

GT86-TRIP

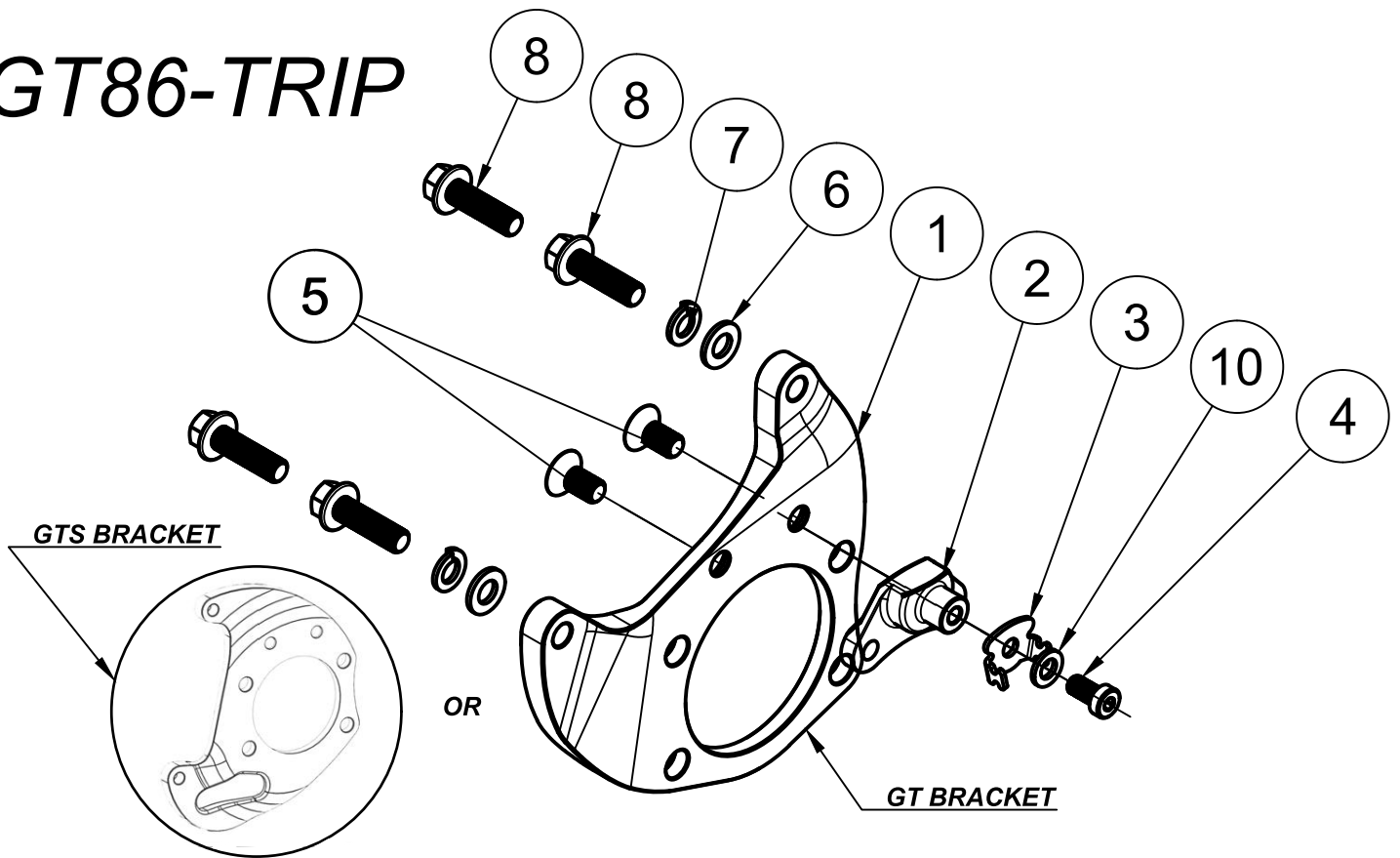


DIAGRAM A

1. JACK UP THE CAR AND REMOVE THE REAR WHEELS.
2. REMOVE BRAKE CALIPER BOLTS AND HANG / PLACE THE CALIPER TO ONE SIDE.
3. REMOVE THE BRAKE DISC AND DRIVESHAFT NUT.
4. UNDO THE HUB BOLTS FROM BEHIND THE UPRIGHT AND PULL THE HUB AND DUST SHIELD OFF THE UPRIGHT.
5. REMOVE THE CENTRE CONSOLE AND DISCONNECT THE HANDBRAKE CABLE. ALSO UNDO ANY SHROUDS OR CLIPS WHICH RETAIN THE CABLE SO THAT THE DUST SHIELD CAN BE REMOVED (WITH CABLE ATTACHED).
6. REMOVE THE PARKING BRAKE SHOES AND SPRINGS FROM THE DUST SHIELD. (TAKE CARE TO UNDERSTAND HOW TO REASSEMBLE IT).

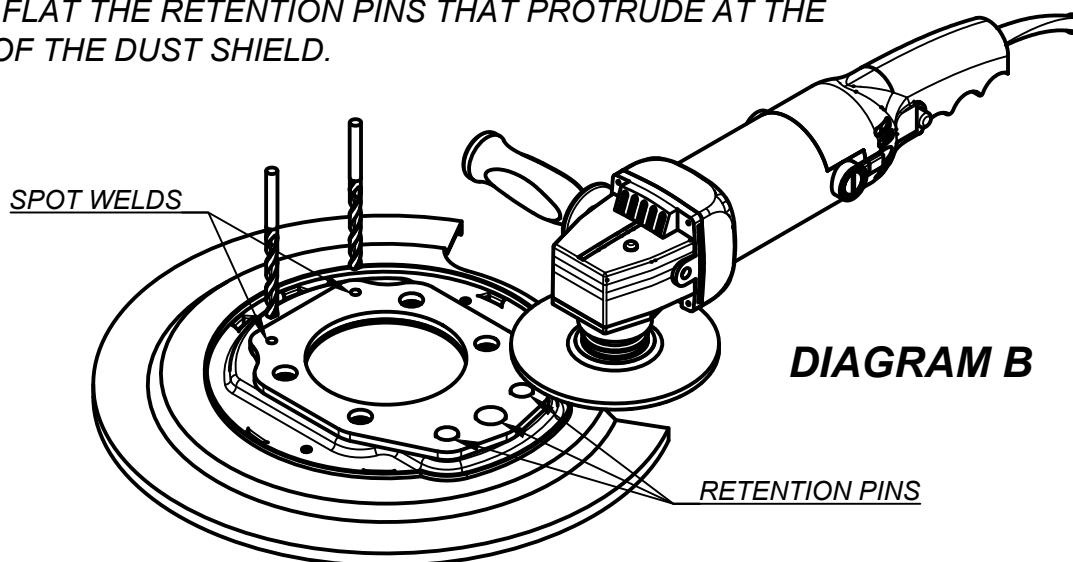
10	M8 WASHER	2
9	M10 x 1.5 FLANGE HEAD BOLT (FOR NON-BREMBO CALIPERS)	4
8	M10 x 1.25 FLANGE HEAD BOLT (FOR BREMBO CALIPERS)	4
7	M10 SPRING WASHER	4
6	M10 WASHER	4
5	M10 x 1.5 COUNTERSUNK SCREW	4
4	M8 x 1.25 SOCKET HEAD SCREW	2
3	SHOE RETURN SPRING HOLDER	2
2	PARKING BRAKE ANCHOR PIN	2
1	DUAL CALIPER BRACKET	2
ITEM	DESCRIPTION	QTY
PARTS LIST		

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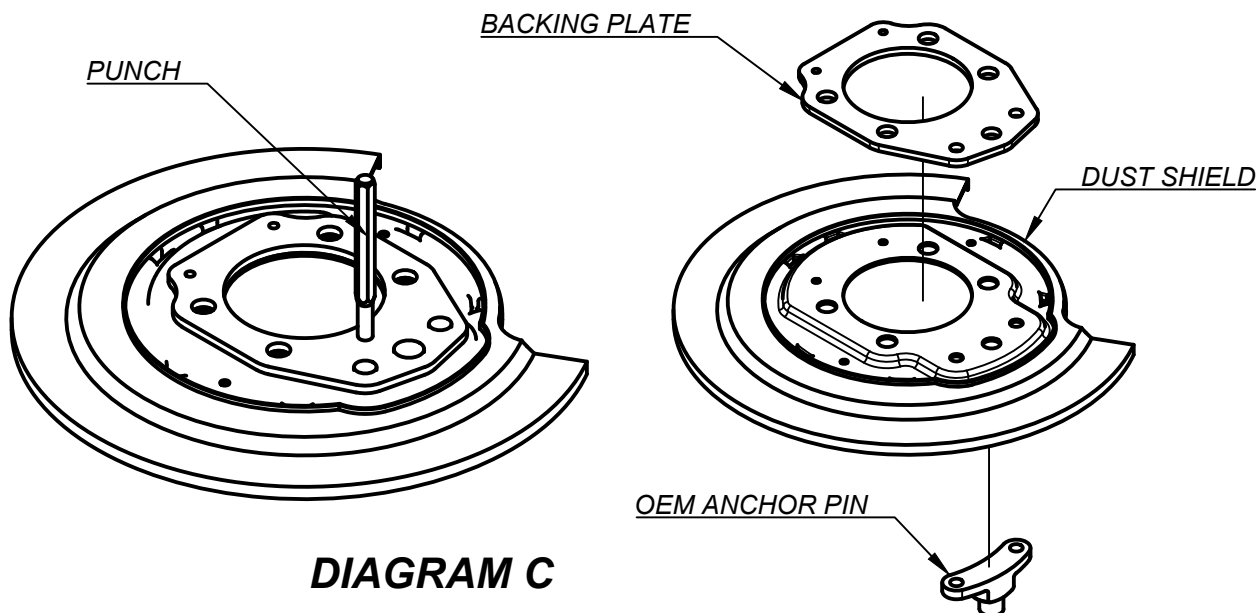
7. BEFORE REINSTALLATION, THE DUST SHIELD AND PARKING BRAKE MECHANISM MUST BE MODIFIED TO ACCEPT THE DUAL CALIPER BRACKET.

DRILL OUT THE SPOT WELDS AS SHOWN IN DIAGRAM B.

GRIND FLAT THE RETENTION PINS THAT PROTRUDE AT THE REAR OF THE DUST SHIELD.



8. USE A PUNCH ON THE RETENTION PINS TO SEPERATE THE OEM ANCHOR PIN AND BACKING PLATE FROM THE DUST SHIELD.



9. THE OEM ANCHOR PIN AND BACKING PLATE CAN NOW BE DISCARDED.

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10. BRIEFLY INSTALL THE DUAL CALIPER BRACKET AND HUB ON TO THE DUST SHIELD AS SHOWN IN DIAGRAM D.

INSTALL THE FOUR BOLTS ONLY FINGER TIGHT TO ENSURE THE PARTS ARE CONCENTRIC AND CORRECTLY ALIGNED.

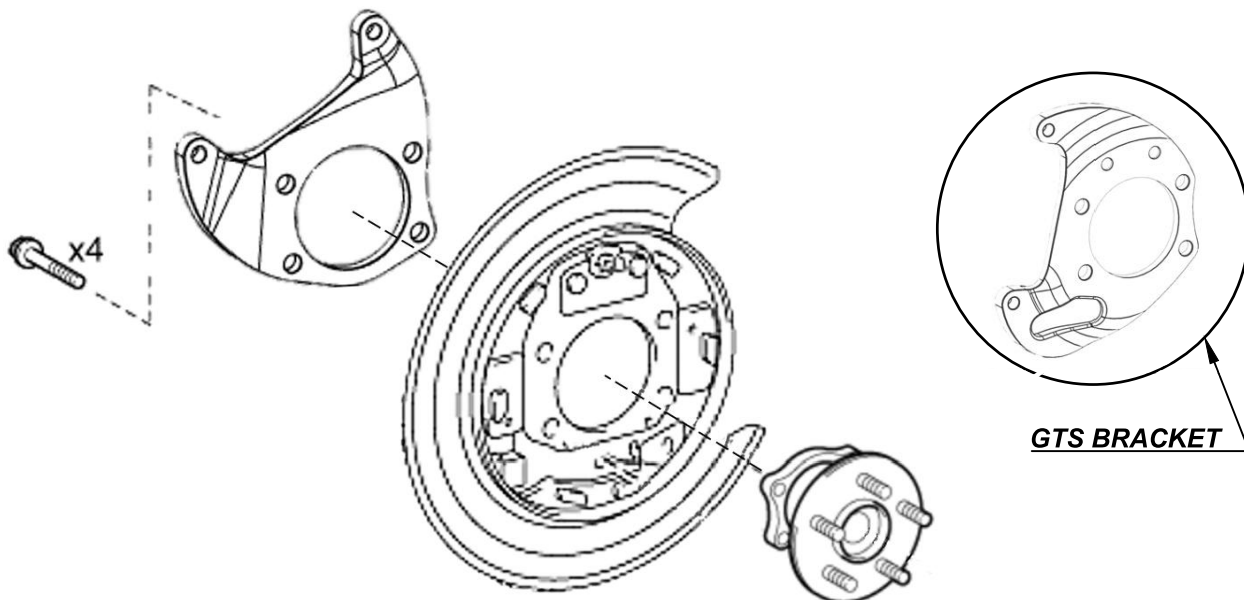


DIAGRAM D

11. WHILE INSTALLED, USE A PAINT PEN TO MARK AND CENTRE PUNCH THE ANCHOR PIN HOLES ON TO THE DUST SHIELD.
12. **(SKIP THIS STEP IF USING THE GTS CALIPER BRACKET)**
MARK THE DUST SHIELD ALONG THE STRAIGHT EDGE OF THE DUAL CALIPER BRACKET.
13. MARK ON THE DUST SHEILD APPROXIMATELY 15MM EITHER SIDE OF THE SECOND CALIPER MOUNTING HOLES (SEE DIAGRAM E).

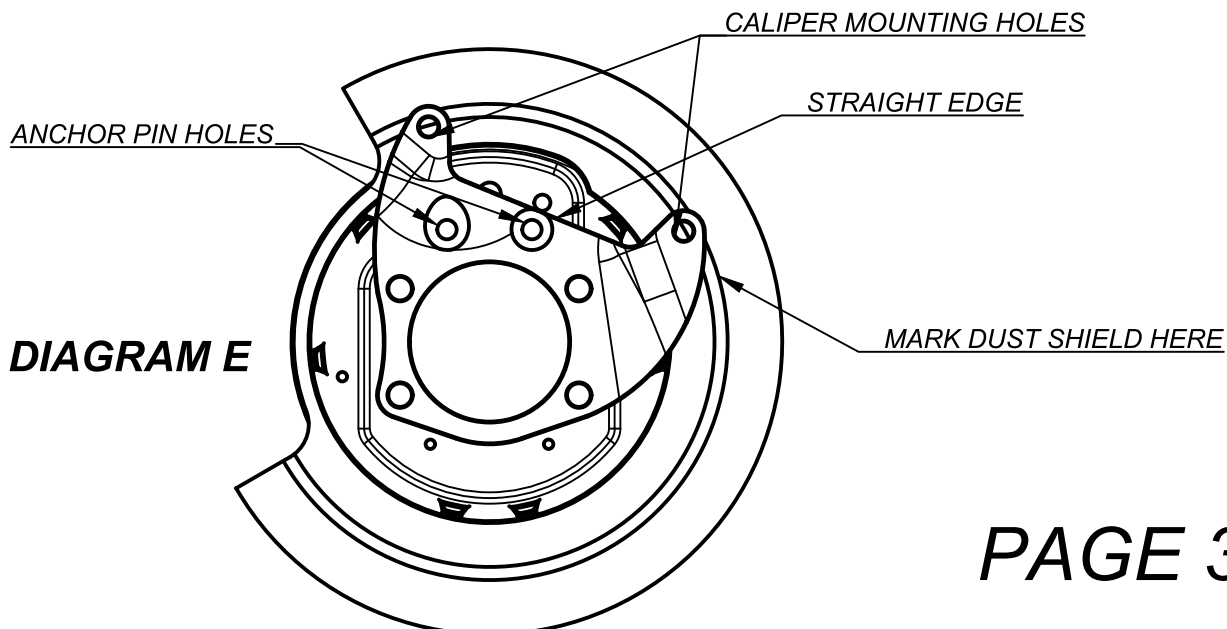


DIAGRAM E

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- DISASSEMBLE AND ISOLATE THE DUST SHIELD BEFORE CONTINUING.
- USE A 10MM DRILL BIT TO DRILL THROUGH THE DUST SHIELD AT THE PREVIOUSLY MARKED ANCHOR PIN HOLES.
- CUT THE OUTER SECTION OF DUST SHIELD AROUND TO THE EARLIER MARK. ALTERNATIVELY THE OUTER DUST SHIELD CAN BE REMOVED ENTIRELY.

17. **(SKIP THIS STEP IF USING THE GTS CALIPER BRACKET)**

FINALLY, REMOVE THE RAISED SECTION OF THE DUST SHIELD ALONG THE MARKED LINE. THIS WILL REQUIRE TWO CONTROLLED CUTS: ONE SHALLOW CUT ALONG THE MARKED LINE, AND ONE RADIAL CUT TO REMOVE THE REMAINING METAL. AFTER, ENSURE THAT THERE ARE NO REMAINING RAISED SECTIONS IN THIS AREA.

RAISED SECTION REMOVED

OUTER DUST SHIELD CUT AROUND TO HERE

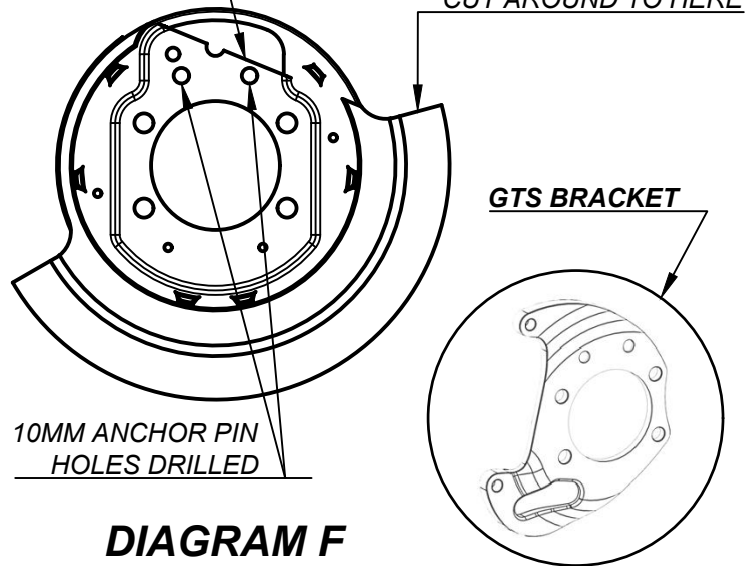


DIAGRAM F

- PERFORM A TEST FIT (INCLUDING SECOND CALIPER) TO ENSURE NO ADDITIONAL CUTTING / TRIMMING OF THE DUST SHIELD IS REQUIRED.

PAINT THE DUST SHIELD TO INHIBIT RUST AND CORROSION.

ASSEMBLE THE DUAL CALIPER BRACKET AND DUST SHIELD AS SHOWN IN DIAGRAM G.

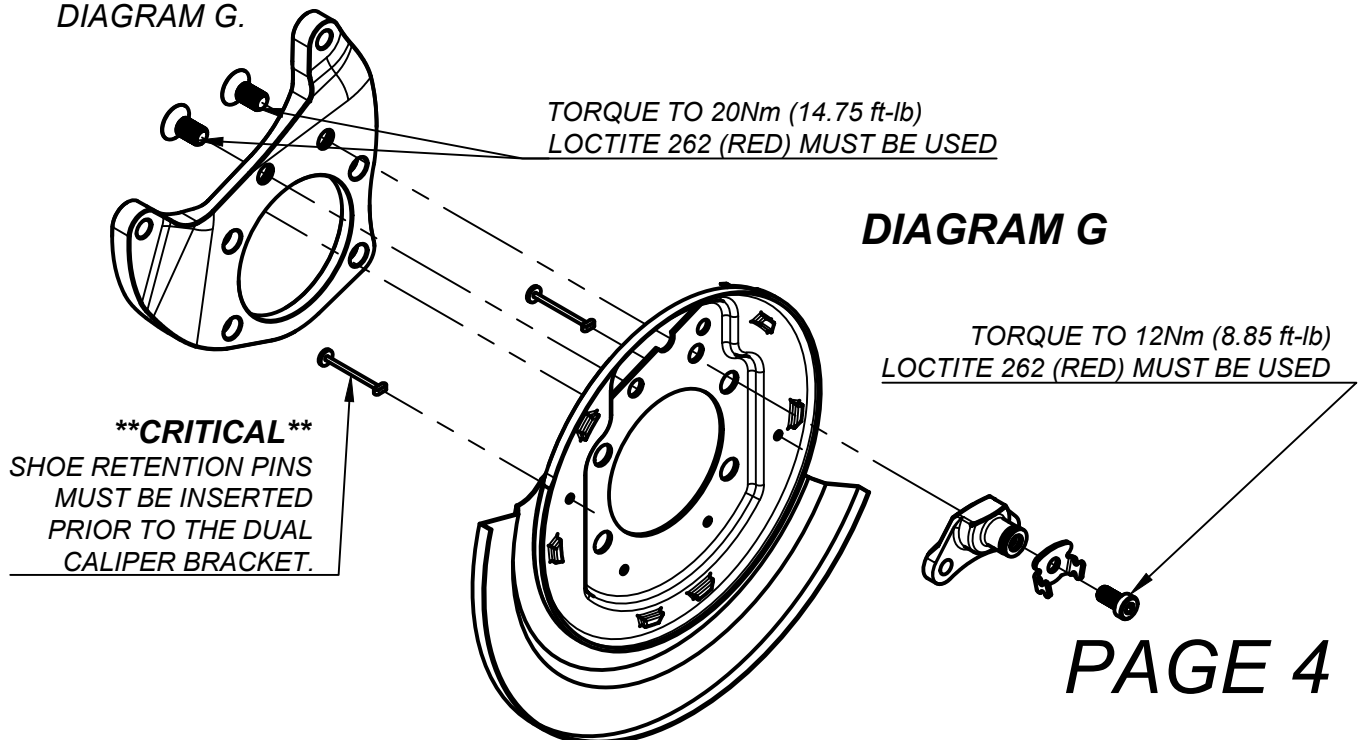


DIAGRAM G

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19. ASSEMBLE THE DUAL CALIPER BRACKET ASSEMBLY ON TO THE UPRIGHT AS SHOWN IN DIAGRAM H.

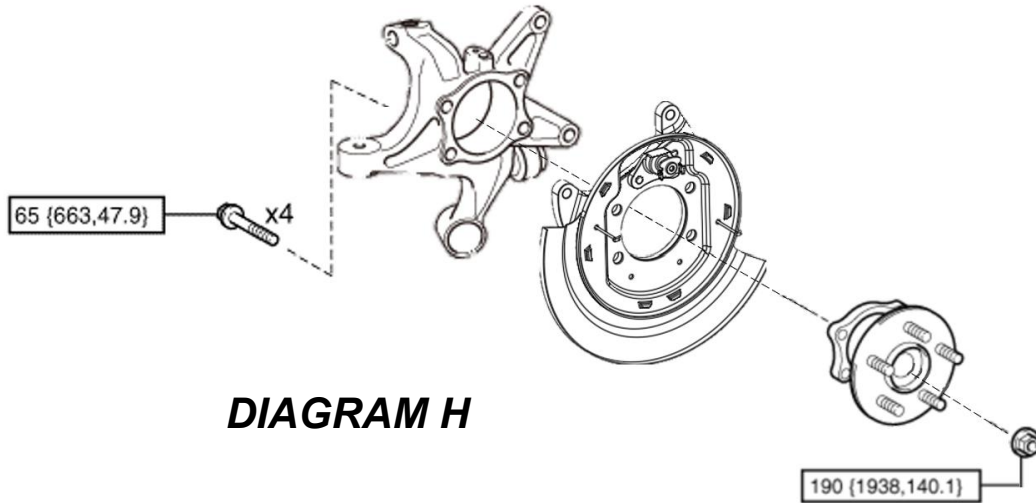


DIAGRAM H

20. ROUTE THE PARKING BRAKE CABLE BACK INSIDE THE VEHICLE AND CONNECT THE CABLE END TO ASSEMBLY. ENSURE TO RE ATTACH CABLE CLIPS ALSO.
21. RE-ASSEMBLE THE INNER PARKING BRAKE ASSEMBLY. THIS INCLUDES THE SHOES, CLIPS AND SPRINGS.

(IF THE FRONT SHOE RETENTION PIN IS DIFFICULT TO ATTACH. IT IS RECOMMENDED TO PACK RAGS OR CARDBOARD BEHIND IT TO HOLD IT IN PLACE)

22. INSTALL THE BRAKE ROTOR AND BOTH CALIPERS AS SHOWN BELOW, AND USING THE WASHERS SUPPLIED IN THE ORDER SHOWN IN DIAGRAM A.

(FOR NON-BREMBO, USE M10 x1.25 BOLTS. FOR BREMBO, USE M10 X 1.5 BOLTS)

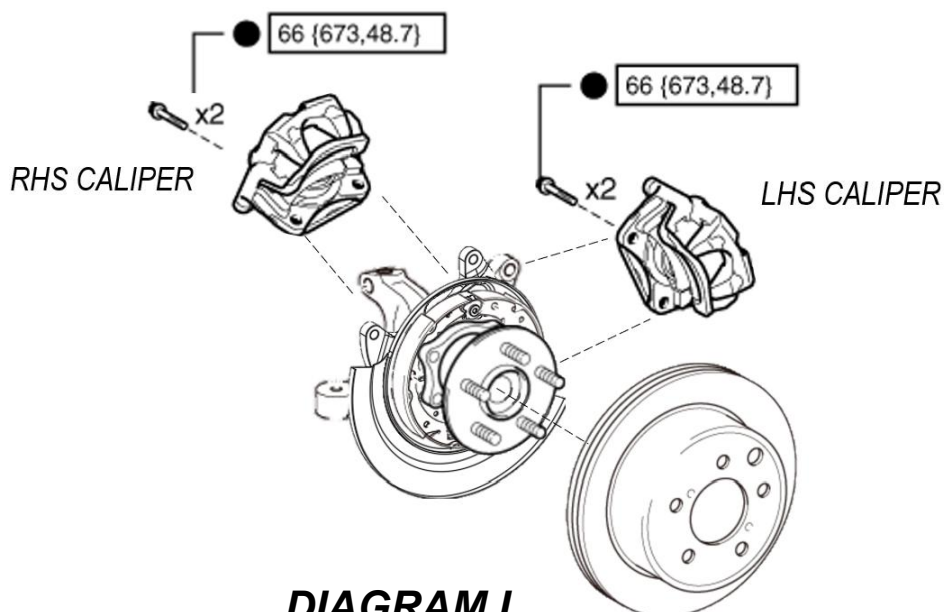


DIAGRAM I

23. ADJUST THE PARKING BRAKE AS SHOWN IN THE WORKSHOP MANUAL.

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24. INSTALL THE PLUMBING FOR THE SECONDARY BRAKE CALIPERS AND BLEED THE LINES.
25. **(SKIP THIS STEP IF USING THE GTS CALIPER BRACKET)**
WHEN REFITTING THE OEM BRAKE LINE, THE MOUNTING LOCATION TO THE UPRIGHT IS OBSTRUCTED.

THEREFORE, WE RECOMMEND DRILLING OUT THE MOUNTING HOLE USING A 12MM DRILL BIT AND MOUNTING IT BELOW THE UPPER CONTROL ARM USING ITS LOCKING BOLT AS PICTURED BELOW IN DIAGRAM J.

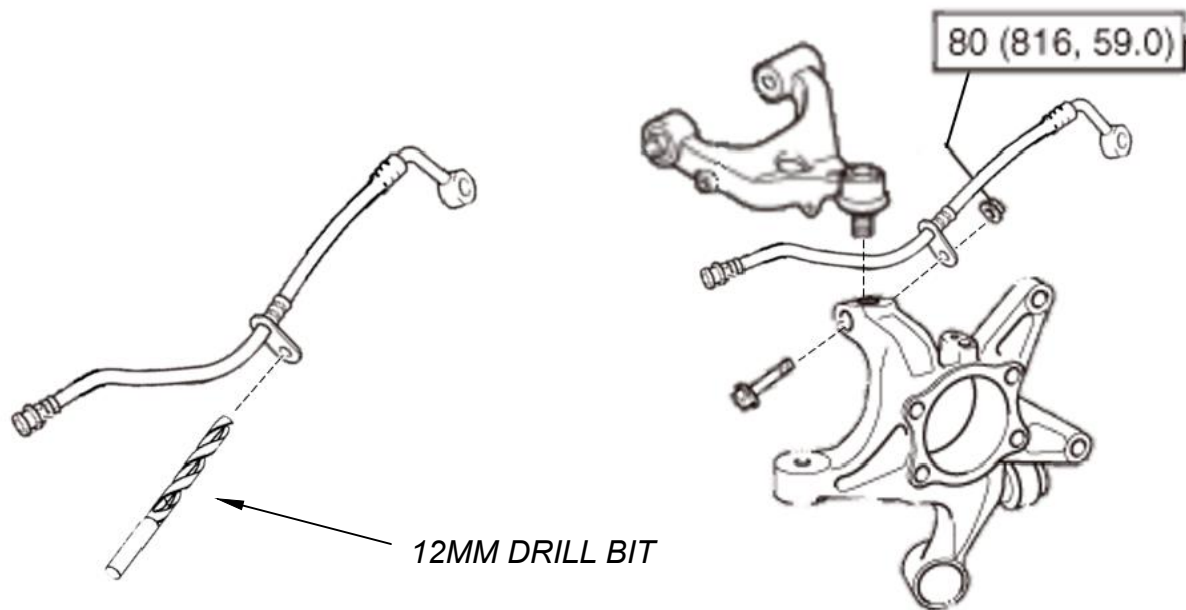


DIAGRAM J

26. FIT THE WHEELS AND LOWER THE CAR.