



HONDA INSTALLATION INSTRUCTIONS

Accessory
HPD Front Brake Kit
45250-F27S-A02

Application
2011-14 CR-Z

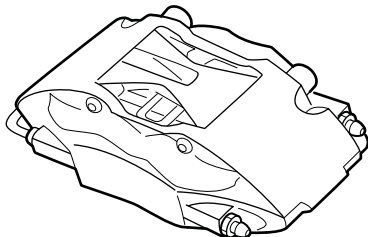
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FEB 2014

NOTE: The HPD Front Brake Kit was designed for vehicles equipped with HPD Wheels, P/N number 42706-F27S-A01.

PARTS LIST

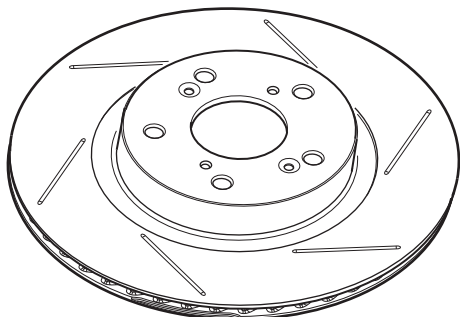
2 Brake Calipers, Pads Installed



4 Brake Hose Crush Washers, 10 mm



2 Brake Rotors, Directional (6)



TOOLS AND SUPPLIES REQUIRED

Sockets 10 mm, 12 mm, 14 mm, 17 mm and 19 mm
Ratchet
Flare Nut Wrench 10 mm
Phillips Screwdriver
Vise Grips
Eye protection (face shield, safety goggles, etc.)
Allen Wrench 10 mm (Caliper Bracket)
Allen Wrench 5 mm (Caliper Brake Pad Bridge)
Torque Wrench
Honda DOT 3 Brake Fluid

Loctite 262

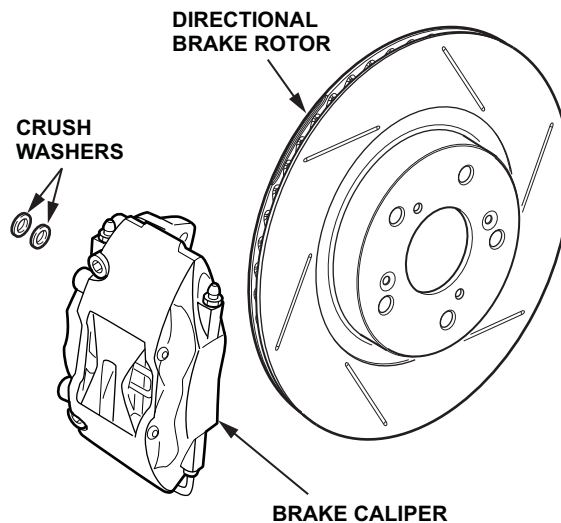
Metal Shears

White Marker

Gloves

Isopropyl alcohol

Illustration of the HPD Front Brake Kit

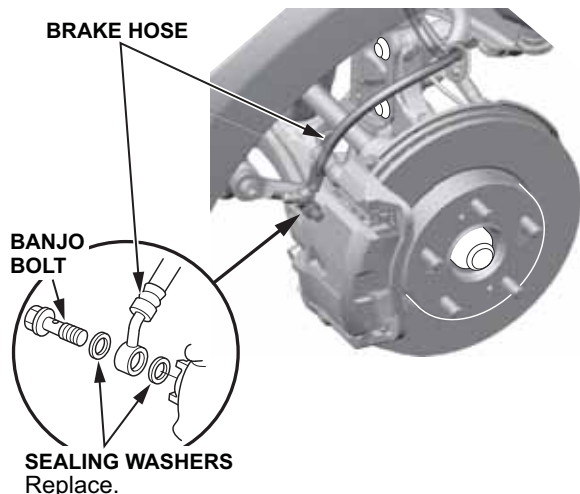


REMOVAL

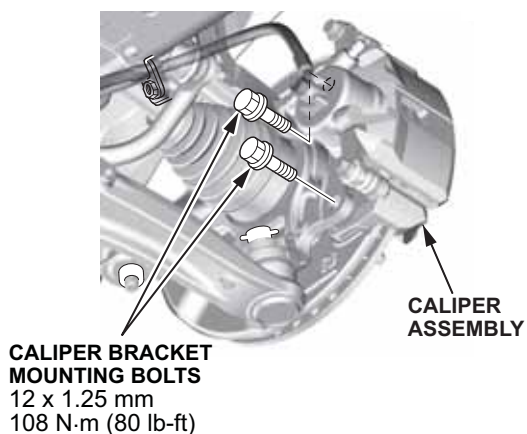
Customer Information: The information in this installation instruction is intended for use only by skilled technicians who have the proper tools, equipment, and training to correctly and safely add equipment to your vehicle. These procedures should not be attempted by "do-it-yourselfers."

NOTE: Allow the brakes to cool down before installing this accessory.

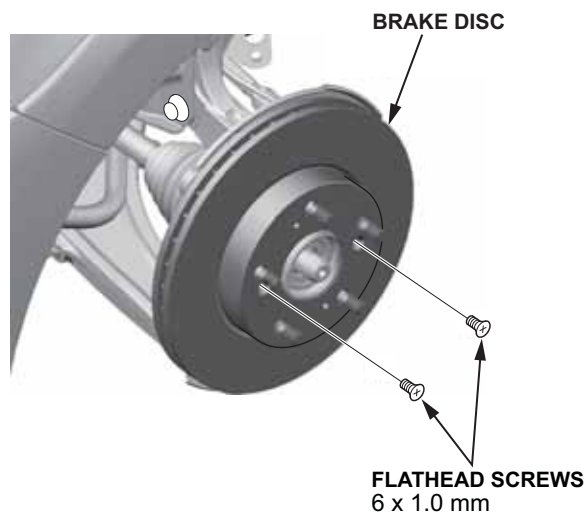
1. With the vehicle on a lift, remove the front wheels.
NOTE: The stock wheels will not fit over the HPD calipers; HPD wheels are recommended.
2. Remove the brake hose mounting bolt 8 x 1.25mm, and the brake caliper hose bango bolt 10 x 1.0mm.
NOTE: If the area around the brake line connection is dirty, clean it with brake cleaner before removing the brake hose.



3. Remove the two brake caliper bracket mounting bolts 12 x 1.25 mm, then remove the caliper assembly from the knuckle.

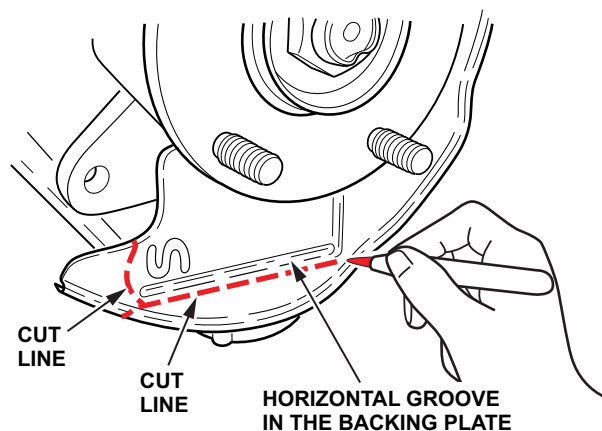


4. Remove the brake rotor two flathead screws 6 x 1 mm, and remove the brake rotor.

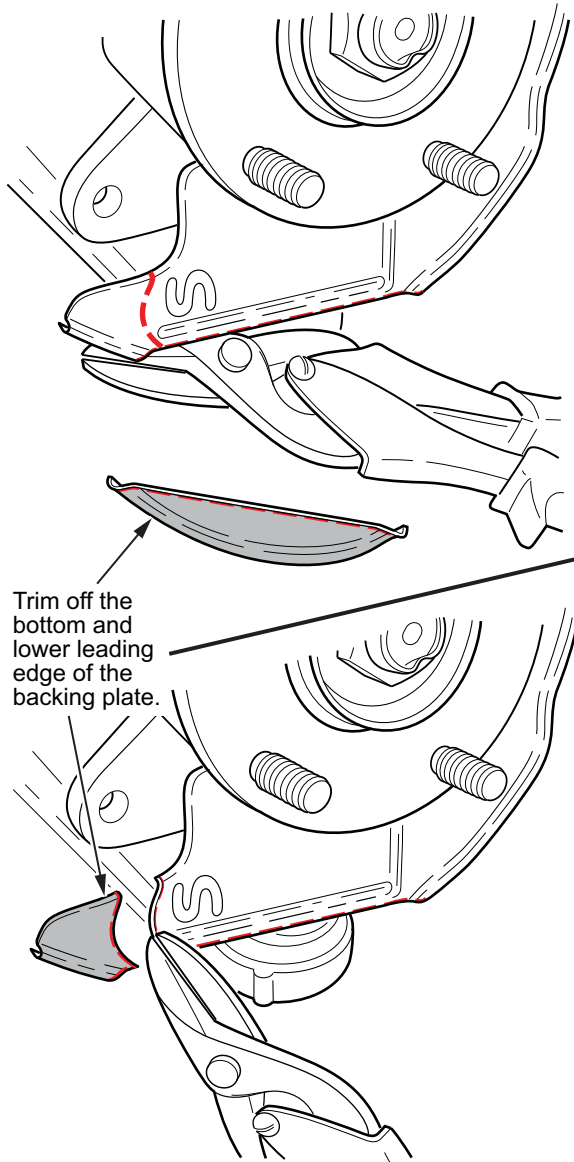


INSTALLATION

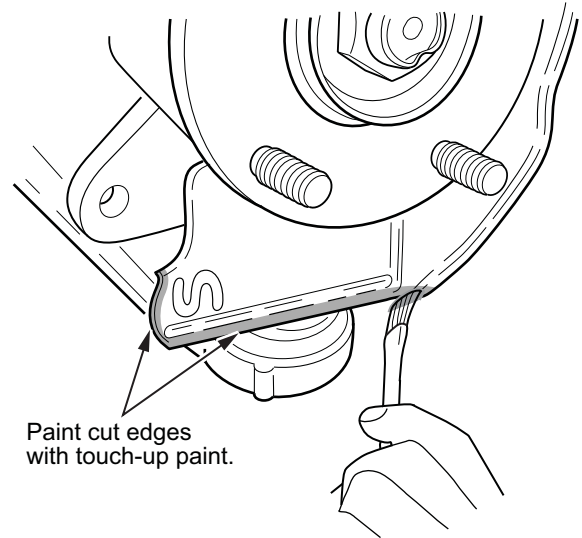
5. Using a white marker, draw a line on the backing plate as shown.



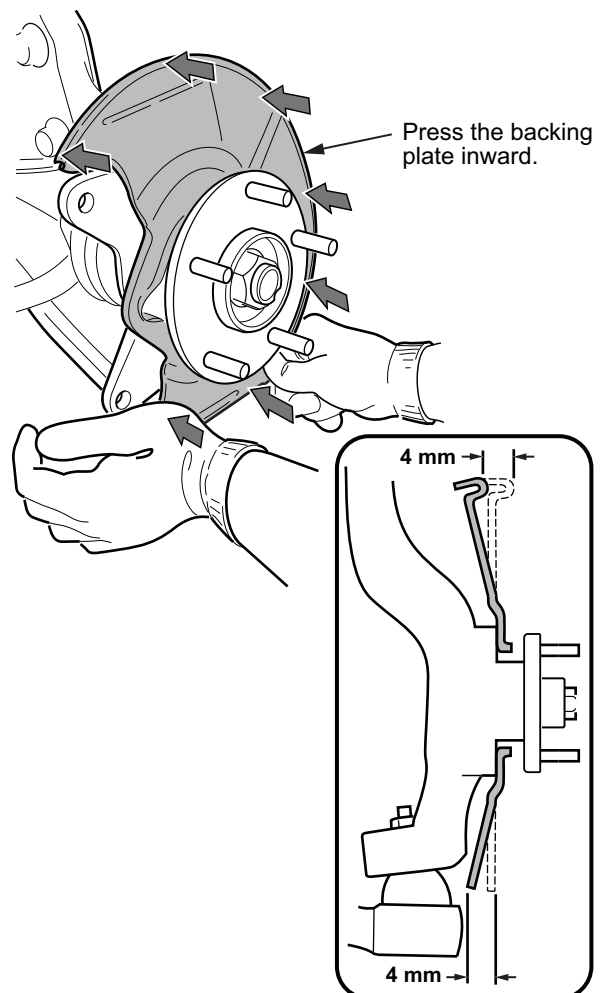
6. Wearing gloves, trim the backing plate along the white line.



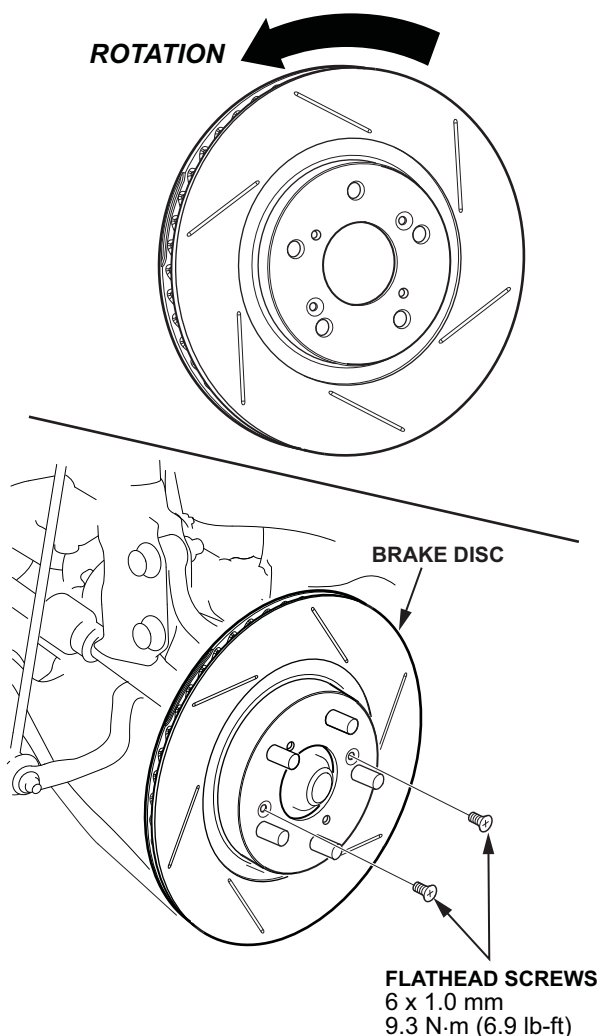
7. Remove any metal burrs using a file. Then clean the area with Isopropyl alcohol and apply touch up paint to the bare metal.



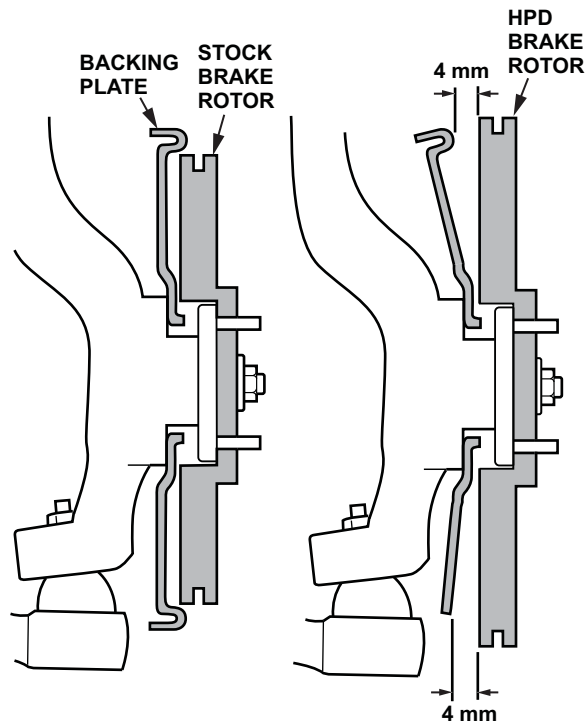
8. Push the backing plate inward 4 mm to prevent it from rubbing against the rotor.



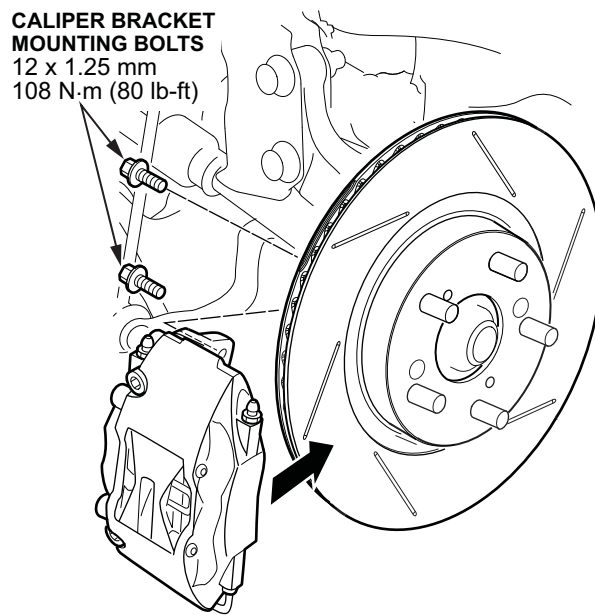
9. The rotors in this kit are coated with a water-soluble, environmentally responsible rust inhibitor. This coating must be washed off with soap and water before installation. If you don't wash the rotors, you will damage the rotors and pads, which can cause performance problems when braking.
10. Install the HPD rotor using the two 6 x 1 mm flathead screws removed in step 4, and torque to 9.3 N•m (6.9 lb-ft).
NOTE: HPD brake rotors are directional. Match the rotor direction to the wheel rotation.



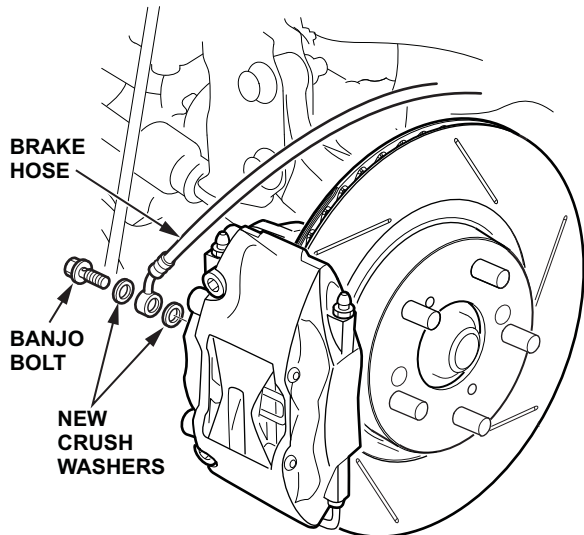
11. Looking at the backside of the rotor, make sure there is a minimum of 4 mm clearance between the backing plate and rotor.



12. Install the HPD caliper assembly on the knuckle using the two bolts 12 x 1.25 mm removed in step 3. Torque the bolts to 108 N•m (80 lb-ft).
NOTE: Remove the shipping material between the brake pads.



13. Install the brake hose, using the bango bolt and the two new crush washers supplied in this kit. Torque the bango bolt to 15 N•m (11 lb-ft).



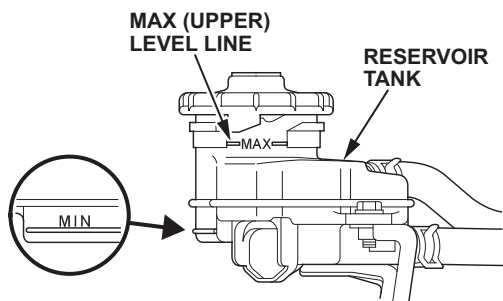
14. Repeat the steps 1-13 to install the other HPD caliper and rotor.

BRAKE SYSTEM BLEEDING

15. Make sure the brake fluid level in the reservoir tank is at the MAX (upper) level line.

NOTICE: Do not spill brake fluid on the vehicle; it may damage the paint. If brake fluid gets on the paint, wash it off immediately with water.

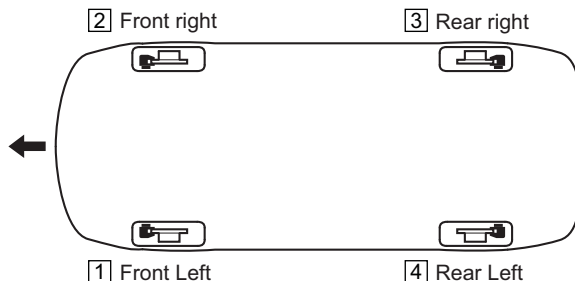
- Do not reuse the drained fluid. Use only new Honda DOT 3 Brake Fluid from an unopened container. Using a non-Honda brake fluid can cause corrosion and shorten the life of the system.
- Make sure no dirt or other foreign matter gets in the brake fluid.
- The reservoir tank connected to the master cylinder must be at the MAX (upper) level mark at the start of the bleeding procedure and checked after bleeding each wheel location. Add fluid as required.



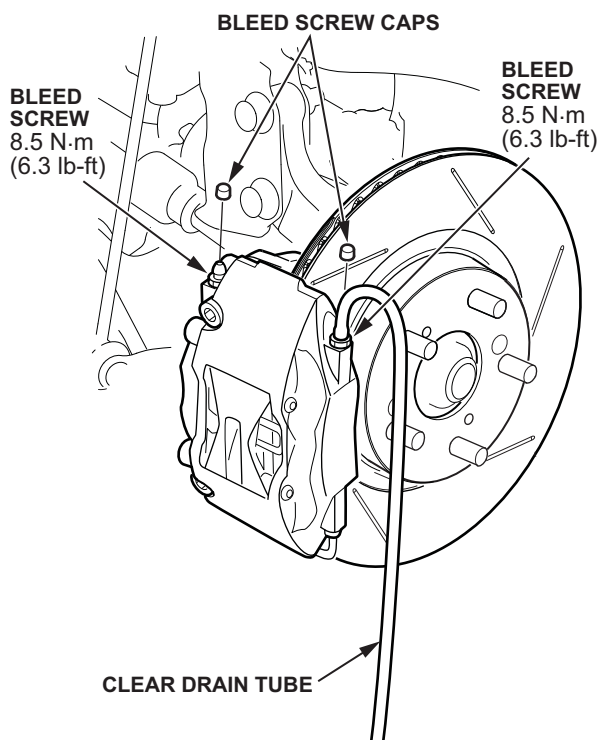
16. Have someone slowly pump the brake pedal several times, then apply steady pressure.
17. Start bleeding at the driver's side of the front brake system.

NOTE: Bleed the calipers in the sequence shown.

BLEEDING SEQUENCE:



18. The HPD calipers have two bleed screws. When bleeding these calipers always start with the outer screw, then the inner screw on the same caliper. Attach a length of clear drain tube to the bleed screw, loosen the bleed screw to allow air to escape from the system. Then tighten the bleed screw securely.



19. Refill the master cylinder reservoir tank to the MAX (upper) level line.
20. Repeat the procedure for each caliper bleed screw until there are no air bubbles in the fluid.

BEDDING THE BRAKE SYSTEM

NOTE:

- After the installation is complete, bedding the brakes is critical for optimal performance. Bedding in new parts heat-cycles the pads and deposits a layer of pad material onto the rotor. If brakes are not bedded in properly, an uneven layer of pad material will be deposited onto the rotor and may cause vibrations or noise.
- Bed the brakes where you can safely and lawfully reach 55 mph and then slow the vehicle down to 5-10 mph. It should be conducted in an area lightly traveled and without cross-traffic. Bedding in brakes should not be done in poor weather conditions, in areas of poor traction, in high traffic areas, or on a freeway.

Typically, heavy braking (90-100% brake effort) activates the ABS. Therefore, you will need to apply moderate braking (70-80% brake effort) to properly bed in rotors and pads.

1. Accelerate to 55 mph.
2. Apply moderate braking effort to slow the vehicle to approximately 5-10 mph, but **DO NOT** come to a complete stop.

NOTE: Do not watch the speedometer when braking. Keep your eyes on the road and approximate your speed when braking.

3. Release the brakes, and repeat the steps nine more times. Allow the brakes to cool before coming to a complete stop.

NOTE: Brake smoke may appear after several cycles. On the 8th or 9th cycle, there should be a distinct smell from the brakes. After the 10th cycle, the rotor face will have a blue tint with a light gray film. This indicates that the rotors and pads have reached the proper bed in temperature. Allow the brakes to cool before coming to a complete stop.

Illustration exploded view of caliper and torque values.

