

essex

“Race Parts For Your Car”

AP Racing 2-piece Competition Brake Discs Installation Guide



Warning: Essex/AP Racing Competition kits and disc assemblies 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 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.).

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.

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.

Step 2-Lift and secure vehicle, remove wheels (cont'd)

- 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 wheel(s).

Step 3 - Remove OE caliper

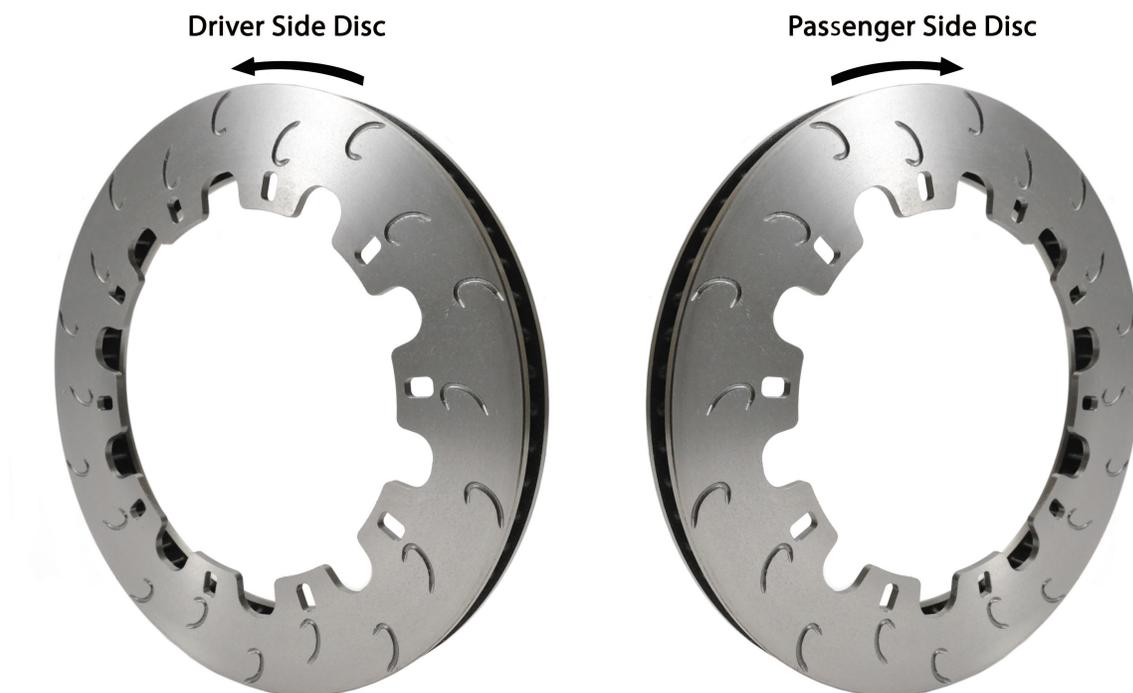
- Remove brake pad wear sensor (if applicable).
- Remove any pad retaining pins and/or pad anti-rattle clips
- Remove pads from caliper
- Locate caliper bolts and remove them.
- Lift caliper off of disc and use bungee cord, wire or other device to hang caliper to the side as to not have any tension on the brake line (never hang caliper by the hydraulic line)

Step 4 - Remove OE brake disc

- Remove OE 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 5 - 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.



Step 6 - Re-Install OE brake caliper

- Slide caliper over disc assembly. Torque bolts to factory specs.

Step 7 - Install brake pads (DO NOT SKIP THIS STEP)

- Slide your brake pads back into the calipers. You may have to push the caliper pistons back into the caliper slightly due to previous pad and disc wear.
- Re-install all pad retaining pins and anti-rattle clips (if necessary).
- Reinstall pad sensors

Step 8 - Repeat steps 3 thru 7 on the other side of the vehicle

Step 9 - Install wheels

- Torque your wheels to manufacturer's recommendation.

Step 10 - Safety check

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

Step 11 - Bedding and preparation

Properly preparing your new brake discs before heavy use is extremely important. Please visit 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 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.