



## Installation Instructions; Z32 to Z33 Brake Instructions

Applications: 1990-1996 300ZX with stock 30mm calipers

### Disclaimer

A vehicle modified with Concept Z Performance products is intended for off road use only. It is the purchaser's responsibility to check and comply with all local, state and federal laws prior to operating vehicle. Installation and use of performance products may also affect and void warranty. Concept Z shall not be liable for direct, indirect, incidental or consequential damage to persons or property that might be claimed as a result from the installation, improper installation, and failure of part including claims for delay, loss of profit or labor.

#### Index

1. Disclaimer
2. Parts List
3. Installation Guide



This kit allows your 300ZX to use the massive 324mm (12.75in) rotor used on the Nissan 350Z track model.

**Requirements to use this kit:**

- Vehicle must have 17" wheel or larger to clear the new larger brake setup
- This kit works with front 300ZX calipers that use a 30mm width rotor. Early '90's NA calipers will NOT work with this kit!

**This kit includes (see figure 1):**

- (4) Long caliper bolts
- (4) 45mm Adapter bolts
- (4) Lock-washers
- (2) Caliper adapters
- (2) 324mm rotors (*optional – some kits sold without rotors*)



**Figure 1 – Kit contents (rotors optional)**



In order to use the kit, it is very important that **your 300ZX is already equipped with 30mm 300ZX calipers!!!!** If you do not already have 30mm 300ZX front calipers, then this kit will not work. All Z32 models from 1991 thru 1996 should not have any problems, however be sure to measure your rotor width **BEFORE** installing this kit. The 26mm calipers that typically came on 1990 NA 300ZX's cannot be used with this kit.

Additionally, if you have wheels smaller than 17 inches, then this kit will not work for you.

### **Installation:**

First, remove the two bolts that hold the existing 300ZX caliper to the car and remove the caliper. Then remove the two bolts that hold the support bracket for the caliper hard-line to the spindle. Finally remove the caliper and support it using wire-ties or a coat-hanger to prevent twisting or pulling on the brake line.



**Figure 2** – Cut factory dust shield at the front of the hub.



Next, using metal shears, cut the factory splash shield in the front of the hub (as shown in figure 2), and pry off the vehicle (figure 3) with a flathead screwdriver. The dust shield is removed off the car and no longer used as it is too small for the new rotor.



**Figure 3** – Removing factory dust shield.

Using the two new 45mm bolts to bolt the adapter bracket to the back of the spindle (see figure 4), and tighten to 70 ft-lbs torque.



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**Figure 4** – Bolt adapter to spindle using OE caliper hardware

Clean the 350Z rotors' pad contact area with brake cleaner to remove any residue and oils, and install onto the hub. Then bolt the caliper to the adapter bracket using the supplied longer caliper bolts and lock-washers (see *figure 6*). Torque caliper bolts to factory spec.



**Figure 5** – Use supplied lockwashers and long caliper bolts



Re-attach the support bracket for the caliper hard-line to the spindle. Because of the increased distance to the hub, the hard-line will need to be carefully bent so that the bracket will bolt up to the spindle.

After you install your wheels back on your car, you will need to brake in the pads and rotors by moderately braking repeatedly from 60-20 mph. Now go enjoy your new brakes!



**Figure 6** – 350Z track rotor kit installed.