread through the top of the caliper and brake pads. Tighten to 11 ft-lbs.



Figure 16

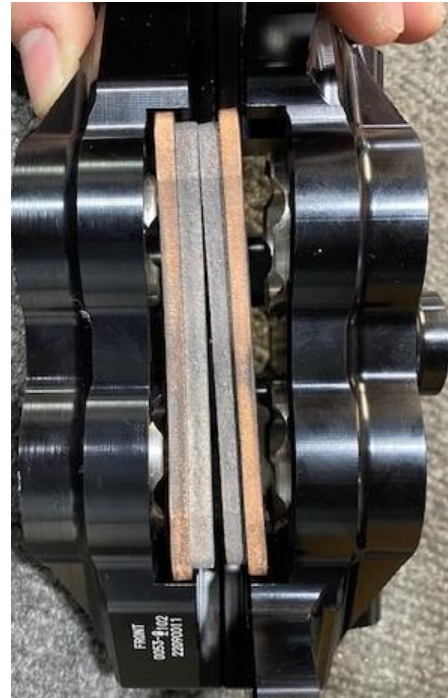


Figure 17



Figure 18



## Caliper Bleeder Location

**Step 1:** Caliper bleeder must be on top of the caliper. If the bleeder needs to be relocated 180-degrees, remove the bleeder with a 8mm socket or wrench. On the other side of the caliper remove the set screw using a M4 Allen. Remove the set screw and 1/4" steel ball. Move both parts to the correct side and reinstall. Ensure the steel ball is in place below the set screw. Apply medium strength thread locker to the set screw and torque to 9 ft-lb.



Figure 19

Correct bleeder location



Figure 20



Figure 21

## Brake Bleeding Procedure

**Step 1:** On the dash, remove the brake reservoir access panel. There are two reservoirs, on the right side is the front brakes and the one on the left for the rear brakes. With a screwdriver remove one of the reservoir caps and insert.

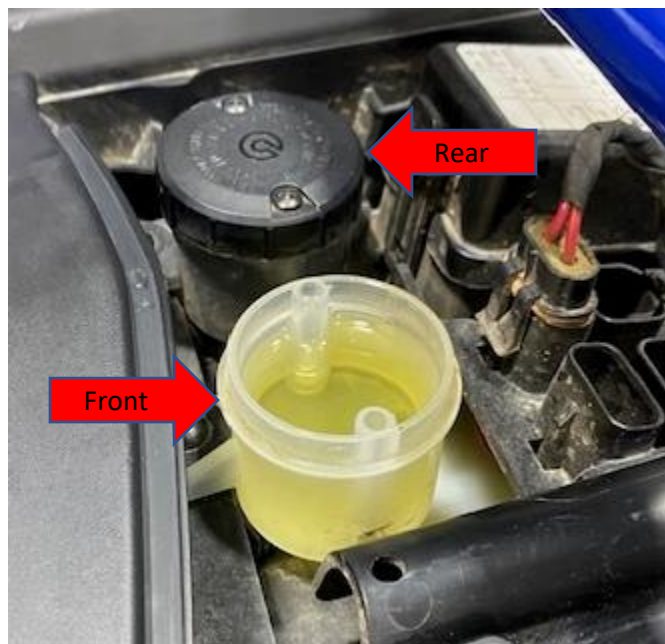


Figure 22

**Step 2:** Install the supplied bleeder cap, fasten down with OEM hardware. Connect the “Quick Connect” from the pressurized bleeder to the bleeder cap.



Figure 23

**Step 3:** Install a 8mm open end wrench on the caliper bleeder. Install the excess bleeder bottle over the bleeder port.



Figure 24

**Step 4:** Pour a liter or two into the pressurized bleeder bottle. Pump the bottle up to 20 psi and crack the bleeder on the caliper until it runs clean without air bubbles. Continue all calipers and when the brake pedal is firm.



Figure 25



**Measure Your Rims Before Installation:**

**Step 1:** Must have 15-inch or larger rims.

**Step 2:** Rim diameter must be 12.75" or larger to pass the over sized rotors and caliper (figure 26)

**Step 3:** If your rim is tapered on the inside, from where it mounts to the hub backwards 4.0" must be a diameter of 12.75" or larger (figure 27)



Figure 26

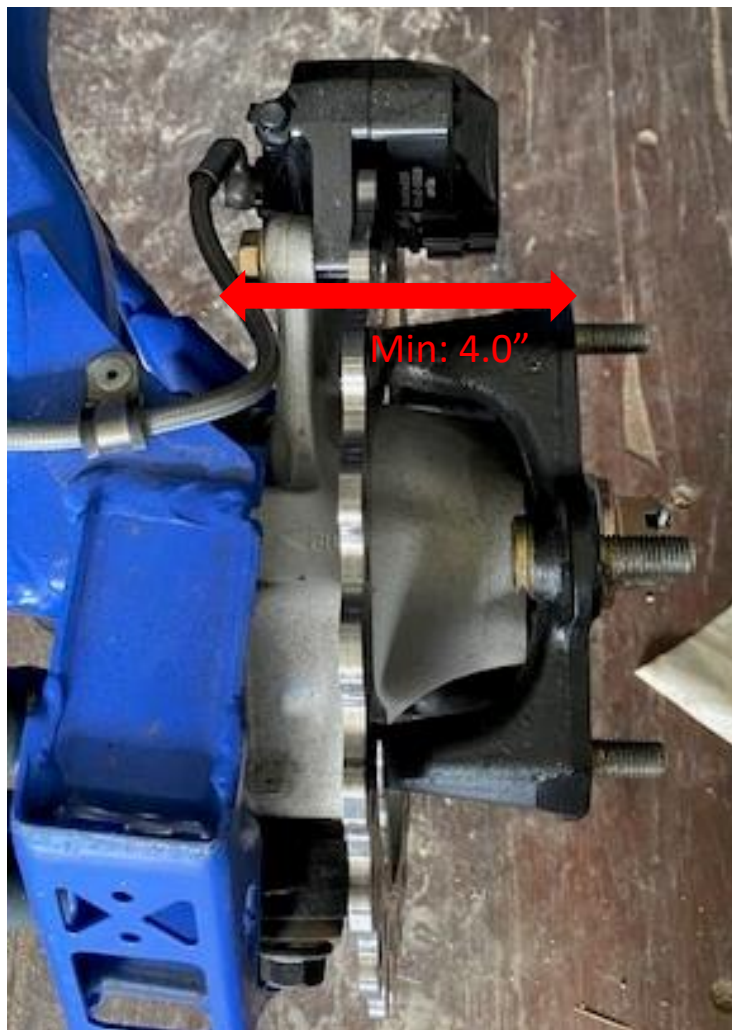


Figure 27

**Evolution Powersports Limited Warranty Information**

EVP warrants to the original purchaser that the parts to be free of manufacturing defects in materials and workmanship for a period of (1) year from the date of purchase. In the event a warranty service is required, you must call EVP immediately with a description of the problem.

If it is deemed necessary for EVP to make an evaluation to determine whether the part is defective, a return authorization number will be given by EVP. The parts must be packaged properly so as to not cause further damage and returned prepaid to EVP with a copy of the original invoice of purchase and a detailed letter outlining the nature of the problem. If after the evaluation by EVP the part was found defective it will be repaired or replaced at no cost to you. If we replace it, we may replace it with a reconditioned one of the same design. EVP shall not be held liable for any consequential damage resulting from the failure of a EVP part. EVP shall have no obligation if a part becomes defective because of improper installation or abuse.

**IMPORTANT NOTICE**

Before installing, read through these instructions completely; this will familiarize you with the way in which parts fit together and the tools needed to complete the job. This product involves alterations to your vehicle and may void your factory warranty. EVP STRONGLY recommends this installation be done by an experienced mechanic.

**DISCLAIMER**

These EVP parts are designed for high performance off road applications and are intended for the very experienced driver only. The installation of these EVP parts may adversely affect or void your factory warranty.

Although we have test fit our big brakes on most all aftermarket 15" wheels, due to casting differences not all wheels may fit on the front of the vehicle with our BBK. We suggest to mock up 1 front caliper without rotor and check fitment before a complete installation. When test fitting the wheel, be careful not to damage the caliper. If there are minor clearance issues and you feel comfortable making them on the caliper you can do so HOWEVER once the caliper is modified, they are not returnable.