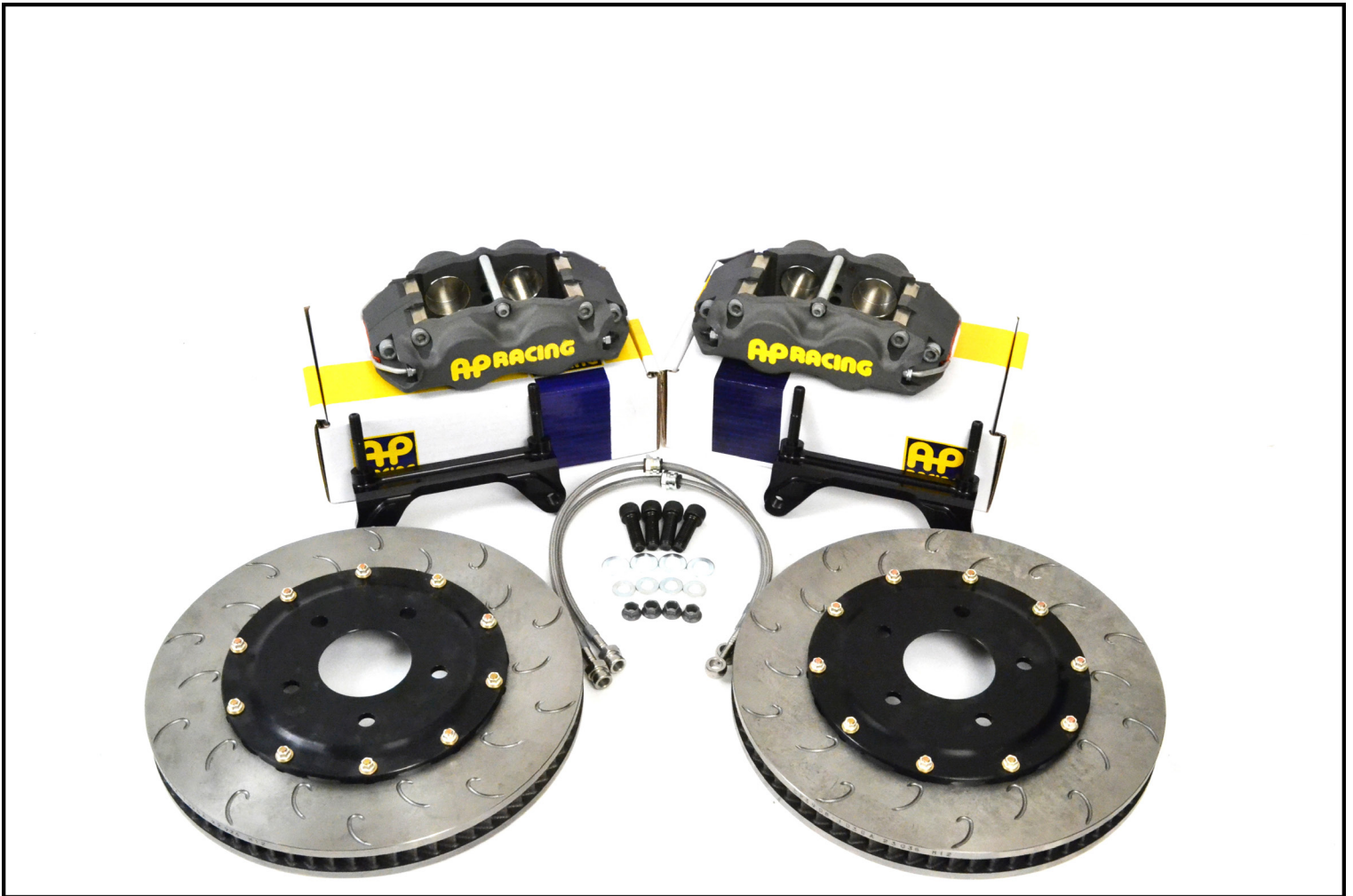


# essex

“Race Parts For Your Car”

## Competition Brake System Installation Guide: 2002-2009 Nissan 350Z



**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.

Essex makes no warranties whatsoever, expressed or implied, oral or written, to purchasers or any users of these products. Essex expressly disclaims any implied warranty of merchantability or warranty of fitness for a particular purpose, including fitness of these systems, parts or equipment for racing or road use. No warranty or representation is made to the product's ability to protect the user from injury or death. The user assumes all risk.

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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 the factory wheels prohibits their use without extended wheel studs and aftermarket wheel spacers. 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

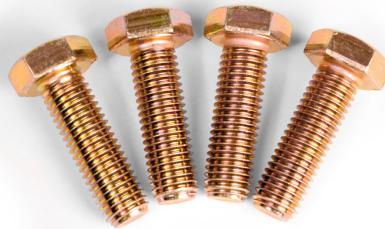
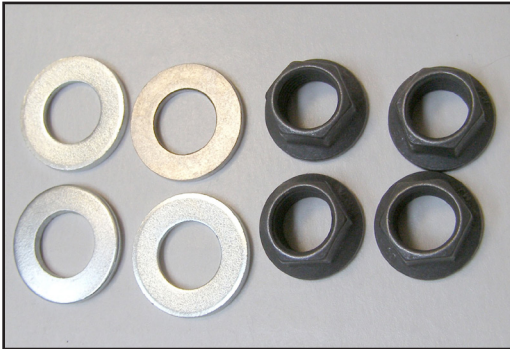
The components of this system are anodized aluminum, and as such are subject to corrosion when introduced to corrosive agents such as brake fluid, road salt, wheel cleaners, certain soaps, etc. Use caution when cleaning and servicing the system components.

# 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)

- Left CP8350 AP Racing four piston caliper (#CP8350-27S4L). Bleed screw at top when installed properly
- Left 13.04.20120 assembly includes AP Racing J Hook brake disc (#CP3870-139GC) with attached anodized aluminum hat; Please note the direction of the J Hook slot pattern for proper orientation.
- Left anodized aluminum caliper mounting bracket assembly with studs (identical to the right hand bracket on this application) (#13.03.02095)
- Four 10mm washers for the above studs (#10 10154)
- Four 10mm k-nuts for the above studs (#10.02.00001)
- Four hex head caliper bracket mounting bolts (attaches caliper bracket to upright) (#10.02.00070)
- Four washers for the above bolts (#10.02.00010)



- One tube of Loctite 271 (red)
- One pair Spiegler Stainless Steel Brake lines (left and right side lines are identical) (#13.02.12800), including rubber caps for sealing off brake hard line

## Box Two (Right/Passenger)

- Right CP8350 AP Racing four piston caliper (#CP8350-26S4L); bleed screw at top when installed properly
- Right 13.04.10120 assembly includes AP Racing J Hook brake disc (#CP3870-138GC), with attached anodized aluminum hat; Please note the direction of the J Hook slot pattern for proper orientation
- Right anodized aluminum caliper mounting bracket assembly with studs (identical to the left hand bracket on this application) (#13.03.02095)

# Required tools

Torque wrenches capable of 150in/lbs to 105 lb.-ft.

Breaker bar- OEM caliper bolt and wheel removal

22mm box wrench or socket-OE caliper bolts, Caliper bracket bolts

10mm, 14mm, 17mm flare and box wrenchs-brake line removal/installation

12mm socket or wrench-brake line bracket nut

19mm socket- Wheel lug nuts

6mm hex key wrench/socket- Caliper bridge bolt

14mm socket-banjo bolt, caliper key nuts (caliper to bracket)

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

Small pliers - brake line clocking, brake line clip removal

Rags/water - Brake fluid

Brake Cleaning solution

Small Funnel- Brake fluid

Eye protection

Gloves

2 or 3 500ml bottles of brake fluid- Essex recommends AP Racing Super 600 or AP PRF

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.

## Installation procedure

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

If you purchased this kit with the discs burnished, skip to step 2. 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.
- Loosen front wheel lug nuts using 17mm socket.
- 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 line connections to catch any spilled fluid.
- Locate the rubber plug/caps from the Spiegler line brake line kit, we will use them to cap the brake line.
- Using your 10mm flare wrench, loosen the factory brake line tube nut at inner fender connection and pull the hard line up from the female fitting. Immediately cap the hardline with one of the plugs.
- Using a 12mm wrench/socket, remove the nut holding the 90° junction block to the strut and upright.
- Use needle nose pliers to remove the retaining clip at the hardline connection.



## Step 4 - Remove OE caliper and disc

- Using a 22mm wrench/socket, remove the two caliper bolts attaching the caliper to the spindle.
- Lift caliper off the disc.
- OE Disc can now be removed from the hub.
- Using a wire brush, cleaner (WD-40 works well) and rags, clean the hub face and flange to remove any corrosion and provide a nice clean and flat surface for your new discs to seat.



## Step 6 (recommended) – Trim OE dust shield/backing plate

- Essex recommends trimming of the factory backing plate behind the OE disc (and it may be required depending on the model). It is advisable to leave the plate in areas shielding any ball joints. For the brake system, this plate significantly reduces the airflow into the disc center. Do not remove the shield completely from behind the hub as doing so will alter the offsets between the disc and caliper possibly causing interference. However, you can cut the thin sheet metal using a variety of methods including metal shears or rotary style tools. Use eye protection and proceed with caution.

## Step 7 - Install Essex caliper bracket

- Remove the nuts and washers from the bracket studs and set aside
- Apply one small dab of red Loctite™ 271 (red) to the threads of the hex head bolts included with our system (#10.02.00070).
- Using a 22mm wrench and the supplied washers (#10.02.00010), attach the caliper bracket to upright. Please note the direction etched onto the bracket.
- The left and right caliper brackets are identical for this application. **Torque to 55 lb-ft.**



## Step 6 - Install AP Racing J Hook racing brake disc assembly

- 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 CP8350 brake caliper

- Verify that you are putting the proper caliper on the correct side of the car. There is an arrow next to the part number etched into the caliper showing forward disc rotation. Also, the bleed screws on your caliper should be pointing up when installed on the car.
- Using a 7mm socket and 5mm hex wrench, remove the pad retention bolt from the caliper.
- Slide caliper onto bracket studs making sure it seats flat onto bracket.
- Using a 12mm socket and the supplied washers (#10 10154), secure the caliper to the caliper bracket with the k-nuts (#10.02.00001). **Torque to 23 lb-ft.**

## Step 8 - Install Spiegler Stainless brake line

- For this application, there are 2 lines per side that are connected with a junction block.
- Before fitting to the car, install the male ends of the lines into the junction block as shown in the picture and tighten the connections with a 14mm wrench.
- Install the junction block onto the strut and route the female end of the line to the connection point on the inner fender. Attach the female fitting to the bracket on the inner fender with the OE clip (do not attach fluid connection yet).
- Install the banjo bolt on the end of the brake line with a copper crush washer on both sides of the line banjo fitting. At this point, it might be necessary to clock/twist the banjo fitting so the bolt lines up with the caliper infeed. Refer to Spiegler packaging for instructions on clocking the end fittings. Do not rotate fitting in more than one direction or more than 180°.
- Hand-thread the banjo bolt into the inlet port on the caliper and tighten to the caliper enough to prevent a leak.
- 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 10mm line wrench and 17mm box wrench to tighten the connection. Do not over-tighten. Just make sure the connection is snug and leak free.
- 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.
- Torque the banjo bolt with a 14mm socket to **18-22 ft.-lbs.**



## 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 with the top of the disc and do not hang over or sit too 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!
- If you purchased the pad rattle clips, place the clip over the pads and
- Reinstall the bridge tube/bolt. Using a 7mm socket and 5mm hex wrench, **torque to 11 lb-ft.**

## Step 12 - Repeat this procedure 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. For fixed calipers with two bleed screws, the proper bleeding sequence is the inboard bleed screw (closest to the engine), followed by the outboard bleed screw (closest to the wheel face). Use a 7/16" 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**. An easy rule of thumb to remember when tightening bleed screws 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 or cardboard below the caliper you are bleeding
- Position your 7/16" box end over the inboard 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 outside 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.

**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 will 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 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

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.essexparts.com/learning-center](http://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](http://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.**



