



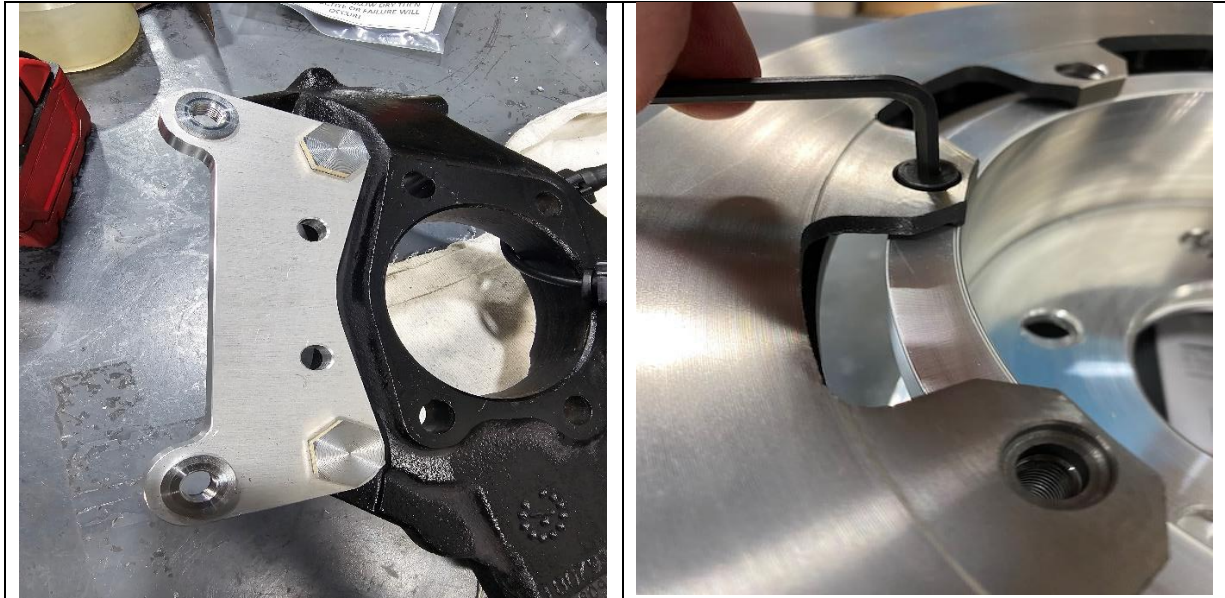
2004-2008 Chevy Colorado/ GMC Canyon Brake Kit Instructions

Preparing the Hat/ Rotor:

1. Clean the (16) 5/16-18 rotor bolts and mating holes in the brake hats with acetone or carb cleaner and blow them dry.
2. Bolt the rotor to the hats using the low head bolts and red loctite. Tighten to 14 ft lbs. (see photo below)
3. Skipping the red Loctite will result in a catastrophic failure.

Attach the Caliper Bracket to the spindle.

1. Using the supplied 9/16-18 x 1 3/4 machined head bolts, lock nuts, washers and bolt the mounting bracket as shown below. Torque to 50 ft lbs.



Install Hat/ Rotor assembly to the Hub

1. Slide the hat and rotor assembly over the hub mounting flange until it is fully seated. Using the included M12 x 35mm Hex Head bolts with washers and lock washers tighten the rotor to the hub. Torque to 45ft lbs (bracket intentionally removed for a better view of the rotor installation)



Attach Caliper to the Bracket.

1. Using the supplied 3/8-24 x 1 1/4 hex head bolts, lock washers and washers, bolt the caliper to the mounting bracket. Use additional washers as need to shim the caliper until it is centered on the rotor. Torque to 30 ft lbs.

Caliper installation and bleeding process.

1. The caliper uses a 1/8 pipe thread not a banjo fitting. You will need to use steel or brass brake line adapter fittings into the caliper (do not use aluminum fittings). We recommend #3an braided stainless hoses.
2. Once the calipers are attached to the cars brake lines you will need to bleed out all the air.
3. Install the brake pads into the calipers making sure the backing plates are against the pistons and friction material is facing the rotors. Install the pad bolt with ny-lock nut, tighten the pad bolt so you can barely spin it with your fingers, do not over tighten.

Final steps.

1. Install the wheels and make sure there is not interference between the brakes and the wheel. Torque the lug nuts to the wheel manufacturers specifications.
2. Push the brake pedal a few times until a nice firm pedal is felt. Hold pressure while an assistant checks for any leaks.
3. Bed in the brake pads thoroughly before normal operation. Drive the car up to 15 miles per hour then apply the brakes until you are almost at a complete stop, repeat this 5-7 times and then park the car and let the brakes completely cool down.
4. Repeat step 3 with the exception of drive 30 mph per stopping cycle and then again park the car and let the brakes completely cool down.
5. Check all fasteners and for any leaks. If everything is tight and dry, your brakes are ready for normal use.
6. If you have a hard brake pedal you may need to correct your pedal ratio for the size master cylinder you are using. If you have a mushy pedal, repeat the bleeding process.
7. If your brakes are dragging, check the system for residual pressure valves which are common on drum brake cars but will not work properly with disc brakes.

Kit includes:

2) Billet Aluminum 4 Piston Calipers	2) Brake Hats (internally profiled)
12) M12x35mm hex head bolts	16) 5/16-18 x 3/4 low heads
12) M12 flat washers	2) 11 3/4 diameter rotors
12) M12 split ring lock washers	1) Set of High-Performance Brake Pads
4) 3/8-24 x 1 1/4 hex head with shims and split ring	
4) 9/16 x 1 3/4 Hex Head Bolts (Heads turned down to .150 thick)	4) 9/16 nylock nuts
4) 9/16 Flat washers	2) Caliper Mounting Brackets

