TKOSROD1301K 5TH GEN VIPER ACR RACING BRAKE COOLIKG KIT

INSTALLATION INSTRUCTIONS
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Prior to any work being done, it is recommended to use collision tape or some other protective cover in area where work will be performed to minimize possibility of damage. When working underneath any vehicle, follow all industry standards for securing elevated vehicles. Proper lifts, floor jacks, and correct jack stands must always be used. Work must be performed on level and stable surface (concrete).

IMPORTANT NOTE: BRAKE DUCT COOLING KIT IS DESIGNED TO BE USED WITH TKO MOTORSPORTS STAINLESS STEEL BRAKELINE KIT OR GOODRIDGE BRAKELINE KIT. BRAKE DUCT COOLING KIT IS DESIGNED FOR RACE AND TRACK APPLICATION. INSPECT REGULARLY AFTER EACH RACE OR TRACK SESSION. PROFESSIONAL INSTALLATION RECOMMENDED. BRAKE DUCT HOSES ARE OFTEN A CONSUMABLE PRODUCT, CONTACT TKO MOTORSPORTS FOR REPLACEMENT PARTS WHEN NEEDED.

Tool list:

Pop rivet gun pneumatic or hand squeeze

Band saw or hack saw

Metric & SAE socket and wrench set with extensions & wobbles

Drill gun with 5/32 Drill Bit

Flat head screwdriver

Side cutters

Torx driver T-3

FRONT INSTALLATION

Step 1: Remove the nose box belly pan from the vehicle to gain better access for following the steps. See Fig. below.

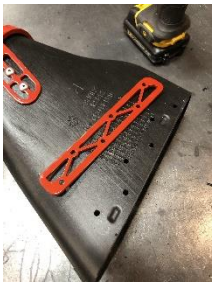
Step 2: Use a 10mm wrench or socket to remove the brake duct secured to the wheel well. See Figs. below.

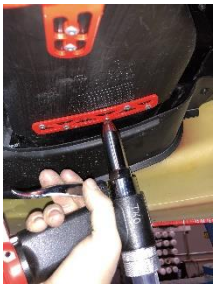
Step 3: Measure and mark (2) points that are 8 inches and parallel from the forward edge of the factory brake duct. Use tape as a straight edge intersecting both marked points. Use a band saw or hack saw and follow the tape line to get a straight cut that is parallel to the forward edge. See Figs. below.

Step 4: Take the brake duct adaptor plate and place it over the cut end of the factory brake duct. Push down on the adaptor plate to ensure a tight fit when drilling holes. (The mounting tabs on the adaptor plate can be bent in if needed to match the angel of the factory brake duct, just place tabs on a table or other flat surface and bend to desired amount). Use a 5/32 drill bit and drill through the existing holes in the mounting tabs of the adaptor plate and through the factory plastic brake duct. Once all (4) holes are drilled, use included 5/32 rivets to fasten the brake duct adaptor plate to the factory brake duct. See Figs. below.



Step 5: Place the support mount on the bottom of the factory brake duct approximately 1/8'' from the forward edge and centered. Use a 5/32 drill bit and drill through the (6) existing holes of the support mount and through the factory brake duct. Put the factory brake duct back in place on the vehicle and push as far forward onto the factory brake duck intake as possible. Use the holes on the brake duct that you just drilled as a template and drill through the factory brake duct intake. Put the support mount back onto the bottom of the factory brake duct and line up all the holes from the support plate, the factory brake duct, and the factory brake duct intake. Use included 5/32 rivets to secure. See Figs. below.

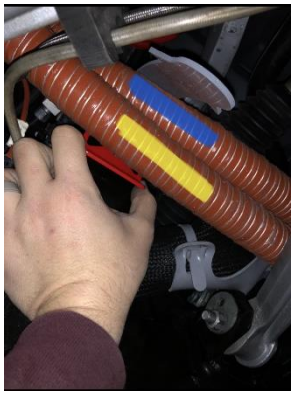


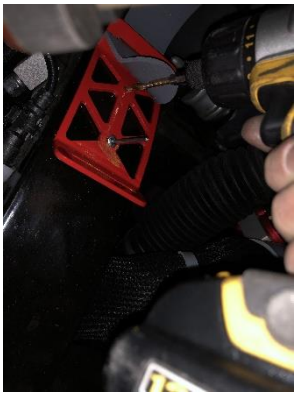
Step 6: Use a 15mm socket on extension and wobble to remove the (2) aft wheel bearing bolts closest to the brake caliper. Slide shroud into place and use the (2) included M10 black bolts to re-secure the wheel bearings and caliper shroud using a 17 mm socket. Torque bolts to 55 ft.lbs. (The brake line banjo fittings on the caliper will need to be at the 9:00 position if not already.) See Figs. below.



Step 7: Test fit the brake duct hoses to find the desired location of the brake duct hose bracket (no need to apple hose clamps yet). The longer 1.5'' brake duct hose (yellow zip tie) will be fixed to the inboard side of the brake duct adaptor plate and will be routed to the aft tube on the brake caliper shroud. The shorter 1.5'' brake duct hose (blue zip tie) will be fixed to the outboard side of the brake duct adaptor plate and will be routed to the forward tube on the brake caliper shroud. (Use a few drops of dish soap to help slide the brake duct hoses onto the brake duct adaptor and caliper shroud tubes). See Figs. below.

Step 8: Now that you know where your brake duct hoses will be routed, it's time to install your hose route bracket. While keeping the hoses running level from the brake duct adaptor plate, hold the bracket up to the frame of the vehicle. Move the brake duct hoses and mark the holes in the bracket at the desired location. Use a 5/32 drill bit and drill the marked holes. Use included 5/32 rivets to secure the bracket to frame. See Figs. below.





Step 9: Reinstall the brake duct hoses in the proper locations and secure them using the included hose clamps. Secure the brake duct hoses to the bracket by pulling the high temp. silicone band over the hoses and through the bottom of the bracket. See Fig. below.

Step 10: Now that the front brake cooling kit has been installed, turn the wheels to full lock left and right and inspect that the hoses are not contacting the wheel. Adjust the hoses if necessary. See Figs. below.



REAR INSTALLATION

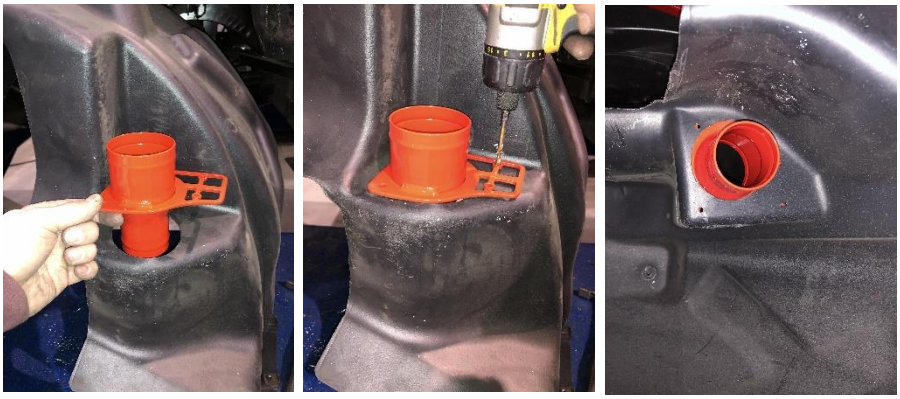
STEP 1: Remove the wheel from the vehicle. Use a T-30 and 10mm socket to remove wheel well. See Figs. below.



STEP 2: Use a 5/32 drill bit and drill out the rivets holding the factory brake duct. You can also use dike cutters to cut the rivets once they are loose. Remove the factory brake duct. See Figs. below.




STEP 3: Place the reducer with the mounting plate in the existing hole of the wheel well with the larger 2.5'' tube upward and the 2'' tube passing down through the wheel well. Use a 5/32 drill bit to drill through the holes in the reducer mounting plate and through the wheel well. On the inside of the wheel well, take the sandwich plate and align with the drilled hole in the wheel well and holes in the reducer mounting plate. Use the included 5/32 rivets to secure to the wheel well. See Figs. below.



STEP 4: Place the wheel well back into position on the vehicle and before securing, reach behind the wheel well and attach the factory brake duct hose onto the reducer using a zip tie to keep in place. Then, finish securing the wheel well to the vehicle. See Figs. below.

STEP 5: Use a 19mm wrench to remove the aft wheel bearing bolts closest to the caliper. Slide the shroud into place and use a 19mm socket on extension to secure the (2) included ½''-20 bolts. Torque bolts to 90 ft.lbs. (The brake line banjo fittings on the caliper will need to be at the 12:00 position if not already).

STEP 6: Use the included 2’’ brake ducting hose from the reducer to the caliper shroud. Use the included hose clamps to secure. Use dish soap to help slide hoses onto the tubes if needed. (Route the hose over the sway bar NOT under). See Figs. below.

STEP 7: Now that the rear brake cooling kit has been installed, put the wheel back on and inspect that the hoses are not in contact with the wheel. Adjust if necessary. See Figs. below.