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"Race Parts For Your Car"

Competition Brake System Installation Guide: Front Mitsubishi Lancer Evolution VIII-IX (2003-2006)



WARNING: Essex Competition Brake Systems are for off-road use only. The components used in these systems are not designed for use on public roads.

DISCLAIMER OF WARRANTY

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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 and *should* fit any wheel that works with the OEM Brembo system, including OEM wheels. However, **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 on the previous pages 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 CP3908 AP Racing J Hook brake disc (#CP3908-103GA) with attached anodized aluminum hat; Please note the direction of the J Hook slot pattern for proper orientation.
- Left anodized aluminum caliper mounting bracket (identical to the right hand bracket on this application) (#19 04 900)
- Four socket head caliper mounting bolts (attaches caliper to bracket) (#10 10153)



- Four washers for the above bolts (#10 10154)
- Four socket head caliper bracket mounting bolts (attaches caliper bracket to upright) (#10 10155)



- Four washers for the above bolts (#10 10156)
- One tube of Loctite 271 (red)
- One pair Spiegler Stainless Steel Brake lines (left and right side lines are identical) (#13.02.00100), 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 CP3908 AP Racing J Hook brake disc (#CP3908-102GA), with attached anodized aluminum hat; Please note the direction of the J Hook slot pattern for proper orientation
- Right anodized aluminum caliper mounting bracket (identical to the left hand bracket on this application) (#19 04 900)

Required Tools & Use

Torque wrench capable of 10-90 lb.-ft.

Breaker bar- OEM caliper bolt and wheel removal

7mm socket- Caliper bridge bolt

14mm socket- Banjo bolt on caliper end of brake line

19mm socket- OEM caliper bolt removal

21mm socket- Wheel lug nuts

5mm hex key wrench/socket- Caliper bridge bolt

8mm hex key wrench/socket- Bolt, caliper to bracket

10mm hex key wrench/socket- Bolt, caliper bracket to upright

7/16" box end wrench- Caliper bleed screw

10mm line wrench- Brake line at hard line attachment

17mm open end wrench- Brake line at hard line attachment

Needle nose pliers- OEM brake line spring clips/retainer

Small hammer- Secure brake line clip on new lines

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 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. 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.
- Loosen front wheel lug nuts using 21mm 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 hard line connection.
- **Before removing the OEM brake line, take careful note (or a picture if necessary) of the routing. The Spiegler line included with our system will be installed in the exact same orientation.**
- Take note of how the factory spring clip holds the brake line in place (which side is up). Using needle nose pliers, remove the OEM spring clip at the hard line attachment point. You will be replacing these clips with the ones that came with your new brake lines.



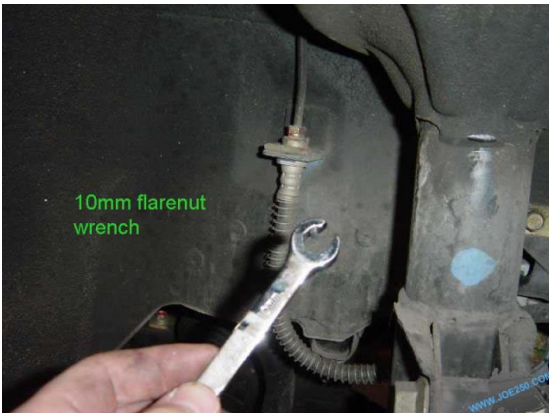
Brake line install pics courtesy of www.joe250.com

Step 3- Detach hard line brake connection (cont'd)

- Remove the second spring clip located on a bracket on the inside of the strut. Again, you will replace these with the ones included in the line kit.



- Using a 10mm line wrench, loosen and remove hard line fitting from the stock brake line (if you use a standard 10mm open end, you will likely strip the fitting). You may need to use a 17mm open end wrench on the lower nut for stability.



- Immediately cover the hard line attachment point with the provided black rubber caps to halt brake fluid loss.
- Wrap/stuff the end of the OEM brake line to prevent brake fluid spillage.

Step 4- Remove OEM caliper

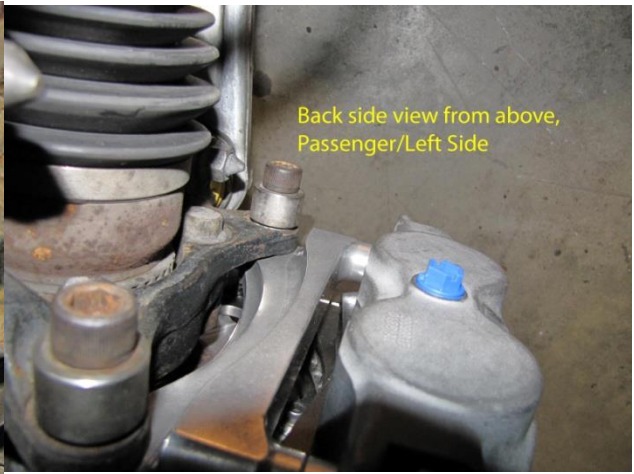
- Using a 19mm socket, loosen and remove the two flange bolts that hold the OEM caliper onto the upright.
 - These bolts may be difficult to remove. You may have to use a breaker bar. Turning the steering wheel towards the side on which you are working will give you better access to these bolts.
- Remove the caliper and set it aside. Pads can remain installed in the OEM caliper during removal.

Step 5- Remove OEM disc

- Once the OEM caliper is removed, you should be able to easily remove the OEM discs.

Step 6- Install Caliper Bracket

- Apply red Loctite™ 271 (red) to the threads of the shorter socket head bolts included with our system (#10 10155).
- Using a 10mm hex key socket **and the supplied washers (#10 10156)**, attach the caliper bracket to upright in the orientation shown (Driver/Left side shown). Keep in mind that the left and right caliper brackets are identical for this application. (Also note that the large spacer shown in the first two pictures below is not included with the kit. The bolts provided in our kit instead have a standard washer as shown the first pic below). Torque to 55 lb.-ft.



Step 7- Install AP 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 on the next page. The J Hook slot pattern and internal vane design can both be used as reference points.

Step 7- Install AP Racing brake disc (cont'd)

Driver/Left J Hook Disc (#CP3908-103GA)



Right/Passenger J Hook Disc (#CP3908-102GA)



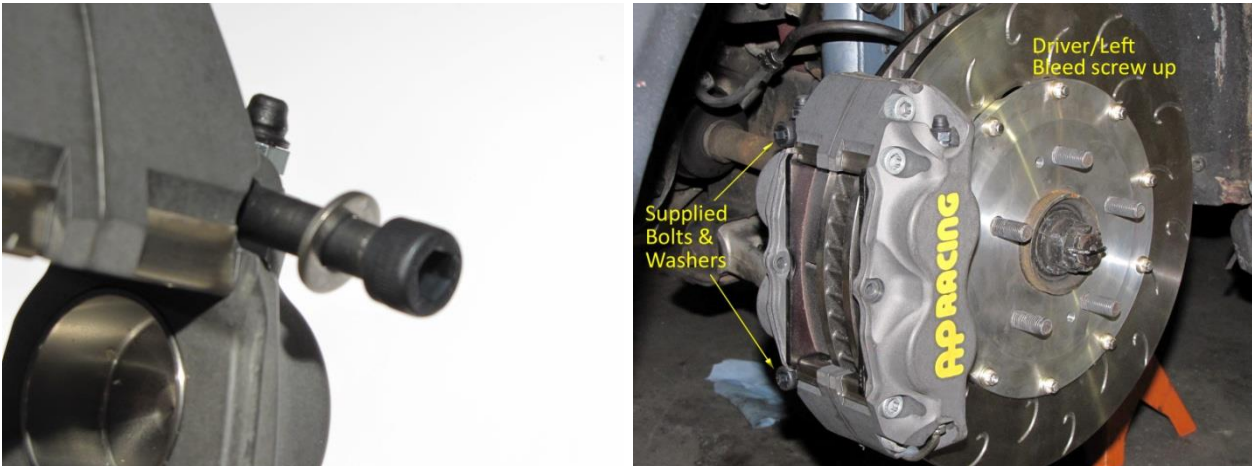
Step 8- Install AP Racing CP8350 Brake Caliper

- Verify that you are putting the proper caliper on the correct side of the car. **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.

Step 8- Install AP Racing CP8350 Brake Caliper (cont'd)



- Apply red Loctite™ 271 (red) to the threads of the longer supplied socket head bolts (#10 10153).
- Using an 8mm hex key socket **and the supplied washers (#10 10154)**, attach the caliper to the caliper bracket using these bolts. **Torque to 23 lb-ft.**



Step 9- Install Spiegler Stainless Steel Brake Lines

- With the banjo bolt end of the line towards the caliper and the steering wheel straight ahead, hook the grommet on the center of the line into the bracket on the upright, and replace the spring clip you removed in step 2 with a new one from your brake line kit.

Step 9- Install Spiegler Stainless Steel Brake Lines (Cont'd)

- 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. While pointing the line toward the bracket on the upright, **torque the banjo bolt with a 14mm socket to 14 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 10mm line wrench and 17mm open-end wrench to tighten the connection. The threads on the hard line will not go all the way down into the Spiegler line, leaving some threads exposed. Do not overtighten. Just make sure the connection is snug.
- 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.
- Replace the factory spring clip at the hard line (removed in Step #2), with a new one from your brake line kit. You may need to tap the clip slightly with a hammer to get it seated properly.

Step 10- Install brake pads (DO NOT SKIP THIS STEP)

- Slide your chosen pad compound into the calipers. They should fit snugly, but you should not have to hammer them in. **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 7mm socket and 5mm hex wrench, reinstall the pad retention bolt removed in Step 7 above. You may need to tap the pad retention bolt slightly to get it seated properly in the caliper. There is very little force acting on this bolt, so there's no need to crank it down. Just snug it up.

Step 11- Repeat the above procedure on the other side of the car.

Step 12- Bleed your brakes

For use with our system, Essex recommends AP Racing Super 600 brake fluid or AP Racing PRF brake fluid. Both are always in stock and available through Essex. 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.

Step 12- Bleed your brakes (cont'd)

- 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 13- 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 14- Safety check

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

Step 15- 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.

Step 15- Bedding and Preparation (cont'd)

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

Thank you again for choosing Essex and AP Racing. If you need any assistance, please call customer support at 704-824-6030.