



Installation Instructions for: **FFC ADVICS ARP Caliper Bolts**

Tools Required:

12mm socket with wrench – new bolts	ARP Anti Seize (supplied with our #FFC72 Caliper Rebuild Kit)
T50 torx bit with wrench(recommend 3/8" or larger for leverage)	Bench top vice or similar to hold the calipers flat and level

FFC Disclaimer

These instructions are only guidance. All pictures and text are for reference only. If you have any questions regarding the install of your new FFC parts, you can email the FFC Staff, or have the kit installed professionally by a qualified professional.

These calipers are upwards of 10 years old, and they are cast aluminum. They are old. Things may break during the rebuilding process (they usually don't, but things do happen). No matter how bolt on, every installation is custom.

We/FatFour Customs/FFC are not liable for any injury and/or damages done or caused by use of calipers during disassembly, preparation, reassembly, or use thereafter.

If you are NOT disassembling/splitting your calipers, only do two bolts at a time – work from the center pair out. If you ARE disassembling/splitting your calipers, complete the Preparation steps with the halves split as the effort required is significantly less.

Yes, we realize the OEM bolts come in two lengths. Our hardware is sized to work as a replacement for any of the caliper assembly bolts in any of the holes – as long as you follow the preparation instructions below.

***IMPORTANT NOTE* IF YOU FEEL THE THREADS START TO STICK, PULL, STRIP, OR WILL BE OTHERWISE DAMAGED, STOP ASSEMBLY IMMEDIATELY.** Take note of your last torque setting. If your reading is LESS THAN 50, complete the **Preparation** steps again prior to continuing. If your reading is higher than 50 lb ft, it is your decision to continue or not. We recommend 60 lb ft as the final torque specification, however, if the caliper will not hold the setting due to deterioration or some other factor(s), we urge you not to continue. Do not argue with physics – you will lose. If you have reached at least 50 lb ft, you can continue assembly to your next bolt, but we recommend a leak check and retorque in 2-3 heat cycles' worth of driving. If you are leak free, your installation is complete! If you find a leak of any kind, we recommend repeating the retorque sequence to the best of your situational abilities.

As always, feel free to contact us with any issues you run into – we are happy to assist in troubleshooting. And yes, replacement bolts are available if you happen to require them.

Happy Wrenching!

FatFour Customs



Preparation:

1. Remove the OEM bolts with a T50 torx bit.
2. Blow out the holes with compressed air or the like because YES debris does build up in the holes.
3. Chase the threads with some anti-seize on one of the longer length OEM Acura bolts. Run them down as far as they will go by hand, and then give them a few more easy turns with your T50 torx bit. The goal is to clear the threads so the new bolts will have clean material to bite into for reassembly.
4. Clean the threads again. Remove the OEM bolts and once again blow out the holes with compressed air.
5. Add a 6mm diameter sized dab of anti seize to the lowermost threads of one ARP bolt. Test the threads by hand by taking the bolt, running it down by hand and seeing how far it will go in.
 - a. If your calipers are split, the bolt should thread all the way in so that the bolt shoulder is touching the sealing surface of the caliper with little to no resistance – e.g.: you should see NONE of the silver threads above the hole. If it passes the thread test, your hole is acceptable to use. Remove the bolts temporarily.
 - b. If your calipers are whole and NOT split, the bolt should thread smoothly all the way down until the flange meets the face of the caliper with little to no resistance. Remove the bolts temporarily.
6. Ensure EACH of your FOUR (or TWO) caliper bolt holes passes this test using the same method.

Reassembly:

7. **If your calipers are still whole and were not split (just replacing assembly bolts), skip to Step 9, and follow Steps 9, 11, 13, 15, and 17. Once you have completed Step 17, for your two inner assembly bolts, revert back to Step 1 and repeat the Preparation steps for the two outermost assembly bolts. Once that is complete, skip to Step 10 and follow Steps 10, 12, 14, 16, 18, and 19.**

If your calipers are split, clean the mating surfaces, reassemble them with the appropriate seals between the housings, and seals/rings for the pistons. Gently place the two halves together, ensuring the small 10mm crossover bore seals are lined up with the housing.

8. Starting with the two middle bolts, add a 3mm diameter sized dab of anti seize to the lowermost threads of one ARP bolt to the final prep the threads of the bolts for final assembly. Working from the two innermost bolts outwards, insert one, thread it in and fully seat it – HAND TIGHT ONLY.
9. Repeat step 8 for the other inner assembly bolt.
10. Repeat step 8 for the two outermost assembly bolts.
11. Starting with the two middle assembly bolts, torque each bolt down to 40 lb ft.
12. Repeat step 11 for the two outermost assembly bolts, again to 40 lb ft
13. Starting with the two middle assembly bolts, torque each bolt down to 50 lb ft
14. Repeat step 11 for the two outermost assembly bolts, again to 50 lb ft
15. Starting with the two middle assembly bolts, torque each bolt down to 55 lb ft
16. Repeat step 11 for the two outermost assembly bolts, again to 55 lb ft
17. Starting with the two middle assembly bolts, torque each bolt down to 6lb ft
18. Repeat step 11 for the two outermost assembly bolts, again to 60 lb ft
19. Sit back and admire your work – job well done! Your completed calipers are ready to install on your vehicle.