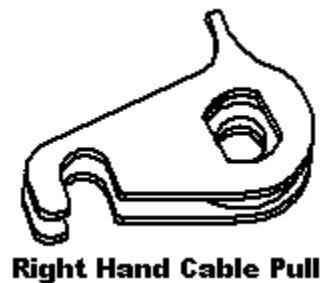
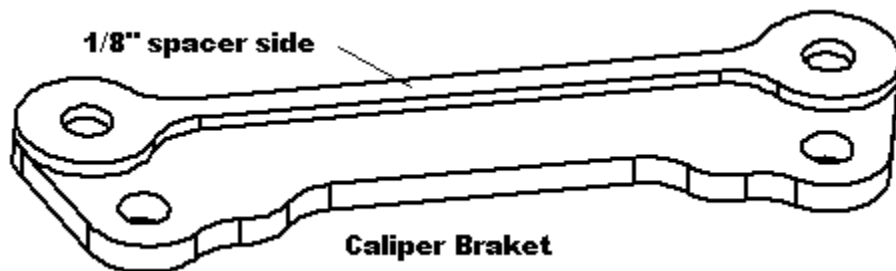
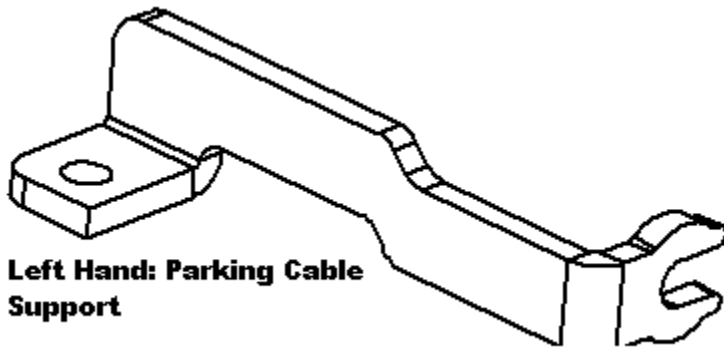


# Re-Speed.com

1979-1985 MAZDA RX7 - Rear Big Brake Kit:

**Package contents:**

- 2) Caliper Brackets**
- 2) Parking Brake Pull Arm, 1) Left and 1) Right**
- 2) Parking Brake Cable Support, 1) Left and 1) Right**
- 2) 10mm x 1.0mm Pitch Nylock Nuts**
- 4) 10mm x 1.5mm Pitch Nylock Nuts**
- 6) 10mm x 20mm Long Hex Head Cap Screws**
- 4) 10mm x 30mm Long Hex Head Cap Screws**
- 6) 10mm Lock Washers**
- 2) 3" Parking Brake Spring**
- 4) Gold zinc plated caliper spacers (Used on Non-SE axles only)**



**Notice: Kit should be installed by a competent mechanic familiar with the braking system of the Mazda Rx7. Failure to install this kit correctly can cause serious braking failures.**

**This kit is 100% bolt-on with, mostly, normal automotive repair tools. You will not need to modify the pieces in this kit nor the stock pieces on your vehicle.**

**Make sure to completely read the installation manual and understand its content before beginning the conversion. This conversion should not be rushed. DO NOT start this conversion on a daily driver unless you understand the manual and have ample time to complete the entire process comfortably.**

**Items you will need to supply for completion of this conversion:**

- 1) Lock tight.**
- 2) Turbo II Rear Calipers.**
- 3) Turbo II Rear Rotors.**
- 4) Turbo II Rear pads.**
- 5) 5 Lug Rear Axles (5 x 114.3mm bolt Pattern). A Moser manufactured solution can be purchased through the ReSpeed catalog.**
- 6) Brake Lines. Stock TII lines can be used without too much difficulty.**

**Notice: When mounting the calipers you will use the Left Hand Turbo II caliper on the Right side of the vehicle and the Right Hand caliper on the Left. The calipers are usually marked.**

### **Rear Axle Preparation:**

- 1) Remove the stock calipers leaving the parking brake cables connected at the frame rail.**
- 2) Remove the stock rear axles.**
- 3) Install the 5 lug rear axles following the installation manual provided.**
- 4) Using the supplied 30mm long bolts and nylock nuts, install the caliper brackets. You have two choices here:
  - A) GSL-SE Length Axles: The brackets should be located to the outside of the stock caliper mounting ears. The bolt heads should be on the outside. The "1/8 inch spacer side" of the bracket should point toward the outside of the vehicle as shown in the following picture of the Right Hand side.**
  - B) Non-SE Length Axles: The brackets should be located to the inside of the stock caliper mounting ears. The bolt heads should be on the outside. The "1/8 inch spacer side" of the bracket should point toward the outside of the vehicle as shown in the following picture of the Right Hand side.****



## **Turbo II Caliper Preparation:**

- 5) **Carefully remove the stock parking brake cable pull lever by removing the return spring and long nut. Then pulling the lever up off the threaded stud. It may be necessary to use a gear type puller to remove the stock parking brake lever from the turbo II calipers. Great care needs to be taken when removing the parking brake lever in order to not tear the rubber boot below.**
- 6) **Remove the stock parking brake cable support. Using the supplied 20mm long bolts and lock washers, install the parking cable support bracket that came with the kit. Install the new parking brake pull that came with the kit using the supplied fine thread nylock nuts. You will need to use Lock tight on this nut.**

**The following picture shows the RIGHT hand setup. Made up of the RH parking brake pull, RH parking brake support and a LEFT marked TurboII caliper. Note that the “stop” built into the new parking brake pull is sitting behind the “pin” that protrudes from the caliper.**



### **Final Assembly:**

- 7) Install a pair of Rear Turbo II rotors. Remove all pads from the calipers.**
- 8) Slide a spring over the parking brake cable. It will stop at the first washer. To mount the cable, first insert the cable end into the two ears on the parking brake pull and then rotate making sure the spring rotates as well. Second, slip the threaded portion of the cable into the slot on the parking brake cable support bracket. There will be a nut and washer on each side of the bracket. The next picture shows how the parking brake cable is assembled to the calipers. This picture is with the caliper outside the vehicle for clarity. This is also a good shot of what side the "stop" of the pull is to the "pin" on the caliper.**



- 9) Tighten the nuts on the parking brake cable towards each other to tighten onto the bracket. Make sure the cable stays pushed into the slot of the support bracket. You will notice the spring covers one of the nuts in the above picture. Simply pull it back out of the way to gain access with a wrench.**
- 10) Slide the caliper in place with the caliper ears to the "1/8 Spacer Side" of the bracket. You have one last choice at this point. On Non-SE axles you will use the supplied gold zinc plated caliper spacers. Using the supplied 30mm long bolts and lock nuts secure the caliper to the caliper bracket.**
- 11) Once you have everything tight you are going to check for clearance. Producing the normal operation of the caliper, Slide the body of the caliper inboard and outboard along the caliper slides. Check for interference with other items while the caliper operates normally.**
- 12) Install the pads and brake lines, bleed the system and adjust the parking brake system as shown in the Factory service manual or Haynes manual.**
- 13) Install your wheels and check the parking brake cable for contact.**

**It is important to double-check all your work. It is important to revisit the installation after a few miles of driving and then daily until you are comfortable the system is operating 100% and the hardware is not loosening.**