

# Z1 300ZX REAR TRACK BRAKE KIT INSTALLATION MANUAL



This Installation Manual is intended for the following models:

1990-1996

Nissan 300ZX

## 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 Rear Track Brake Kit, consult with a Professional Mechanic, or contact Z1 Motorsports for more information.

## **PARTS INCLUDED:**

Item	Quantity	Description
1	1	Driver Side Caliper
2	1	Passenger Side Caliper
3	1	Driver Side Rotor
4	1	Passenger Side Rotor
5	1	Brake Pads and Hardware
Brake Bracket Kit		
6	2	Brake Bracket
7	4	M12 Washer
8	4	M12 x 1.25 Socket Head Screw, 75mm
Brake Line Kit		
9	2	Stainless Steel Brake Line
10	2	Banjo Bolt
11	4	Copper Crush Washer

## **TOOLS REQUIRED:**

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

## **SAFETY REQUIREMENTS:**

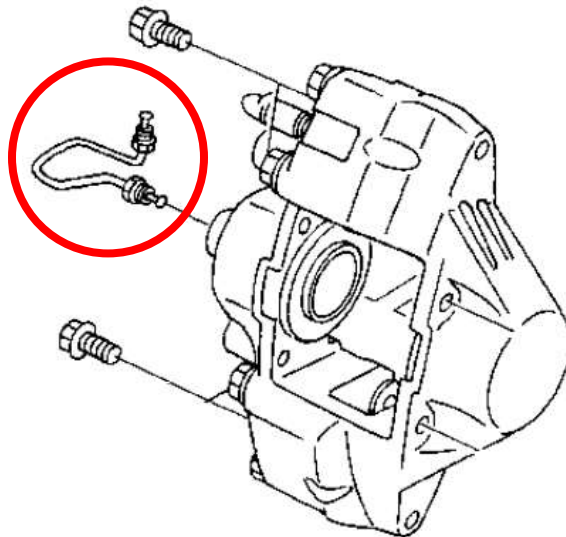
- Always wear safety glasses and any necessary protective garments. If using any fluids, chemicals, or solvents, a respirator is recommended.
- Always turn the ignition to the OFF position and disconnect the NEGATIVE battery terminal.
- Always use properly rated jack stands when working under your vehicle.
- 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 Rear Track Brake Kit and verify that ALL necessary hardware is present.

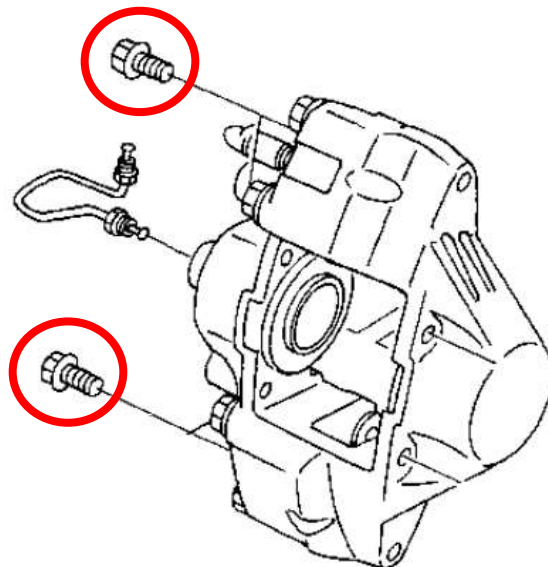
## **PROCEDURE:**

1. Place the transmission in Park position (or in Reverse gear if equipped with a manual transmission). Apply the parking brake.
2. Loosen but do not remove the lug nuts on the rear wheels.
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 rear lug nuts and wheels.
5. Starting on the Driver Side of the vehicle, remove the Rear Brake Line from the Caliper. Brake Fluid will leak out, avoid contact with painted surfaces and catch/clean any spilled fluid immediately. *Figure 1.*



*Figure 1*

6. Unbolt the (2) two bolts that secure the Caliper to the Knuckle. Retain these bolts as they will be reused. *Figure 2.*



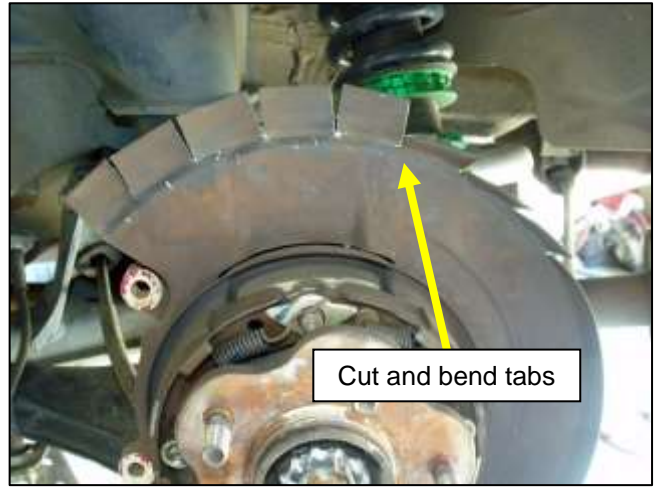
*Figure 2*

7. Remove the Stock Caliper from the vehicle.
8. Remove the Rear Rotor from the vehicle.
9. Remove the Stock Brake Line from the Brake Hard Line. It will be held on with a Retaining Clip, retain this hardware. Clean up any spilled Brake Fluid. *Figure 3.*



*Figure 3*

10. The rear Dust Shield must either be completely removed or trimmed with a Cutoff Wheel/similar tool to clear the new bigger Rotor and Caliper Bracket. Refer to *Figure 4* below as a guide on how to trim the Dust Shield.



*Figure 4*

11. Locate (1) one Brake Caliper Bracket and the (2) two OEM Bolts removed in Step 6. Position the Bracket as shown below and secure it with the OEM Bolts from the Inboard side of the vehicle. Use of thread locker on the bolts is recommended. Torque to **38-ft-lbs**. Figure 5.

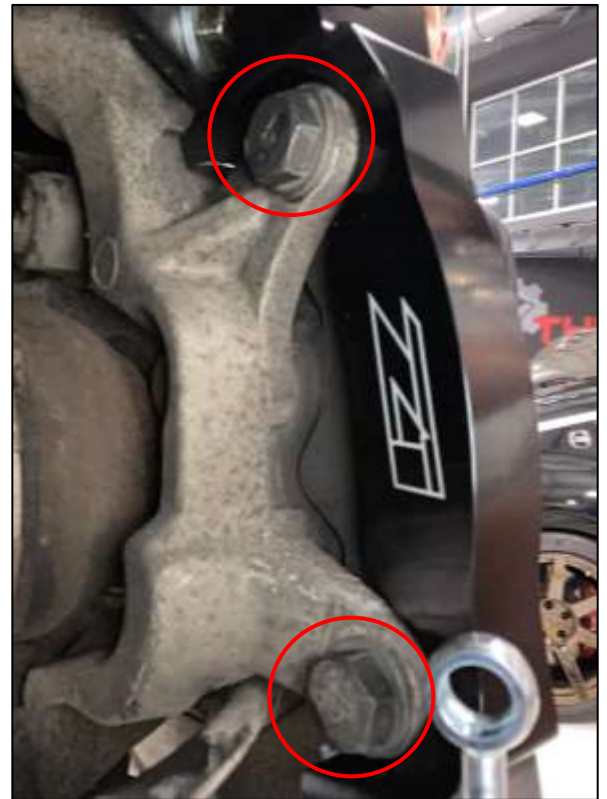
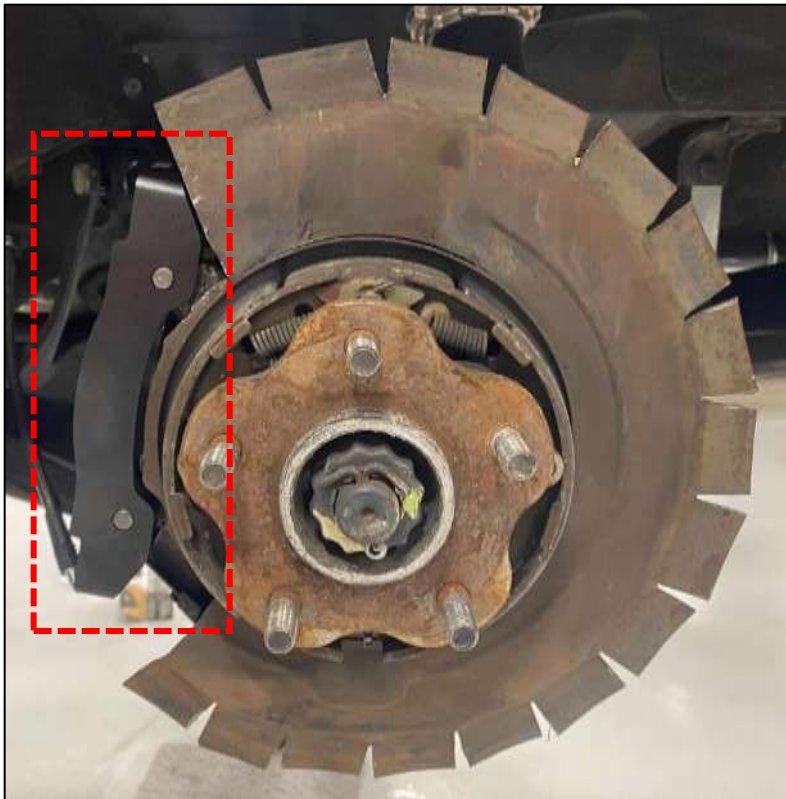


Figure 5

**NOTE:** Depending on the Upper Traction Arm bolt orientation and length. It may need to be flipped around to allow clearance to mount the Caliper Bracket. Figure 6.



Figure 6

12. Locate the Driver Side Rotor. Place the Rotor on the wheel hub and secure with a few lug nuts. We suggest fully tightening the lug nuts to fully seat the rotor, this will be important for the upcoming steps to ensure proper clearance with the Brake Caliper. *Figure 7.*



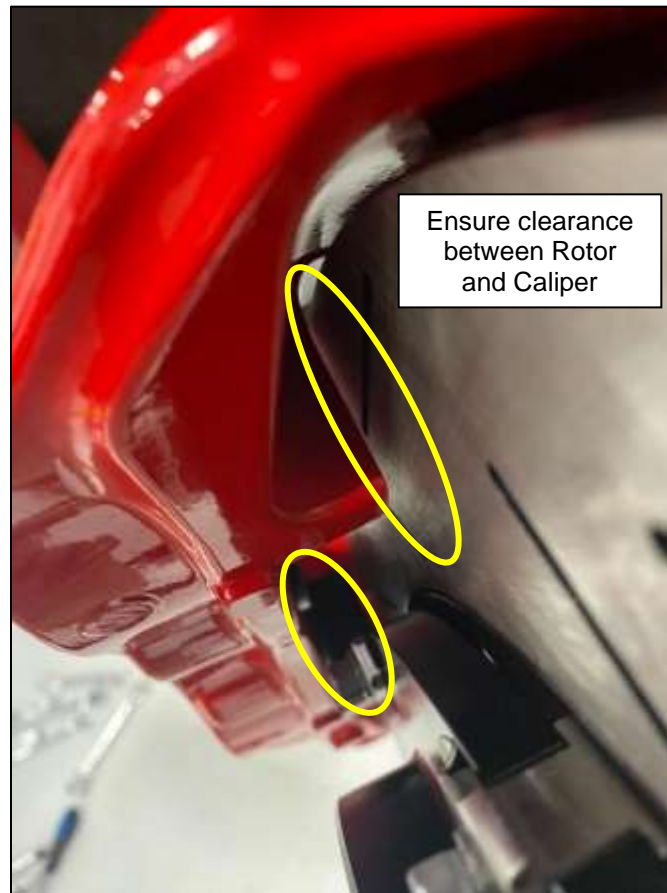
*Figure 7*

13. Locate the Driver Side Caliper, it will be marked with Part Number 22121-A (Passenger Side is 22121-B), (2) two M12 Washers, and (2) two M12 x 1.25 Socket Head Screws. Place a Washer on each Screw and place them through the top holes of the Caliper. Loosely position the Caliper over the Brake Rotor and start the threads of the M12 Screws into the Brake Bracket. *Figure 8.*



*Figure 8*

14. Slowly and evenly tighten the M12 Screws securing the Caliper. As they are tightened adjust the Brake Caliper so it is not touching the Rotor on either side. If you haven't already, use lug nuts to seat the Rotor. Once the Screws are pulled all the way in and the Caliper is properly adjusted, torque the M12 Screws to **58 ft-lbs.** *Figure 9.*



*Figure 9*

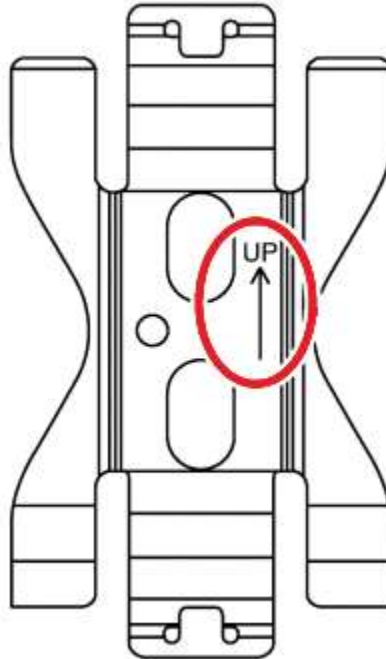
15. Locate (2) two Brake Pads. Install them into the Caliper on each side of the Rotor with the Pad Material facing the Rotor. Use of a Brake Specific Grease on the back of the Pad will help prevent noise. *Figure 10.*



*Figure 10*

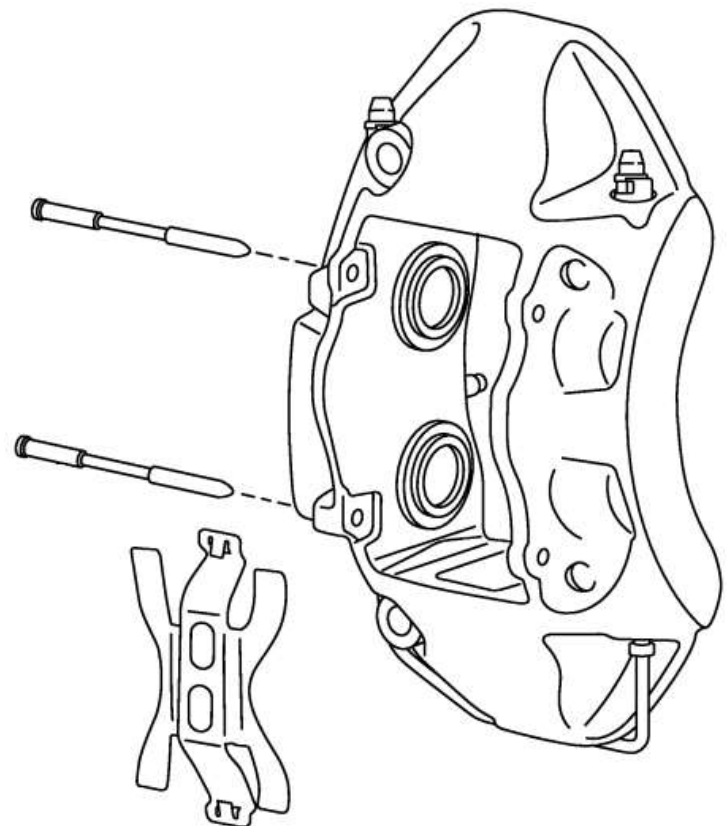


16. Locate the Brake Caliper Hardware. Place the Cross Spring onto the Caliper. There is an Arrow ↑ pointing upwards on the Spring, make sure it is still pointing up when in the Caliper. *Figure 11.*



*Figure 11*

17. Locate (2) two Caliper Pad Pins. Insert them through the inboard side of the Caliper. They will go through the Ears of the Brake Pads, and over the top of the Cross Spring. Tap the pins so they fit flush on the backside of the Caliper. *Figure 12.*



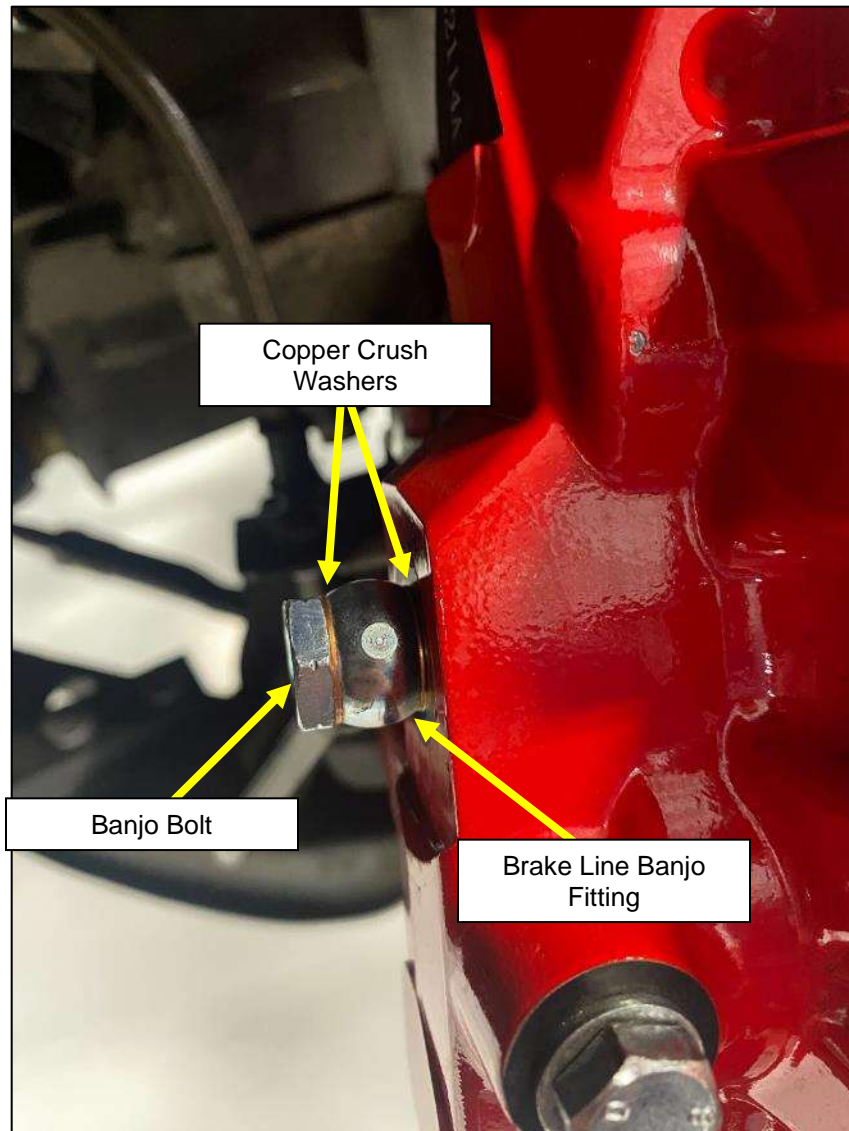
*Figure 12*

18. Locate a Z1 Rear Brake Line. Install the threaded end onto the Brake Hard Line on the Frame and secure with the OEM Retaining Clip. *Figure 13.*



*Figure 13*

19. Locate (1) one Banjo Bolt and (2) two Copper Crush Washers. Place one Crush Washer on the Banjo Bolt, and then place the Banjo Bolt through the Banjo Fitting on the end of the Rear Brake Line. Place the other Copper Crush Washer on the end of the Banjo Bolt and thread the Banjo Bolt into the back of the Rear Brake Caliper. Torque the Banjo Bolt to **12 ft-lbs.** *Figure 14.*

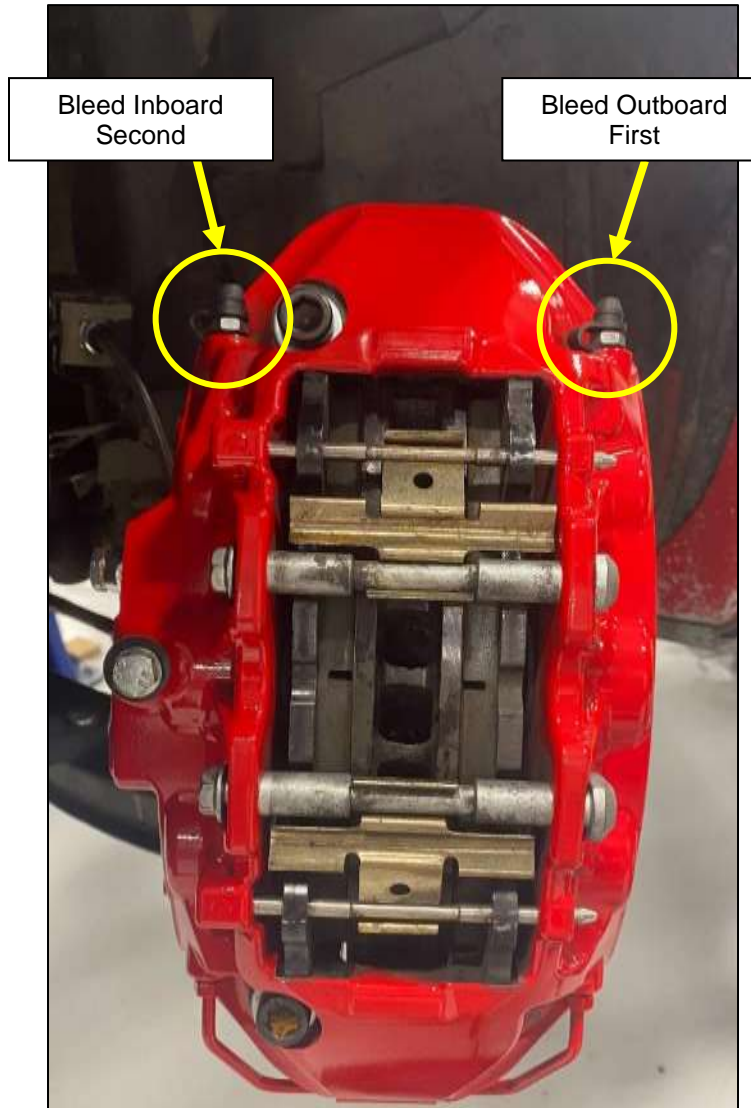


*Figure 14*

20. Repeat Steps 5-19 for the Passenger Side of the vehicle.

21. Bleed the Brakes. If you are installing Front 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 15*.

**NOTE:** The image below is a Front Track Caliper, however the process is still the same.



*Figure 15*

22. Reinstall Wheels. Test brake function before driving.

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

**END**

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