

essex

“Race Parts For Your Car”

Competition Brake System Installation Guide: 1995-1999 BMW M3 (E36)



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

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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. ***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

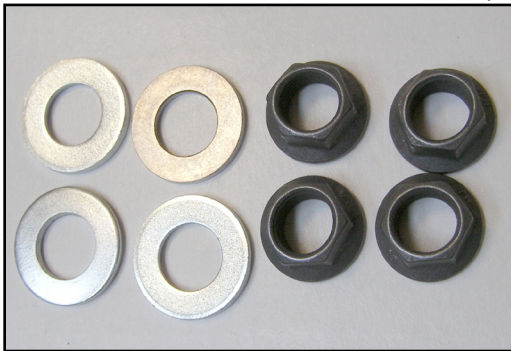
The components of this system are anodized aluminum, and as such are subject to corrosion when introduced to corrosive agents such as brake fluid, road salt, wheel cleaners, certain soaps, etc. Use caution when cleaning and servicing the system components.

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 (#CP8350-25S4L). Bleed screw at top when installed properly
- Left 13.04.20002 assembly includes 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 assembly with studs (identical to the right hand bracket on this application) (#13.04.30003)
- Four 10mm washers for the above studs (#10 10154)
- Four 10mm k-nuts for the above studs (#10.02.00001)
- Four socket head caliper bracket mounting bolts (attaches caliper bracket to upright) (#10 10155)
- Four washers for the above bolts (#10 10156)



- Two disc retaining bolts (#10.01.00006)



- One tube of Loctite 271 (red)
- One pair Spiegler Stainless Steel Brake lines (left and right side lines are identical) (#13.02.03800), including rubber caps for sealing off brake hard line

Box Two (Right/Passenger)

- Right CP8350 AP Racing four piston caliper (#CP8350-24S4L); bleed screw at top when installed properly
- Right 13.04.10002 assembly includes 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 assembly with studs (identical to the left hand bracket on this application) (#13.04.30003)

Required tools

Torque wrench capable of 10-90 lb.-ft.
Breaker bar- OEM caliper bolt and wheel removal
Med-large flat head screwdriver – pad rattle clips
6mm hex key wrench – Disc retaining bolts
7mm hex key wrench/socket-Caliper guide pins
16mm wrench/socket- OEM caliper bracket bolt removal
17mm socket- Wheel lug nuts
5mm hex key wrench/socket- Caliper bridge bolt
12mm socket- Caliper stud nuts
10mm hex key wrench/socket- Bolt, caliper bracket to upright
7/16" box end wrench- Caliper bleed screw
14mm (or 17mm) and 11mm line wrench- Brake line at fender attachment and caliper attachment
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 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 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 14mm and 11mm 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

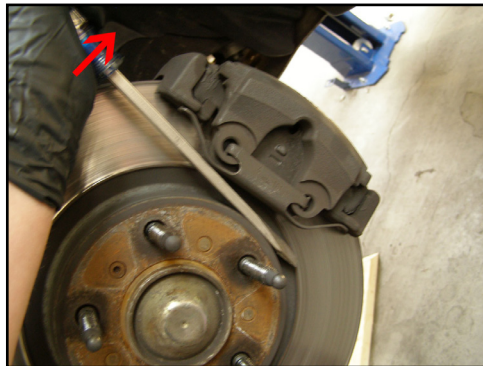


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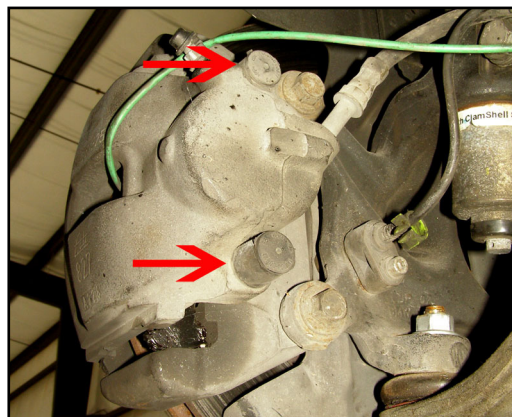
- Wrap/stuff the end of the OEM brake line to prevent brake fluid spillage.

Step 4 - Remove OE caliper

- Remove brake pad anti-rattle clip with med-large flat head screwdriver by prying up and out to release the locking tabs in the caliper. Be careful, spring clip is under pressure and could go flying.



- Remove brake pad wear sensor (if applicable).
- Locate caliper guide pin caps on inside of caliper and pry off with small flat head screwdriver (or fingers)
- Using a 7mm hex wrench or socket, remove the caliper guide pins



Step 4 - Remove OE caliper cont'd

- Use flat head screwdriver to carefully pry caliper off carrier.
- Remove the caliper and set it aside.
- Locate and remove the two caliper carrier bolts attached to spindle and remove carrier.

Step 5 - Remove OE brake disc

- Using 6mm hex key/socket remove disc retaining screws. Tip: Tap wrench into screw lightly with a hammer before attempting to remove. Doing this seats the wrench into the bolt and helps break up any rust that may have formed between the bolt and hub. A penetrating lubricant is also highly recommended
- Remove OEM disc from hub.
- Using a 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 (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. You cannot remove the shield completely w/o removing the hub, 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.
- If you choose not to remove the backing plate, you must bend or remove the ears of the plate near the caliper mounting ears for the AP Racing caliper to fit. You may also need to bend the plate slightly inward near the lower ball joint and tie rod end to clear the disc.

Step 7 - Install Essex caliper bracket

- Apply one small dab of red Loctite™ 271 (red) to the threads of the 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 (Pass/Right side shown). The left and right caliper brackets are identical for this application.
Torque to 55 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:



Step 9 - 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.
- 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 10 - Install Spiegler Stainless brake line

- With the banjo bolt end of the line towards the caliper and the steering wheel straight ahead, slide the grommet into factory bracket on spindle.
- 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 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 11mm line wrench to tighten the connection. Do not overtighten. 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.
- 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. 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.

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 Super 600 brake fluid or AP Racing PRF 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 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.

