

# Z/R/S Chassis big brake installation instructions



Congratulations on the purchase of your new Nissan Z/R/S Chassis to CTSV big brake adapter kit

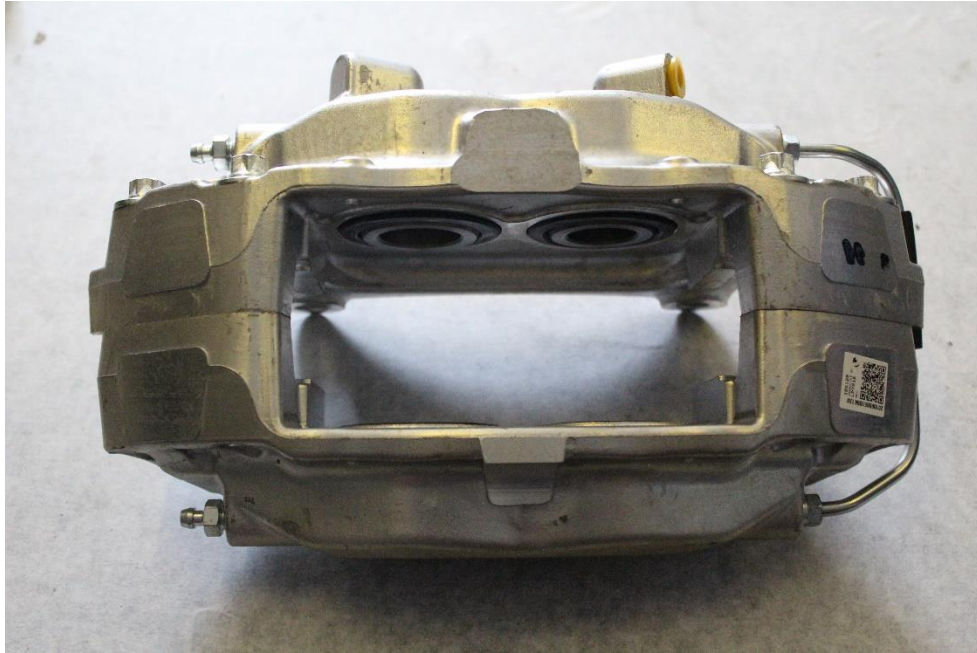
**!Please read through the instruction prior to doing any modifications!**

**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:

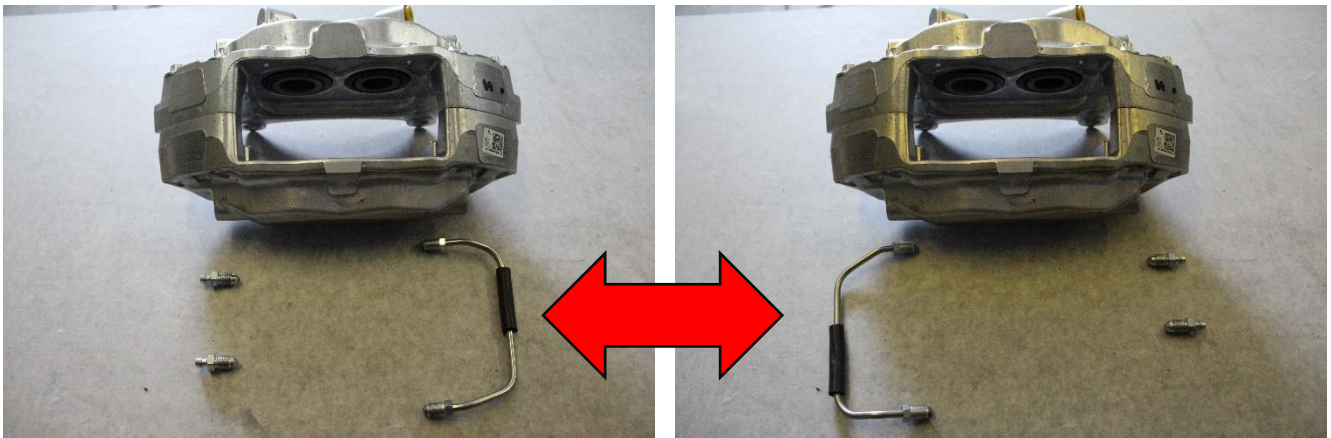
- 10mm flare nut wrench
- 11mm wrench
- 16mm socket
- 17mm socket
- 18mm socket
- 21mm socket
- Ratchet
- Angle grinder
- Flap disk for grinder
- Flat file
- Small pry bar
- Sharpie/marker
- 32mm socket (optional if opting to remove dust shield instead of cutting)

**In** order to position the brake lines correctly, we need to flip the bleeders and the crossover lines on the calipers



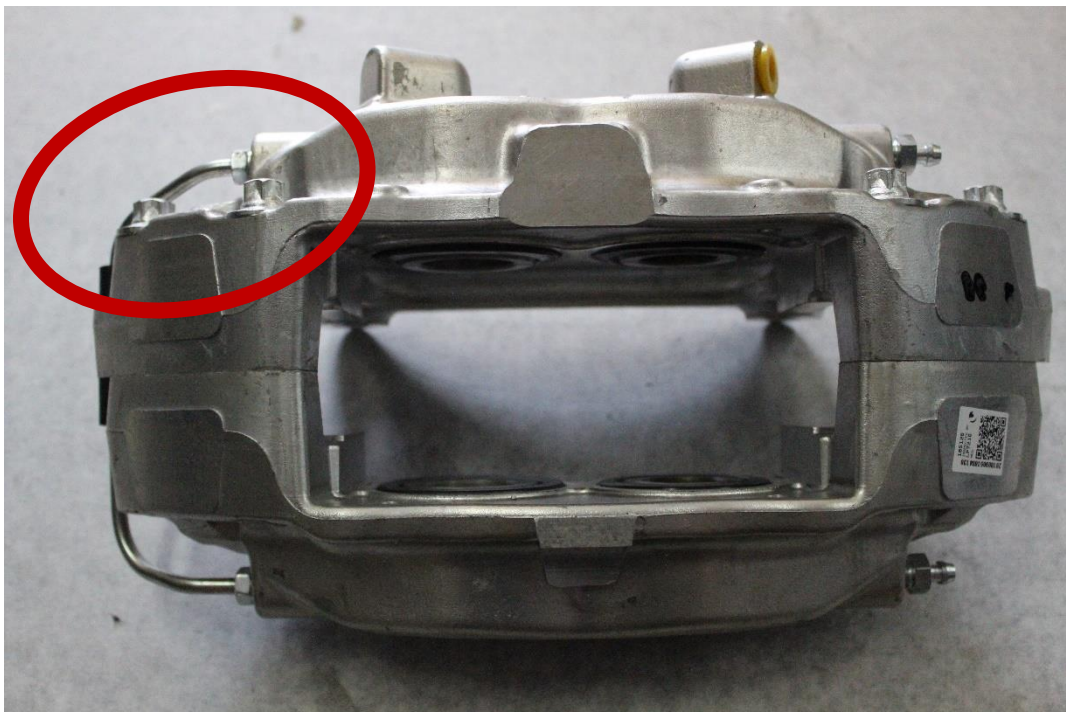
**With** your 10mm flare nut wrench, unbolt the crossover tube flare nuts. Then take your 11mm wrench and remove both bleeder screws.





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

For best fitment, swap crossover lines from one caliper to the other to prevent the line being very close to a bolt head as shown below on the back side of the caliper



**Start** by removing the wheel.



**Next**, with your 17mm ratchet loosen off and remove the stock brake caliper. Hang the caliper off to the side for now as to not spill brake fluid.



## Next you can do one of two things

1. Cut the dust shield to fit with the new caliper and rotor
2. Use your 32mm socket to remove the hub, pry off the dust shield, then replace hub and tighten back to spec. (dust shield is press fit and takes some muscle to work it loose)



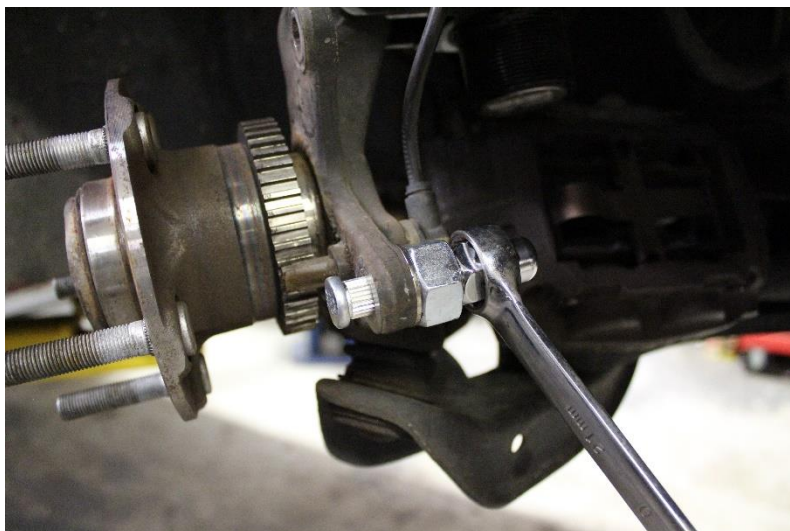
**Now** we need to file down two small edges on the lower caliper mounting ears so the bracket fits correctly.



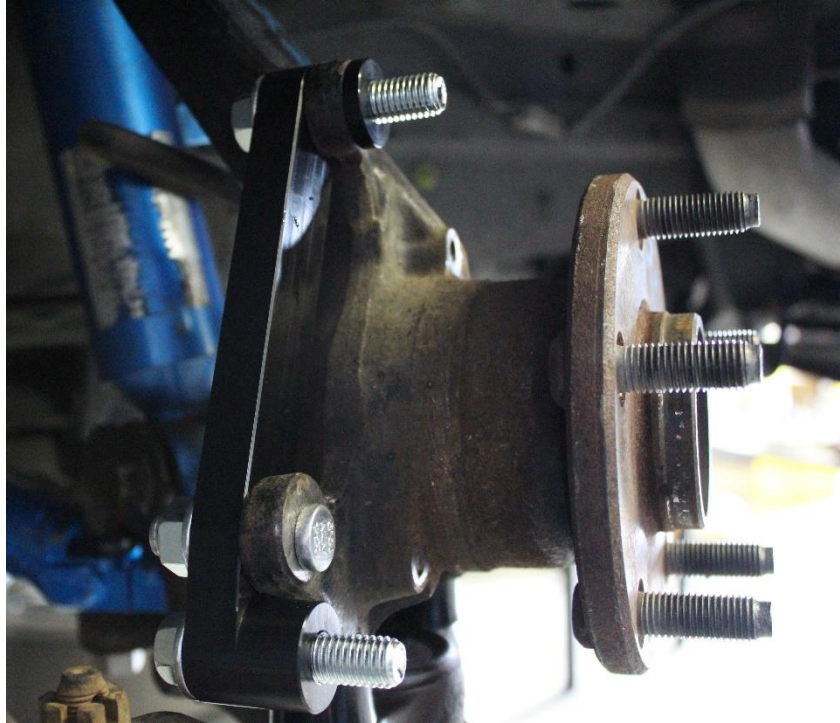
**Now** take one of the studs, the ~~large nut~~ tapered spacer, and the lug nut. Insert the stud through the bottom knuckle mount facing in towards the car. Place the ~~large nut~~ tapered spacer over the stud and begin tightening the lug nut with your 21mm wrench until the stud bottoms out

Note: The tapered spacer pictured below supersedes the large nut used in following photos

**\*\* (DO NOT USE AN IMPACT GUN) \*\***

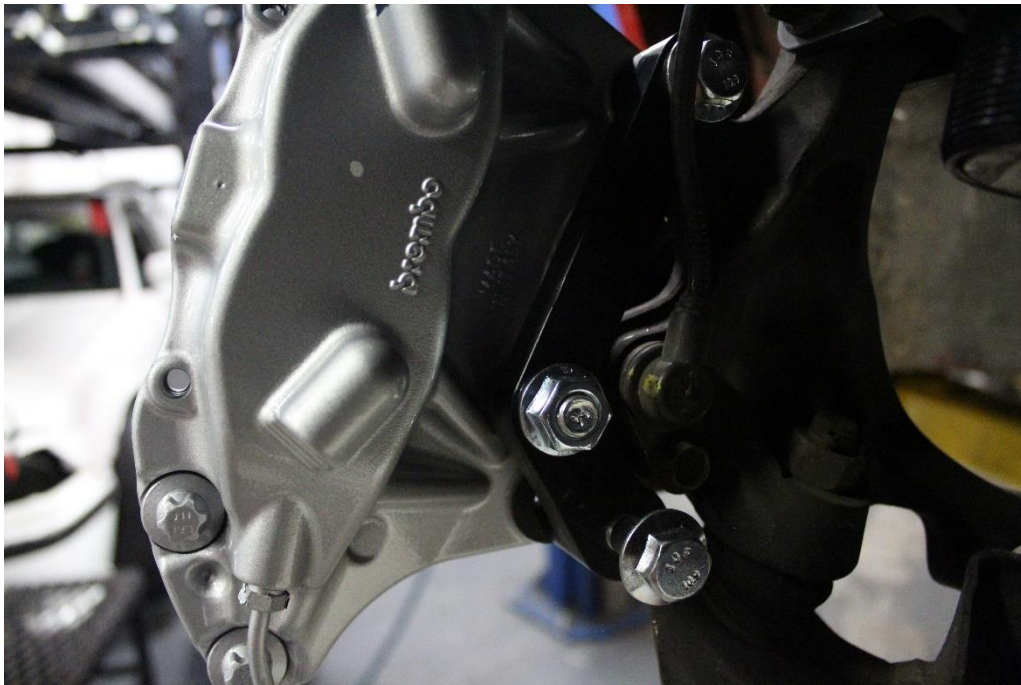


**Next,** we need to prepare for the caliper modifications. Mount the bracket to the knuckle. With your 18mm socket, tighten the nut to the bracket (thicker section towards the bottom, and angled towards the front) install the small spacer onto the top bolt.

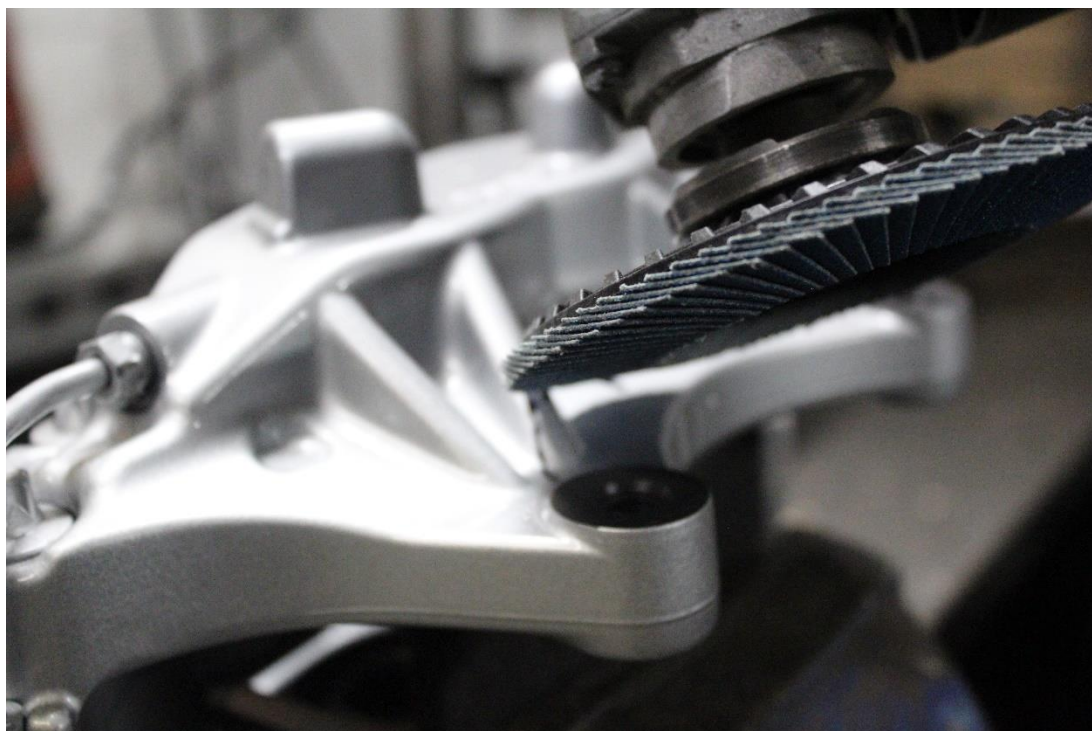


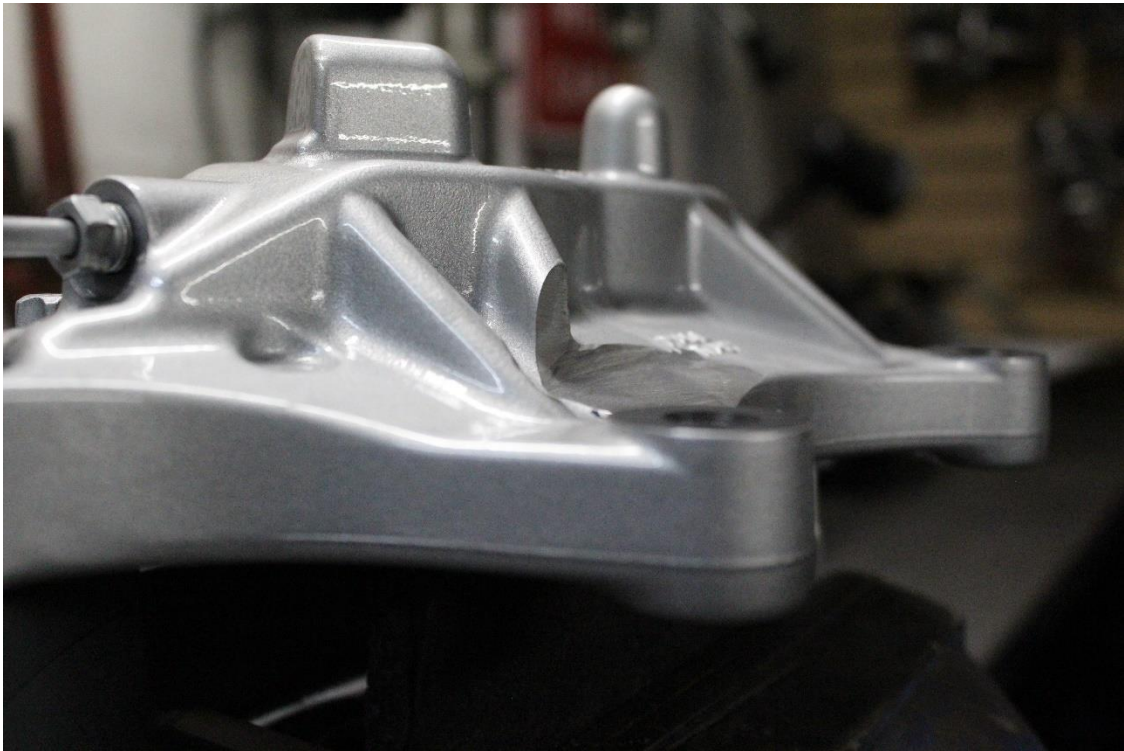


**Install** the top bolt into the caliper until snug and rotate down until it hits the lower brake mount. Take your sharpie and mark the problem areas. **(NOTE: take note of which caliper you are modifying! Brake line inlet and bleeders must be facing up)**



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



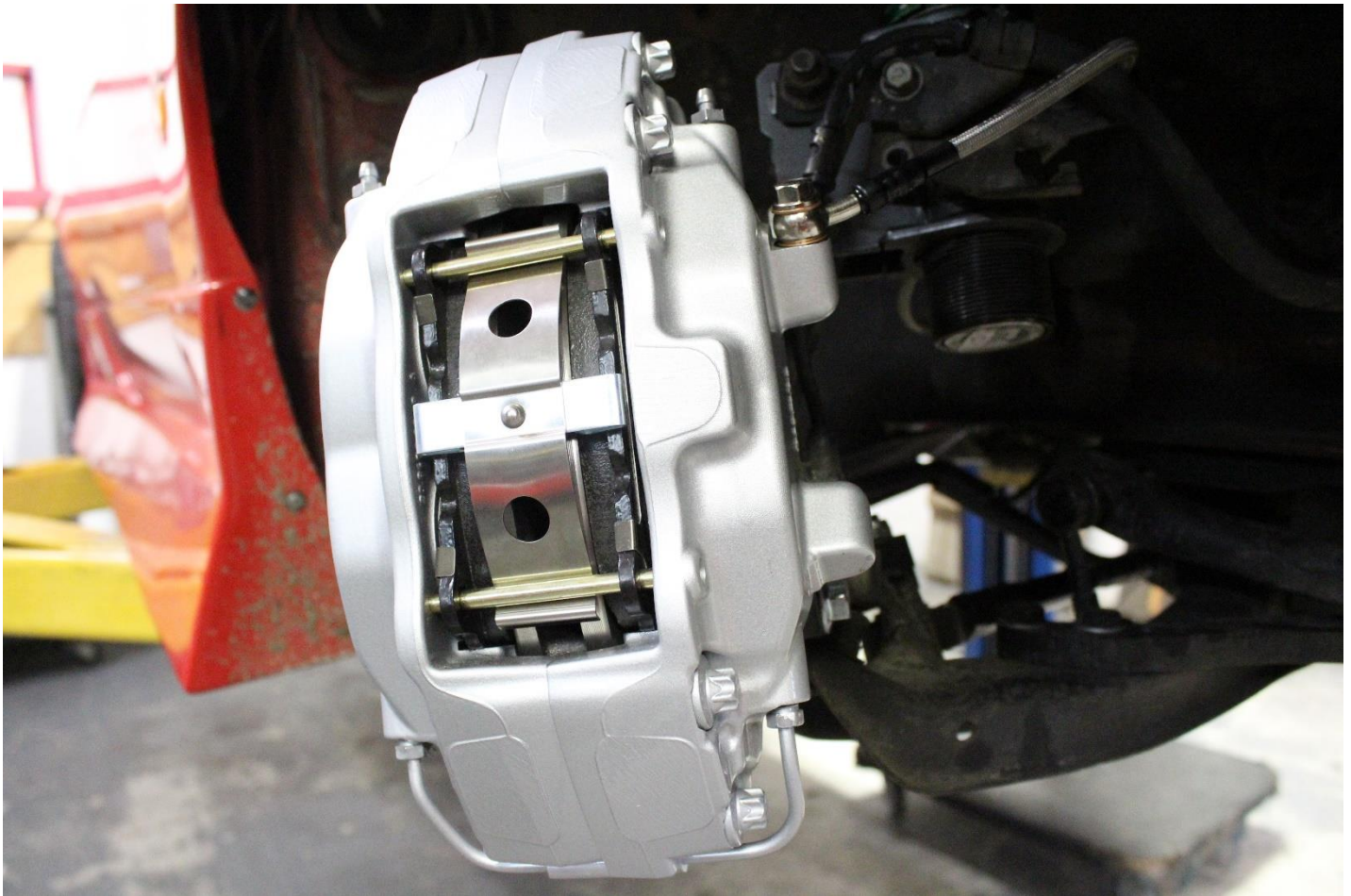


**NOW** mount the caliper onto the knuckle again and check fitment. there should be no contact from the stud or the knuckle anywhere on the caliper.



**Once** confirmed the caliper fits, remove it once again to install the rotor if you haven't already.

**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 tighten the nut to the bracket. And install your brake lines



**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.

# Admire your work



Questions, concerns, or corrections, please email

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Or call 1-604-764-5319

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