

Z1 300ZX TRACK FRONT BRAKE CALIPERS INSTALLATION MANUAL



This Installation Manual is intended for the following models:

1990-1996

Nissan 300ZX (Z32)

PROLOGUE:

Study these instructions completely before proceeding to assembly. The installer must have a thorough knowledge of automotive systems operation. If unfamiliar with any of the concepts outlined in this instruction, we recommend the installation be completed by a qualified professional.

WARNING!

Extreme caution should be taken when performing maintenance or performance upgrades to your vehicle. Please observe and abide by any Warning or Caution labels placed on the various components and tools used when servicing your vehicle. If you have any questions regarding installation or the various components included with the Z1 Motorsports 300ZX Track Front Brake Calipers, consult with a Professional Mechanic, or contact Z1 Motorsports for more information.

PARTS INCLUDED:

Item	Quantity	Description
1	1	Driver Side Brake Caliper
2	1	Passenger Side Brake Caliper
3	1	Driver Side Brake Bracket
4	1	Passenger Side Brake Bracket
5	4	Brake Pad
6	1	Driver Side Rotor
7	1	Passenger Side Rotor
Brake Line Kit		
8	2	Stainless Steel Brake Line
9	2	Banjo Bolt
10	4	Copper Crush Washer
Brake Bracket Hardware Kit		
11	2	M8 x 1.0 Hex Cap Screw, 90mm
12	2	M8 Washer
13	4	M12 x 1.25 Socket Head Screw, 75mm
14	4	M12 Washer

TOOLS REQUIRED:

- Hydraulic Jack
- (2) 2-Ton (or greater) Jack Stands
- Ratchet
- Ratchet Extension(s)
- Assorted Metric Wrenches
- Assorted Metric Sockets
- Torque Wrench
- Channel Lock Pliers

SAFETY REQUIREMENTS:

- Always wear safety glasses and any necessary protective garments. If using any fluids, chemicals, or solvents, a respirator is recommended.
- Always turn the ignition to the OFF position and disconnect the NEGATIVE battery terminal.
- Always use properly rated jack stands when working under your vehicle.
- Always keep limbs and parts away from moving drivetrain parts.
- Only operate drivetrain in safe space and well-ventilated areas.

BEFORE YOU BEGIN:

Remove contents from the Z1 Motorsports 300ZX Track Front Brake Calipers and verify that ALL necessary hardware is present.

PROCEDURE:

1. Place the transmission in Park position (or in Reverse gear if equipped with a manual transmission). Apply the parking brake.
2. Loosen the lug nuts on the front wheels, but do not remove them yet.
3. Locate proper jacking points on vehicle's chassis (refer to vehicle's Owner Manual). Raise and support vehicle using jack & jack stands.
4. Remove the front lug nuts and wheels.
5. Starting on the Driver side of the vehicle, disconnect the Brake Line from the Caliper. Brake fluid will leak out, so prepare a bucket, rag, or cap to catch leaking fluid. Clean up any spilled Brake Fluid immediately as it will damage painted surfaces. *Figure 1.*

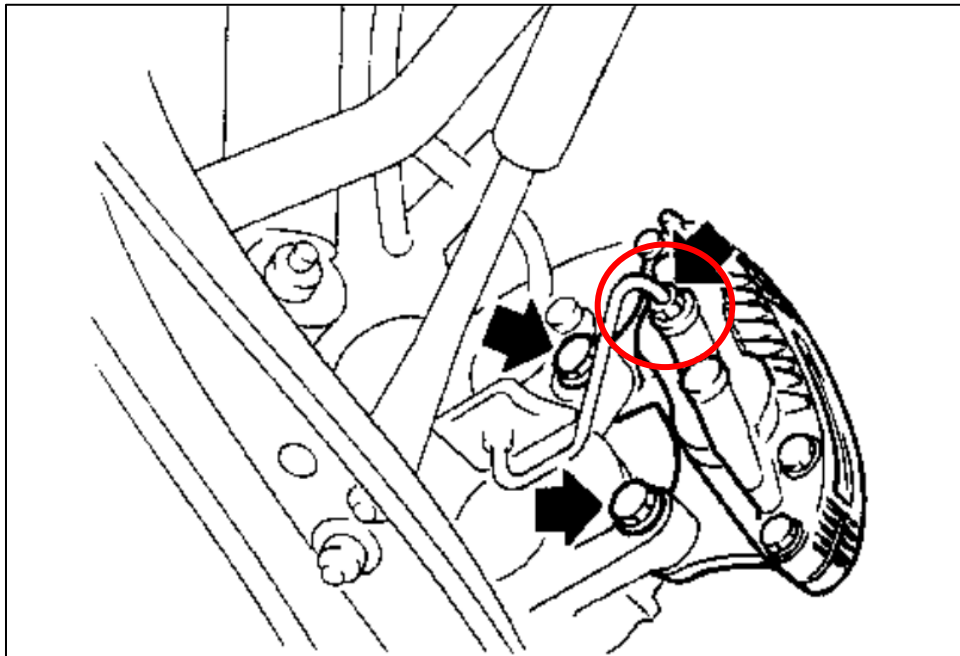


Figure 1

- Remove the (2) two Caliper Mounting Bolts and remove the Caliper from the vehicle. Retain this hardware. *Figure 2.*

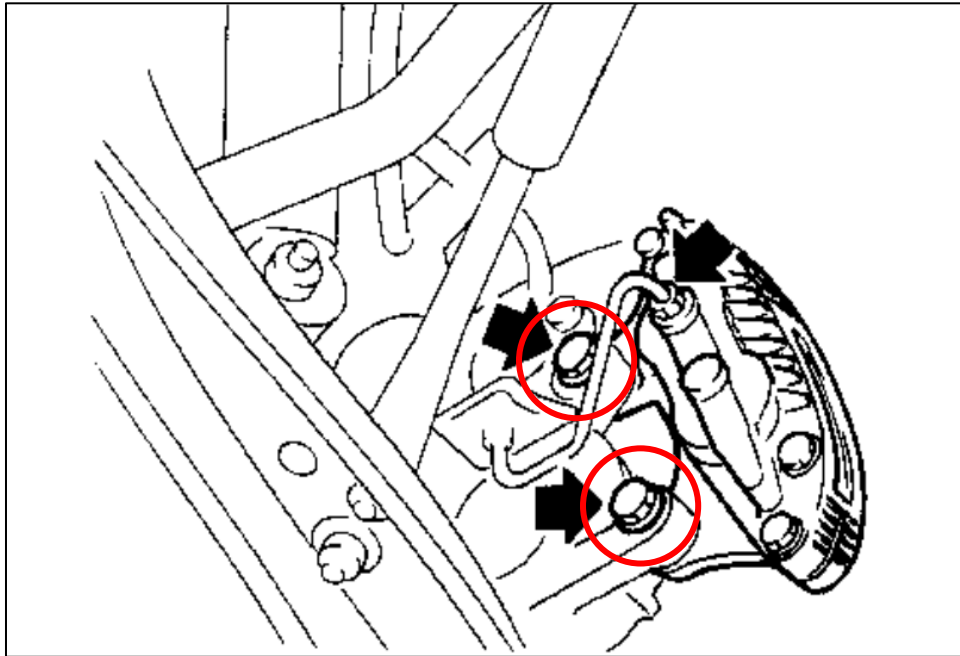


Figure 2

- Remove the Brake Rotor from the vehicle.
- The Dust Shield will need to be trimmed or completely removed to clear the Bracket and the larger Brake Rotor. Using a cut off wheel, Dremel, tin snips, or similar tool, trim the Dust Shield as shown below. *Figure 3.*

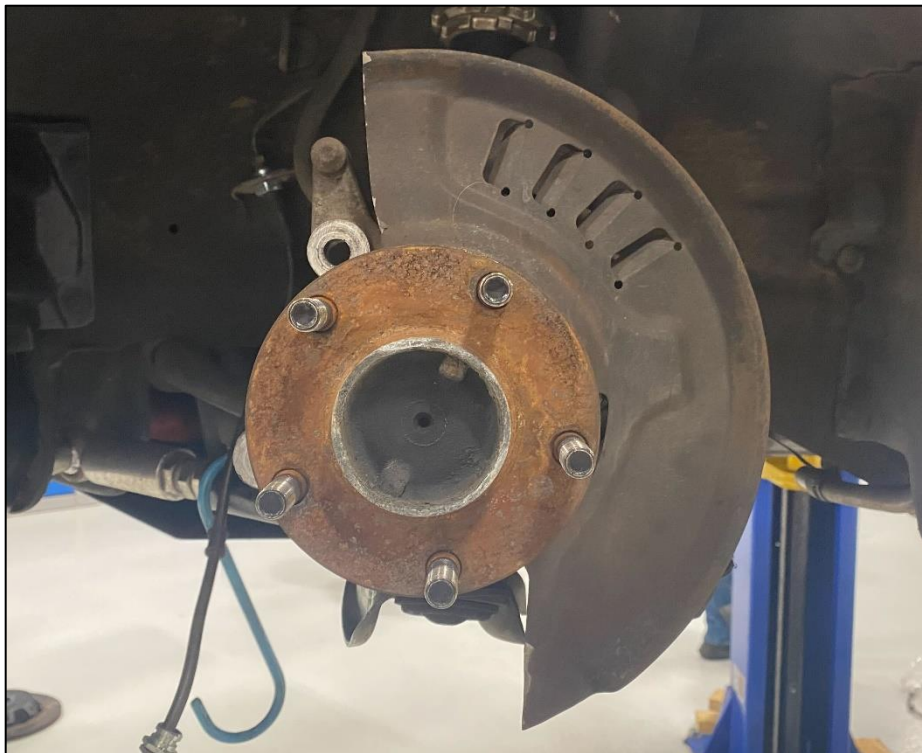


Figure 3

9. Locate (1) one Front Rotor. Install the Rotor on the correct side and secure the rotor with (1) one or (2) two lug nuts to prevent the rotor from falling. *Figure 4.*

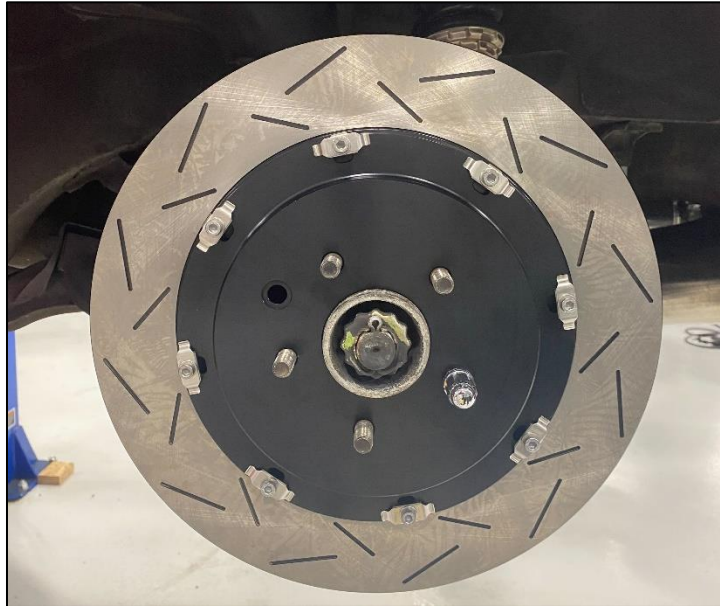


Figure 4

10. Spin the rotor and check the gap between the Rotor and the Dust Shield. Trim or bend the Dust Shield as necessary to prevent contact. *Figure 5.*



Figure 5

11. Locate (1) one Driver Side Caliper Bracket, the Brake Bracket Hardware Kit, and the Driver Side Caliper. The Drive Side Caliper will be marked with Part Number: 22114A. The Passenger Side Caliper is marked with Part Number: 22114B.

Position the Bracket on the Caliper as shown below. Secure the middle of the Caliper/Bracket with the M8 x 1.0 Hex Cap Screw and M8 Washer. Secure the outside of the Caliper Bracket with the (2) two M12 Socket Head Screws and an M12 Washer. Use of thread locker is recommended. *Figure 6.*

Torque the M8 Bolt to **19 ft-lbs**. Torque the M12 Socket Head Screws to **70 ft-lbs**. Final torquing may need to be done with the Caliper bolted to the vehicle.

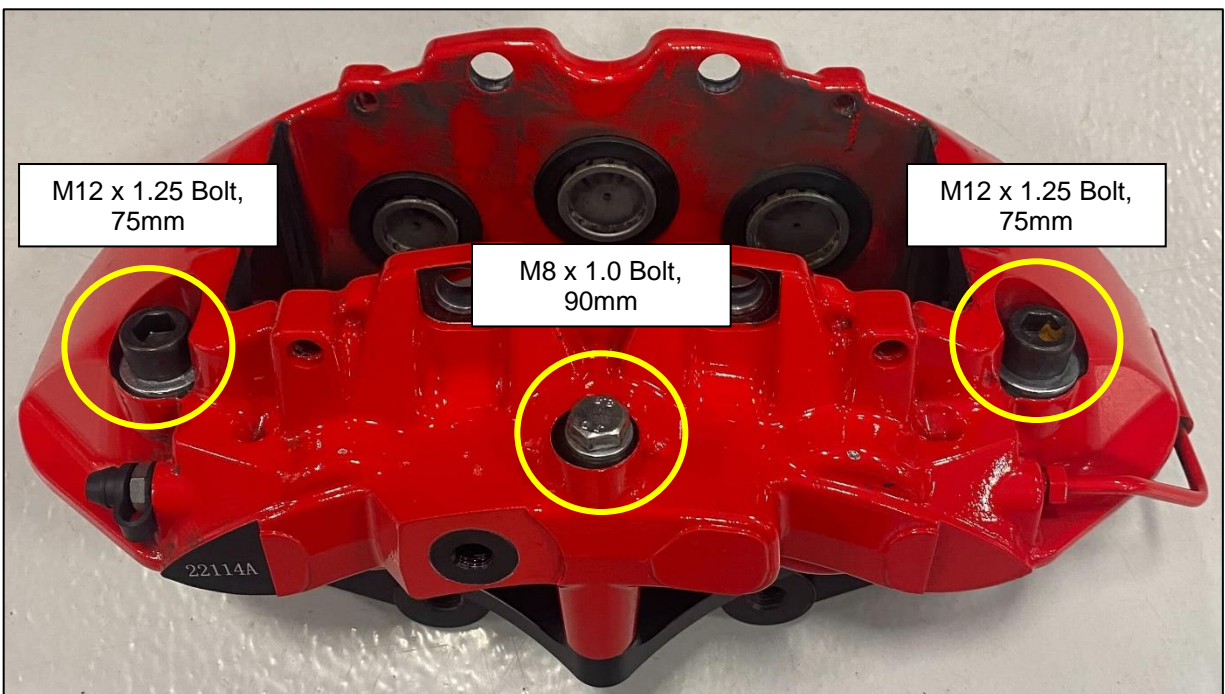


Figure 6

12. Position the Caliper Assembly over the Rotor and Spindle. Secure the Caliper to the Spindle using the OEM Hardware removed in *Step 6*. Torque the bolts to **87 ft-lbs**.

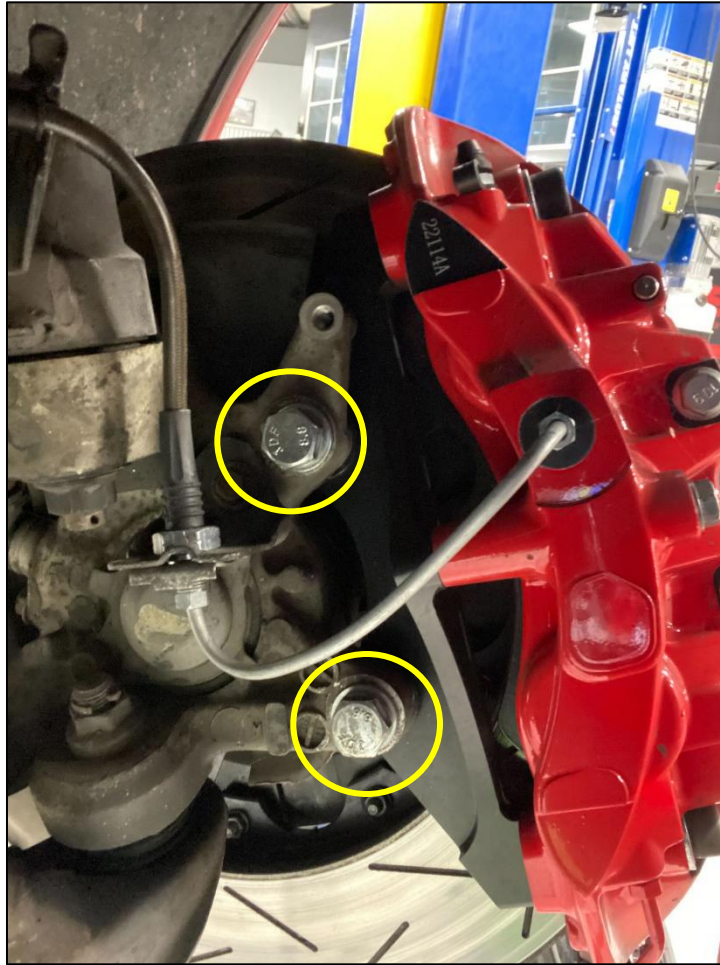


Figure 7

13. Remove the rest of the OEM Brake Line. It will be held on by (4) four retaining clips. Remove the Retaining Clips with Pliers and unbolt the Soft Line from the Hardline on the Frame. More Brake Fluid will most likely leak out. *Figure 8.*

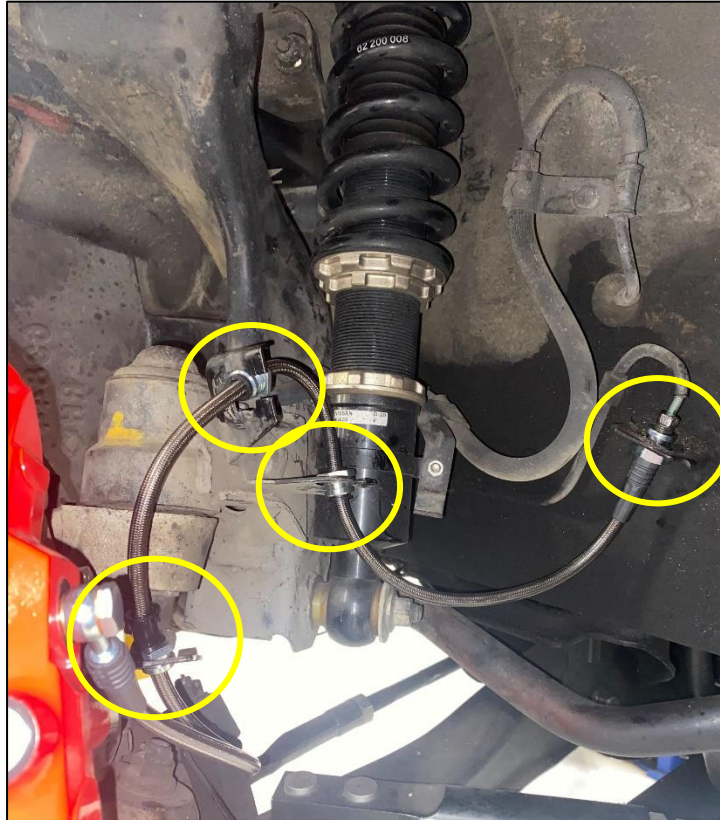


Figure 8

14. Locate the new Brake Line. If you have both Front and Rear Brake Lines, the Front Lines are the longer ones. Install the Open end into the Brake Hard Line on the Chassis and secure it with an OEM Retaining Clip. *Figure 9.*

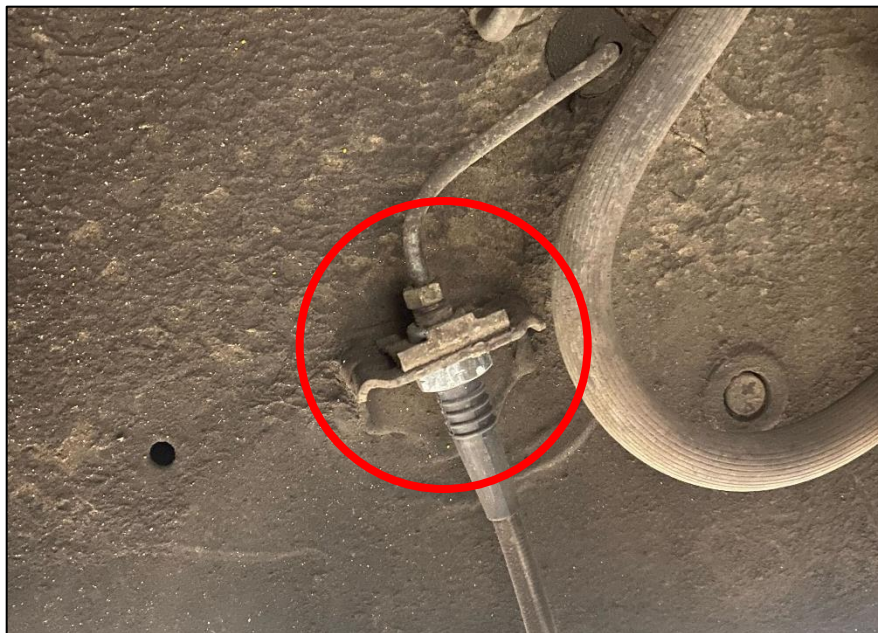


Figure 9

15. Route the rest of the Brake Line through the other (3) three Mounting Points. The Mounts on the Brake Line can be moved to fit the Brackets as necessary. Secure the Line with the OEM Retaining Clips. *Figure 10.*

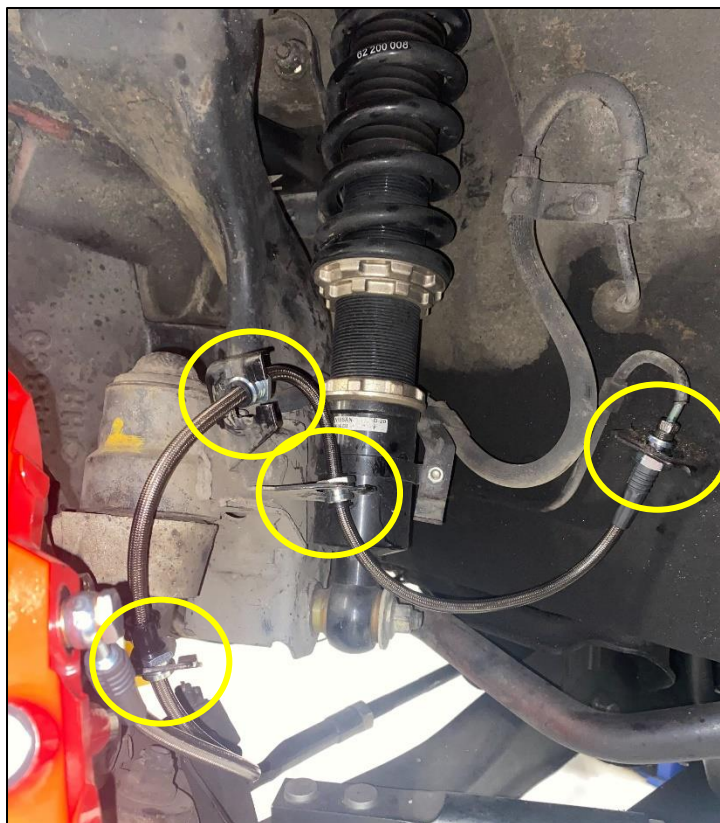


Figure 10

16. Locate (1) one Banjo Bolt and (2) two Copper Crush Washers. Place (1) one Copper Crush Washer on the Banjo Bolt, and then insert the Banjo Bolt through the Banjo fitting on the Brake Line. Place the other Copper Crush Washer on the Banjo Bolt and insert the entire assembly into the back of the Brake Caliper. Torque the bolt to **12 ft-lbs.**

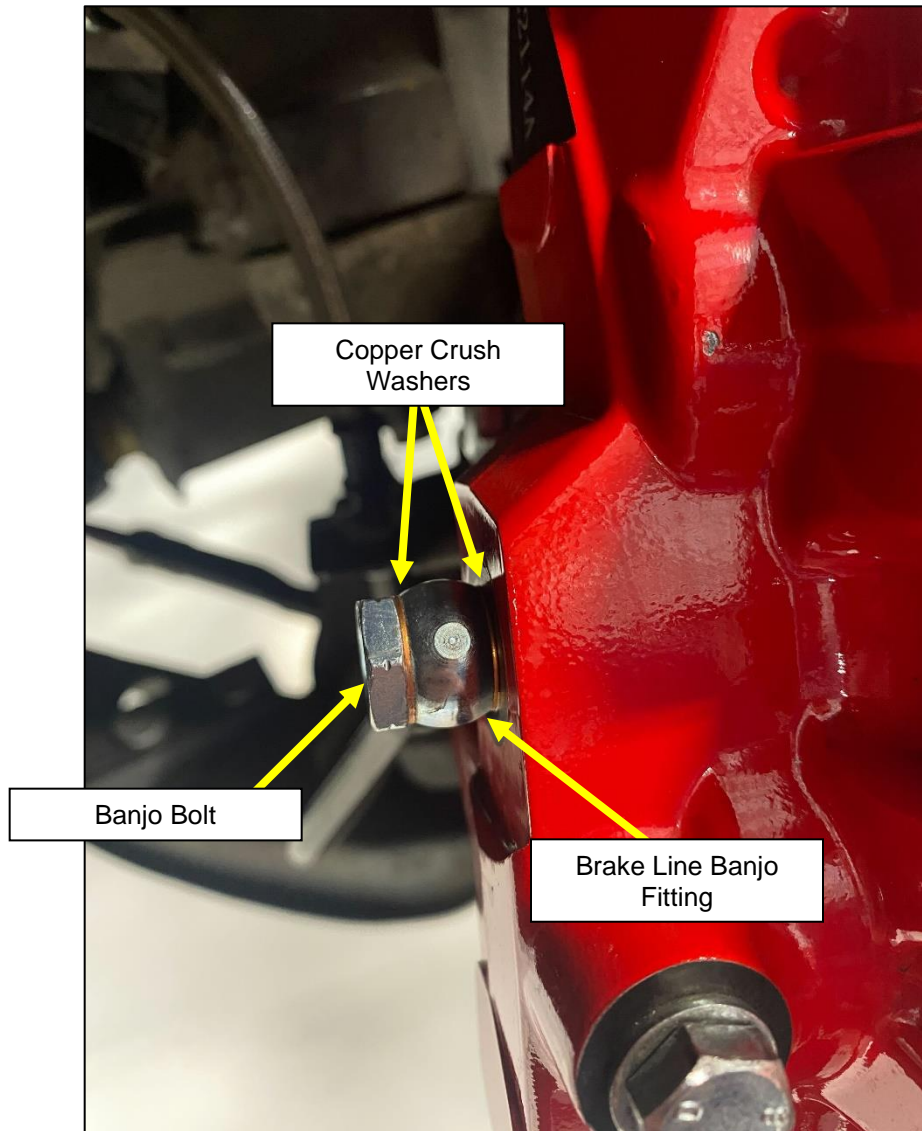


Figure 11

17. Repeat Steps 5-16 for the passenger side of the vehicle.

18. Locate the Brake Pads and the Caliper Hardware. Add a small amount of Brake Grease to the back side of the Brake Pads. Insert (1) one Brake Pad on each side of the Rotor with the pad facing the rotor. *Figure 12.*

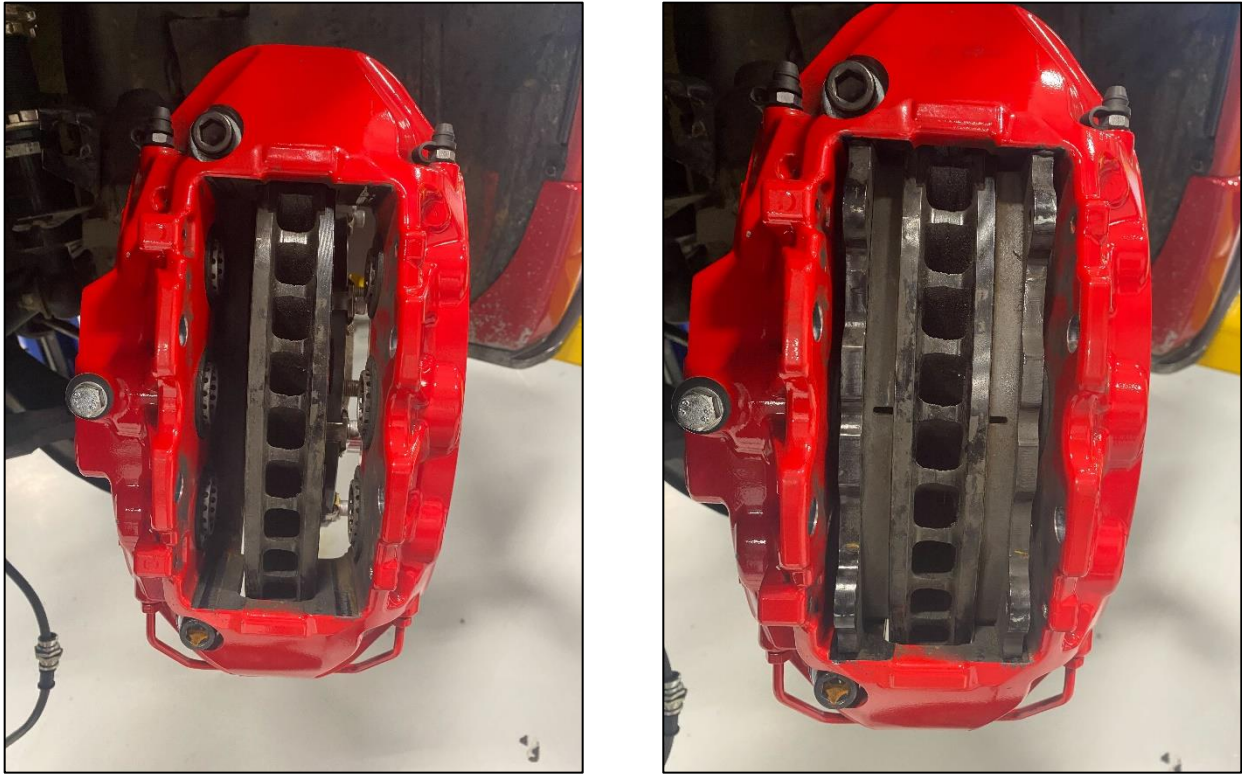


Figure 12

19. Locate (2) two Brake Tie Rods and (2) two Brake Cross Springs. Place the Tie Rods through the outside of the Caliper and clip the Cross Springs to the Tie Rods as shown below. *Figure 13.*

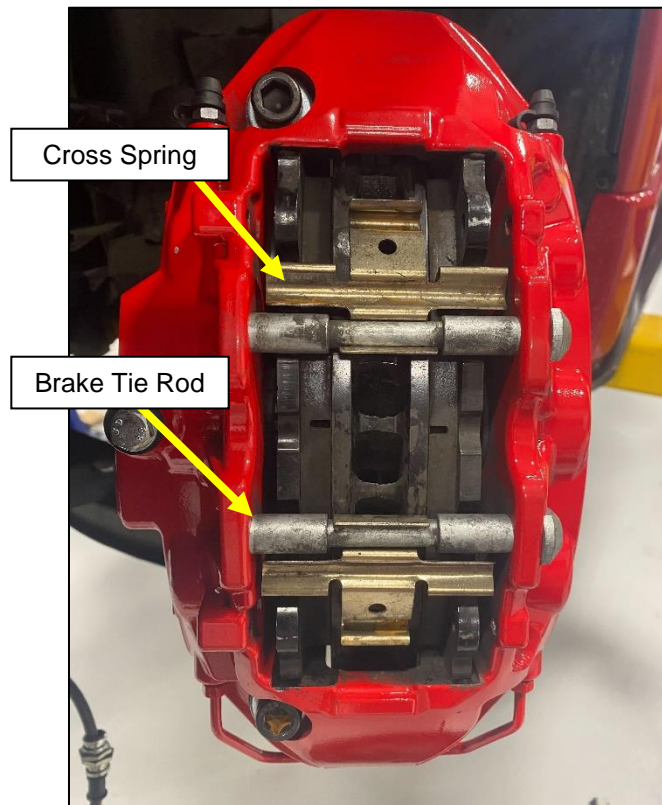


Figure 13

20. Locate (2) two Pad Pins. Insert them through the inboard side of the Caliper, and through the Ears of the Pads, as well as the Channel of the Cross Springs. This may take some adjustment of the pads and Cross Springs. Lightly tap the Pins with a rubber hammer to install them all the way, they should sit flush with the Caliper when properly installed. *Figure 14.*

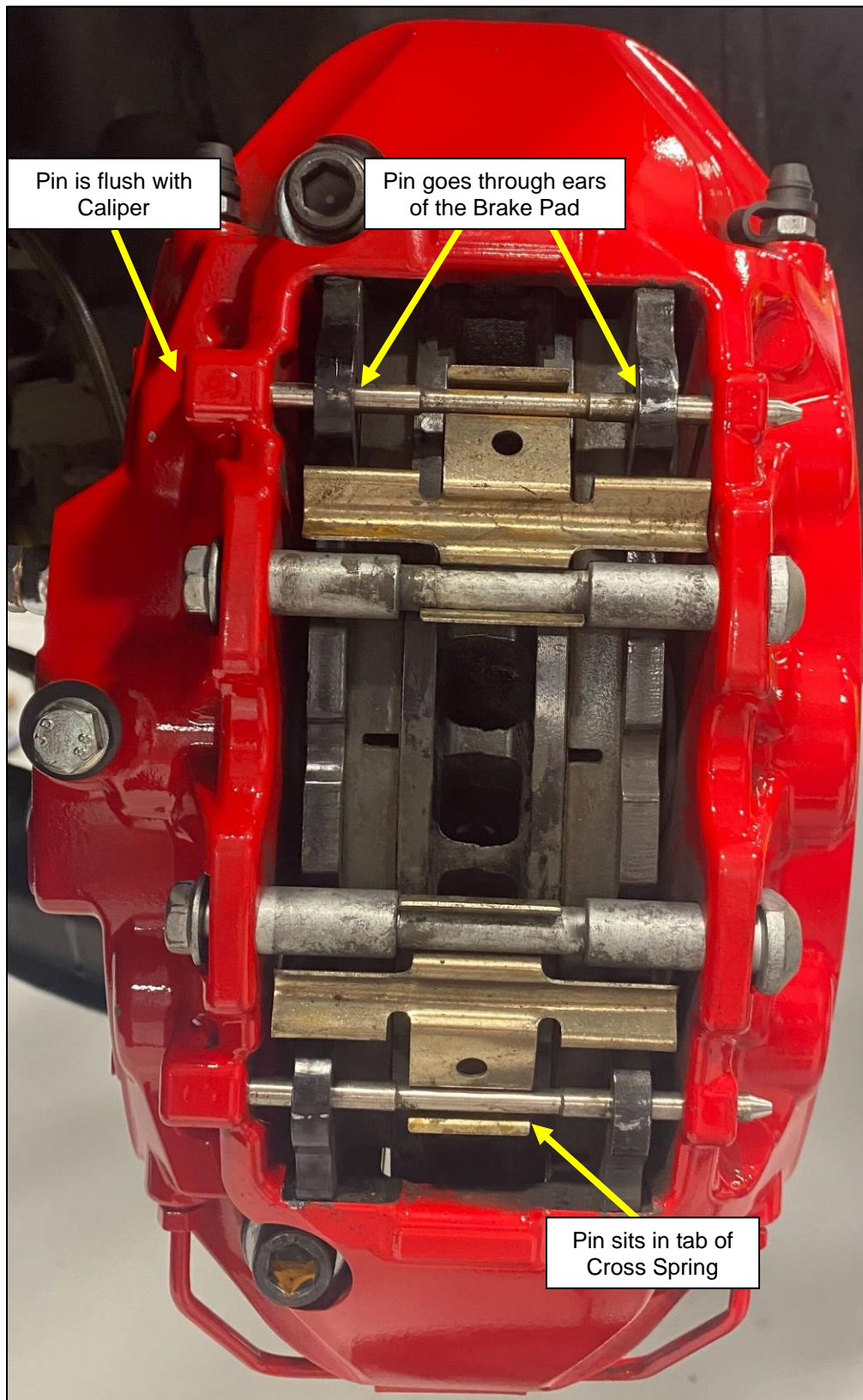


Figure 14

21. Locate the (2) two bolts for the Brake Tie Rods. Insert them on the inside of the Caliper to secure the Tie Rods. Make Sure to align the head of the Tie Rod with the Caliper when tightening. This will lock the Tie Rod in place. Torque the bolts to **22 ft-lbs**. *Figure 15.*

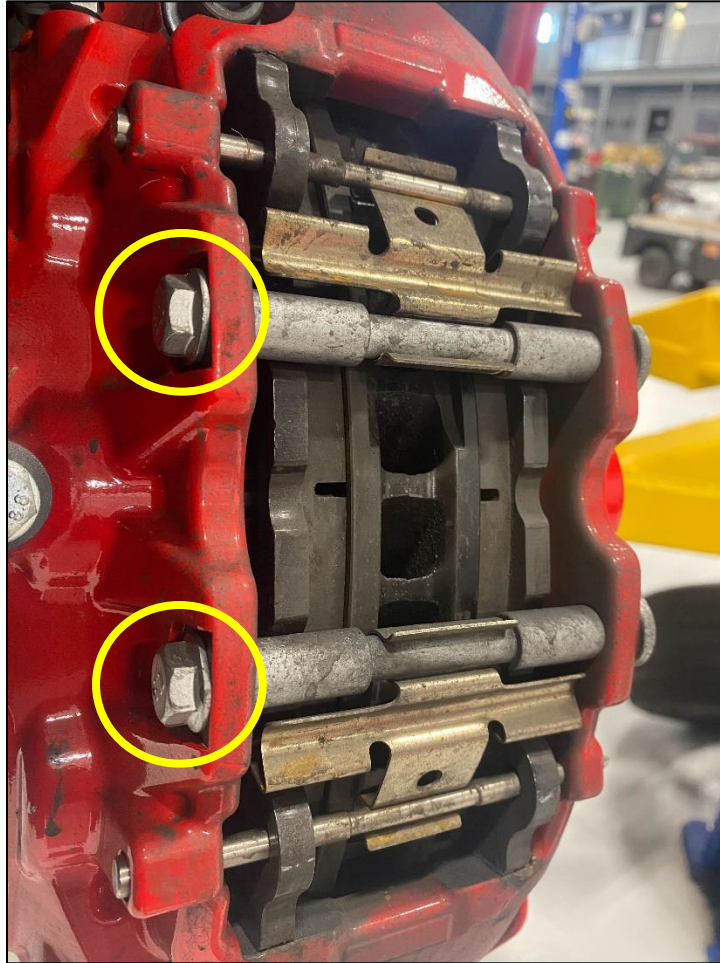


Figure 15

22. Bleed the brakes. If you are also installing rear brakes/brake lines, wait until those are installed to bleed the system. The Track Calipers have (2) two Bleeder Ports. When bleeding the system, bleed the Outboard Port first, then bleed the Inboard Port. *Figure 16.*

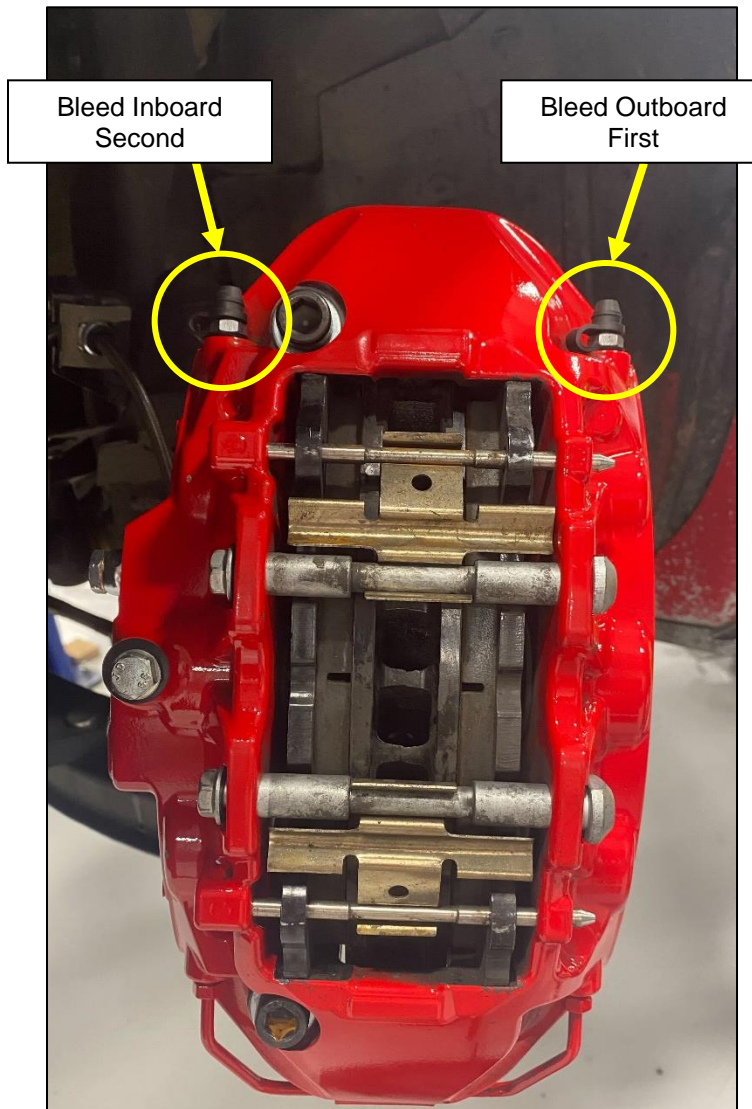


Figure 16

23. Reinstall Wheels. Test brake function before driving.

24. Bed Brake Pads in accordance with Manufacturer's instructions.

END

Additional Technical Support:
Contact Z1 Motorsports at info@z1motorsports.com
Or call 770-838-7777 between 9am and 6pm ET