

# X8 Cressida 6 piston big brake installation instructions



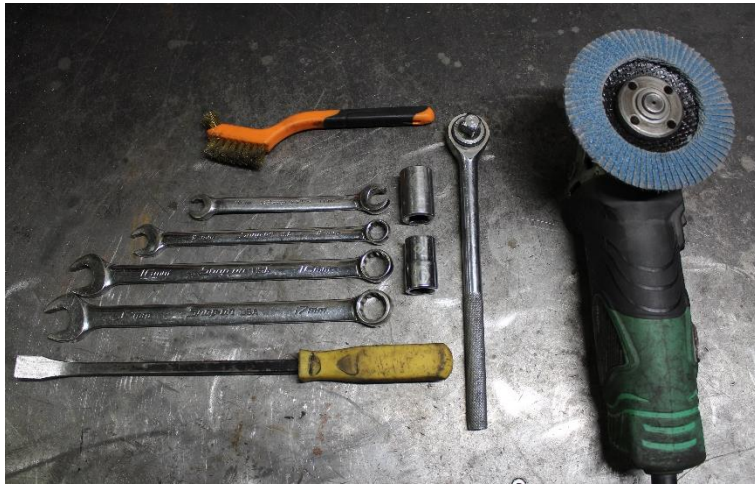
Congratulations on the purchase of your new Toyota Cressida to Cadillac CTSV big brake adapter kit

**!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
- 12mm wrench
- 18mm or wrench
- 18mm or socket
- 17mm socket
- Ratchet
- Angle grinder
- Flap disk for grinder
- Wire wheel or wire brush
- Small pry bar
- Sharpie/marker
- 14mm or 9/16 drill bit
- Drill



**Start** by removing wheels.



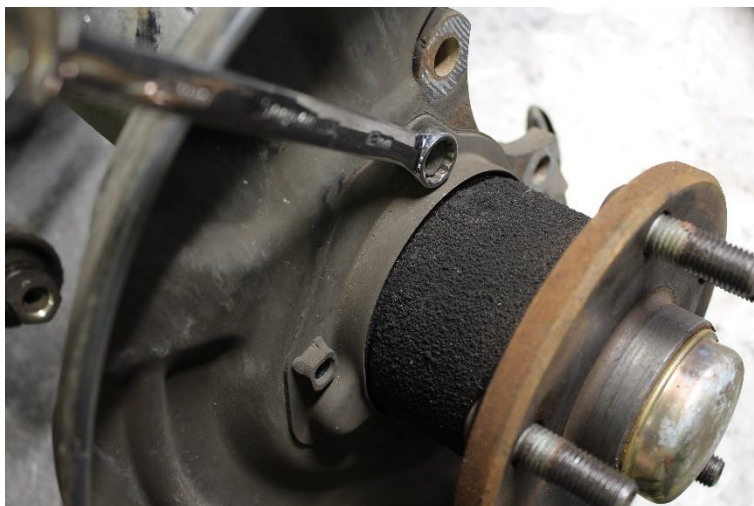
**Next,** with your 17mm ratchet loosen off and remove the stock brake caliper. pry between the rotor and caliper to get it free.



**Continue** by removing the stock rotor and brushing off any rust or debris with a wire brush, this step is important for when we install the supplied hub ring.



**Using** your 12mm wrench remove the backing plate/dust cover bolts. Once the bolts have been removed you can either press off the hub to remove as a whole, or cut a slit with an angle grinder and tear it off.



**Once** the backing plate has been removed, install the hub ring and rotor in preparation for the caliper.



**Note:** if you're having troubles installing the ring make sure the hub is free of rust and debris, center the rotor ovetop of the hub ring and firmly press.



**Modifications** to the caliper can be daunting, we understand that. This next portion will walk you through what's required so you can have the confidence to safely free up the necessary space on your new brakes

**In order** to achieve the best routing for your brake lines we need to flip the bleed screws and the crossover tubes mounted on either side of the caliper. With your 10mm flare nut wrench remove the crossover tube making sure not damage the line

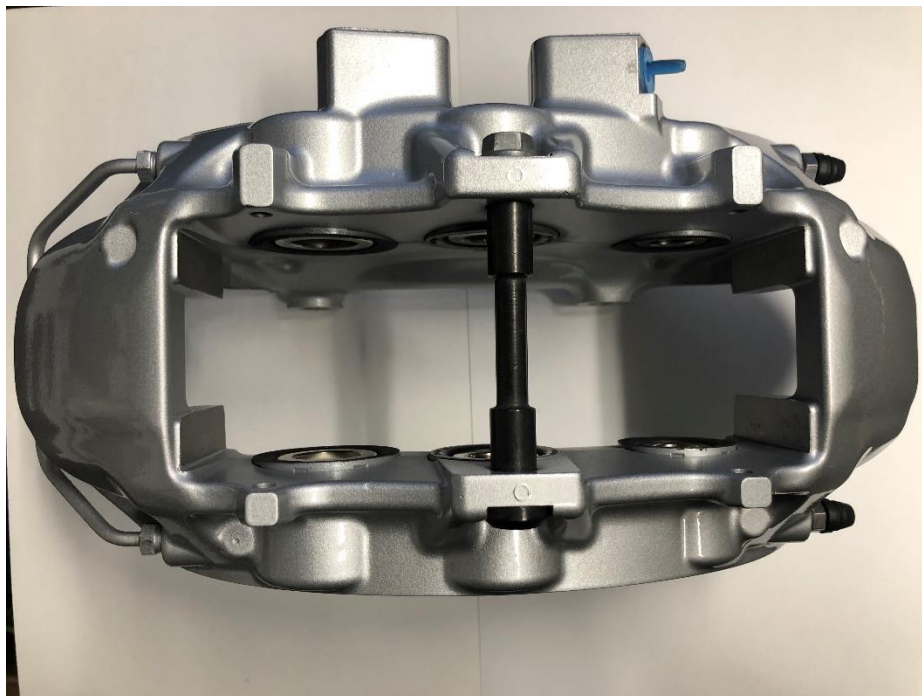


**Flip** the caliper over and remove the bleed screws with your 11mm wrench





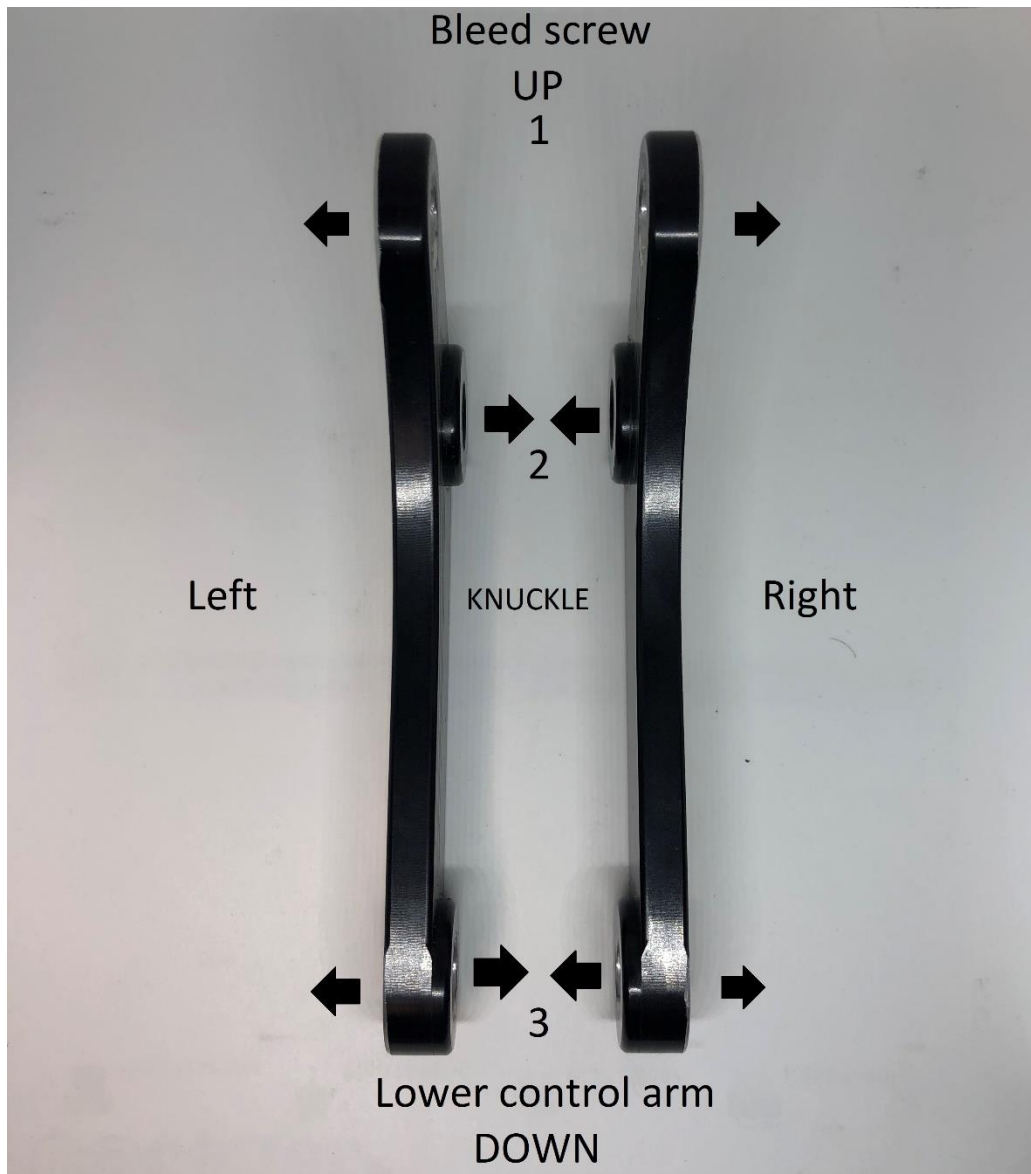
**Place** the bleed screws and crossover tube into their new orientation. The bleed screws should now be on the same side as the fluid inlet port as pictures below



**Now** comes the fun part. First take note the orientation of the brackets. You'll notice in the photo below the brackets are side specific.

1. mounts to the top hole on the brake caliper
2. mounts to the upper hole of the knuckle
3. mounts to the lower hole of the knuckle and brake caliper

This will become clearer as we move through the instructions



**Lay** the caliper face down. Place the corresponding bracket over the mounting holes and insert the two long bolts provided in the kit, it should now be sitting on top of a support rib like so



**Take** your sharpie and make a mark on the rib the bracket is resting on, this will now be our guideline

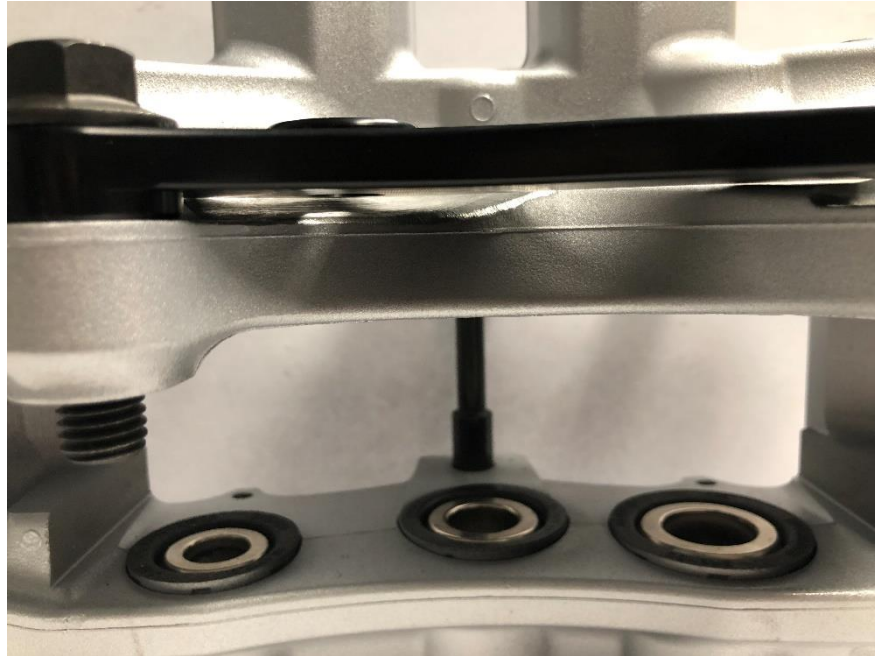




**With** your flap disk, begin removing material from the flat portion of the caliper up to the mark you made on the rib, occasionally stopping to check if the bracket sits flush on the mounting surface.



**make** sure to shave a bit extra off the flat section to allow more space for the bolt when mounted



**The** Bracket should now fit



**Repeat** the process on the other caliper.

**Drill** the lower mounting ear on the knuckle out to 9/16(14mm)

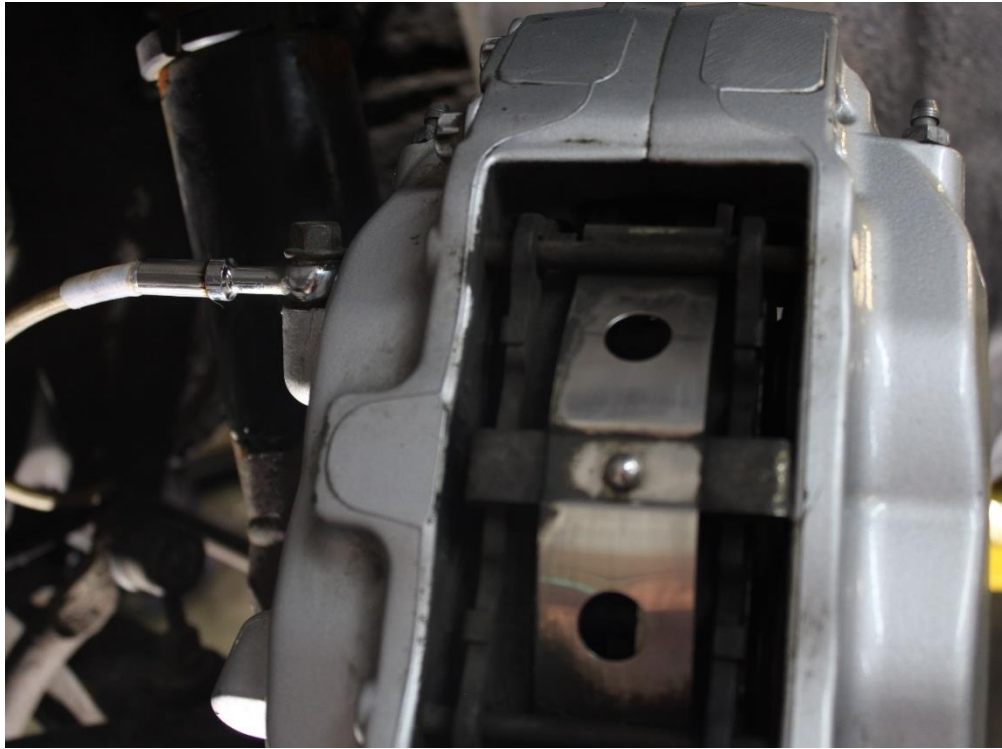


**Install** the bracket onto the knuckle with the longer bolt through the bottom holes.



Note: 4 piston bracket pictured without rotor for reference

**place** caliper over the previously installed rotor making sure to keep the bleed screws facing up, align, and finally tighten all hardware into place



**NOTE:** due to inconsistencies in either the knuckles or the rotors, some installs may require you to shave the caliper bracing pin slightly to clear the rotor.



**Finally,** route your brake lines around the forward side of your suspension, and tighten into place. Proceed with normal bleeding procedure starting with furthest caliper from the master cylinder and working your way to the closest.

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



# Admire your work

Questions, concerns, or corrections, please email

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Or call 604-764-5319