

# JZA+ big brake installation instructions



Thank you for purchasing our JZA+ to Mustang big brake adapter kit

**! Please read through the instruction prior to doing any modifications!**

**NOTE:** In order to make this brake kit use off the shelf parts there are some minor modifications needed to fit the caliper.

Before we get started there are few tools you're going to need:

- 10mm flare nut wrench
- 11mm wrench
- 14mm wrench/socket
- 16mm socket
- 17mm socket
- 18mm socket
- 10mm socket
- Ratchet
- Angle grinder with cut off wheel
- Flap disk for grinder
- Wire wheel or wire brush
- Small pry bar
- Sharpie/marker

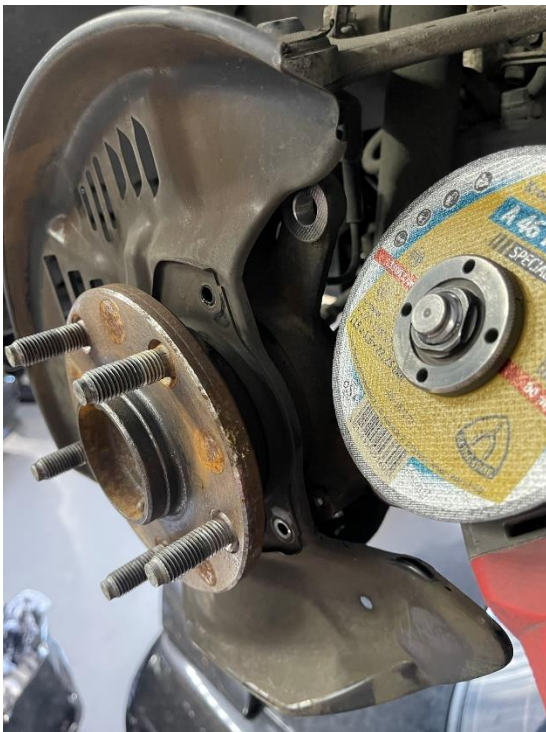
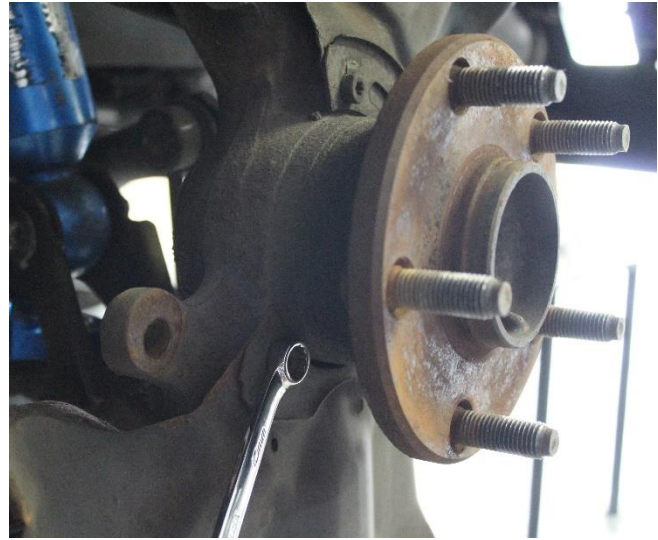
**Start** by removing wheels.



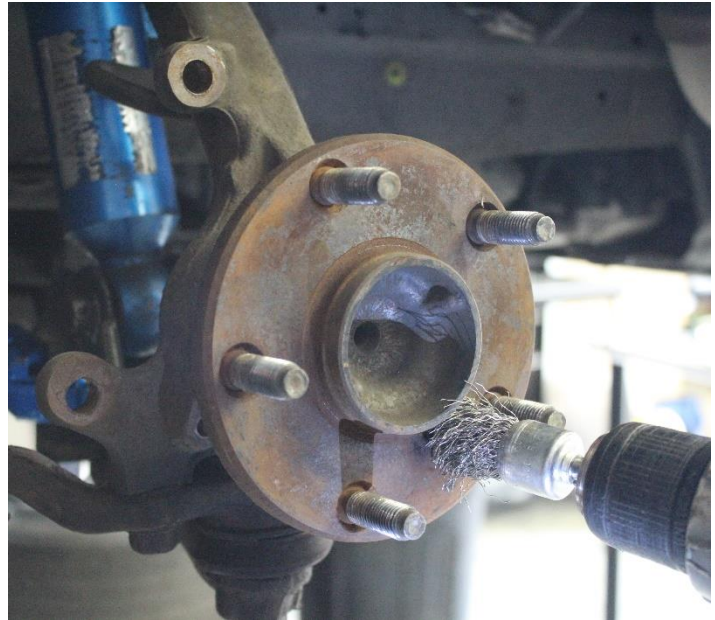
**Next,** with your 17mm wrench or ratchet, loosen off and remove the stock brake caliper. pry between the rotor and caliper to get it free. Hang the caliper off to the side for now as to not spill brake fluid.



**Using** your 10mm wrench remove the backing plate/dust cover bolts. Once the bolts have been removed, cut a slit with an angle grinder or metal sheers and pull it off.



**Once** the backing plate has been removed, take your wire brush/wheel and clean both sides of the brake mounts, and the hub center.



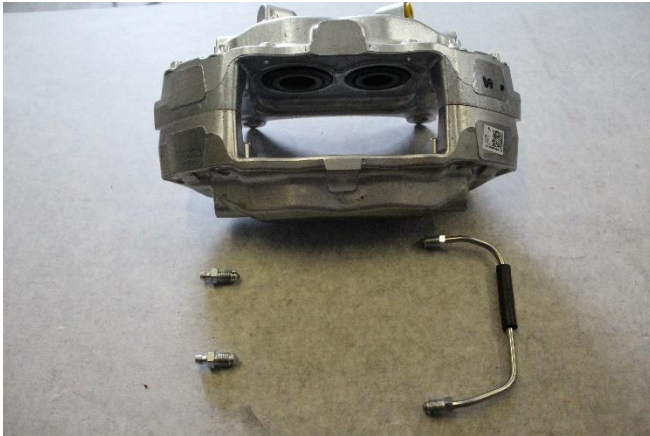
**Now** grab one of the studs, the lugnut washer, and the lug nut. Insert the stud through the bottom knuckle mount facing in towards the car. Place the large nut over the stud and begin tightening the lug nut with your 21mm wrench until the stud bottoms out

**DO NOT USE AN IMPACT GUN**



**NOTE:** If you Bought a full kit with pre modified calipers you can skip pages 6-7 and 9 -11. **\*Page 8 is Required\***

**In** order for stock brake lines to work with this kit we need to flip the bleeder and crossover tubes before it can be mounted.

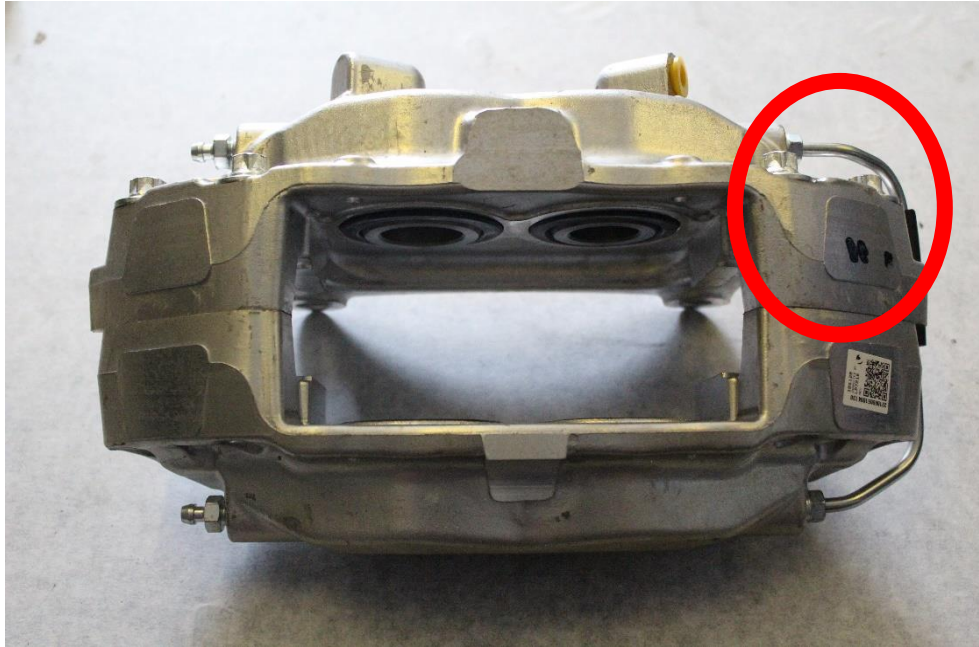


**NOTE:** Some calipers have asymmetrical crossover tubes and must be swapped with the ones from the other caliper.

The below photo is incorrect and should be exchanged with the tube from the other caliper



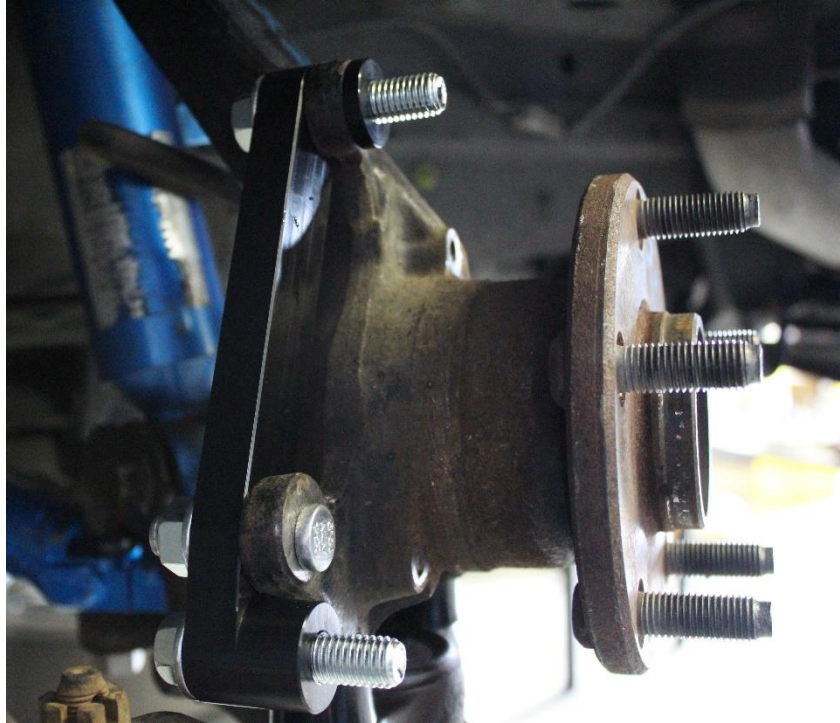
This below photo is for reference only, but take note of how much space there is between the bolt head and the crossover tube. This should stay consistent after swapping the lines and the bleeders.



**Replace** the crossover tube and bleeder screws. Your caliper should now have the bleeders on the same side as the fluid inlet.



**Next,** we need to prepare for the caliper modifications. Mount the bracket to the knuckle. With your 18mm socket, tighten the nut to the bracket (the thicker section faces towards the bottom, and angled into the knuckle) install the small spacer onto the top bolt.

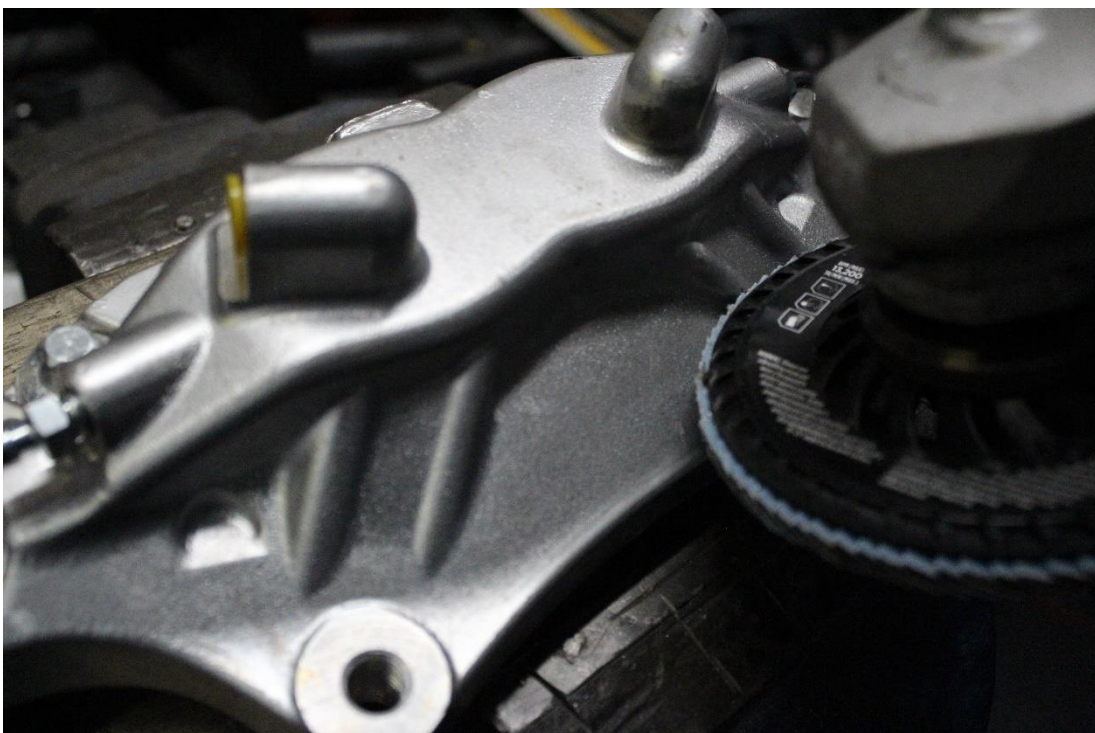


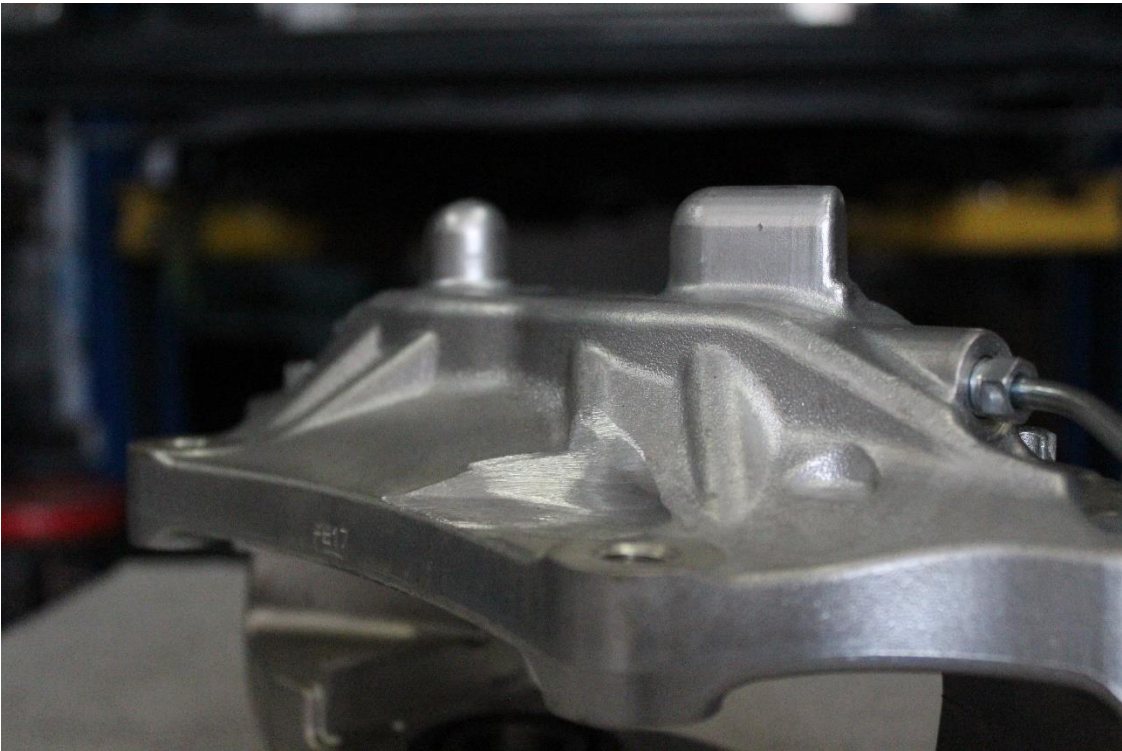


**Install** the top bolt into the caliper until snug and rotate down until it hits the lower brake mount. Take your sharpie and mark the problem areas. (\*\*take note of which caliper you are modifying! Brake line inlet and bleeders must be facing up\*\*)



**Remove** the caliper and start shaving away material. periodically stopping to check that you have removed enough material.

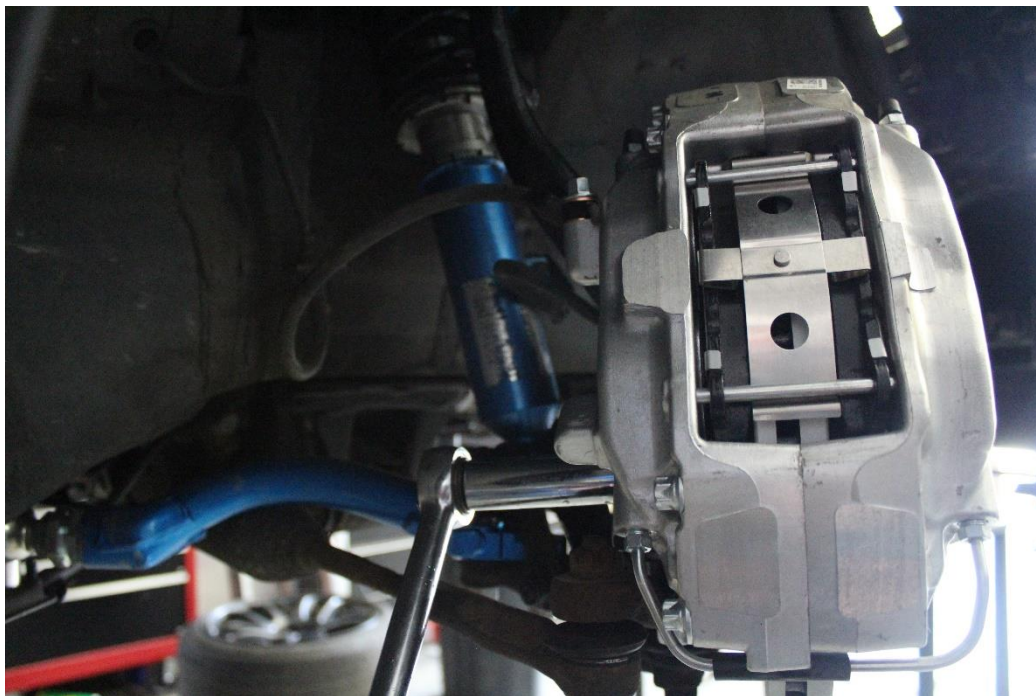




**install** the supplied hub ring and rotor. The hub ring may require some force to seat correctly. if necessary, put the rotor over top and firmly push on either side.



**Finally** install your brake pads and hardware into the caliper. With your 16mm socket tighten the supplied bolts. Next with your 18mm socket verify the nut is tight to the bracket. Remove the brake line from your stock caliper with a 14mm wrench and install it onto the new caliper using a new M10x1.5 Banjo bolt and two crush washers



**Important note:** when bleeding fixed calipers with two bleeder screws. start with the inner most bleed screw. bleed until there are no air bubbles, then bleed the outer most bleed screw.

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