



Installation Instructions: Akebono Front and Rear Big Brake Kit

Applications: 1990-1996 300ZX.

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Parts List

Item#	Qty	Description
1.	2	Front adapter brackets (right and left)
2.	2	Rear adapter brackets (right and left)
3.	2	Front adapter spacers
4.	4	Hex Bolts, M14 x 1.50 x 70mm
5.	2	Hex Bolts, M12 x 1.25 x 45mm
6.	2	Hex Bolts, M12 x 1.25 x 80mm
7.	4	Lock Washer, M14
8.	8	Lock Washer, M12
9.	4	M12 x 1.25 x 50mm bolt
10.	4	M10 x 1.25 x 30mm socket head cap screw
11.	4	Lock Washer, M10
12.	4	Flat Washer, M14
13.	4	Flat Washer, M12



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Installation Instructions

Front Brakes:

1. The front kit includes everything shown in Figure 1. The brackets and calipers are side specific. The driver's side bracket is on the right side in Figure 1.



Figure 1: Front Brake Hardware Kit

2. Remove original calipers and rotors.
3. Cut off dust shield. This can be done by cutting the sheet metal at the smallest point with a dremel or other cutting tool. The hub will look like Figure 2.



Figure 2: Prepared Hub

4. Bolt the bracket to the caliper as shown in Figure 3 with the M14 bolts. Make sure to install the flat washers between the bracket and lock washer to prevent the lock washer from cutting into the bracket. Make sure to install the caliper on the correct side. The bleed fitting will face upward.



Figure 3: Driver's side bracket installed on caliper.

5. Bolt bracket to spindle using the custom aluminum washer with long bolt on the top as shown in Figure 4 and 5 and torque to 80 ft lbs. The arc in the washer will fit around the caliper ear. Unbolt the caliper from the bracket.



Figure 4: Assembly bolted to spindle



Figure 5: Close up of top washer assembly

6. Install rotor and caliper. Torque caliper bolts to 80 ft lbs.
7. Connect brake lines

Rear Brake Installation

1. The hardware and brackets for the rear of the car are shown in Figure 6.



Figure 6: Z32 Rear Brake Brackets and Hardware

2. Remove caliper and rotor with the e-brake off. If the rotor will not come off it is possible that the e-brake pads are catching on the inside of the rotor. Remove the rubber cap in the face of the rotor (where the wheel bolts up) and adjust the pad inward using a flat screwdriver on the geared wheel. Rotate rotor to tell if you are adjusting the pads inward or outward.
3. Cut off dust shield. This will be easier with a pair of sheet metal cutter. The shield is spot welded to the back of the e-brake backing in multiple spots. Use a flat screwdriver to work the shield off but be careful not to bend the e-brake backing plate.
4. Bolt the bracket to the spindle using the socket head cap screws and lock washers as shown in Figure 7. Torque to 80 ft lbs.



Figure 7: Bracket installed on hub

5. Install new rotor and caliper. Make sure to place flat washers between the bracket and the lock washers to prevent cutting into the bracket. Torque caliper bolts to 80 ft lbs. Adjust e-brake pads if necessary per factory spec.
6. Install new brake lines
7. Bleed entire brake system per factory spec.