

IPS Pantera Parking Brake Installation Instruction

WARNING

Modification of your vehicle with the parts identified on this sheet may alter its stock performance; the buyer hereby expressly assumes all risks associated with any such modification.

DISCLAIMER OF WARRANTY

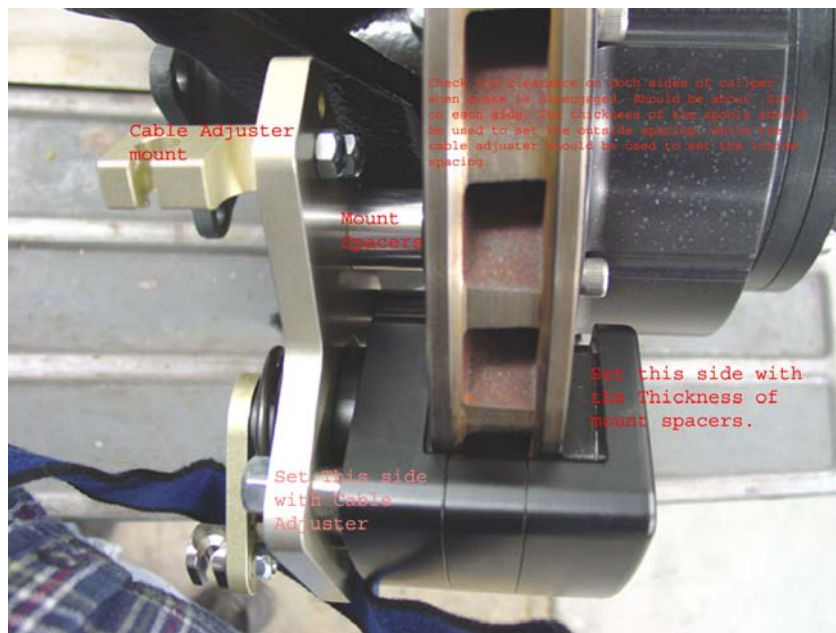
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1. Calipers can be mounted on either the front or rear mounting ears of the Pantera rear upright. Slip the caliper with mounting bracket over the rotor. Using two spacer blocks and two supplied bolts, mount bracket to upright ears. Note that some brackets have two sets of mounting holes to allow usage on 11.70 / 12.190 or 12.190/12.720 rotor diameters. Use which ever set of mounting holes places your Calipers when mounted so that you have about .05 to .1 of clearance between the top of the rotor and the inside of the caliper. Torque bolts to 40-50 lbs.



Photo #1

2. At this time also make sure you have between .010 and .020 of clearance between outside pad of caliper and outside face of rotor. If not you will need to adjust the Offset Adjustment Screw located in the center of the mount plate at the top. Adjust this 1/2" nut until the caliper is centered over the rotor. If this spacing is off by more than adjustment screw will fix, Please write down what thickness of spacer block you need and contact IPS and we will make a new set of spacer for your setup.



Photos #2

3. Caliper should be centered over the rotor with about .010 to .020 clearance between the outside pad and the outside face of the rotor. Photo # 3 (Caliper has internal springs pushing Caliper away from the rotor to prevent the caliper pads from dragging on the rotor when the caliper is not engaged.) If you need to: adjust the Offset Adjustment Screw located in the center of the mount plate at the top. Adjust this 1/2" nut until the caliper is centered over the rotor.

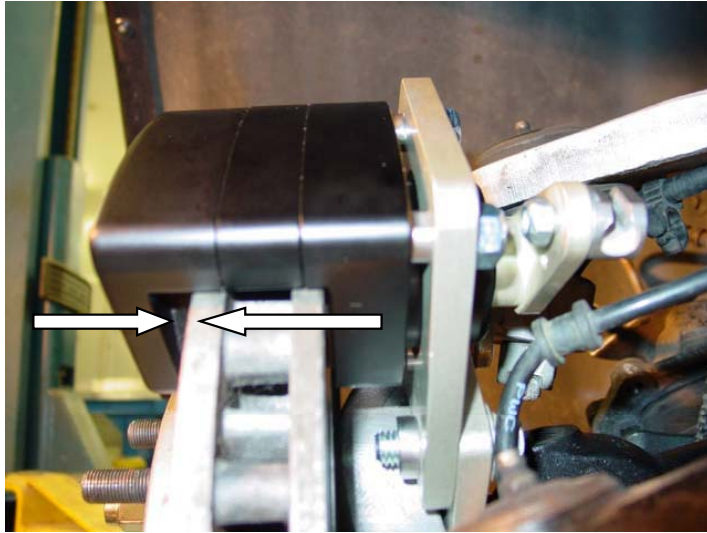


Photo #3

4. Depending on which set of mounting ears you used there are two different cables to use. If you used the rear mounting position then you will need the short cable assembly that is routed from the front side of the A-arms. If the front mounting position was used, you will need the long cable assembly, as this cable will come from the stock fender hole location over the upper A-arm to the caliper. Bring cable around and hook the cable end to the anchor pivot on the caliper lever. Now pull on the cable housing and stretch the cable until you can slip cable thru the cable mount ears (Photo #4). Make sure the parking brake lever is in the down or released position. Check the clearance between the inside pad and rotor surface. This should be between .010 & .020. If there is too much clearance, you will need to adjust cable length with adjustment nut on each end of cable assembly to the cable mount. Make sure both sides are installed before setting clearance. This clearance is very important; if you have too much the brake lever will not set the brake.



Photo #4

Note: You cannot use the stock Pantera cable assembly. Contract IPS for a list of vendors that carry cable assemblies for the IPS Calipers or for a drawing file to have a cable made for you.

6. Which ever mounting position used make sure that the cable is routed clear of all conflicting parts (half shafts, wheels & tires, headers etc...).
7. Place wheel back on axle studs and make sure there is clearance all the way around between caliper and wheel. There should be no problem, but check to make sure.

Trouble Shooting Problems

Brake will not hold car – check that there is only .010 to .020 of clearance between pads and rotor surface, adjust cable length to set inside pad. If you have more than .030 clearance on the outside pad contact IPS for assistance.

Vibration when driving slowly – pads are rubbing rotor, need to adjust inside and outside clearance.

Note: This brake has been designed to be used as a parking brake and should last as long as you own your car. If you use it as a skid control or E-Brake (not recommended), pad wear will occur and adjustment to cable length will be necessary as pads wear.