General installation instructions/conversion instructions for Epytec tuning brake caliper adapter

Preparation:

Please note

Please read these instructions carefully before each working. If the conversion is too difficult for you, please have the work done by a specialist workshop or workshop. We cannot accept any liability for consequential damages caused by incorrect installation. Correct installation and adjustment will save you time, money and hassle.

What do you need for this?

- Tools for dismantling and reassembling - approx. 1-2 hours?
- Torque spanner and suitable socket wrench
- Liquid Introduction

Disagreeable?

Please check the brake system's entrance so that you can check whether your rim will fit. In front also be removed from the brake caliper since it much thicker upper. There must be at least 2 mm clearance from the rim upper to the brake caliper, otherwise a wheel spacer must be fitted.

Remove the old brake system:

Jack up the car or use a lift:

To remove the old brake system, the car must be parked up or, ideally, you have a lift available.

Remove the rim

Now you can get started. First of all you need to remove the rim. This will need a wheel cross or spanner for this. Firstly, loosen all the wheel nuts and then remove the wheel and rim.

Remove the original brake system

Now the old brake system removed and the brake system is free, it can be released.

To do this, the bolts behind the rotor must be removed. Example image: this may vary depending on the brake calliper and car.

Use a screwdriver to loosen the brake line at the mounting clip.

Once everything has been loosened, simply leave the brake calliper on the old brake line so that the brake fluid does not leak out.

Then you can simply pull the brake calliper off the brake disc.

If the brake calliper is a little tighter, simply use a large slotted screwdriver to help you, with this you can gently lever the brake calliper and brake disc and then pull the brake calliper away from the brake disc with minimal effort.

Remove the old brake disc and heat protection plate

Now the brake calliper has been removed, you can loosen the retaining screws and remove the brake disc from the wheel hub.

Now you can remove the heat protection plate by removing the fastening screws (size not matching, may vary depending on the car).

Then you can simply pull it out over the wheel hub. If the screws are stuck, we recommend spraying the screws with lubricant or use heat to make them loosen.

Remove any dirt and rust from the wheel hub and mounting points on the axle

Now you should clean the wheel hub and the mounting points of the adapter on the axle using an angle grinder with a wire brush attachment. Remove any dirt, rust and paint. Then you can apply a light coat of anti-seize lubricant (fit for the adapter). If you don't have an angle grinder, you can also use a conventional wire brush.

Adjust wear indicator, if available

If you do not have a sensor for the wear indicators, you can skip this point. To do this, loosen use the wear indicator screw on the original brake calliper and then the brake pad holder using a Phillips screwdriver.

Next, remove the wear indicator plug. The best way to do this is to use a flat blade screwdriver to carefully prise open the plug connection.

Bend the wear indicator bracket upwards and to the side.

If you do not have a sensor for the wear indicators, you can skip this point.

In order to fit the Epytec Tuning's adapter, the bracket for the wear indicator must be bent upwards and to the side. **Under no circumstances do you cut off the arm or use an alternative method to make it fit!** **Failure of**

It is best to use a pipe wrench and carefully bend the bracket so that there is enough space upwards and to the s

Example, this is how it should finally look:

Make sure that there is at least 2 mm space between the brake caliper and the Epytec tuning adapter.

Reconnecting the wear indicator to the car

If you do not have a sensor for the wear indicators, you can skip this point.

As soon as the bracket for the wear indicator's been geometric and to the side, the cables can be reconnected to the original sensor.

First, let the wear indicator together so that it takes up little space.

The easiest way to do this is to turn the wear indicator 180° and pull a hose over it.

Then connect the cable to the connector (connection plug) and secure the bracket in necessary if you would like to do so.

You can then clip the tracking indicator back into the curved bracket on the calliper.

This means you still have everything you need if you want to retrofit it again

Fitting the new brake system

Fitting the Epytec Tuning's adapter

Now you can fit the carrier ring for the brake disc onto the wheel hub so that the brake disc is centrally positioned on the wheel hub and the disc is mounted.

Now your brake adapter can be put on inside a centering ring, you can clip this onto

!Important!!

- Check the positioning of the axle mounting points for the brake disc.
- The best way to do this is to Measure 1 to 2 and 3 where present on a 320 straight plate on the mounting points and measure the distance to the brake disc on both sides.

In our example, the difference is 1 mm, so we compensate for this by using a suitable spacer disc on one side.

!Note!

Unfortunately this is the case with many cars, so the rotor carriers are made of cast iron and also every rear the pads or wear can be to rust. As a rule of thumb, the older the car, the more extreme the deviations, which is why each steering knuckle should be checked separately. It may be that it fits on one side and on the other side there is extreme misalignment.

!Important!

Due to the manufacturing tolerances of the manufacturers, the brake caliper mount is often not parallel to hub tolerances. Even with original parts, we have been able to measure differences of 1-2 mm on one side of the brake disc. The tolerances are even greater with wheel hub conversions and wheel adapter manufacturers. If this is the case, it is essential to use an adapter which ideal is manufactured by Tomex and its distributors.

Here you find the Tomex-Adapter: Wheel Adapter Shop Tomex

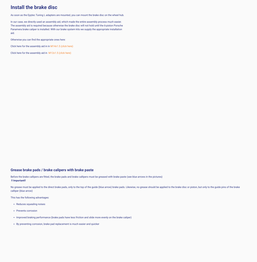
Here the specification of the wheel mounting parts for lower (standard, Ser.), Tuning-adapter can be bolted to the same mount using high-strength bolts supplied.

Important!

Axle Stages to use Broadbolter 5 is important to use Broadbolter when installing of high-strength screws.
We recommend using medium-strength Broadbolter on the Rear Brake to the Remote.

The engraving must point towards the engine compartment, then you know that the tuning adapter is installed correctly.

This also has the advantage that the engraving is easy to read from the inside (below the car) for the TÜV inspector, and it is not covered by the brake disc.



Install the brake disc

As soon as the adapter, brake caliper and mounting are ready, you can mount the brake disc on the wheel hub.

In our case, we directly used an assembly aid, which made the entire assembly process much easier. The assembly aid is screwed between the brake disc on the hub and the center thread. This ensures that the brake disc is centered and cannot fall over. In this way, we can also ensure that we install the appropriate insulation pad.

Wherever you can find the appropriate ones here:

Click here for the assembly aid in the Wheel Adapter Shop

Click here for the assembly aid in Wheel Adapter Shop

Grease brake pads / brake calipers with brake pasta

Before the brake caliper and the brake pads and brake caliper must be greased with brake pasta (see blue arrow in the pictures)
!!Important!!

No grease must be applied to the direct brake pads, only to the rear of the guide (blue arrow) brake pads. Likewise, no grease should be applied to the brake disc or piston, but only to the guide pins of the brake caliper (see red arrow).

This has the following advantages:

- Reduces squealing noises
- Prevents corrosion
- Improved braking performance (brake pads have less friction and slide more evenly on the brake caliper)
- By preventing corrosion, brake pads replacement is much easier and quicker

Fitting the pads and retaining clips in the brake caliper

Once the brake caliper and brake pads have been greased, the brake pads can be fitted in the brake caliper and secured with the retaining clips.
!!Important!!
Make sure that the pistons are fully retracted so that the brake caliper can be mounted properly on the brake disc.

If the pistons are still sticking out a little, they can simply be pushed towards by hand, as the brake calipers are still empty and do not exert any resistance.

Once you have checked the pistons, you can simply insert the retaining clips. The retaining clips system is different for each brake caliper.
This example is a Lucas Girling Tomex brake caliper.

As soon as the retaining clips are inserted, you can simply fit the brake pads using the guide bushi and retaining clips.

Keep differ from the example image depending on the brake caliper.

Fitting the brake caliper to the Eyclos tuning adapter

The brake caliper can now be carefully mounted on the brake disc and the Eyclos / Tuning adapter. Make sure that the brake caliper is fitted on the right side (see red arrow) on the Eyclos / Tuning adapter, using the high-strength screws supplied.
!!Important!!
Do not forget the Broadbolter!

!!Important!!

Do tilted degree of the brake system must point upwards during installation

Check the brake disc for free movement and steering angle

As soon as the brake caliper has been fitted to the new brake disc, you can check the brake disc for free movement and steering angle and that nothing is rubbing when the steering wheel is fully turned.

The best way to do this is to turn the rim completely to the left and right to check whether there is anything in the way such as suspension parts, cardanic joint (Rhino).

Remove the old brake line and brake caliper

The old and completely worn brake pads and brake caliper must be removed.

Make sure that the brake line is not too short or too long and that there is no tension, otherwise the pads can be damaged.

To remove the brake lines, first carefully loosen the retaining clips on the rubber tube and remove it from the guide bracket behind the brake disc.

The brake lines can then be removed from the old brake caliper and the brake caliper finally dismantled.

Fitting the start flex line (if ordered)

When connecting the brake system, you will generally need longer brake lines with different connections. We therefore recommend connecting directly to start flex lines.

- Advantages of start flex lines:
- No pressure loss when the brakes are applied, noticeably more precise pressure point
- Much better brake feedback
- Cost saving: as soon the flex lines are almost unbreakable and only the parts are have to be replaced, not the entire line
- Shorter braking distance
- Better braking power
- Increasing pedal certitude
- Good look

If you want to have custom brake lines made that fits like a run wange, you are welcome to create your own suitable flexi wiring on Configurator Brake Lines.

As soon as the old brake lines have been removed, you can fit the new start flex lines.

Make sure that the brake line is not too short or too long and that there is no tension, otherwise the pads can be damaged. The connection must be fully screwed on and in the correct position.

Tip: Use a little brake fluid to lubricate the connection and the sealing ring.

In order to install the black braided lines without twisting, it may be necessary to twist the connections. To do this, first tighten the connection on the brake caliper and then tighten the connection on the brake line. Turn the free braided brake cable using a suitable key, such as a socket with the same diameter. Wrap a cloth around the brake line to prevent damage to the paint. Make sure that the brake line does not twist or press dates using the pliers. It is important not to bend the connections when doing this.

Finally, make sure that the line has the middle in the car (as well as the front square) again with the clips.

Then clamp it back into the guide holder

and attach to the brake caliper. For easier attachment, we have manufactured the steel flex line with the corresponding connection to prevent the line from kinking.

Bleeding the brake system

Once the steel flex lines and the brake system have been refitted, the brake system must be bled. This means that all the air must be removed from the brake system and the brake calipers filled with brake fluid.

It is best to work in pairs and proceed as follows:

Check the brake fluid

- Make sure there is enough brake fluid in the expansion tank

Bleeding

- open the sealing cap

- Attach a hose (preferably transparent, so you can see it better) to the bleeder valve and place the end in a container of brake fluid
- Then open the bleeder valve slightly
- now press the brake pedal slowly to the floor and hold it there close the bleeder valve again
- The brake pedal can now be released

This process must be repeated until no more air bubbles can be seen in the hose and the brake fluid runs evenly.

!Important!!

Make sure that you keep checking the expansion reservoir to ensure that there is still enough brake fluid in it so that no new air is drawn in and re-enters the system.

Cleaning the brake disc and brake caliper

After bleeding, it is important that the brake disc and brake calipers are cleaned of any brake fluid residue, as the brake fluid is corrosive and could corrode the brake calipers and brake discs.

Check the free movement of the rim and brake caliper

Once the entire brake system has been cleaned, you can fit the rim.
We recommend that you use our rim fitting aids here. Ideally, 2 rim mounting aids should be used so that the holes in the rim are optimally centred.
Click here for the rim fitting aid [click here].

!Important!!

Please check whether you have enough space between the wheel centre and the brake system. If this is not the case, a wheel spacer must be fitted to ensure free movement.

There must be at least 3 mm free movement from the wheel centre to the brake caliper, otherwise a wheel spacer must be fitted.

Any questions or requests?

Then simply get in touch via our contact form [click here]

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