

essex

“Race Parts For Your Car”

Drag Race Competition Brake System Installation Guide: Audi TT-RS/RS-3



13.99.00076

Version 1.2

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

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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. ***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

The 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) :

- (1) Caliper (Essex #; AP#): 19 01 803; CP8250-5S0L
- (1) Disc assembly: 13.04.20098; CP3862-107GA disc with 13.03.01102 hat
- (1) Bracket: 13.03.02076

Hardware:

- (4) 7/16 AN washers (#10 800607)
- (4) 7/16-14x1.5 hex cap screws (#10.02.00066)
- (4) M14x2.0x60mm hex head screws (attaching caliper bracket to upright) (#10.02.00071)
- (4) M14 flat washers (#10.02.00010)
- (1) Tube of Loctite 271 (red)
- (1) Spiegler Stainless Steel Brake lines (#13.02.10500, left and right side lines are identical)
- (4) 3mm Caliper Spacers (for use on RS-3 only): 13.03.05309



Box Two (Right/Passenger):

- (1) Caliper (Essex#;AP#): 13.05.20032; CP9660-2S4L
- (1) Disc assembly: 13.04.10078; CP6084-102GA disc with 13.03.01083 hat
- (1) Bracket: 13.03.02057 with attached studs

Required tools

Torque wrench capable of 10-105 ft-lb (14-142 Nm)

Breaker bar- OEM caliper bolt and wheel removal

Punch - OE caliper pin removal

T30 key/socket - OE disc retaining screw

5mm hex key wrench – Disc retaining bolts

7mm hex key wrench/socket-Caliper guide pins

18mm wrench/socket- OEM caliper bracket bolt removal

17mm socket- Wheel lug nuts

7mm or 8mm wrench/socket- Caliper bridge bolt

3/16" allen key socket/key- Caliper bridge bolt

22mm wrench/socket- Caliper bracket to upright screws

5/8" socket - Caliper to bracket screws.

7/16"/11mm box end wrench- Caliper bleed screw

14mm, 17mm and 11mm line wrench- Brake line at fender attachment and caliper attachment

Hand file

Rags- Brake fluid

Brake fluid cleaning solution

Funnel- Brake fluid

Eye protection

Gloves

2 or 3 500ml bottles of brake fluid- Essex recommends AP Racing R3 or AP R4 racing 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 (part#10 10155).

Installation procedure

Step 1-Wash both brake discs with soap and water

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)

- Apply the parking brake and chock the rear 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 front wheel lug nuts, but do not remove.
- Lift the front 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 front wheel(s).

Step 3-Detach hard line brake connection

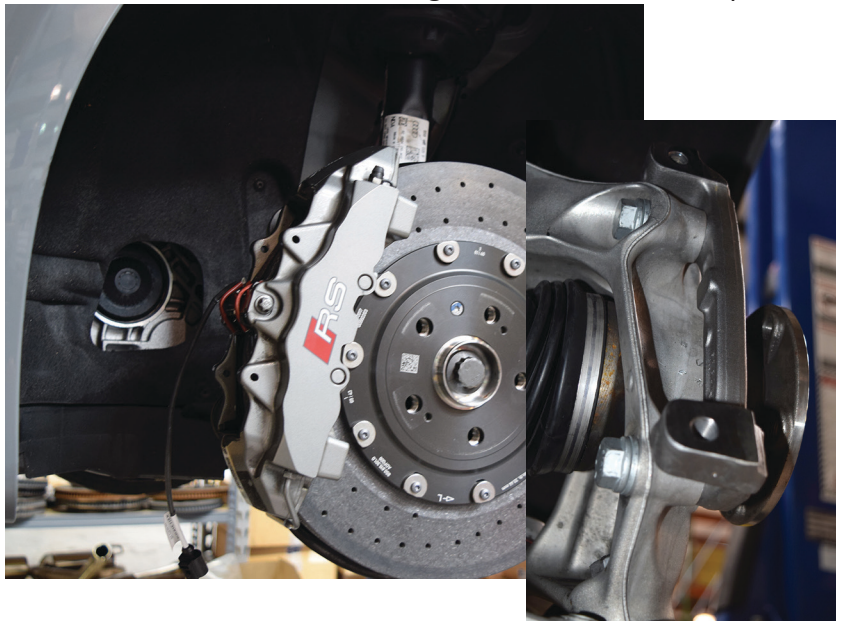
Warning- Brake fluid is corrosive, flammable, and will damage painted and anodized finishes. Clean up all spills immediately.

- 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, disconnect 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.
- Use a small screwdriver or awl to pry off the clip holding the brake line to the bracket
- Plug the end of the OEM brake line to prevent brake fluid spillage with the supplied rubber line cap.



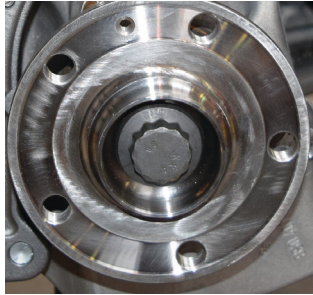
Step 4 - Remove OE caliper and bracket

- Disconnect brake pad wear sensor.
- Pry off the clip holding the brake line to the upright.
- Locate the two pad pins and use a punch and hammer to remove them along with the anti-rattle clips.
- Remove brake pads.
- Using 10mm allen key/socket, remove two caliper bolts on top of the caliper. Remove the caliper and set it aside.
- Locate and remove two bolts holding caliper carrier to the upright with 21mm socket and ratchet



Step 5 - Remove OE brake disc

- Remove disc retaining screw(s) with T30 wrench or socket. Be careful not to strip them. Some penetrating oil and a few taps with a hammer will help
- Remove OEM disc from hub.
- Using a wire brush or scrubbing pad, 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 (recommended) – Remove OE dust shield/backing plate

- Essex recommends removal of the factory backing plate behind the OE disc. This plate significantly reduces the airflow into the disc center. Using a T30 socket, remove the 3 small bolts holding the plate to the upright. Remove plate from spindle.
- If you choose not to remove the backing plate, you may need to modify the plate in order to allow AP Racing caliper to fit.



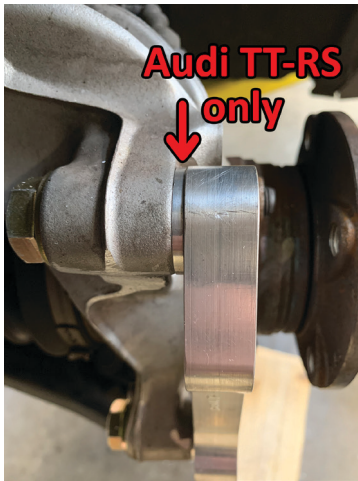
Step 7 - Clearancing suspension upright

- Due to the compact nature of this system, some minor filing of the upright around the upper mounting location is necessary to allow the caliper to bolt to the bracket (see picture)
- Temporarily secure the Essex caliper bracket to the upright using the M14 hex head screws (10.02.00071) and washers (10.02.00010).
- Take the correct CP8250 caliper (bleed screws up) for the side you are working on and loosely secure the lower bolt to the bracket using one 7/16" hex head screw and washer. Remove any casting flash is preventing the lower lug from being secured to the bracket with the hand file.
- Rotate the caliper up as if you are going to secure the other caliper lug to the bracket. Note the area where material will need to be removed.
- Remove the caliper and bracket. File only the necessary material away.
- Repeat above procedure until both caliper lugs can be secured to the bracket with clearance. Once that is achieved, remove the caliper and bracket.

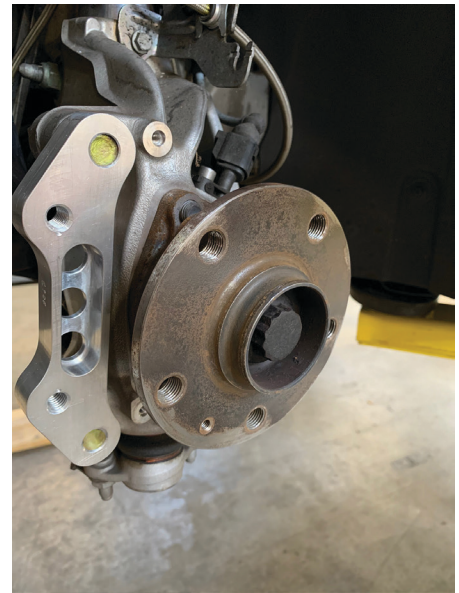


Step 8 - Attach caliper bracket

- Apply one small drop of red Loctite™ 271 (red) to the threads of the hex head bolts included with our system (#10.02.00071). Please be aware that excessive use of red loctite will make removal extremely difficult.
- **RS-3** Using a 22mm wrench/socket and the supplied washers (#10.02.00010), attach the caliper bracket to upright. The left and right caliper brackets are identical for this application and include directions regarding their orientation in relation to the brake disc. Make sure that the bracket sits flat against the machined face of the spindle. **Torque to 105 lb.-ft (142Nm).**
- **TT-RS** Using a 22mm wrench/socket, the supplied washers (#10.02.00010) and the 3mm caliper spacers attach the caliper bracket



to upright (see picture on left). The left and right caliper brackets are identical for this application and include directions regarding their orientation in relation to the brake disc. Make sure that the bracket sits flat against the machined face of the spindle. **Torque to 105 lb.-ft (142Nm).**



Step 9 - Install AP Racing J Hook racing 2-pc brake disc

- Install the AP Racing Heavy Duty J Hook 2-piece disc over the hub. 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. Secure disc to hub with OE retaining screw.

Ex: Driver side/left hand brake disc:

Ex: Passenger side/right hand brake disc:



Step 10 - Install AP Racing CP8250 brake caliper

- Verify that you are putting the proper caliper on the correct side of the car. The smallest pistons will be on the leading side in the standard forward rotation of the disc. There is also an arrow under the caliper that indicates forward disc rotation.
- Using a 3/16" hex wrench and 7mm or 8mm socket, remove the pad retention bolt and tube from the top of the caliper.
- Using a 5/8" socket, install the caliper with the 7/16" hex screws (10.02.00071) and the supplied washers (#10.02.00010), secure the caliper to the caliper bracket. Verify that the disc sits in the center of the caliper pathway. **Torque to 50 lb-ft (68Nm)**



Step 11 - 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. Torque the banjo bolt with a 14mm socket to **18-22 lb-ft (25-30 Nm)**.
- 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 11mm box wrench to tighten the connection. Do not overtighten. Just make sure the connection is snug and leak free. Install retaining clip on both the inboard fitting and the upright bracket.
- Turn the steering wheel lock-to-lock, and 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.
- 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 12 - Install brake pads (DO NOT SKIP THIS STEP)

- Slide the included AP Racing brake pads into the calipers. Make sure the pads sit flush with the top edge of the disc and do not over hang or sit low on the disc face. If you do not install your pads during this step, you will potentially have a big mess on your hands when you attempt to bleed your brakes!
- Using a 3/16 mm hex wrench and 7 or 8mm socket, reinstall the pad retention bolt removed in Step 7 above. **Torque to 11 lb-ft (15Nm)**



Step 13 - Repeat steps 3 thru 12 on the other side of the vehicle

Step 14 - Bleed the brake system

For general use with our system, Essex recommends AP Racing R2 or higher racing fluid. All are always in stock and available through Essex and our distributors. We recommend purchasing two to 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: Typically passenger rear, driver rear, passenger front, driver front. For fixed calipers with two bleed screws, the proper bleeding sequence is the outer bleed screw, followed by the inboard bleed screw and then the outer bleed screw one more time. Use a 7/16"/11mm box end wrench on the caliper bleed screws, and an appropriate bleeder bottle (available through Essex).

When 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 (17Nm)**. An easy rule of thumb is that you should never apply more pressure than you could exert with one finger.

- Make sure brake pads are secured in both 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, absorbant mat or cardboard below the caliper you are bleeding
- Removed the rubber caps and position your 7/16"/11mm box end over the 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 pump the brake pedal slowly 3-4 times and hold down on the last one. 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 the pressure procedure on the inside bleed screw on the passenger rear (if applicable) and then the outside one more time.
- 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.

Please note: After bleeding the system, there will 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 pedal or continue to see fluid leaking after a day or so then re-torque the bleed screws to the proper 150 lb-in (17Nm).

Step 15 - 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 16 - Safety check

Drive the car at low speeds in a safe location to ensure proper functioning of the brakes.

Step 17 - Bedding and preparation

Properly preparing your new brake pads before heavy use is extremely important. Please visit www.essexparts.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 www.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 or email support@essexparts.com

