

# **ZEUS BRAKING INSTRUCTIONS**

## **VENTED DISC KIT:Z6020 & Z8030**

These instructions are designed to assist skilled technicians/competent amateurs to install Zeus Braking four pot caliper systems.

No warranty is offered on the accuracy or completeness of any information contained within these instructions

No liability will be accepted for damages injury or death resulting from the use of incorrect information that may have arisen during the preparation of these instructions

Individuals who undertake to install their own kit should have some skill and training and be aware of the potential risks associated with working with brake components and jacked or raised vehicles.

This kit contains precision-machined components and under no circumstances should any modifications be made to the kit.

All product names and brand names used are registered trademarks or trade names of their respective owners.

### **FITTING THE BRAKE KIT (FRONT)**

- 1 Ensure your vehicle is securely jacked using the correct jacking point and axle stands.
- 2 Remove the road wheels and stow away safely
- 3 Remove the old caliper, retaining the securing bolts for the new callipers( For mk 2 jag also retain the spacer located between the original caliper and the steering arm as this will need to be re-installed in the same location. Failure to do this will place undue stress on the steering arm)

4 Ensure you have the correct shim and fit as per the shim leaflet supplied with your kit. Remove the existing solid disc. Check hub is clean and remove any residual debris to ensure the new vented disc fit is not compromised and that the disc sits cleanly on the splined hub.

5 Fit the new vented disc using the existing bolts from the solid disc.

Note: If your vehicle still has a dust shield you will need to trim it to accommodate the new four pot caliper. This is easily done using a set of tin snips. Cut to required aperture. (NB. the bracket for the brake line will require a new position.)

6 Refit dust shield

7 The caliper must now be readied for installation. remove the red protecting plugs and fit the bleed nipple. With the caliper orientated in the final fitted position the nipple is fitted to the horizontal hole between the 2 socket head cap screws (SHCS). The new brake pipe supplied with the kit fits into the vertical hole.

8 Fit new caliper to the vehicle upright using existing retaining bolts. (tighten to 67Nm.) **ensuring shim is in correct position [note for series 2 E type, washer style shims are provided]** (also note the caliper and bleed nipple should face the top of the wing and not the road surface.)

9 Check clearance around dust shield and make any necessary adjustments. If necessary re trim the dust shield. Do not alter the caliper.

10 The brake pads are fitted using the retaining pins and clips supplied. The pins are fitted from the inboard side and come through to the outside of the caliper. (SUPPLIED IN SITU)

11 Prior to fitting the brake line, final bleeding is made easier if the caliper is pre filled with brake fluid using a syringe or similar.

12 Connect new metal brake line, release clamp and proceed with standard bleeding of brake system. (bleed the system by starting with the caliper furthest from the master cylinder)

13 When you are satisfied there is no air in the system and have completed the brake bleed, fit dust caps over bleed nipple. Re fit wheels.

14 ***Before*** attempting to drive the vehicle on the open road check the brake lines for leaks and ensure you have tightened all bolts and connections.

15 Initially road test the vehicle at low speed to ensure you are satisfied with the system. After the initial road test, re check the brake lines for leaks.

As the brake pads are new care should be taken for the first 200km as the pads bed in.

It should be noted that fitting the new calipers will bring to the vehicle significant changes in braking and the user should be aware of this prior to driving in traffic and in adverse weather conditions.

We hope you enjoy driving your vehicle with your new Zeus calipers. Please remember your braking system is a safety critical component on your vehicle: If you are at all unsure about the fitting of your new brake kit you should consult a qualified mechanic.

Whilst every effort has been made to ensure ease of fit of your kit please be aware that classic vehicles may over the years have undergone changes or modifications. If for any reason your kit does not fit correctly please contact Zeus Engineering directly and speak to one of the engineers. Under no circumstances modify your brake kit.

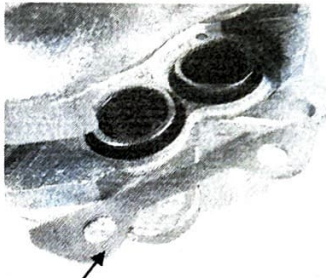
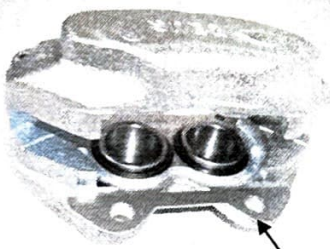
(instruction compliance version 2 – 12/10/13)

**JAGUAR MODEL SPECIFIC MOUNTING INSTRUCTIONS. VENTED KIT**

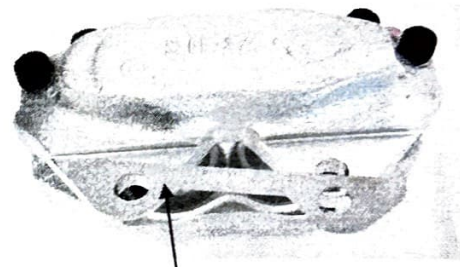
Please follow the shim options below in relation to your specific vehicle. Please note the selection of the correct shim thickness from the supplied parts.

|                        | <b>VENTED 22mm DISC</b>  |  |
|------------------------|--|--|
| <b>S1, S1.5 E TYPE</b> | <u>2.0 mm</u> Shim on Mounting face  |  |
| <b>MK 2 JAGUAR</b>     | <u>2.0 mm</u> Shim on mounting face and<br><u>1.5 mm</u> Shim on reverse face. |  |
|                        |  |  |

# VENTED KIT



Shim on mounting face



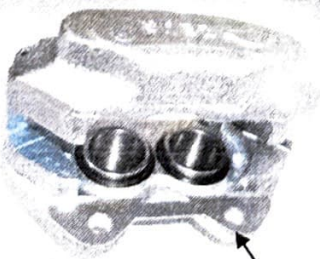
Shim on reverse (back) face

**JAGUAR MODEL SPECIFIC MOUNTING INSTRUCTIONS. VENTED KIT**

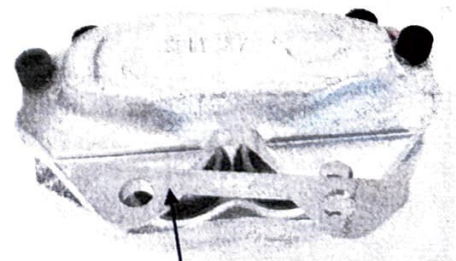
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|                        |  |  |

# VENTED KIT



Shim on mounting face



Shim on reverse (back) face