

**Installation instructions for IPS parking Brake Kit for
1996 to 2002 Viper**



WARNING

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

DISCLAIMER OF WARRANTY

Seller disclaims any warranty express or implied with respect to the parts sold hereby whether as to merchantability, fitness for particular purpose, or any other matter. IPS assumes no liability expressed or implied for the improper installation or use of this product or its components. IPS is NOT responsible for any damage, consequential or otherwise for equipment failure after installation

1. Jack up or lift car and secure on jack stands. Using factory pry tool, remove center wheel cover. Remove wheel lug nuts on both rear wheels using a $\frac{3}{4}$ " socket and remove rear wheels.
2. Remove two rear bearing plate retaining bolts, see photo #1. Note: If you have ABS brakes, take care not to pinch the wire harness going to the ABS pickup.

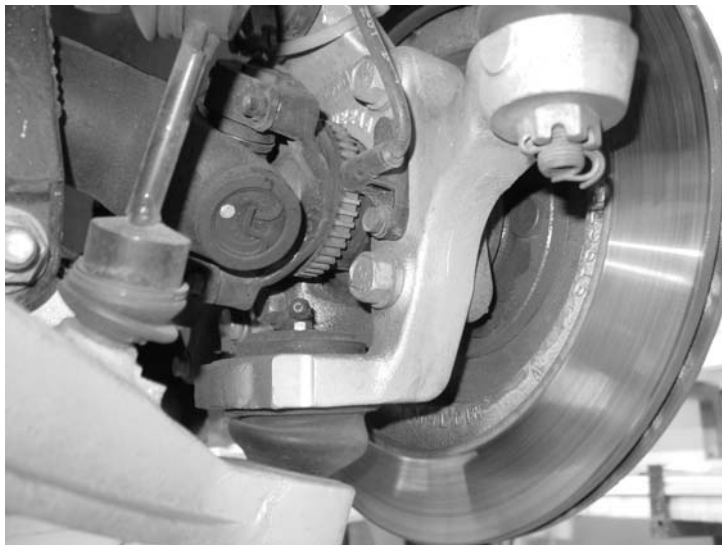


Photo #1

3. ***Separate the upright bracket from the Caliper mount plate as shipped from the factory.*** Take the upright bracket and two supplied $\frac{1}{2}$ -20 X 3" grade 8 bolts and washers, and mount the bracket with the "Left" on driver's side and bracket with "Right" on passenger side. Apply Loctite 262 to the threads of each bolt and torque bolts to 110 ft/lbs. (Remember on ABS cars to watch out for the ABS wire, so the ABS cable goes in the notch in the bracket. Bracket should be oriented as shown in photo #2).



Photo #2

4. Next mount the parking brake caliper to the upright bracket using two supplied 7/16 bolts placing the two aluminum spacers between the upright mount and caliper mount plate. (Photo #3) **Note: Torque two mounting bolts to 45-50 ft/lbs.**

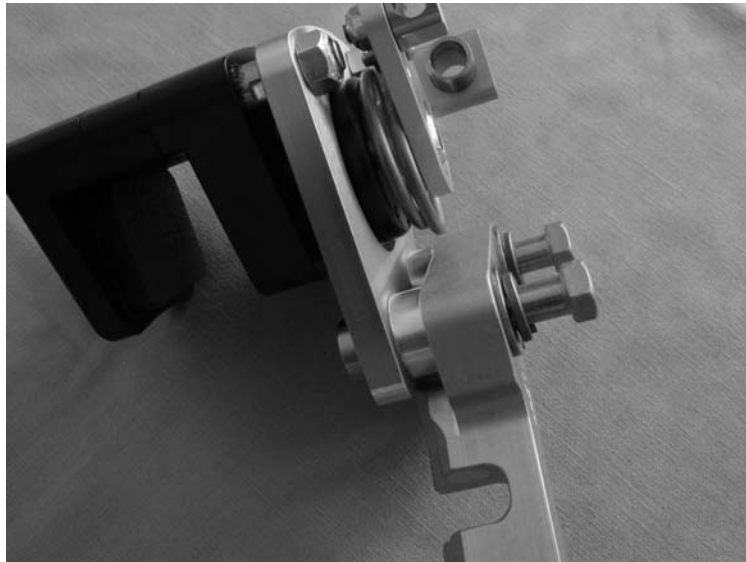


Photo #3

5. Caliper should be adjusted so that the inside pad has .005 to .010 clearance between the pad and the face of the rotor. (See Photo #4) **Make sure you have the rotors seated with a couple of lug nuts to insure the rotor is up tight with the axle flange.**

There should be between .005 and .03 of clearance with the outside pad and rotor face at this time. The 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 do not have the correct clearance, there is an adjustment nut located between the two mounting bolts. Using a ½” wrench adjust the caliper in or out to gain the caliper pad clearance as noted above with the rotor. This is a fine thread on the adjustment bolt so it does not take much movement of the nut to move the caliper in and out. Make sure when adjusting the nut outward that the screw with the nut does not back out, if it turns, use an Allen wrench to hold it while making the adjustment.

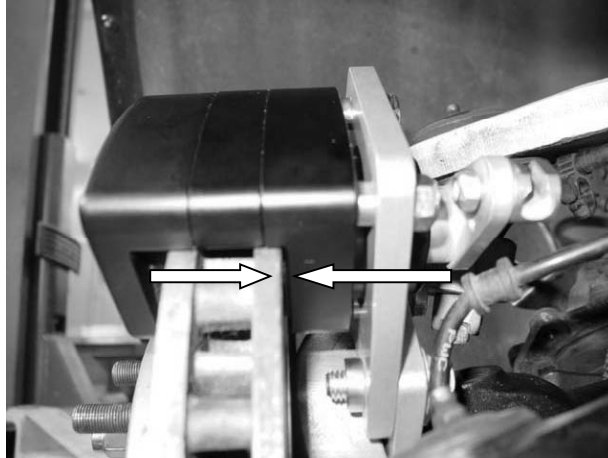


Photo #4

6. Re-route your parking brake cable from the rear side of the shock/spring to the front. You will need to remove a bolt clamp from the frame (Photo #5).

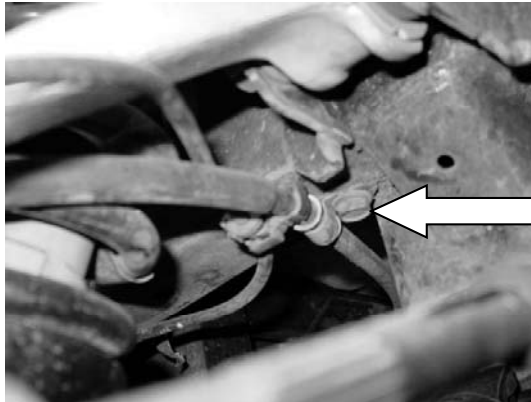


Photo #5

Note: If you have ABS brakes you will need to separate the ABS wire cable from the parking brake cable. Tie wrap the ABS cable up to keep it safe from half shafts as shown in photo #6.

Bring cable around and feed the cable end into the cable anchor on the caliper bracket. Now pull on the cable end stretching the cable out as far as you can pull it. Using a set of Vise Grips lightly clamp the cable as shown in photo # 6a. Now you can push on the caliper lever to allow the cable to go into the caliper cable anchor pivot (Photo #6b). **Make sure the parking brake lever is in the down or released position.**



Photo #6a



Photo #6b

Re-check the clearance between both the inside and outside pads and rotor surface. This should be between .005 & .010 inside and .005 to .03 outside. If there is too much clearance, you will need to adjust the cable adjuster between the cable housing and 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. Once you make an adjustment to the cable length re-adjust the caliper position nut so that you have the correct clearance.

7. Tie wrap the parking brake cable to the A-Arm where the A-Arm has a relief taper to secure the cable out of the way of the half shafts. Re-install cable clamp on cable remove in step 6 above, this will shorten up the cable and keep it out of the way.



8. 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 .005 to .010 of clearance between inside pad 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 pad clearance.

Note: This brake has been designed to be used as a parking brake or E-Brake and it is not intended to be used as a skid control brake. As the pads are designed to not rub the rotor unless the parking brake lever is pulled the pads should last the life of the car. If the lever is left on (pulled up) while driving pad wear will occur, and adjustment to cable length will be necessary, and should be checked on a regular basis.