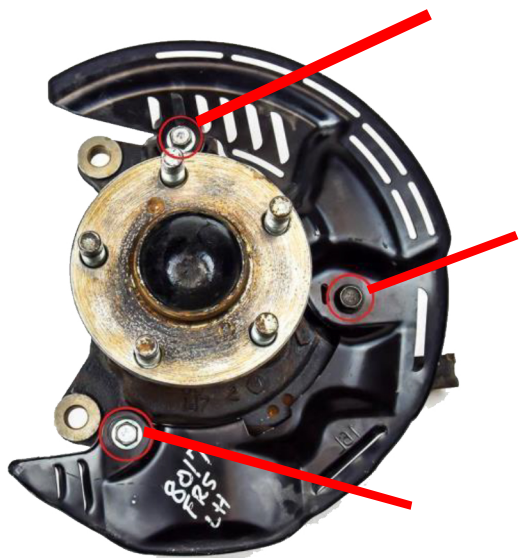


ATS BRAKE SWAP GUIDE

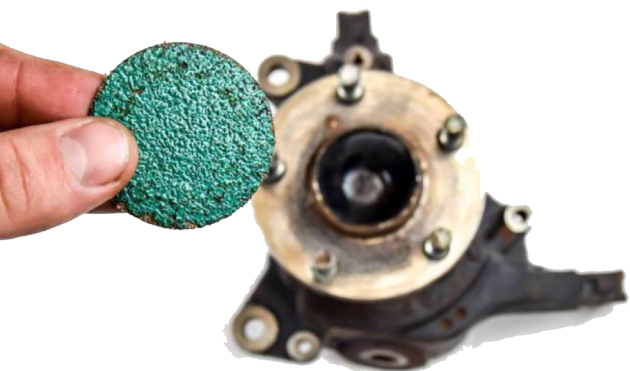


1. First, start by removing your stock CALIPER and ROTOR until you are all the way down to the HUB, as shown in this picture.



2. Next, Remove your dust shield by taking out these 3 BOLTS circled in RED.
OR

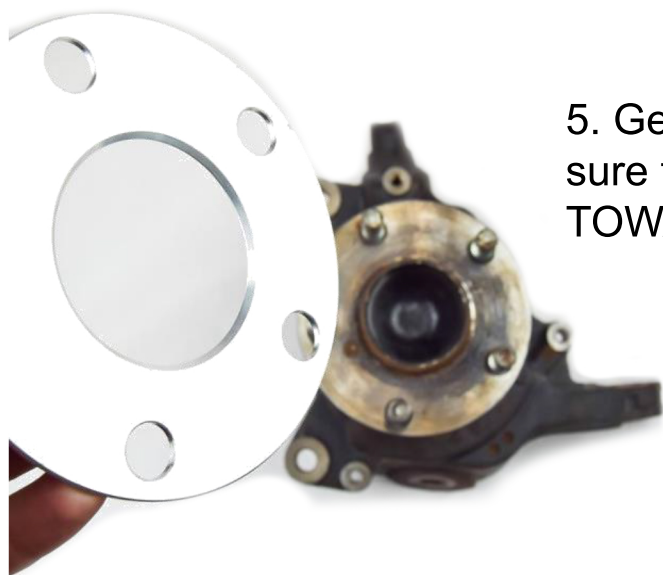
If you want to keep your dust shield, simply trim the shield where it comes in contact with your new ROTOR and CALIPER



3. Take some sandpaper, or an abrasive pad, and clean any debris or corrosion off of the HUB's SURFACE.



4. For this next step, you will need a DRILL and a 9/16" DRILL BIT. You will need to drill out the TOP caliper mounting hole, so that it can accept the larger 14mm bolt that the ATS CALIPER requires.



5. Get your ROTOR SPACER and make sure the CHAMFERED EDGE is facing TOWARD the HUB SURFACE.



Place the SPACER down on the HUB as shown here.



6. Thread Bolt into SPACER, but don't fully tighten. Next place the ROTOR on top of the spacer and screw on two lugnuts, to keep rotor secure.



7. Place the BRACKET on the back of the SPINDLE with the raised section FACING the ROTOR as shown.

Begin to thread the shorter M12 BOLT into the threaded hole in the BRACKET.

(Don't tighten the bolt all the way, make sure you can still swing the bracket around)



8. Next, place the CALIPER on the BRACKET with the BLEEDERS facing up.

Begin to thread in the 2 longer M14 BOLTS which are supplied with the kit, into the CALIPER as shown.

(Snug all 3 bolts evenly before tightening them all the way down.)

9. REPEAT these steps for the other side, then finally install your *pads, caliper hardware kit, brake lines* and ENJOY the awesome stopping power of your new BIG BRAKE KIT!