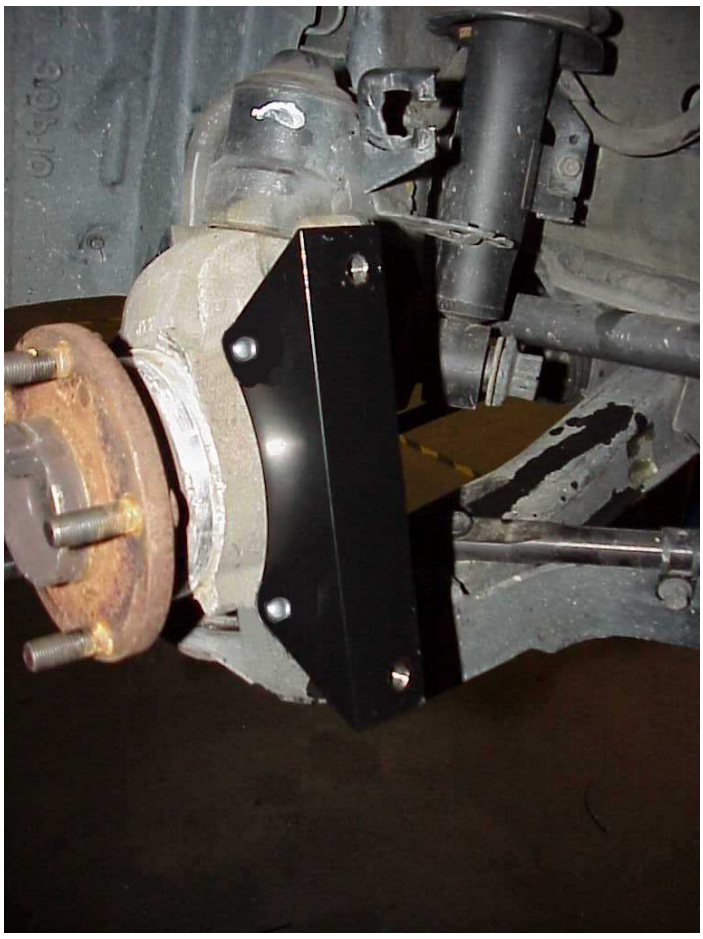
BRAKE PROS/AP Racing PERFORMANCE BRAKE SYSTEM
Instructions for Kit #AP1145
1990-96 Nissan 300 ZX

Please read the instructions and enclosed installation notes completely prior to installation.



1. Raise front of vehicle and support with jack stands. (Refer to the owners manual for proper jack points.) Be sure to block the rear wheels to prevent the vehicle from rolling.

2. Remove front wheels.

3. Remove the mounting bolts for the stock caliper, but do not disconnect the brake line yet.
Lift the caliper off the rotor and set it on the suspension out of the way. Do not let it hang by the brake line.

4. Remove the stock rotor.

5. Remove stock dust shield. (It needs to be cut off.) It will not be reused.

6. Install the caliper bracket ("L" towards the inside) to the outboard side of the spindle reusing your stock hardware. Torque to 62 ft-lbs.

7. Install the new rotor, onto the hub. Use a lug nut to hold rotor in place.

8. Install the AP Racing caliper onto the caliper bracket and over the rotor. Brake line mount should be to the inside and bleeder valve to the top. Use the M12 SHCS, washer and thread locker to secure caliper to bracket. Torque to 45-50 ft-lbs.

9. Access the AP Racing caliper brake line mount by removing plug on the inboard side and install the brake line adapter with copper washer to the caliper (M10x1.00) and tighten until snug. Do not over tighten.

10. Attach 90 degree angled end of the stainless steel brake line to brake line adapter and tighten until snug.

11. Disconnect end fitting of the stock hard brake line and attach the stainless steel brake line in its' place. Be sure not to allow the master cylinder to drain completely. Also do not allow the brake fluid to touch the paint.

12. Repeat the procedure on the other side.

13. Bleed the brakes. Check brake line fittings for leaks. Retighten if necessary.

14. Recheck installation.

15. Install wheels. **Important!** Hand tighten the lug nuts. Check wheel clearance to new brake components, if OK then progressively in a criss cross pattern torque to 85 lbs/ft (or to wheel manufactures specifications).

14. Road Test the car. Make a series of medium speed stops (35 mph.) Then increase speed and make another series of higher speed stops. (Do not attempt to lock the brakes up.) This will allow the pad and rotor materials to properly set. Allow a break in period of at least 200 miles before any high speed braking is attempted.

Brake Pros/AP RACING BRAKE UPGRADE BREAK- IN PROCEDURE

Bedding of the new brake disc (stress relieving the cast iron disc after it has been bolted to the mounting bell) is of extreme importance if premature warping is to be avoided. This important but often overlooked procedure can keep the brakes from being used to their full potential. The Brake Pros/AP Racing discs are produced from the same castings as the full race discs. When used in the controlled arena of motorsports it is easy to instruct the driver to gradually bring the disc up to working temperature with some moderate braking over a small amount of measured laps, progressively increasing his braking effort until an engineer accesses the disc visually or by temperature readings.

Road car installations, the process needs to be as follows.
For the first 10 miles, light braking from 50 to 60 mph down to 30mph if possible in blocks of five. Do not attempt any high speed stops down to zero at this point, as only the outside face of the disc will heat up with the inside mass remaining cool along with the mounting area. For the next 100 miles increase the braking pressures similar to stopping in traffic, again avoiding if possible full stops from 70+ mph. By now, the area around the mounting bolts should be a light blue temper color. This is a good indication that the correct heat soak has been achieved. For the next 100 miles gradually increase the braking effort, only after this can full power stops be used.

> *Do not leave your foot on the brake when parked after a high speed run. If you do the hot spot created by the pad can distort the disc in that localized area causing a high spot resulting in vibration under braking.*

If used at a racetrack the following points must be adhered to as to not warp the disc.

1. At the start of a session use a minimum of one warming up lap for the brakes i.e. gradually increase the effort at each corner and do not drag the brakes under power as in left foot braking.

2. Use at least one cooling down lap at the end of the session and if possible stay off the brakes.

3. Do not leave your foot on the brake when parked in the paddock after a session. If you do the hot spot created by, the pad can distort the disc in that localized area causing a high spot resulting in vibration under braking.

On the majority of road car installations, race circuit use can be more exacting on the brake system than a fully prepared racecar due to the following. None or minimal cooling, higher chassis weights longer braking distances due to driving technique or tire grip. Therefore, it is very important to check your brake system thoroughly before and after such use. Bear in mind race cars on average cover less than 50 laps of a circuit before being serviced.

PLEASE BE AWARE THAT DISCS USED ON RACETRACKS WILL BE SUBJECT TO HIGHER TEMPERATURES AND WEAR RATES THAN ACHIEVED WITH NORMAL ROAD USE. THIS CAN HAVE AN EFFECT ON THE LIFE OF THE DISC, ESPECIALLY IF HIGH TORQUE COMPETITION BRAKE PADS ARE USED TO REPLACE THE ORIGINAL FAST ROAD BRAKE PADS SUPPLIED WITH THE KIT.

DISC ALONG WITH PADS ARE CONSUMABLE ITEMS.