



REAR STREET/DRAG SYSTEM

2008-2009 G8

For any questions, please contact us at: 727-347-9915 Monday-Thursday 8am EST – 7pm and Friday's 8 am-4pm EST.

**Installation of this kit should only be performed by persons experienced in the installation and proper operation of disc brake systems.*

Step 1; Disassembly of parts:

*Raise the rear wheels off the ground and support the rear suspension according to the vehicle manufacturer's instructions.

*Remove the rear wheels, calipers, rotors, and dust shields.

Step 2; Modifications to the Rear Knuckle:

*The 2 caliper mounting holes will need to be opened up to ½ diameter using a drill bit or reamer.

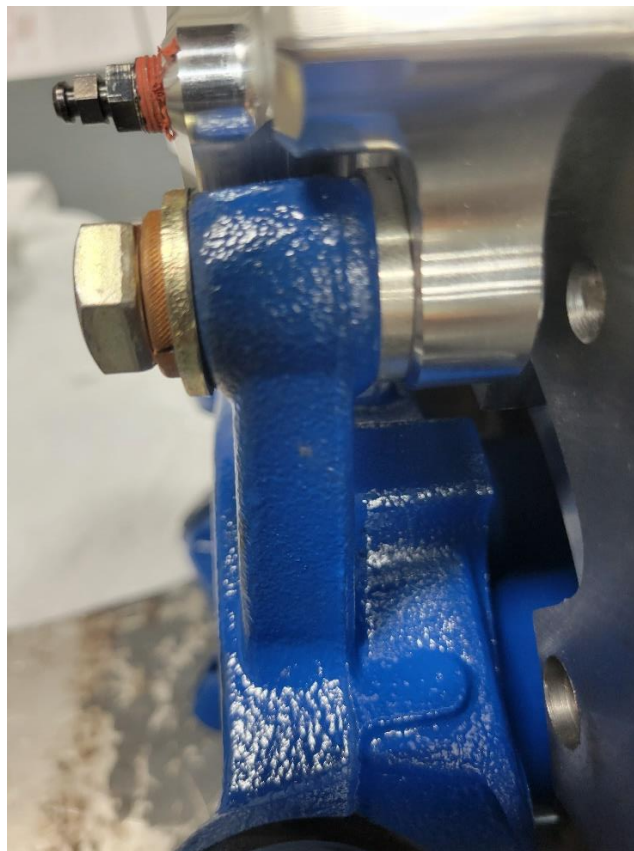
Step 3; Preassembly of parts:

*Bolt rotors to hats using the 5/16 -18 $\frac{3}{4}$ low head screws. Make sure to clean bolts and tapped holes with acetone then dry with compressed air. You MUST use red Loctite to secure these bolts. The rotor should be mounted with the low head bolts recessed into the countersunk tabs of the rotor.

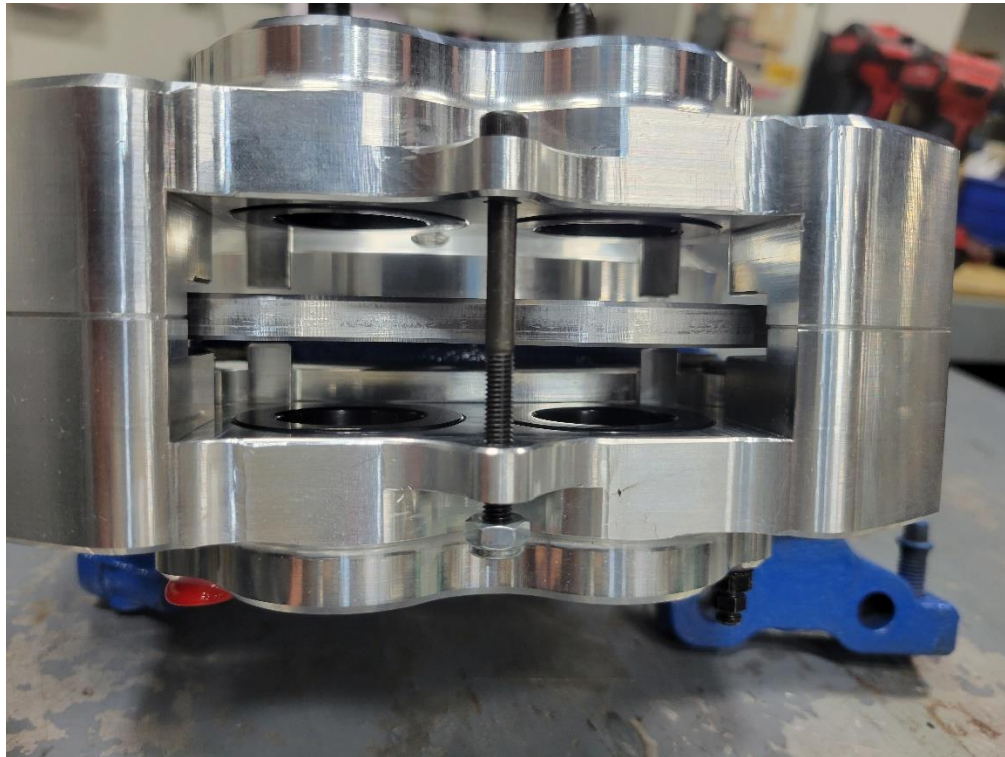
Step 4; Final Assembly:

*Slide rotor and hat assembly over factory hub and lightly install a couple lug nuts to hold in place.

* Install caliper on the knuckle using the (2) $\frac{1}{2}$ -13 x 2.0 hex head bolts, lock washers and washers <aluminum spacers are required between the caliper and knuckle>, making sure that the bleeder screw is towards the top (highest point). Torque the bolts to 50 ft-lbs. The inlet port of the caliper is a 1/8 – 27 pipe thread. Stock hoses will not work.



*Drop the pads into the calipers with the friction side facing the rotor and secure them with the pad retaining bolt and ny-lock nut. Be sure the bolt extends through the locking feature of the nut and tighten until you can barely spin the pad bolt with your fingers. Make sure the brake pads are the only thing touching the rotor! The rotor should be centered in the caliper (if the rotor is off center by more than .040 further shimming will be required).



Step 5; **Check all fasteners:**

*Make sure all fasteners are tight and that the rotor bolts are red loctited in place. Check for wheel clearance between calipers and rims, as well as brake lines.

Step 6; **Bleeding the System:**

An initial gravity bleeding is recommended to remove most of the air in the system. This is accomplished by filling the master cylinder with fresh fluid and opening the bleed ports. Leave the top off the master cylinder. Fluid will flow into and fill the calipers. Be sure to keep fluid in

the reservoir to keep air out of the system. This process will take some time. A final bleeding is accomplished by firmly pressing the brake pedal and having someone open the bleed port until the pedal goes to the floor, closing the bleed port before the pedal is lifted. Do not pump the pedal while bleeding. This only foams the fluid and prevents proper bleeding. Repeat this process for all brakes until pedal is high and firm. Be sure no air bubbles come from the calipers.

Step 7; Bed in brake pads and rotors:

1. To break in the new components, make 6 to 10 stops from approximately 30 to 35 MPH applying moderate pressure.
2. Make an additional 2 to 3 hard stops from approximately 40 to 45 MPH.
3. DO NOT DRAG BRAKES!
4. Allow 30 minutes for brake system to cool down.
5. Repeat steps 1-4.
5. Your brakes are now ready for use and can be driven normally.

Included in kit:

(4) ½-13 x 2.00 Hex Head Gr8 bolts	(2) Billet Aluminum Proprietary Calipers Threaded ½-13
(4) ½ Split ring lock washers Gr8	(2) Billet Aluminum Brake Hats 1.68 deep
(4) Flat Washers	(2) Rotors
(16) 5/16 x ¾ Low Head Socket Screws	(1) Set of High-Performance Brake Pads
(4) ½ x 1/16 shims VR kits	(4) Aluminum Spacers .130 thick