

Black Label Racing FPS118F 6-pot Caliper Kit Installation Guide

97-98/00-01 Acura Integra Type-R / 02-06 Acura RSX Type-S / 06+ Honda Civic Si



⚠ DO NOT INSTALL THIS BRAKE KIT BY YOURSELF UNLESS YOU ARE A VERY COMPETENT MECHANIC!

⚠ Please check your wheel size, spoke design, and wheel offset to make sure there will NOT be any clearance issues with 6-pot caliper kit.

⚠ Wheel cleaning solutions and other strong acidic brake cleaners will damage the anodized 6-pot aluminium caliper finish, especially the plating on the hardware. Please avoid over-spraying. Rinse cleaning solution off as quickly as possible if over spray does occur.

Please inspect and make sure your Black Label Racing 6-pot Caliper Kit has the following contents:

- 6-piston Caliper x 2
- 303mm/11.8 inch diameter 1-piece Slotted Racing Rotors w/5x114 lug pattern x 2
- Stainless Steel Brake Lines x 2
- Bleeder Hoses x 4
- Adaptor Brackets x 2
- Sport Version Brake Pads x 1 set (4 blue pads)
- Mounting Hardware x 4 Allen studs
- Liquid Thread Lock x 1 bottle

Tools Required for Installation:

- 3/4 and/or 1/4 Ratchet
- 17mm socket
- 5mm, 8mm, and 10mm Allen sockets
- 13mm open end wrench and 10mm flare wrench
- Grinder
- Brake fluid
- Shop rags, gloves, and a container for collecting brake fluid
- Optional: second person for added help
- Patience!

NOTE: The Honda '06+ Civic Si and 02-06 Acura RSX Type-S vehicles need slight modifications performed on the knuckle assembly in order for the brake caliper adaptor to fit properly. 97-98/00-01 Integra Type-R vehicles DO NOT need knuckle modification.

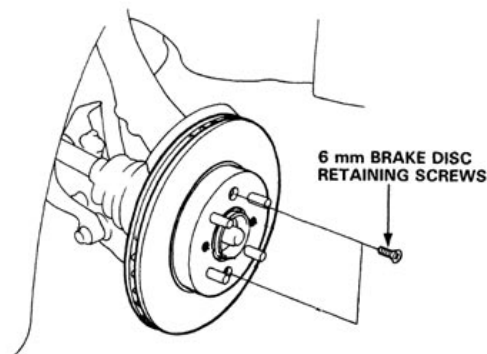
Extended wheel studs are HIGHLY SUGGESTED to be used with this kit. The supplied Racing Rotor "hats" use thicker metal than OEM rotor "hats" and will slightly offset the wheel outwards, taking away length from the OEM lug nut. Extended wheel studs will give more than enough length and return better-safe support to the lug nuts and spindle.

Installation Procedure

NOTE: Below are straight forward installation instructions for the 6-pot big brake kit only. These instructions do not contain detailed information on how to remove the OEM brake components ie. brake caliper/rotor/ and brake lines. It is assumed that the installer is a competent mechanic who knows how to remove/reinstall Honda brake system components. If you are not a competent mechanic, DO NOT INSTALL THIS KIT. Hire an experienced mechanic to perform the install.

****** INSTALLATION IS PERFORMED AT YOUR OWN RISK ******

1. Loosen up the front wheel lug nuts.
2. **Safely** raise your vehicle onto a pair of jack stands and removing the front wheels.
3. Install one brake assembly at a time so that you can reference the opposite side of the vehicle's brake caliper installation.
4. Start by removing the OEM brake line where it connects to the hard-line within the wheel well. Also unbolt any brake line support brackets that are connected to the spindle. Brake fluid will leak and can damage the paint on the 6-pot caliper and most paint surfaces. Make sure to clean up any spilled brake fluid immediately. **DO NOT** let the master cylinder reservoir run dry and suck in air!
5. Completely remove the OEM brake caliper w/brake line attached as one unit by unbolting the two 17mm bolts using a 17mm socket and ratchet.
NOTE: You will reuse these OEM 17mm caliper mounting bolts with the 6-pot caliper.
6. Remove the OEM brake rotor using an impact driver to break loose the two rotor retaining phillips screws. These rotor retaining screws will be reused on the new slotted racing rotor:

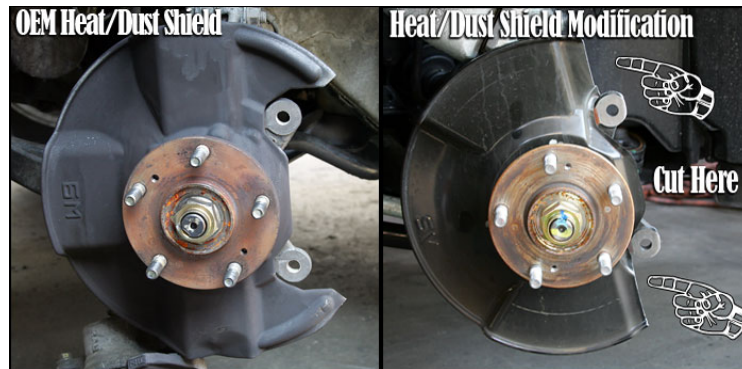


7. Clean the hub surface thoroughly (the area that makes contact with the inner wheel). Debris left on the hub surface can create uneven surface resulting in possible rotor wobble.
8. At this point you will need to decide if extended wheel studs are needed. If so, you must disassemble your knuckle assembly and have a machine shop replace

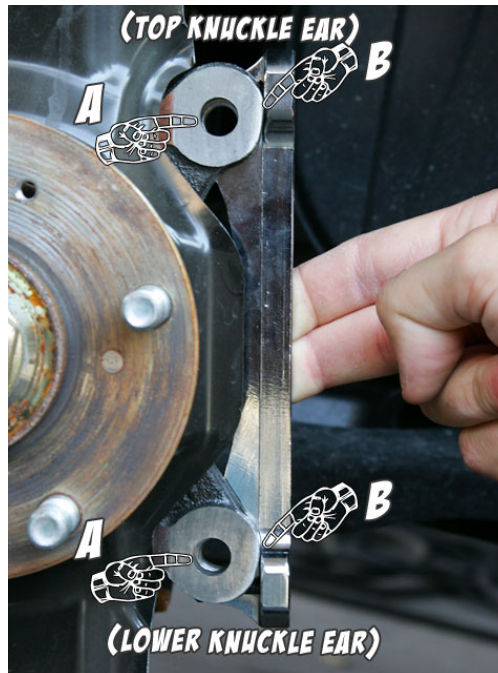
your OEM wheel studs with aftermarket extended wheel studs.

9. [RSX Type-S & Civic Si Owners Only]

The brake heat/dust shield needs to be modified on RSX Type-S and Civic Si vehicles because of interference with the 6-pot caliper. The Integra Type-R vehicle does not need this heat/dust shield modification. Carefully use a grinder with cutting wheel and cut off the section of the heat shield as shown:



10. As noted, the RSX Type-S and Civic Si need slight modification made to the knuckle assembly or knuckle "ears" to be precise. Using the supplied caliper adaptor bracket as a template, holding the bracket to the inner side of the knuckle as shown:

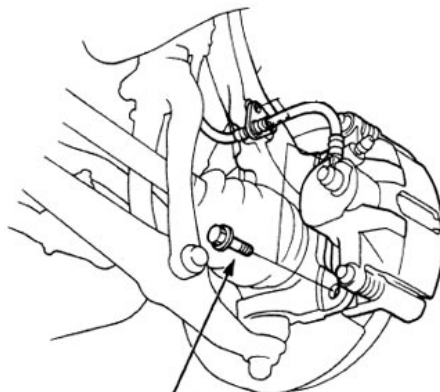
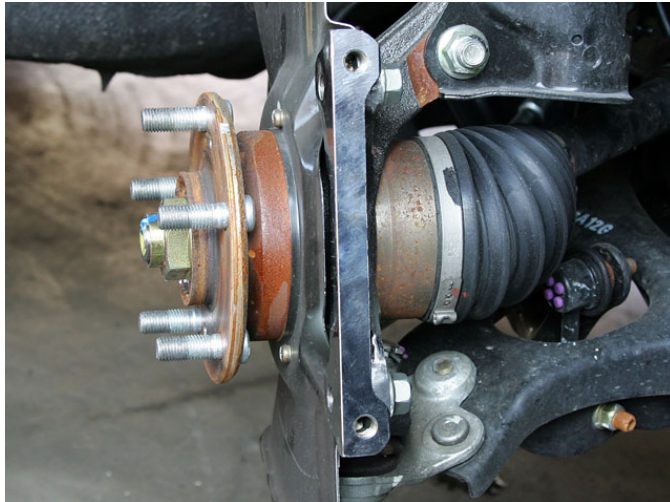


11. Doing this will help gauge how much knuckle material needs to be shaved off the upper and lower knuckle ears at the (B) points in order to allow the 17mm caliper mounting bolts to successfully fit through the "ears" and screw nicely into the bracket mounting holes as pointed in (A).

12. Using a grinder, carefully and slowly shave a small portion of material off the upper and lower knuckle ears. Keep reapplying the adaptor bracket each time to see if you have created enough clearance for the 17mm to fit through the knuckle ear and easily screw into the adaptor bracket. Perform the same modification to the other side of the car when ready:



13. Once you have successfully modified the knuckle ears, completely mount the adaptor bracket to the knuckle reusing the OEM 17mm bolts as shown:



CALIPER MOUNTING BOLTS
12 x 1.25 mm
110 N•m (11.0 kg•m, 80 lb-ft)

Torque the OEM 17mm mounting bolts to **80ft lbs.**

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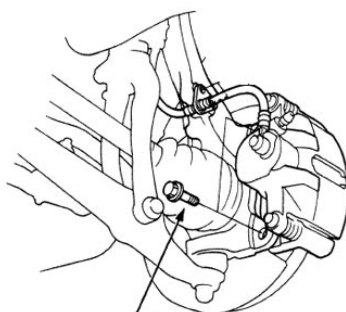
14. **[Integra Type-R Owners]**

Shaving of the knuckle ears is NOT required.

Install and mount the FPS118F adaptor-bracket **exactly** as show below to the knuckle assembly reusing the OEM 17mm caliper mounting bolts:



Don't worry, the bracket will not make contact with the inner rotor face!



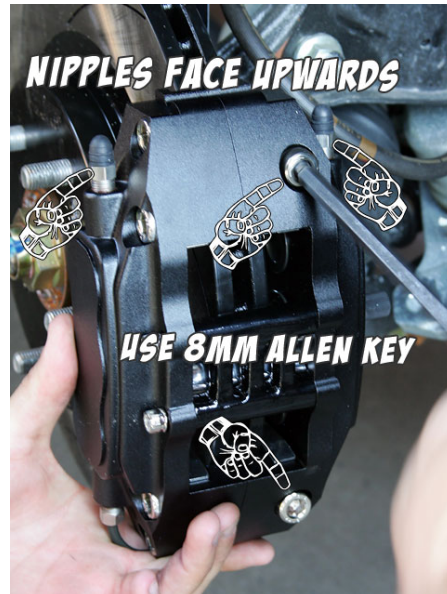
CALIPER MOUNTING BOLTS
12 x 1.25 mm
110 N·m (11.0 kg-m, 80 lb-ft)

Torque the OEM 17mm caliper bracket bolts to **80ft lbs.**

15. Mount the slotted Racing Rotor to the wheel hub and secure into place reusing the OEM rotor retaining screws, if applicable.

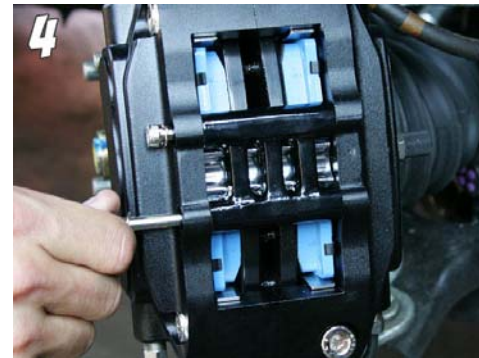
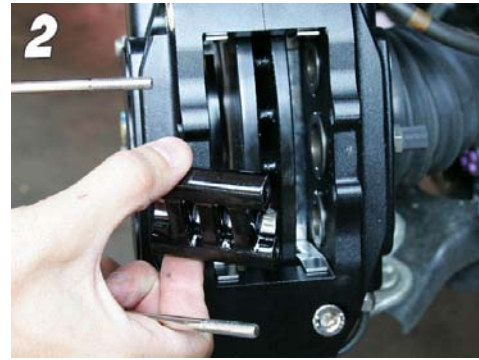
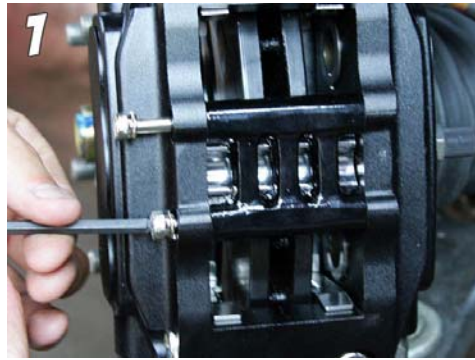


16. With the rotor installed, apply a thin layer of supplied thread lock onto the caliper Allen studs. Mount the 6-pot caliper to the adaptor-bracket using the Allen studs with an 8mm Allen socket and ratchet. Make sure the bleeder nipples are facing **upwards**.



17. Inspect the caliper and rotor fitment. Make sure the caliper is centered over the rotor. Spin the rotor to make sure there are no obstructions or unevenness in the rotor before giving the studs a final tightening. Tighten the caliper mounting studs to **65ft lbs**.

18. Loosen the **5mm** brake pad holster bracket bolts in order to install the Sport brake pads. Install pads, replace brake pad holster bracket, and tighten down 5mm allen bolts. Firmly torque down allen bolts until snug and **DO NOT OVER TIGHTEN!**



19. Remove the protective cap from the brake line AN fitting. Using the supplied thread lock, place a few drops on the AN fitting, then attach the “L” shaped end of the brake line to the AN fitting. Use a **13mm** open end wrench to tighten fitting. Tighten until there is a snug fit - **DO NOT OVER TIGHTEN.**



20. Mount the opposite end of the braided brake line to the OEM hard line that is in the upper wheel well area. Reuse the OEM retaining clip and join the brake line to the hard line by tightening down the **10mm** flare nut until firm. Mount the steel braided brake line support bracket to knuckle assembly.



NOTE: You may need to customize how the steel brake line is routed around the knuckle assembly. Zip ties usually help aid this. Make sure the brake line has enough slack when the steering wheel is completely turned lock-to-lock from left to right.

21. Using the supplied bleeder hoses, attach a hose to each bleeder nipple. Have a container ready to collect fluid at the end of the bleeder hoses.



22. Loosen the inner bleeder nipple using a **10mm** open end wrench (usually half a turn is good enough to bleed). If no fluid is released, tighten up the bleeder nipple nut and have a helper pump the brake pedal a few times to allow the inner caliper piston to fill with brake fluid, then, loosen the bleeder nipple. Fluid should now escape with some air bubbles. Re-tighten the bleeder nipple and pump the brake pedal 3-4 times again, loosen the bleeder nipple, fluid will release with less bubbles. Keep repeating this process until you see **solid fluid** escaping from the bleeder hose. **Make sure the master cylinder does not run dry and suck air in when bleeding!** Repeat this same procedure for the outer bleeder nipple.

NOTE: Perform the bleeding procedure manually and not with a machine!

23. Clean the caliper with water to prevent brake fluid from damaging the anode-electrode caliper paint.



Complete the big brake kit install by follow steps 4-23 on the other side of the vehicle.

Review your work:

- **All screws and bolts are locked up tight**
- **Make sure the brake line is pointed upwards and is not kinked in any way and not leaking any brake fluid.**
- **Check the bleed nipples. Make sure there is no leaking.**
- **Use water not brake cleaner to wash the Racing Rotor disc and Caliper.**

Mount one wheel then rotate slightly by hand to see if there are any clearance problems with the inner wheel and caliper face.



Make sure you have a firm brake pedal and apply pedal pressure for about 30 seconds to check for any fluid leaks at the brake lines and calipers. Fill the master cylinder reservoir if necessary.

After the installation of the 6-pot caliper kit, the ABS light may come for some vehicles. After about 1-15 miles of driving this light will turn off.

DO NOT USE Mag-aluminum wheel cleaner to clean the caliper in order to protect the surface of the caliper! Any strong acid or alkali chemical will make the paint erode or fade.