

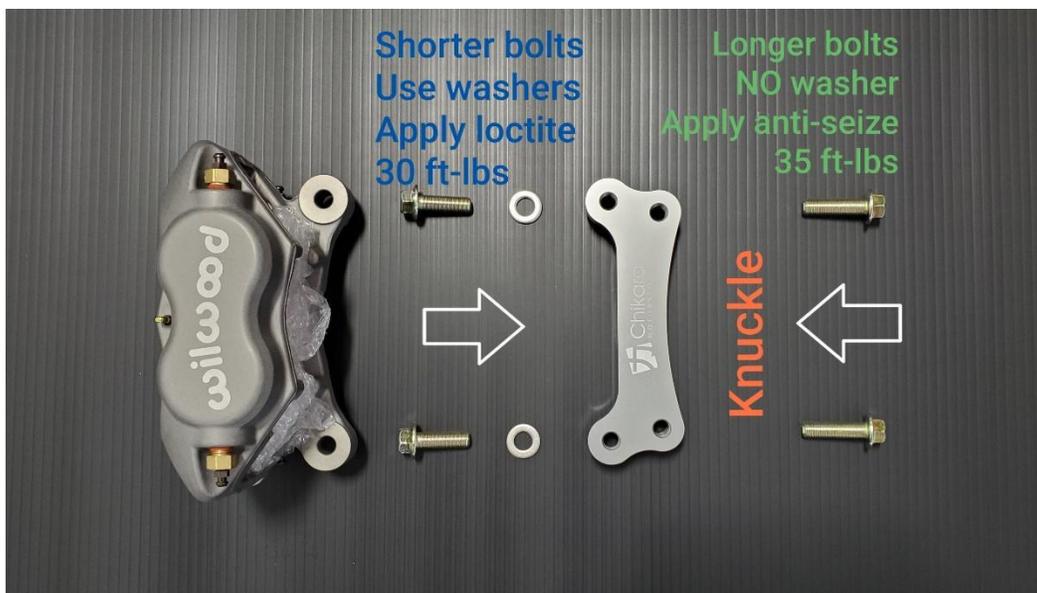
Chikara Gen.2 Big Brake Kit

1990-2005 Mazda Miata (MX-5)

WARNING: Please make sure installation is performed by trained/experienced professionals. The brake system is a crucial part of a vehicle and if installed incorrectly, can cause serious injuries or death. Closely follow the instructions below and feel free to contact us if you have any questions at k2motorworks@gmail.com.

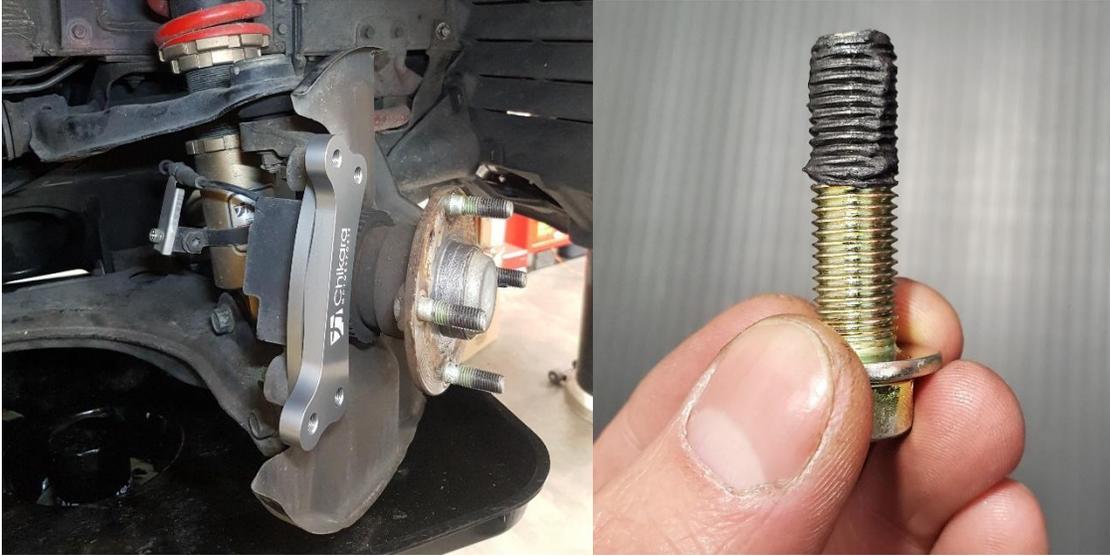
This kit is designed to use OEM dimension **2016+ ND MX-5 11" (280mm) front rotors**, however, both ND model Brembo and non-Brembo package rotors are suitable. We recommend using the Brembo package rotors because of various minor improvements in machining and vane design.

Breakdown of the kit's layout:



- 1) As usual, for brake work that requires replacement of brake caliper/brake lines, bleed brake fluid from the front circuits as best as you can.
- 2) Remove OEM brake caliper and brake lines.
- 3) Install the Chikara BBK adaptor bracket onto the knuckle upon cleaning off any surface rust or debris on the contact surfaces of the knuckle.
NOTE: Use the longer bolts (13mm head) for the knuckle end of the brackets and

apply anti-seize compound as shown below for ease of future servicing. When removing the brake caliper, **ONLY** unbolt the long bolts to remove the caliper with BBK adapter as one unit from the knuckle.



4) Clean off hub surfaces where the rotor will sit - applying a bit of anti-seize compound around the hubcentric area doesn't hurt either. Then, install the new ND rotor and secure it hand-tight with a nut & collar/washer to seat the rotor flush in preparation for caliper installation in the next step.



Review - this picture shows the 2 lengths of bolts provided:

Left: Knuckle side w/ anti-seize
Right: Caliper side w/ washers and blue Loctite.

- 5) Carefully install the caliper onto the adaptor bracket with the shorter (13mm head) bolt. As seen in the first layout picture above, you **MUST** use the stainless-steel washer here and then apply (blue) Loctite thread-lock compound! These bolts are not meant to be removed throughout the lifespan of the kit's usage. As mentioned in Step 3), any servicing that requires removal of the caliper is done by removing the knuckle-side long bolts and leaving the caliper and adapter in one unit.



- 6) Next, install our braided SS brake lines. First, apply Teflon tape or paste onto the NPT-to-3AN adaptor fitting facing the caliper side. (See picture below)



- 7) Next, install the chassis-end of the Chikara SS brake line to the car's steel hardline fitting. Make sure the SS brake line is not twisted, kinked, or obstructed in any way when steering lock-to-lock. Our brake lines are made to a specific length to prevent too much unwanted tension or slack near the wheel at maximum lock.
- 8) Repeat Steps 2) to 7) on the opposite side.
- 9) Flush/air-bleed your brake lines completely (both in-bound and out-bound bleeders of the calipers as these are 4-piston calipers).

WARNING: Remember to pump your brakes to a firm resistance before driving out of your parking spot or garage to ensure you have working brakes.

There you have it, your BBK is now completed and ready to serve you well!



Disclaimer:
Aftermarket high-performance parts are intended for off-road and auto racing use only. Chikara Motorsports is not liable for any property damages caused by the use and/or misuse of such parts, personal injury, or death under any circumstances.