



Ireland Engineering Motorsports - 2086-B Central Ave - Duarte, CA 91010
626-359-7674 (Monday-Friday 9-5pm PST)

REAR - E30 M3 310mm Wilwood Big Brake Kit (w/parking brake)

Thank you for purchasing this Ireland Engineering rear 310mm Big Brake Kit using Wilwood calipers! The following instructions are meant to provide a rough overview of installation, they are not a comprehensive guide.

-Professional installation and bedding are required, for a shop near you see our dealer list (<https://www.iemotorsport.com/bmw-repair-shops.html>).

-Our warranty and disclaimers can be read at <https://www.iemotorsport.com/policies.html>

Brake bleeding:

You should follow your factory manual. The wilwood calipers have a bleeder on each corner to ensure easy bleeding. Used brake fluid should be disposed of properly.

Brake-pad bedding procedure:

<http://www.wilwood.com/TechTip/TechPadBedTip.aspx>

Brake Fluid:

We recommend using a good DOT4 fluid such as ATE TYP200 (which has the same formulation as the now unavailable "Ate Blue" and "Ate Gold" fluids). For race applications seek the recommendation of your race-prep shop.

Recommended Tools:

13mm socket and wrench, 17mm socket and wrench, ½ open wrench, metal shears, die grinder, Imperial allen-head socket set, ½-inch torque wrench.

- 1) Safely jack up the rear of the car and remove the rear wheels. Make you have DISINGAUGED the parking brake. Proceed to remove the rear flex-line along with the caliper and rotors.
- 2) Remove/bend the factory heat shield and pay close attention to the area around the caliper mounting points. If you are not sure if you have removed enough material, try bolting on the rear caliper bracket, it should fit without obstruction.

For each side you will have:

- Brake Hose (not pictures)
- Wilwood Caliper
- Wilwood Pads
- Trailing-arm to bracket bolts
- Trailing-arm to bracket spacers
- Bracket
- Bracket to caliper bolts
- Two-piece IE brake rotor



- 3) Rotor orientation. The slots (and interior venting) are angled so that during forward movement hot gases will be pushed out and away from the rotor a la centrifugal force (imagine that roundabout you rode on at the playground as a kid).
- 4) Double-check the torque of each hat-to-rotor bolt (22ft/lb). For additional security you can safety wire the bolts if you desire.
- 5) Mount the bracket to the backside of the trailing arm tabs. Use the provided spacers between the bracket and the tabs (see picture). *IMPORTANT: you will noticed that the top holes on the mounting bracket are offset, mount so the offset holes are closer to the outside (rotor side). Torque bolts to 45ft/lb.
- 6) Mount rotor to hub and hold in place with a couple lug nuts.
- 7) Bolt the caliper onto the mounting bracket (20ft/lb).
- 8) Remove pad retention pin, slid in pads on both sides and reinsert retention pin.
- 9) Attach included flex line (use Teflon tape on the NPT fitting that threads into the backside of the caliper [do NOT use anywhere else]).
- 10) Check for errors and repeat on the opposite side!
- 11) Bleed brakes
- 12) Re-install wheels and bed in the new pads.