

JZX big brake installation instructions



Congratulations on the purchase of your new Toyota X+ Chassis to Mustang big brake adapter kit

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

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

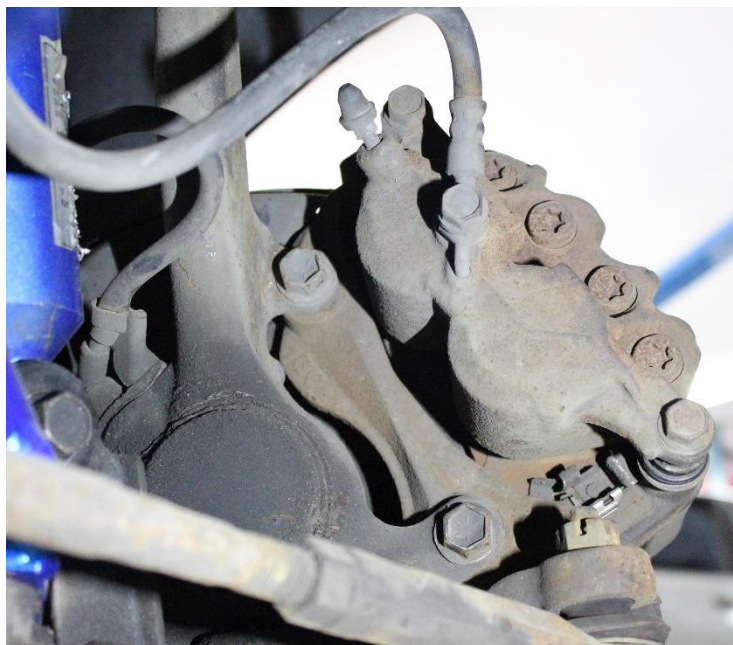
Before we get started there are few tools you're going to need:

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

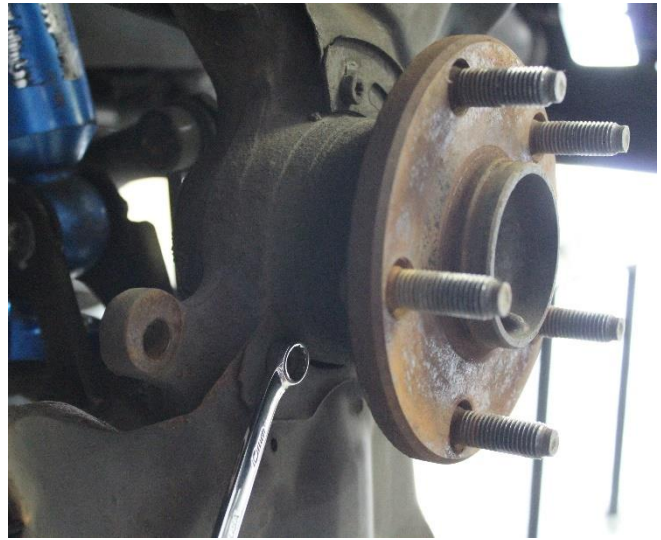
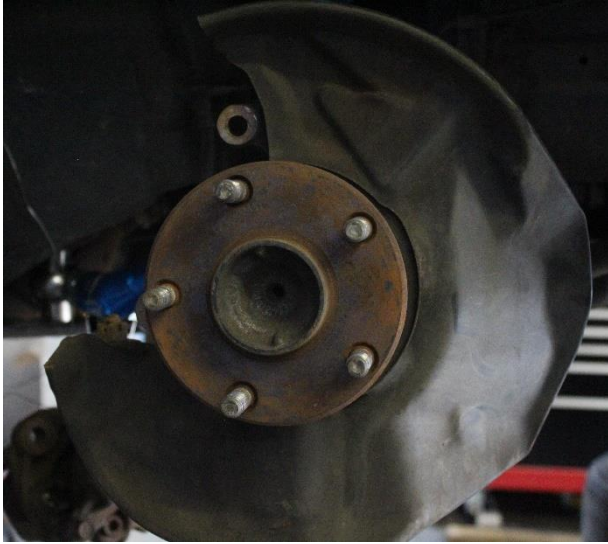
Start by removing wheels.



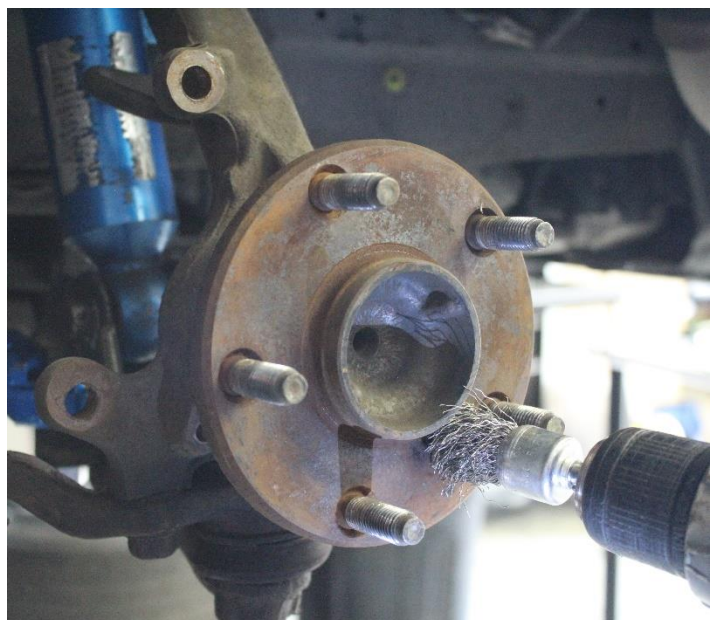
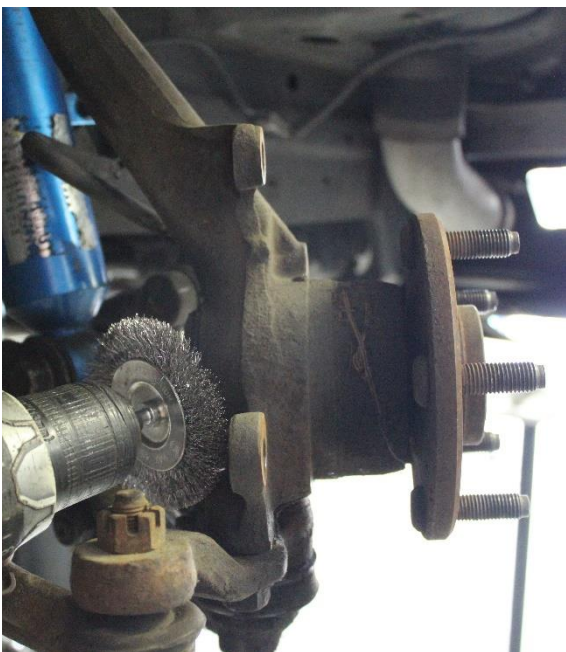
Next, with your 17mm ratchet loosen off and remove the stock brake caliper. pry between the rotor and caliper to get it free. Hang the caliper off to the side for now as to not spill brake fluid.



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.

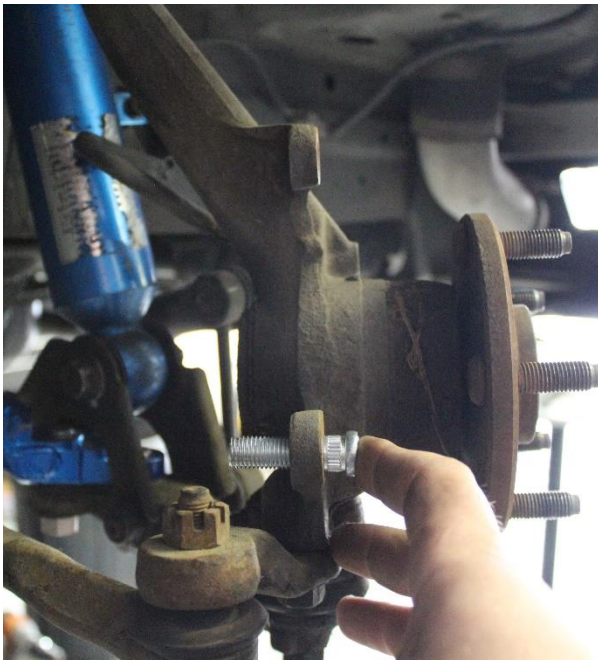


Once the backing plate has been removed, take your wire brush/wheel and clean both sides of the brake mounts, and the hub center.



Now grab one of the studs, the large nut, 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)



Pages 5 and 6 can be skipped if you already have Roll Center Adjusters installed. 20mm RCA Minimum requirement

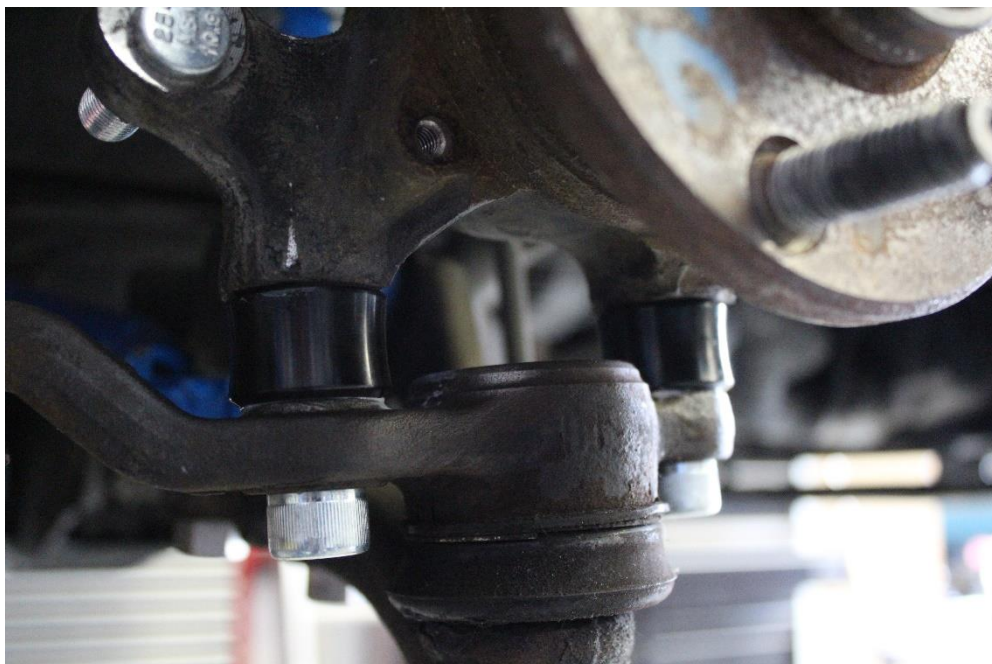
Now we need to remove the steering arm and prepare for the required roll center adjusters. Take your 17mm and remove the two bolts holding the steering arm to the knuckle. Move the knuckle out of the way. With your wire brush/wheel clean the dowels thoroughly.



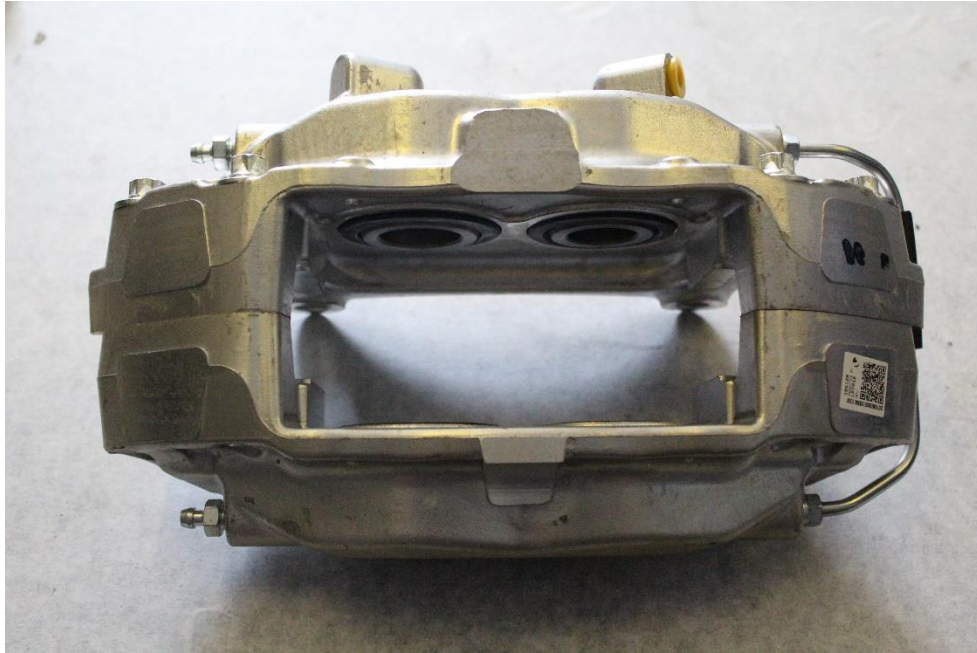
The Roll Center Adjusters are designed to have a very tight fit onto the steering arm. Install the RCAs into the knuckle, rest the RCAs over top of the steering arm, and insert the supplied bolts.



With your 10mm Hex head socket, slowly tighten each bolt until the RCAs seat correctly. We recommend using a lubricant to make it easier.

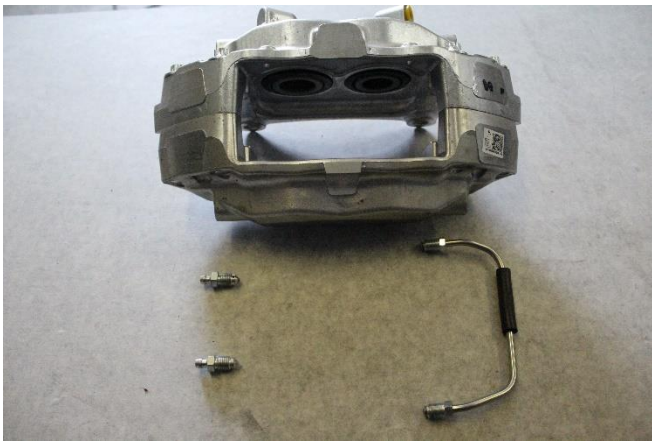


In order for stock brake lines to work with this kit we need to flip the bleeder and crossover tubes before it can be mounted.



With your 10mm flare nut wrench, unbolt the crossover tube flare nuts. Then take your 11mm wrench and remove both bleeder screws.

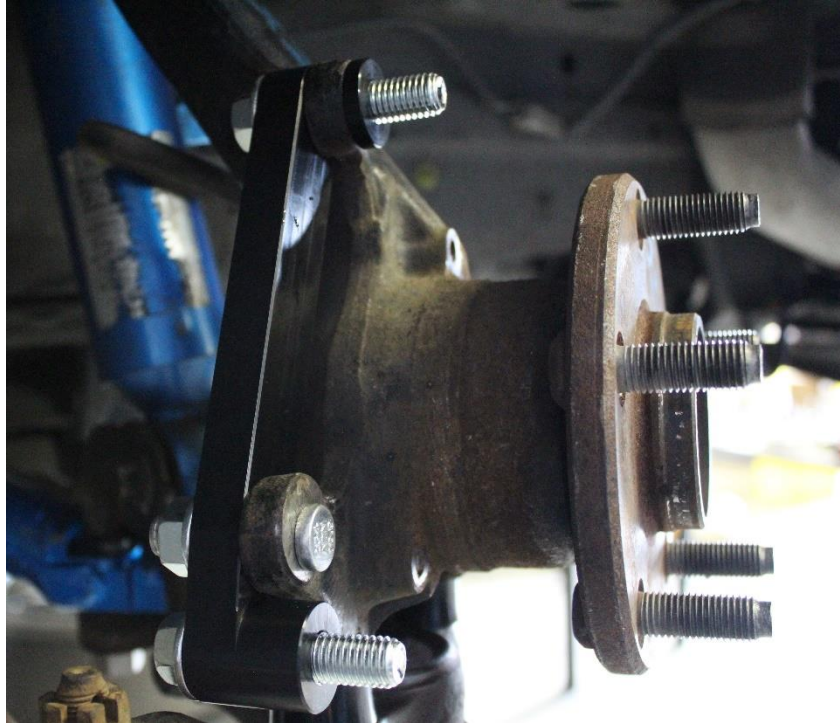




Replace the crossover tube and bleeder screws. Your caliper should now have the bleeders on the same side as the fluid inlet.



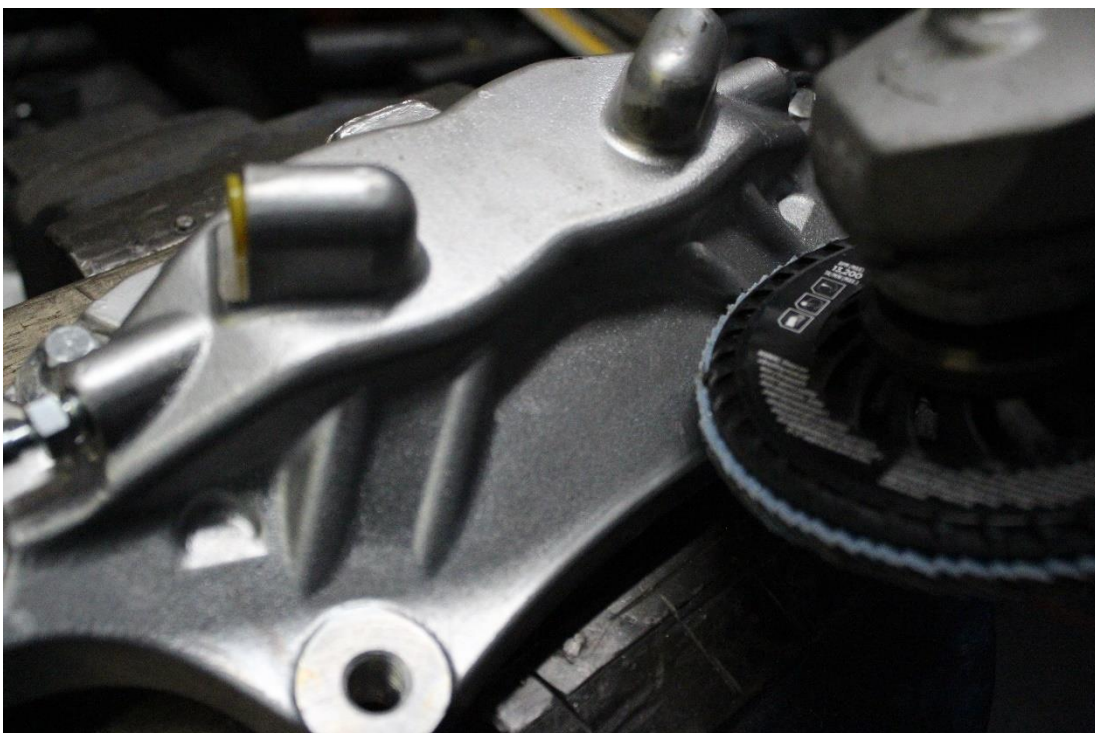
Next, we need to prepare for the caliper modifications. Mount the bracket to the knuckle. With your 18mm socket, tighten the nut to the bracket (thicker section towards the bottom, and angled towards the front) install the small spacer onto the top bolt.



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. **(NOTE: 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 into the caliper. 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.

SCG Performance parts, including exhaust products, are sold for off-road use only. All performance modifications and installations are at the customer's own risk. SCG Performance or www.scgperformance.ca hold no responsibility either implied or otherwise for mechanical, electrical or another failure when using any aftermarket performance products. Items sold for off-road use only are illegal in many states and provinces and are intended for racing vehicles which may never be used on a public road.

SCG Performance products should be assembled or installed by professionals only.

By purchasing any aftermarket performance product, the customer takes full responsibility for any use, and/or misuse of the product and agrees that SCG Performance. or www.scgperformance.ca holds no responsibility for any consequences, legal, or other, of such use and/or misuse.

Admire your work



Questions, concerns, or corrections, please email

neil@scgperformance.ca

Or call 1-604-764-5319