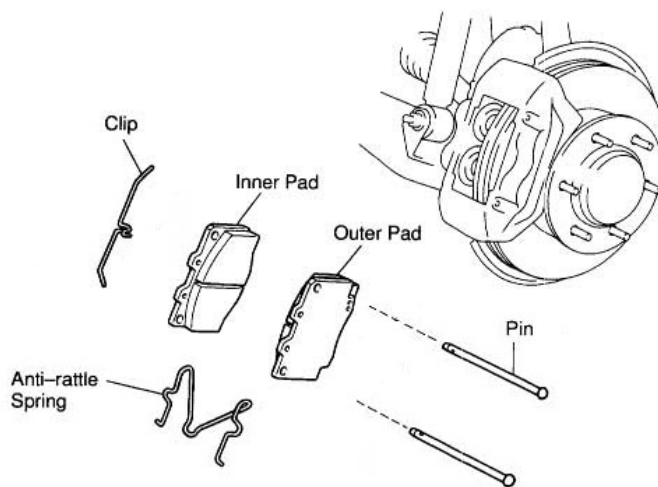




Tacoma Big Brake Kit Instructions - Part #1055203

1. Jack up vehicle and support with jack stands.
2. Open brake master cylinder cap
3. Remove brake line from frame mount, spindle mount, and remove bracket from spindle. Leave brake line attached to caliper. Removal is unnecessary.
4. Remove caliper by removing two 17mm bolts on the backside of the caliper.
5. Remove rotor. Due to exposure to the elements and moisture, the rotors may be “stuck” to the hub and may require some force to remove from the hub. A dead-blow hammer or rubber mallet should be enough to break the rotor loose from the hub. **DO NOT USE A STEEL HAMMER** as it will chip and damage components.
6. Remove any corrosion that may be present on the hub surface. Use of anti-seize or disk brake lubricant may prevent further corrosion, and aid in future rotor removal.
7. Install Rotors. Make sure to get the proper rotor on the proper side- Right and Left sides are different.
8. Bend backing plate away from rotor if necessary.
9. Install new caliper with pads and new hardware. Make sure to get the proper caliper on the proper side- Right and Left sides are different. See pic below for hardware placement.



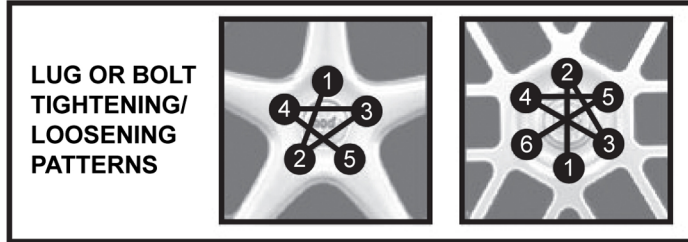
⇒ Disc brake grease

10. Using the factory bolt, mount new brake line bracket on spindle. Left and right side brackets are different, so verify you have the correct side.
11. Install new steel brake line from caliper to bracket. Left and right sides are different, so make sure to get the correct side where it needs to be. As a tip, the yellow mark on the line goes closest to the spindle.
12. Install new braided steel line from hard line to frame mount and install retaining clips.
 - a. You may need to open the center of the frame mounted brake line bracket to allow the new brake line to “clock” to the correct position.
13. Repeat process for other side.
14. This kit also includes a new brake line for the rear of the vehicle. Remove old line and replace with new braided line.
15. Fill brake master cylinder with fresh fluid and bleed brake system according to factory specs. Start at the farthest corner from the master cylinder, and work your way closer. Start with right rear, then left rear, right front, left front (right side is passenger side and left is drivers side).
16. New brake pads will need to be “bedded” and broken in for maximum performance and longevity. Follow the brake pad manufacturer’s directions for brake pad break-in.

Wheel Lug Torquing

1. Proper installation requires you use a Torque Wrench and tighten to the specifications of your vehicle.
2. Vehicle Specifications can be found from your vehicle's shop manual or vehicle/dealer provider.
3. Threads must be clean and free of dirt and grit etc
4. A thread chaser or tap should be used to remove any burrs or obstructions of the threads allowing the lug hardware to be turned by hand until it meets the wheel's lug seal.
5. Once lugs are snugged down, finish tightening them with an accurate torque wrench.
6. Use the appropriate crisscross sequence (shown below) until all have reached their proper torque value.
7. When installing new wheels, you should re-torque the wheel lugs after driving the first 50 to 100 miles

NOTE: Over torquing or not using a torque wrench can strip a lug, stretch or break a stud or bolt, and cause your rotors to warp. This will negate your warranty!



Important:

As brake rotors are a part of the brake system and such represents safety parts, all respective work must be executed with utmost care. Inappropriate work may lead to total failure of the brake system.

Brake-In Procedure

1. After installing rotors and pads, start breaking procedure by applying brakes from 45mph to 5mph without coming to a complete stop and repeat 10 to 20 times. Drive 2-3 blocks then park and allow rotors and pads to cool to the touch. If pad squeaking occurs repeat breaking procedure.
2. This procedure allows the material to transfer from the pad to the rotor surface
3. Avoid excessive or high speed braking for 50 to 100 miles.
4. Braking performance and effectiveness will be severely reduced if rotors and pads are not properly installed.

Pad Noise and Squeaking

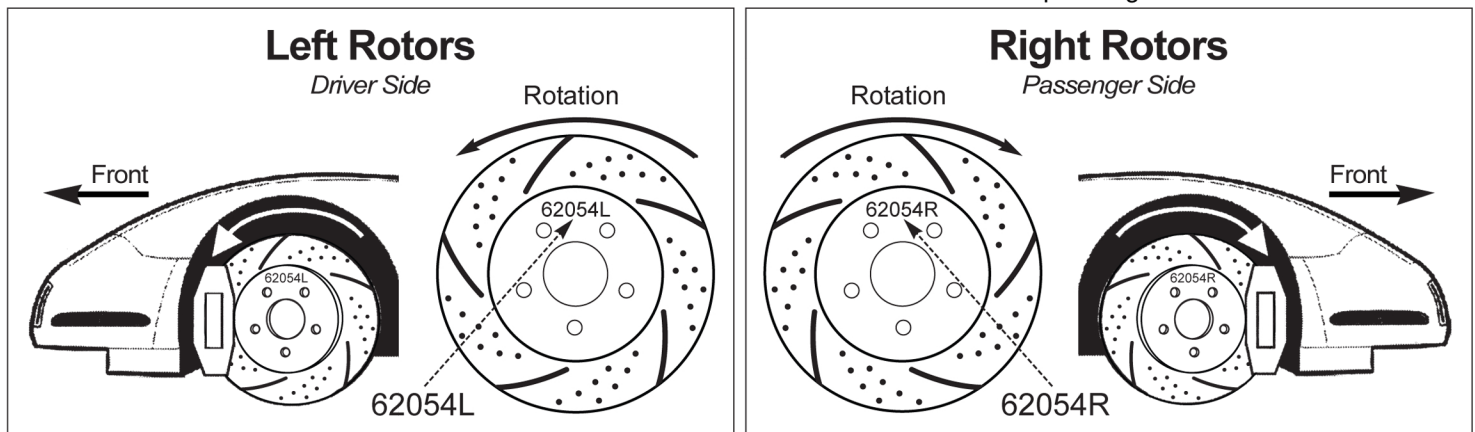
1. This occurs if the brake-in procedure is not followed.
2. If existing brake rotors are not turned or cleaned to eliminate the old pad residue.
3. If the incorrect type of brake pads were ordered for a specific type of vehicle.

Warning

Do not use any cleaning solutions of any kind on Zinc Plated Brake Rotors because this will cause a chemical reaction which will remove the Zinc Coating. Brake Performance will not re-plate or replace any Brake Rotors due to the damage caused by the use of cleaning solutions on Zinc Plated Brake Rotors.

Proper Installation.

LC Engineering Inc. Rotors are machined with a directional pattern. Each Rotors is marked with the part number followed by an "L" or "R" on the outer face of the hat. The "L" indicates driver side and the "R" indicates the passenger side



LC Engineering Inc. will not be liable for any loss, damage, cost or expense, including without limitation any incidental or consequential damages of any kind, including those arising from personal injury, property damage or lost profits, whether based upon breach of warranty or contract, negligence or strict product or other tort liability, arising directly or indirectly in connection with the design, manufacture, sale, use or repair of the products (either separately or in combination with any other product or material) or from any other cause, other than for the cost of replacement of the product covered in this warranty. In no event will LC Engineering Inc. be liable to purchaser for more than the purchase price of the product.