

# TCE/Wilwood 14.25 & 15" SHO/Flex Front Kit

**Getting started:** The installation of this product should be performed only by a mechanic familiar with suspension and brake systems. Some specialized tools may be needed for the installation. Proper safety and common mechanical procedures should be followed at all times. The fit of this product will require the removal of factory suspension and brakes. This may have an impact on factory warranty. **Disclaimers:** This product has been designed for racing and high performance applications. It may or may not be legal for use upon public roadways. The purchaser assumes all responsibilities with regard to purchase, installation and use of this product. Due to the extreme stresses on racing components, there is NO WARRANTY of any kind. User assumes all risks with this product.

- Secure the vehicle on safety stands.
- Remove the factory brake caliper and rotor, lay the caliper to the side and discard the rotor.
- Do not remove the factory fluid line at this time thus preventing a mess.
- Remove the factory dust plate for clearance purposes.
- Mount the TCE Caliper Bracket onto the steering knuckle using the stock caliper mount bolts. Some shimming may be required later- see below.
- Some filing/grinding of the stock knuckle nubs will be necessary to clear the bracket- file the aluminum away until you have no interference between the parts and the bolts pass freely.
- Test fit the hat to the hub to verify you have the correct fit aluminum hat.
- Bolt the hat and rotor together using the 24 plated bolts supplied. Torque the 1/4" bolts to 14ft lbs. Use red Loctite on all and tight in a cross pattern.
- Place the TCE Hat/Rotor assembly over the hub and place two lug nuts against it to hold in place, be sure you have the correct rotor on the R and L.
- Install the pads into the caliper and secure the retaining pins and clips. CAUTION: the clips are easily lost, handle with care!
- Place the correct side Wilwood caliper onto the radial bracket bleeder nipples pointing up. When in place the top piston must be the smaller of the two. Adding some Anti-seeze to the studs will help in fitting the caliper and prevent corrosion inside later on.
- **SHIMMING:** There are two steps to shimming the caliper:
- First establish the caliper on the center line of the rotor- this is done by fitting shims between the bracket and the steering knuckle, used in pairs top and bottom to assure a squared assembly.
- Next: radial shim the caliper with pad installed to the edge of the rotor. This is done by the use of shims onto the radial stud.
- Fit the top washer and low profile lock nut when satisfied with the radial height. Torque the lock nut to 46lbs.
- Double check all mounting hardware and tighten as needed.
- Fit the caliper adapter fitting (-3AN to 1/8npt) into the caliper body using a small dab of pipe sealant or Teflon tape on the *pipe threads*, tighten 'snug' with the nipple end out for the AN hose. Torque 11-12ft lbs.
- Remove the factory brake caliper and hose from the steel hard line using a proper LINE WRENCH to loosen the hard line nut.
- Remove any factory retaining clip or hose anchor.
- Test fit the TCE supplied hose end to the bracket, and file down any high spots preventing the hose end from fitting the bracket. The hose end is a universal adapter and may not drop into all brackets directly. Do not allow foreign matter into the brake line if filing is needed.
- Attach the M10 end of the hose to the factory hard line in the reverse manner of the above rubber hose removal. Secure with the supplied spring clip.
- Attach the swivel AN hose end to the caliper adapter and snug tight (no sealant) and check the 'lay' of the hose, adjust as needed to clear the suspension and other parts. Check this while at *ride height* for best results. When satisfied with the lay of the hose go back and secure the hard line to the body end of the SS hose.