

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.

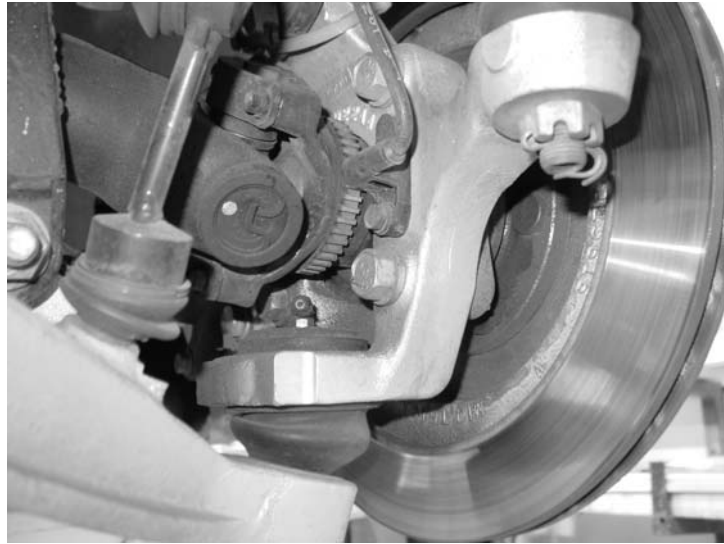


Photo #1

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 drivers 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.**

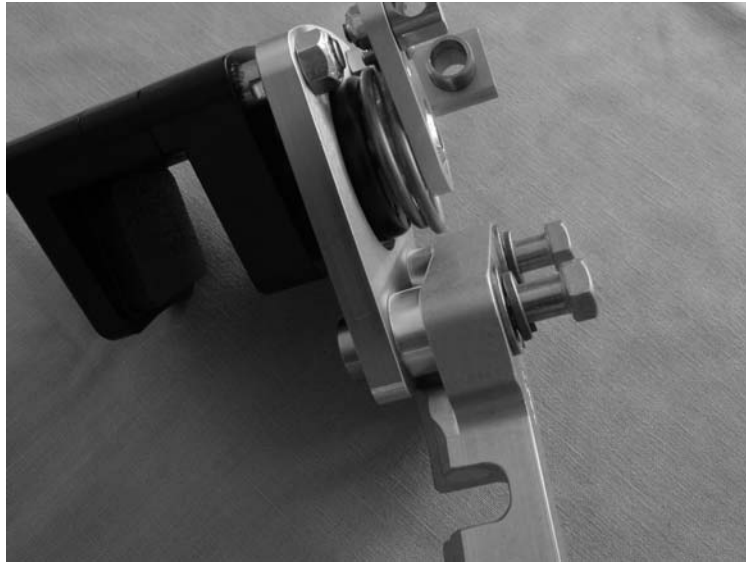


Photo #3

5. Caliper should be centered over the rotor with about .010 to .020 clearance between the outside pad and the outside face of the rotor. ***Make sure you have the rotors seated with a couple of lug nuts to insure they are up tight with the axle.*** Photo # 4 (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 1/2" wrench adjust the caliper in or out to center the caliper over the rotor. Make sure when adjusting 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.

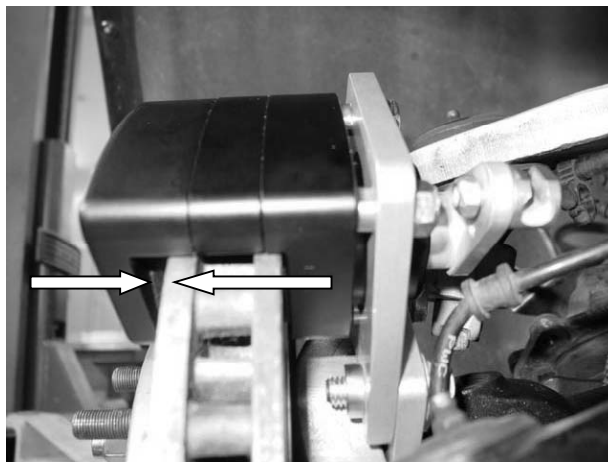


Photo #4

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).

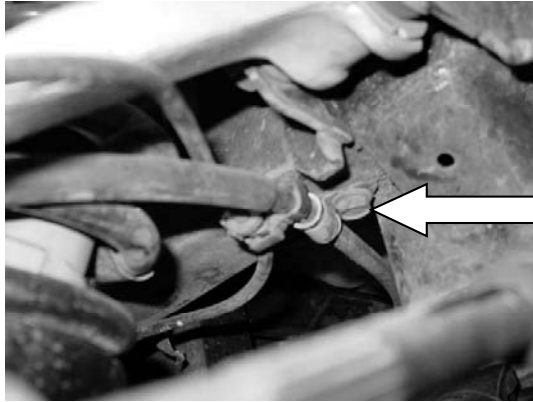


Photo #5

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

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 the cable spacer 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

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 .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 it is not intended to be used as a skid control or E-Brake. As pad wear occurs, adjustment to cable length will be necessary, and should be checked on a regular basis.