

# essex

“Race Parts For Your Car”

## Radi-CAL™ Competition Brake System Installation Guide: 2016+ Chevrolet Camaro (Gen6) Rear



13.99.00049

Version 1.1

**Warning:** Essex Competition kits are for off-road use only. The components in these systems are not designed for use on public roads.

## Disclaimer of Warranty

By purchasing this product and opening this box, purchaser expressly acknowledges, understands and agrees that they take, select and purchase this brake system, parts, and equipment from Essex Parts Services, Inc., its affiliates, suppliers, distributors, and agents (collectively, "Essex") "as is" and "with all faults." The entire risk as to the quality and performance of this brake system, parts, or equipment is with the purchaser. Should the goods prove defective following their purchase, the purchaser assumes the entire cost for all necessary servicing or repair or any resulting liability. Essex is not responsible for any damage, consequential or otherwise, for equipment failure or mal-performance after installation.

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## Installation

The brake system on any vehicle is a safety device. It is strongly recommended that any personnel performing brake-related replacement or maintenance operations should be competent and certified, using proper tools and equipment.

## Brake to Wheel Clearance

This brake system is compact but the high offset design of some factory wheels prohibits their use without aftermarket wheel spacers and extended wheel studs/bolts. Some aftermarket wheels may fit over the brake kit without spacers but it is up to the consumer to verify that his or her wheels will work with the kit. Essex has wheel templates available for download at [www.essexparts.com](http://www.essexparts.com). ***The customer is solely responsible for verifying wheel fitment.***

## Brake Noise, Vibration, and Harshness (NVH)

Brake noise can be caused by many factors. Following the bed-in procedures outlined in this manual will help reduce brake noise to the extent possible, but keep in mind that high performance brake pads do tend to make more noise than typical OEM pads. The customer is solely responsible for any NVH related problems with the brake system (squealing, scraping, vibration, judder, etc.).

## Caliper, Bracket, and Hat Finish

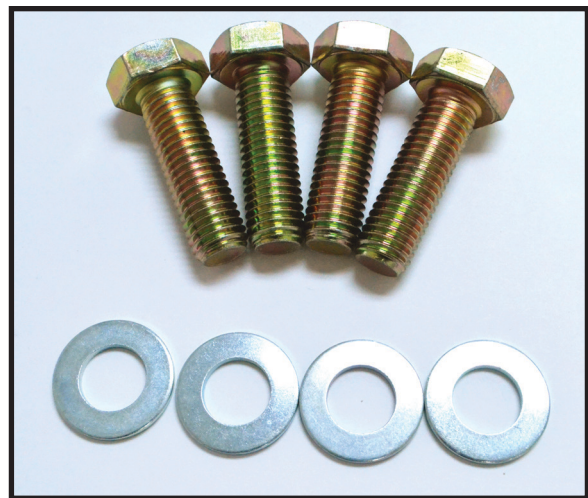
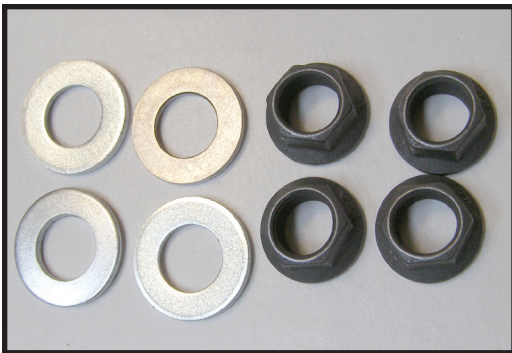
Some components of this system are anodized aluminum, and as such are subject to corrosion when introduced to corrosive agents such as brake fluid, road salt, wheel cleaners, certain soaps, etc. Use caution when cleaning and servicing the system components.

## What's in the Boxes?

Your brake system is packaged in two separate boxes. With the exception of attachment hardware, driver (left) and passenger (right) components have been intentionally separated for ease of installation:

### Box One (Left/Driver)

- Left CP9450 AP Racing four piston caliper (#CP9450-3S4L).
- Left 13.04.20059 assembly includes AP Racing J Hook brake disc (#CP8972-101GA) with attached anodized aluminum hat; Please note the direction of the J Hook slot pattern in step 7 of this manual for proper orientation.
- Left anodized aluminum caliper mounting bracket assembly with studs (identical to the right hand bracket on this application) (#13.03.02031)
- Four 10mm washers for the above studs (#10 10154)
- Four 10mm jet nuts for the above studs (#10.02.00001)



- Four M12x1.75x45 hex head caliper bracket mounting bolts (attaches caliper bracket to upright) (#10.02.00039)
- Four M12 washers for the above bolts (#10 10156)
- One tube of Loctite 271 (red)
- One pair of rear Spiegler stainless steel brake lines (left and right side lines are identical) (13.02.04700), including rubber caps for sealing off brake hard line

### Box Two (Right/Passenger)

- Right CP9450 AP Racing four piston caliper (#CP9450-2S4L).
- Right 13.04.10059 assembly includes AP Racing J Hook brake disc (#CP8972-102GA), with attached anodized aluminum hat; Please note the direction of the J Hook slot pattern in step 7 of this manual for proper orientation
- Right anodized aluminum caliper mounting bracket assembly with studs (identical to the left hand bracket on this application) (#13.03.02031)

## Required tools

Torque wrenches capable of 115in/lbs to 90 lb.-ft.  
Breaker bar- OEM caliper bolt and wheel removal  
Long flat head screwdriver-brake line clip  
T30 Torx-Disc retaining screw  
Small punch - OE pad retainer pins  
15mm box wrench or socket/ratchet-OE caliper  
19mm box wrench and/or socket/ratchet-caliper bracket to spindle bolts  
13mm, 14mm, 17mm flare wrenches-brake line removal/installation  
Short 13mm wrench-factory hardline tube nut  
19mm socket- Wheel lug nuts  
6mm hex key wrench/socket- Caliper bridge bolt  
14mm socket- Caliper stud nuts, banjo bolt  
7/16" box end wrench- Caliper bleed screw  
Rags- Brake fluid  
Scotchbrite or small wire brush-cleaning hub faces  
Box cutter or Dremel tool - air deflector modification  
Angle grinder or Dremel with cutoff wheel, assorted files - Backing plate modification (optional)  
Brake fluid cleaning solution  
Small Funnel- Brake fluid  
Eye protection  
Gloves  
2 or 3 500ml bottles of brake fluid- Essex recommends AP Racing R3 OR R4 brake fluid  
Pair of jack stands- If you can't figure this out, drop the other tools and walk away!

## Note on brake ducts

Essex cannot verify fitment or compatibility of our system with third-party brake duct systems, so please fit and use them at your own risk. If you do plan to use brake ducts in conjunction with our system, please **do not bolt anything between the caliper bracket and the upright**. The caliper bracket was precisely designed to bolt directly against the upright without any shims, spacers, etc. If you are bolting a brake duct to the upright, please attach it on the back side of the upright. Also, please make sure that you are maintaining enough thread engagement on the bolts holding the caliper bracket to the upright.

## Installation procedure

### Step 1-Wash both brake discs with soap and water (skip if burnished)

If you've ordered our discs pre-burnished, you may skip this step as the discs come ready to run. The discs in our system are coated with a water soluble rust inhibitor that must be removed prior to use. Use soap and water to clean them. Dish detergent works well. The discs will start to rust immediately (as they do when you wash your car), so please don't be alarmed when that occurs.

### Step 2-Lift and secure vehicle, remove wheel(s)

- Chock the front wheels.
- Put a shop towel under your driver windshield wiper. Don't remove it until the job is done and you've torqued your wheels properly.
- Put on your gloves and eye protection.
- Slightly loosen rear wheel lug nuts, but do not remove.
- Lift the rear of the car on a flat, clean, and stable surface per manufacturer recommendations.
- Secure the vehicle on two jack stands, or one if you'd like to install one side at a time.

**\*\*\*Never leave your vehicle supported with only a floor jack. ALWAYS USE JACK STANDS.\*\*\***

- Remove rear wheel(s).



### Step 3-Detach hard line brake connection

**Warning- Brake fluid is corrosive, flammable, and will damage painted and anodized finishes. Clean up all spills immediately.**

- Place a tray and/or rags below the brake hard line connection on inner fender well.
- Before removing the OEM brake line, take careful note (or a picture if necessary) of the routing. The Spiegler brake line included with our system will be installed in the exact same orientation.
- Using your line/flare wrench, loosen the factory brake line from hard line connection.
- Immediately cover the hard line attachment point with the provided black rubber caps to halt brake fluid loss.
- Pry off the clip holding the soft brake line to the bracket and Plug the end of the OEM brake line to prevent brake fluid spillage with the supplied rubber line cap.



### Step 4 - Remove OE caliper

- Remove brake pad wear sensor from the pad and zip tie it back out of the way. You will not use it with the brake system. Be sure to check pad wear regularly.
- Using a punch, remove the two caliper pad pins, the anti-rattle clip and remove the pads.
- Use a 15mm socket/wrench to remove the rear caliper bolts.
- Carefully lift the caliper off the disc and set aside.

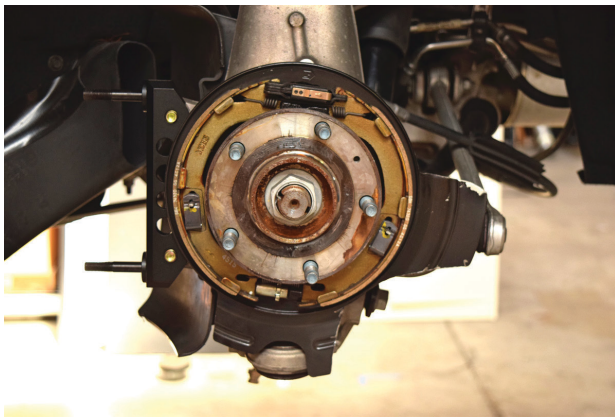
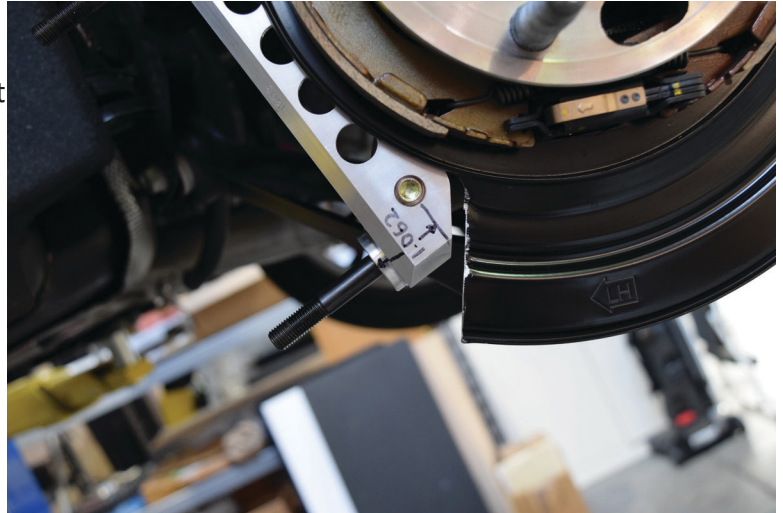


### Step 5 - Remove OE brake disc

- Remove T30 torx screw. Depending on age/rust level, you might want to soak in some penetrating lubricant to prevent stripping.
- Remove OEM disc from hub.
- Using some scotch brite or wire brush, cleaner (WD-40 works well) and rags, clean the hub face and flange to remove any rust and provide a nice clean and flat surface for your new discs to seat.

## Step 6 - Trim backing plate

- At a minimum, the lower side of the parking brake backing plate will need to be trimmed to allow the caliper/bracket to clear (see pics). A set of metal shears or a dremel will make quick work of the necessary trimming. While not necessary for installation, Essex recommends trimming the brake backing plate all the way around to allow the disc maximum airflow and to limit any reflective heat from the factory backing plate (see below). A cutoff wheel makes quick work of it. Be sure to file the sharp edges and maybe a little paint to prevent corrosion of the exposed edges. Note how a small piece is left to protect the ball joints from radiant heat.



Example shown of extra material removal. Most of the outer section of the backing plate removed, with small sections left to protect ball joints from radiant heat. This allows the disc the maximum amount of fresh air to cool itself and prevents radiant heat from the plate reflecting back on to the disc surface. If your car is track only, remove the parking brake mechanism completely....because racecar.

## Step 7 - Install Essex caliper bracket

- The Camaro upright is a cast aluminum piece. You can see in the pictures some material that must be removed in order for the Essex caliper bracket to sit flush against the tab. Essex recommends using a standard hand file and only removing enough material to allow the bracket to sit flush on the upright.



- Use a hand file and remove a small amount of material at a time, test fitting the bracket in between. Once the bracket sits flat against the ears and you can freely thread the bolts through the spindle into the bracket by hand you have removed enough material. When you are done, the mount should look similar to the picture at left.



## Step 7 - Install Essex caliper bracket (cont'd)

- Apply one small drop of red Loctite™ 271 (red) to the threads of the hex head bolts included with our system (#10.02.00011). Please be aware that excessive use of red loctite will make removal extremely difficult.
- Using a 19mm wrench/socket and the supplied washers (#10.02.00010), attach the caliper bracket to upright in the orientation shown (Driver/Left side shown). The left and right caliper brackets are identical for this application. Make sure that the bracket sits flat against the machined face of the spindle and the arrow to disc side is pointing outward.

**Torque to 90 lb.-ft.**



## Step 8 - Install AP Racing J Hook racing brake disc

- Install the AP Racing Heavy Duty J Hook 2-piece disc over the wheel studs. To ensure proper airflow and cooling, make sure the discs are on the proper side of the car per the pics below. The J Hook slot pattern and internal vane design can both be used as reference points.

*Ex: Driver side/left hand brake disc:*

*Ex: Passenger side/right hand brake disc:*

**Driver Side Disc**



**Passenger Side Disc**

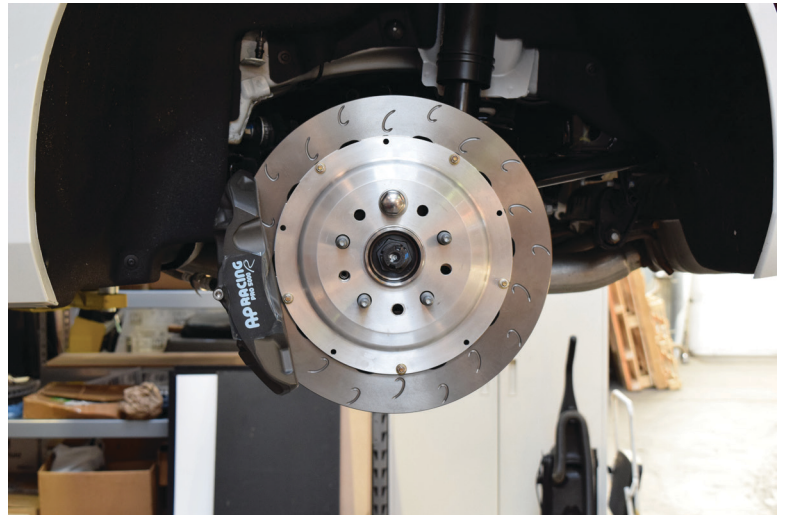


## Step 9 - Install AP Racing CP9450 rear brake caliper

- Verify that you are putting the proper caliper on the correct side of the car. The smallest piston should be the first piston in the direction of forward disc rotation.
- Using a 6mm hex wrench, remove the pad retention bolt from the top of the caliper.
- Slide caliper onto bracket studs making sure it seats flat onto bracket.
- Using a 12mm socket and the supplied washers (#10.02.00016), secure the caliper to the



caliper bracket with the jet nuts (#10.02.00008).  
Torque to 23lb-ft.



## Step 10 - Install Spiegler Stainless brake line

- Install the banjo bolt on the end of the brake line with a copper crush washer on both sides of the line banjo fitting. Hand-thread the bolt into the inlet port on the caliper. Position the line away from suspension and driveline components (usually slightly up and inward). Torque the banjo bolt with a 14mm socket to **18-22 ft.-lbs.**
- Remove the rubber cap from the hard line on the car, and insert the brake line into the bracket. Hand-tighten the hard line fitting into the Spiegler line. Use the 13mm line wrench and 17mm box wrench to tighten the connection. Do not overtighten. Just make sure the connection is snug and leak free. Install retaining clip, small vice grips might be needed to get the clip onto the fitting.
- Make sure the brake line is not touching anything, binding, or rubbing. If necessary, slightly loosen the banjo bolt at the caliper, and adjust the routing of the line until there is no interference and line has enough slack.
- If line seems twisted, use the supplied plastic blocks and a pair of pliers to twist fitting so that the line is not overly twisted. See brake line packaging for instructions.

## Step 11 - Install brake pads (DO NOT SKIP THIS STEP)

- Slide the included AP Racing brake pads into the calipers.
- Make sure the pads sit flush or very slightly above the top edge of the disc and do not over hang by a large amount or sit low on the face.
- If you do not install your pads during this step, you will potentially have big mess on your hands when you attempt to bleed your brakes!
- Using a 6mm hex wrench, reinstall the pad retention bolt removed in Step 7 above. **Torque to 115in-lbs (13.1Nm).**



## Step 12 - Repeat steps 3 thru 12 on the other side of the vehicle



## Step 13 - Bleed the brake system

For use with our system, Essex recommends AP Racing R3 or R4 brake fluid. Both are always in stock and available through Essex and our distributors. We recommend purchasing three bottles (standard 500ml size) of your preferred fluid to complete the installation.

The goal of bleeding the brakes is to remove all of the old fluid from the system, replacing it with your new fluid. With a single brake fluid reservoir (which your car has), fluid in the front and the rear of the car will mix. You therefore need to bleed all four corners of the car. The caliper bleeding sequence is to start with the corner of the car furthest from the master cylinder (mc), and work your way closer to the mc: Passenger rear, driver rear, passenger front, driver front. The proper bleeding sequence is the lower bleed screw, followed by the upper bleed screw. Use a 7/16"/11mm box end wrench on the caliper bleed screws, and an appropriate bleeder bottle (available through Essex).

When loosening and tightening the bleed screws during this process, just snug them and do not over-tighten.

The final torque value on your last tightening of the **bleed screw should be 150 lb-in.**

- Make sure brake pads are secured in all calipers.
- Open the top of your brake fluid reservoir, and make sure it is mostly full. At no point during the bleeding process should you allow the level of brake fluid to go below the minimum level marking.
- Have some rags and brake cleaner handy, and place a drip pan or cardboard below the caliper you are bleeding
- Position your box end wrench over the lower bleed screw on the passenger rear caliper, followed by the hose from your bleeder bottle.
- With a friend behind the wheel and working the brake pedal, loosen the bleed screw and have your friend pump the brakes to the floor 5 or 6 times to flow some of the old brake fluid out of the system
- You should see some air bubbles flowing through the bleeder hose. Have your friend hold the brake pedal to the floor, and snug the bleed screw back up.
- Check the fluid in your reservoir, and refill to the max line if necessary.
- Tell your friend, "pressure." S/he will apply pressure to the brake pedal. Loosen the bleed screw. The pedal will slowly drop to the floor as fluid flows out of the bleed screw. When the pedal hits the floor your friend holds it there, and tells you, "down." Tighten the bleed screw. Repeat this process until no more air bubbles are flowing out of the caliper. On your friend's final press, close the bleed screw when his foot is half way to the floor.
- Check the fluid in your reservoir, and refill to the max line if necessary.
- Repeat this procedure on the upper bleed screw on the passenger rear.
- Repeat the above procedure in the prescribed caliper order, continually checking the fluid level in your reservoir. It will drain quickly, so keep a close eye on it.
- When you are done bleeding, wipe up any brake fluid on the calipers, lines, etc. with brake clean and rags. It will destroy the finish of any painted surface it touches.
- Fill your fluid reservoir to the max line and tighten the cap.
- Have your friend apply pressure to the brake pedal, while you examine the connections at all corners of the car for leaks.
- Due to the internal fluid passages in the Radi-CAL™ calipers, air can sometimes get trapped inside the caliper. We recommend doing a quick re-bleed of the calipers after the initial test drive to be sure all of the air is bled out.

**Please note: After bleeding the system, there can remain a small amount of residual brake fluid inside the bleed screws and/or around the threads. As the calipers heat up, this fluid will force its way out and may look like the calipers are leaking. This is perfectly normal and will go away after a short time. If you experience a spongy/sinking pedal or continue to see fluid leaking after a day or so then re-torque the bleed screws to the proper 150 in/lbs.**

## Step 14 - Install wheels

Check wheel clearance before tightening. At times adhesive wheel weights inside the wheel barrel could potentially come into contact with your calipers.

Torque your wheels to manufacturer's recommendation.

## Step 15 - Safety check

Start car and pump the brakes. Make sure there are no leaks and pedal remains firm under pressure. Drive the car at low speeds in a safe location to ensure proper functioning of the brakes.

## Step 16 - Bedding and preparation

Properly preparing your new brake pads before heavy use is extremely important. Please visit [www.essex-parts.com/learning-center](http://www.essex-parts.com/learning-center) for detailed bedding information in both written and video format.

The goal of bedding-in your brake pads and discs is to mate them together properly and prepare them for heavy use. When prepared properly, or bed-in, your pads will transfer a thin layer of material to the disc face (transfer layer). The pads in your caliper will then actually ride on that thin layer of pad material you've put down on the rotor, rather than rubbing directly on the iron rotor face. A good transfer layer is going to give you superior brake pedal feel, less noise, superior pad wear, and lower the chances of cracking your discs.

### Important Notes- PLEASE READ!

First, make sure you have a safe location to perform a proper bed-in. You need a stretch of asphalt with long straights, good visibility, and no potential obstructions. Make sure you are in a position to safely, legally, and repeatedly hit the necessary speeds to perform the bed-in procedure. A controlled racetrack is the best place to perform this procedure. AP Racing and Essex in no way suggest or condone speeding or breaking the law in your car, nor do we take responsibility for any damage or injury that occurs as a result of using our product or these procedures. You are performing the bed-in procedure at your own risk. For complete details, please read the Disclaimer of Warranty located on the previous page of this document.

### Bed-in Procedure:

**During these procedures, it's critical that you never come to a complete stop with your foot on the brake pedal.** If you have brake ducts on your car, you may want to block them off to allow your brake system to heat up easily.

The procedure outlined below is a generic procedure for most types of mild race pad. Please check your pad manufacturer's recommended bed-in procedure.

1. Accelerate to approximately 60mph and then decelerate down to 5 mph. If your car has ABS, you should try to hold the brakes at a point just before ABS intervention.
2. Once the car slows to 5mph, immediately accelerate back up to about 60mph, and brake again to roughly 5mph.
3. Repeat this series of stopping and accelerating 8 to 10 times. Again, do not come to a complete stop with your foot on the brake pedal.
4. Cool the brake system down by cruising at 45mph+ for 5 to 10 minutes.
5. Visually inspect your discs. They should be a blue/grey color (instead of shiny silver), and have an even layer of pad material across and around the entire rotor face.
6. If the pads don't have a layer of pad material on them, perform another series of stops in the manner outlined above.

For more details, photos, theory discussion, and video instruction on bedding-in brakes, please visit [essexparts.com/learning-center](http://essexparts.com/learning-center)

**Notes:**

**Thank you again for choosing Essex and AP Racing. If you need any assistance, please call customer support at 704-824-6030 Mon-Fri 8am-5pm, or email [support@essexparts.com](mailto:support@essexparts.com)**



