

FC to Evo X front brake caliper relocation bracket

Fits 1986-1992 second generation Mazda RX7's with 4 piston front calipers

Installer should be comfortable doing a standard brake job I.E. replacing pads and rotors.

You must source your own (330mm) REAR rotors for a 2008 to 2015 Mitsubishi Lancer Evolution X and brake pads for FC 4 piston front calipers.

Everything else you will need has been included with this kit (two caliper relocation brackets, two hub-centric spacers for rotors, four M12x1.50 Cap Screws, and four M12 lock washers).

Due to the difference in rotor face thickness from stock this kit will result in approximately a +3mm change in wheel offset. (If your wheels do not have a center bore of at least 80mm, then wheel spacers of at least 3mm thickness with a center bore of at least 80 mm will be required)

Only for use with FC four piston front calipers(FD front calipers may also be used)

For use with 17" diameter or larger wheels. MRP does not guarantee wheel fitment.

This kit moves the brake caliper approximately ¼" closer to the face of the wheels and approximately 2" closer to the barrel of your wheels. A combination of wheel spacers and/or filing of the body of the caliper may be necessary to make the kit clear. Performance MRP assumes no responsibility to the fitment of this kit with the end-users wheels and/or modifications done to the end-users vehicle done to make the kit fit.

Tools Required:

17mm wrench/socket
10mm Allen wrench/socket
Caliper piston compression tool
Flat file
Grinder(optional)
Torque wrench
Phillips head screw driver



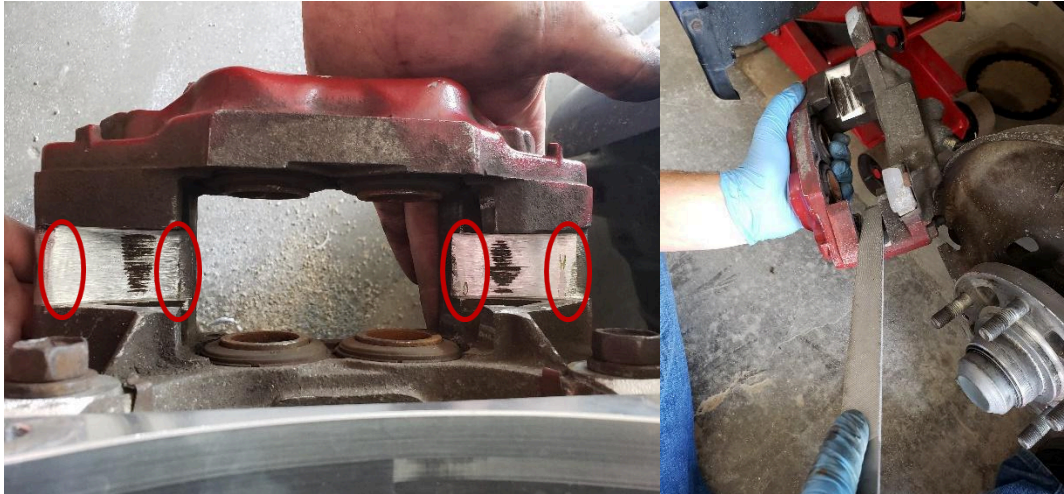
Directions:

Step 1. Remove brake caliper, pads, and rotor from wheel hub.

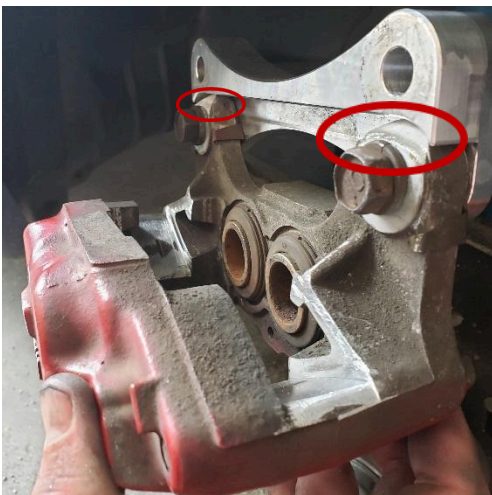
Step 2. Compress the caliper pistons

*Step 3. (Optional) Disconnect caliper from the hydraulics. This will make the job much easier, but is not a necessity.

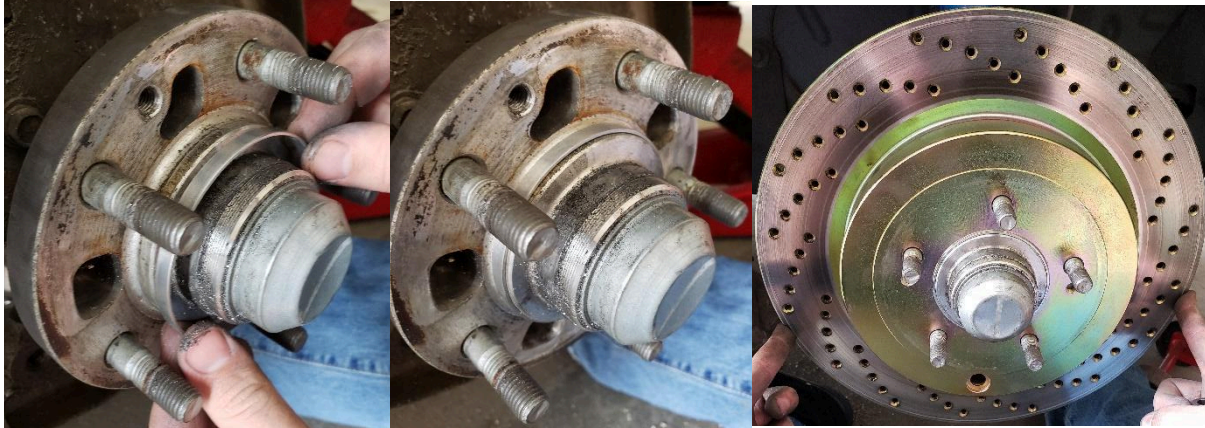
Step 4. File the outside edges of the center of the caliper down angled towards the inside edge using a flat file until you reveal both through bolts as shown, avoid filing down the bolts.



Step 5. Grind/file mounting ears of the brake caliper at a 45* angle as shown until they clear the hub mounting ears when bolted to the bracket.



Step 6. Set the hub-centric ring and Evo rotor on the spindle.



Step 7. Bolt caliper to relocation bracket as shown using your OEM bolt and lock washer (skip the flat washer). Tighten to factory torque specifications.



Step 8. Bolt relocation bracket/caliper to hub as shown using provided cap screws and lock washers. Tighten to factory torque specifications. (you may have to run a tap through the threads of the spindle to clean them out as the OEM hardware doesn't run totally through and they often rust there)

Step 9. Install brake pads.



*Step 10. If you disconnected the caliper from the hydraulics in step 3, bleed your brakes.

Disclaimer: This product requires careful modification to your factory components. Performance MRP will not be held liable for improper modification or installation by the end user.