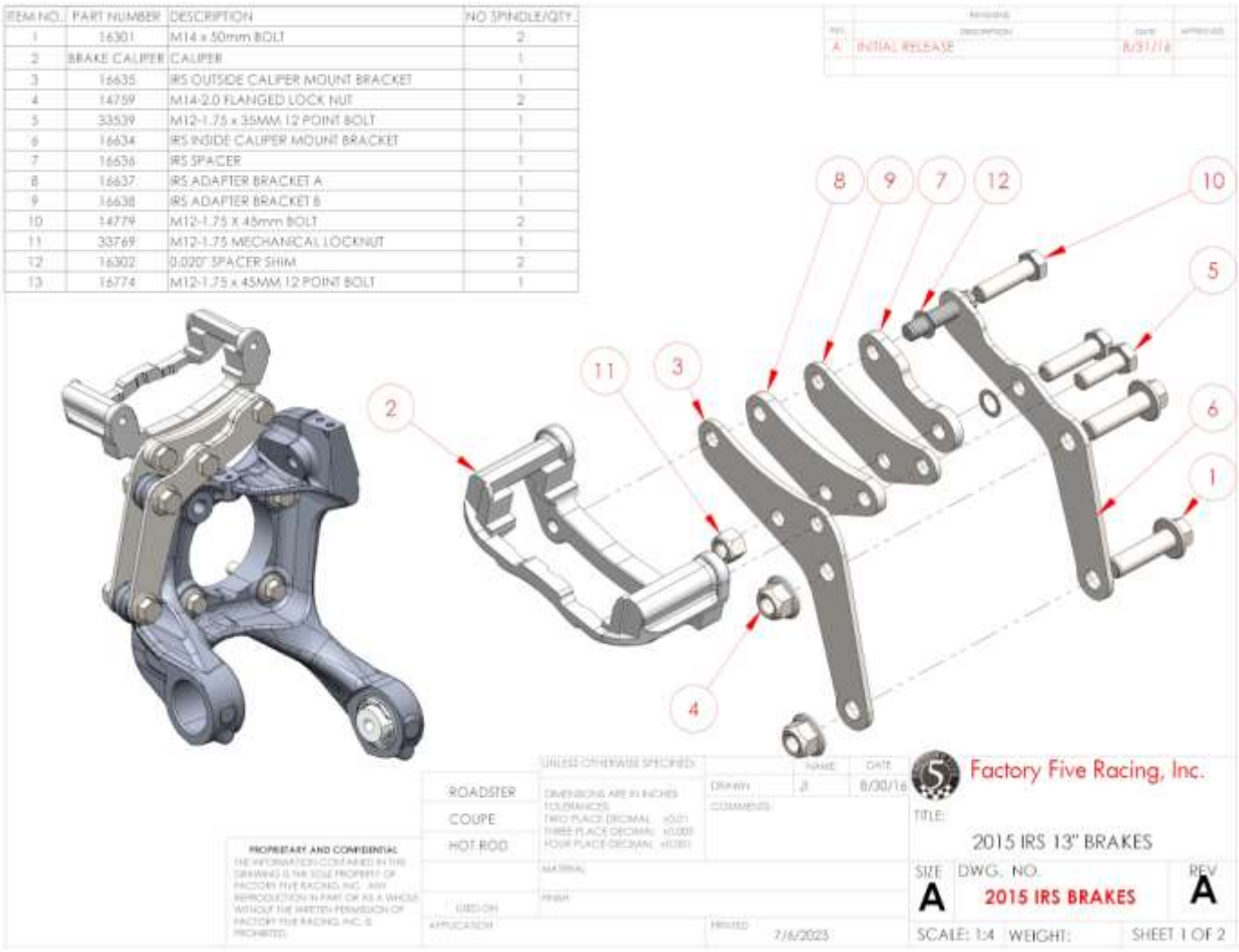
Factory Five Racing, Inc.

*Part Number:*16303	*Revision:* E	*Effective Date:* 7/6/23	*By:* J. INGERSLEV

2015 IRS 13” BRAKES

INSTALLATION INSTRUCTIONS

ITEM NO.	PART NUMBER	DESCRIPTION	NO SPINDLE/QTY.
1	16301	M14 x 50mm BOLT	2
2	BRAKE CALIPER	CALIPER	1
3	16635	IRS OUTSIDE CALIPER MOUNT BRACKET	1
4	14759	M14-2.0 FLANGED LOCK NUT	2
5	33539	M12-1.75 x 35MM 12 POINT BOLT	1
6	16634	IRS INSIDE CALIPER MOUNT BRACKET	1
7	16636	IRS SPACER	1
8	16637	IRS ADAPTER BRACKET A	1
9	16638	IRS ADAPTER BRACKET B	1
10	14779	M12-1.75 X 45mm BOLT	2
11	33769	M12-1.75 MECHANICAL LOCKNUT	1
12	16302	0.020" SPACER SHIM	2
13	16774	M12-1.75 x 45MM 12 POINT BOLT	1



Left side shown.

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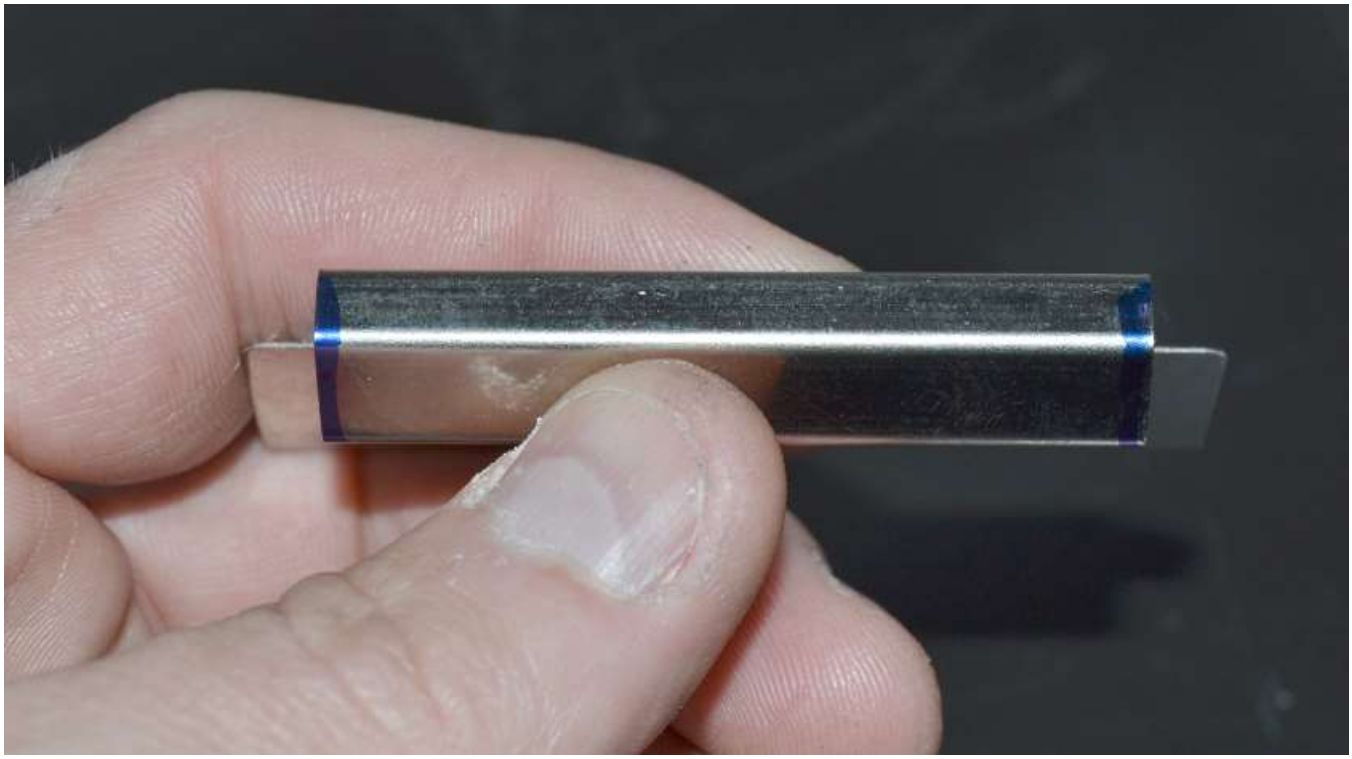
Tools needed

12mm 12 point, 18mm, 19mm sockets, $^{13}/_{16}$" wrench, Ratchet, Torque wrench.

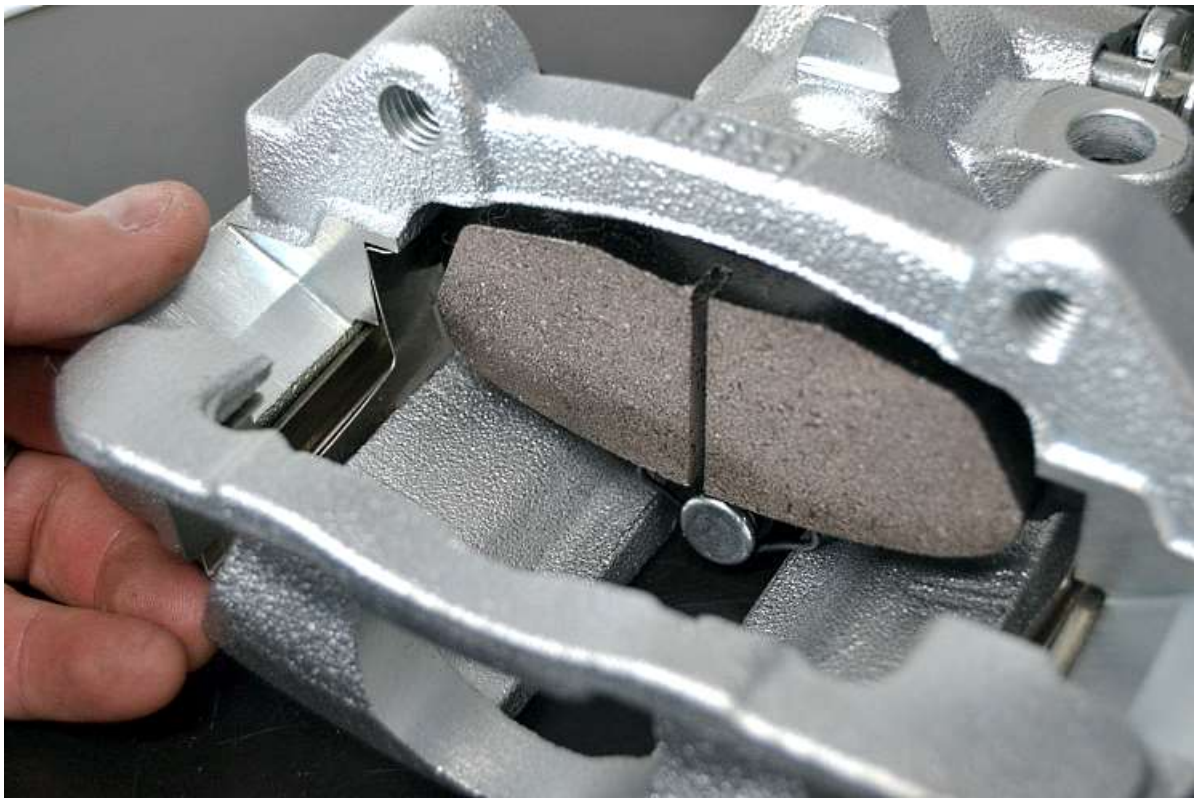
Brake Pads

Insert one of the metal clips into the caliper and hold in place.

Looking from the top, the clip might get held out from the mounting surface in the corners.



Trim the clip vertically so that it fits and doesn’t slide out.



Put the brake pads in the caliper by pushing down on the pad to compress the wire springs on the top of the pad, and then slide them into the slots in the caliper bracket.

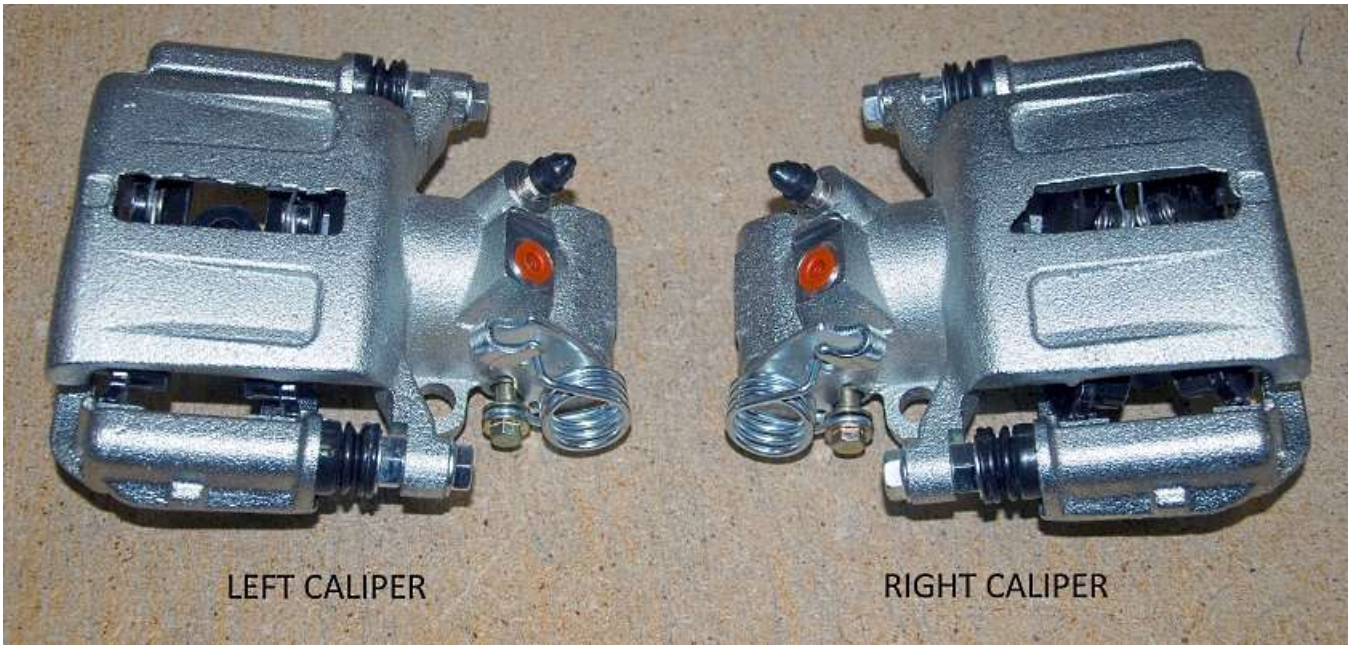
Left side assembly

Starting with the outside bracket (16635) first, stack the brackets together as shown in the drawing on the first page making sure to put the shims between the last two brackets.

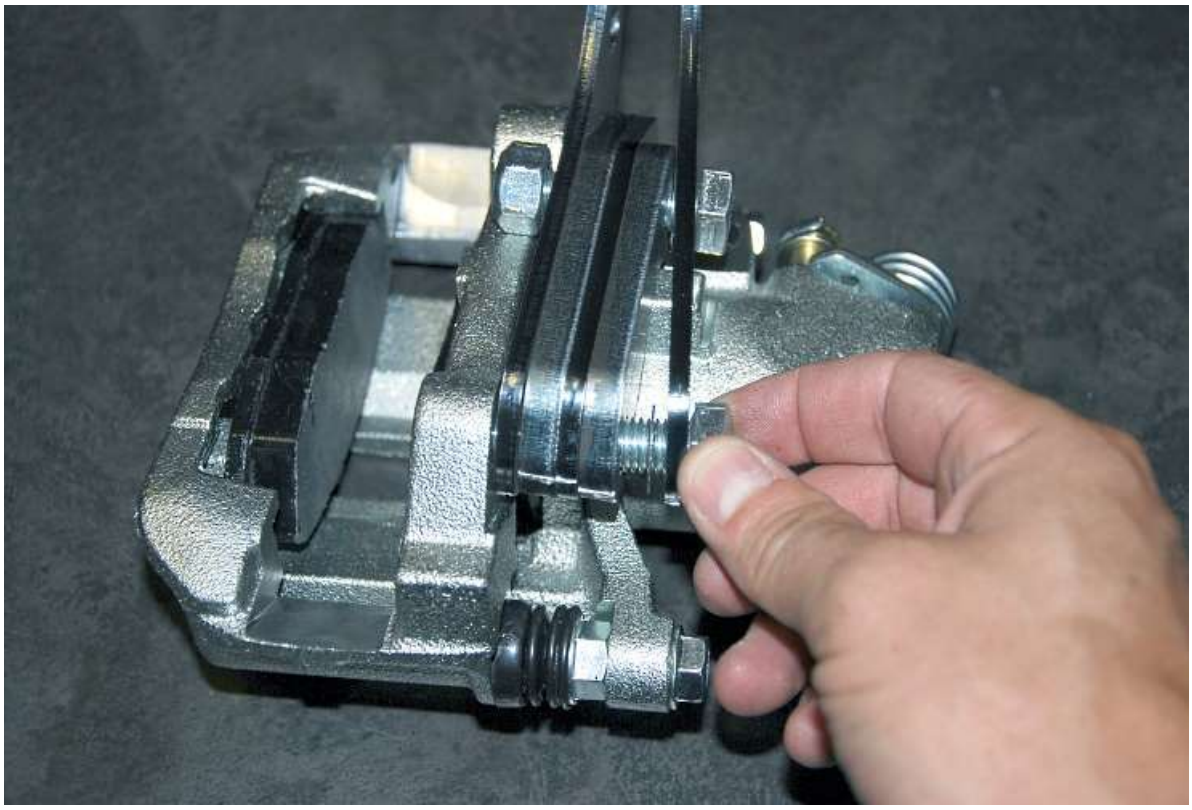
Insert one of the longer 12mm bolts through the middle hole in the bracket.

Insert the other long 12mm bolt in the end bracket hole.

Carefully pick the stack up and put the 12mm lock nut on the bolt in the middle hole.



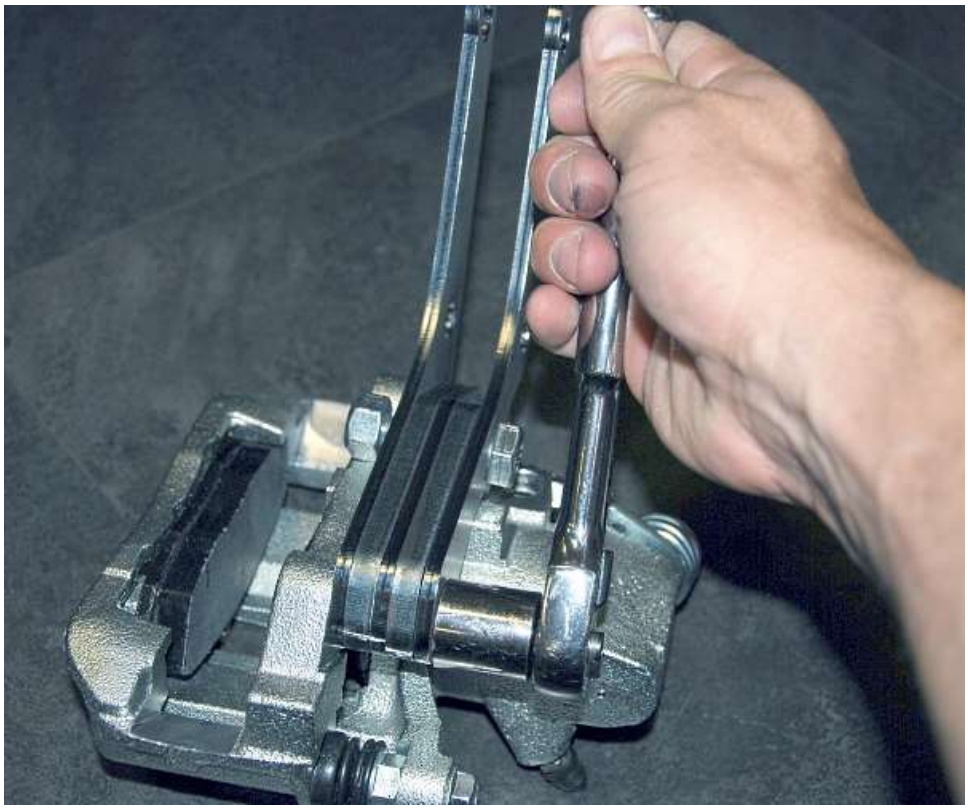
Note the bleeder screw and spring locations.



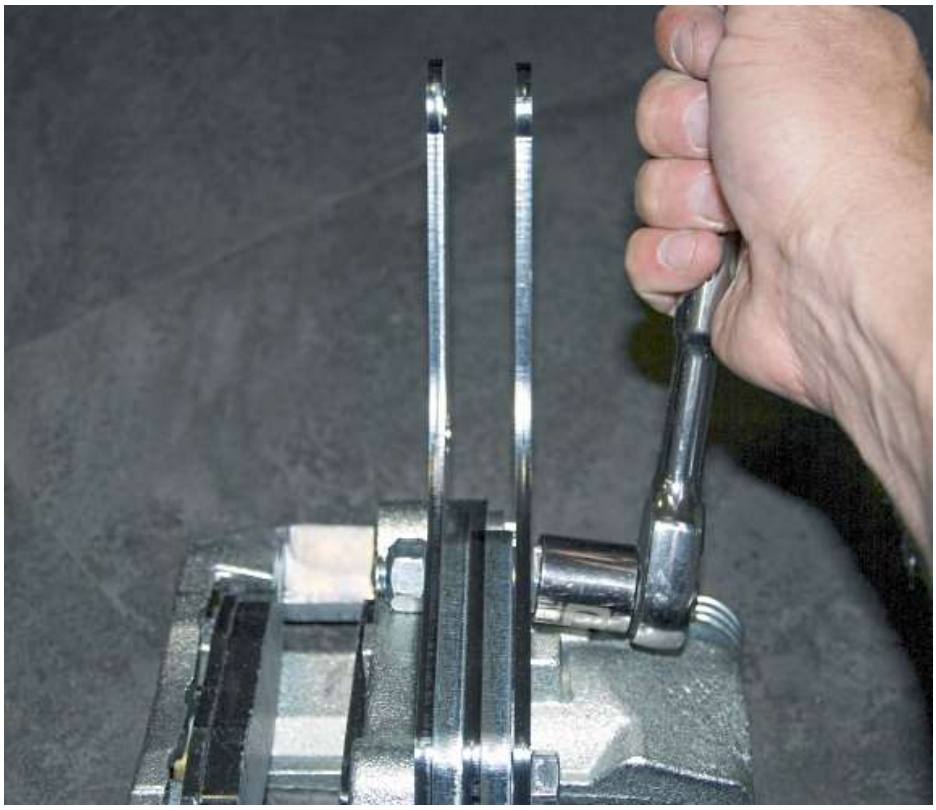
Put the left caliper on a bench upside down with the spring away from you and screw the long 12mm bolt into the caliper bracket by hand.

Screw the 12 point 12mm screw into the other caliper bracket hole.

Tighten the rear caliper screw using a 12mm 12 point socket and ratchet. This will get torqued when the assembly is on the spindle.



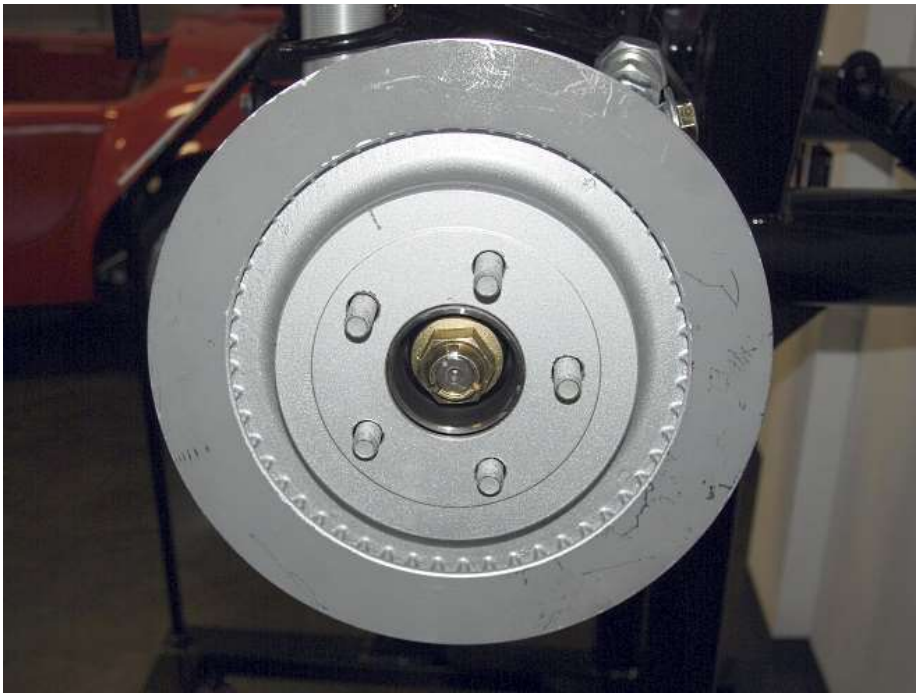
Tighten the front caliper screw using a 19mm socket and ratchet. This will get torqued when the assembly is on the spindle.



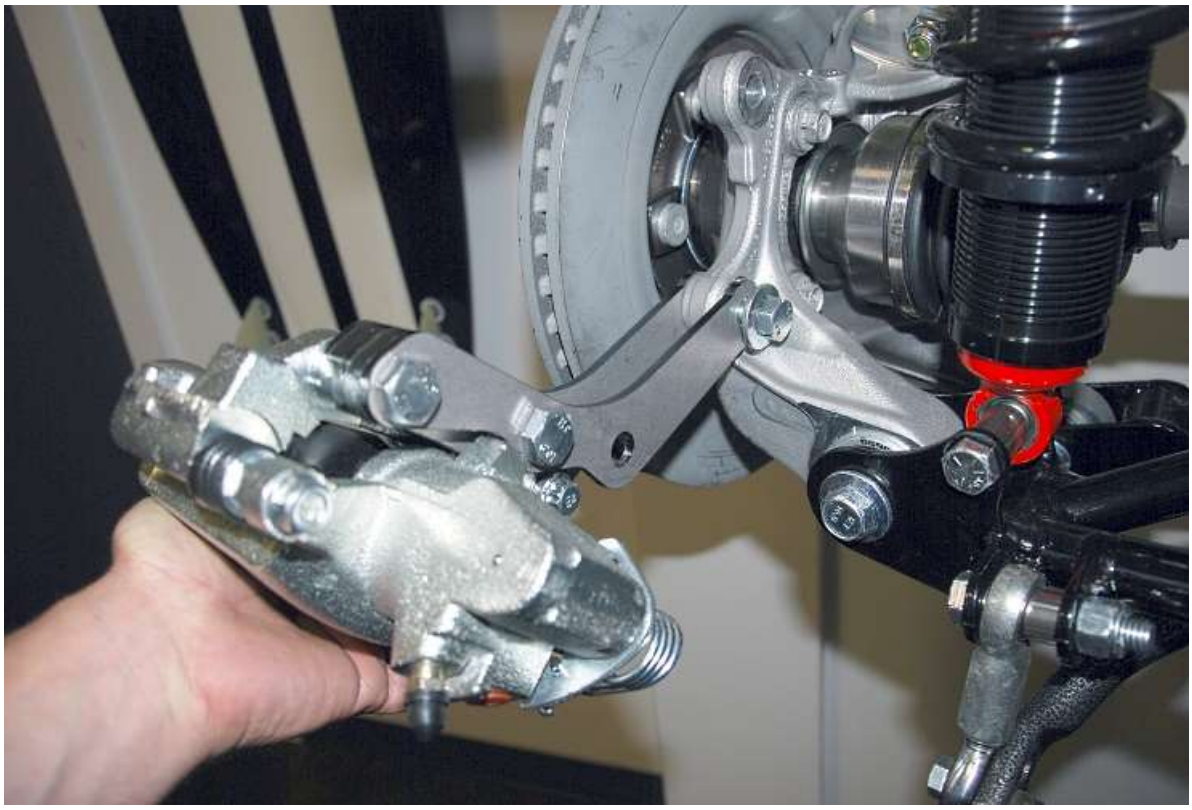
Tighten the middle screw using a 19mm socket and ratchet. This will get torqued when the assembly is on the spindle.

Repeat this assembly for the right side, making sure you put the plates in the correct order.

Installation

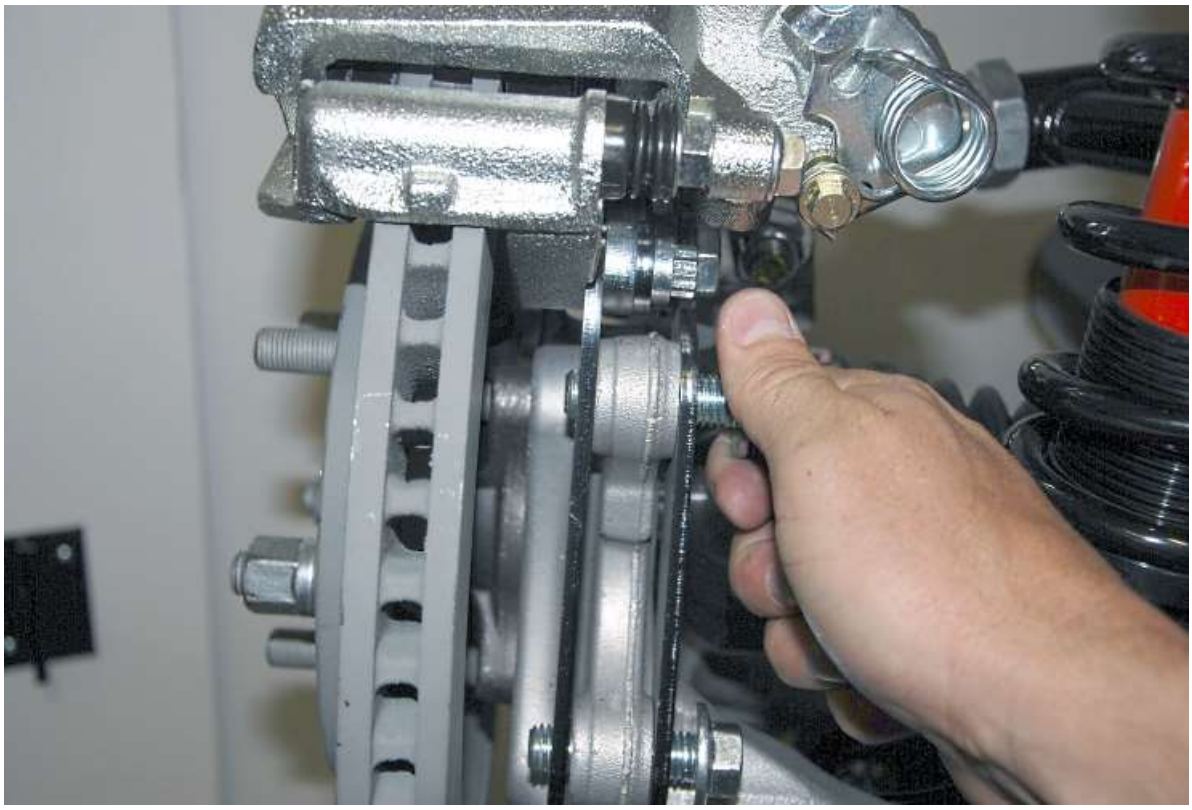


Put the rotor on the spindle.

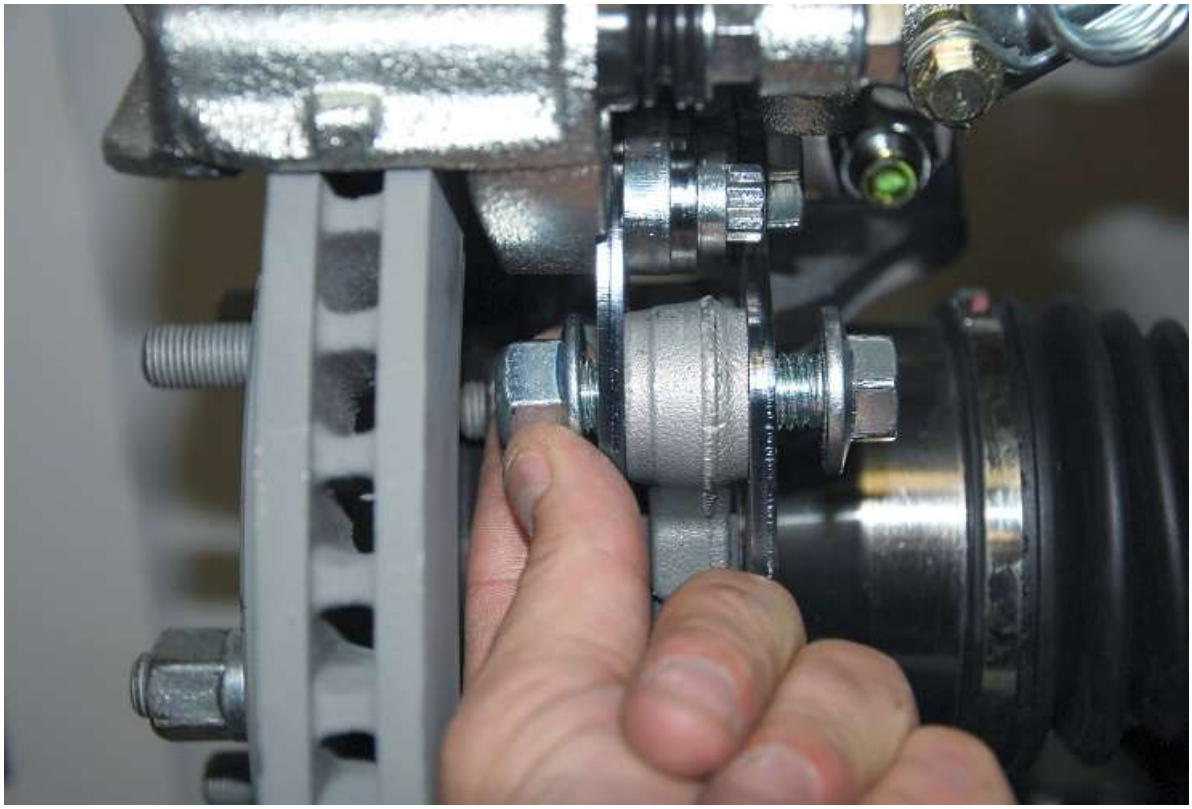


Put the caliper/bracket assembly over the spindle caliper mount ears and from the inside insert one of the 14mm bolts so that 2-3 threads stick through the outside.

Swing the assembly up over the upper ear, if it gets stuck, use a wrench to spread the brackets slightly.



From the inside insert the last 14mm bolt so that 2-3 threads stick through the outside.



Spin the 14mm flange locknuts onto both of the caliper bracket mount bolts.

Use a $^{13}/_{16}$" wrench, 18mm socket and ratchet to tighten the 14mm bolts.

Torque Specs

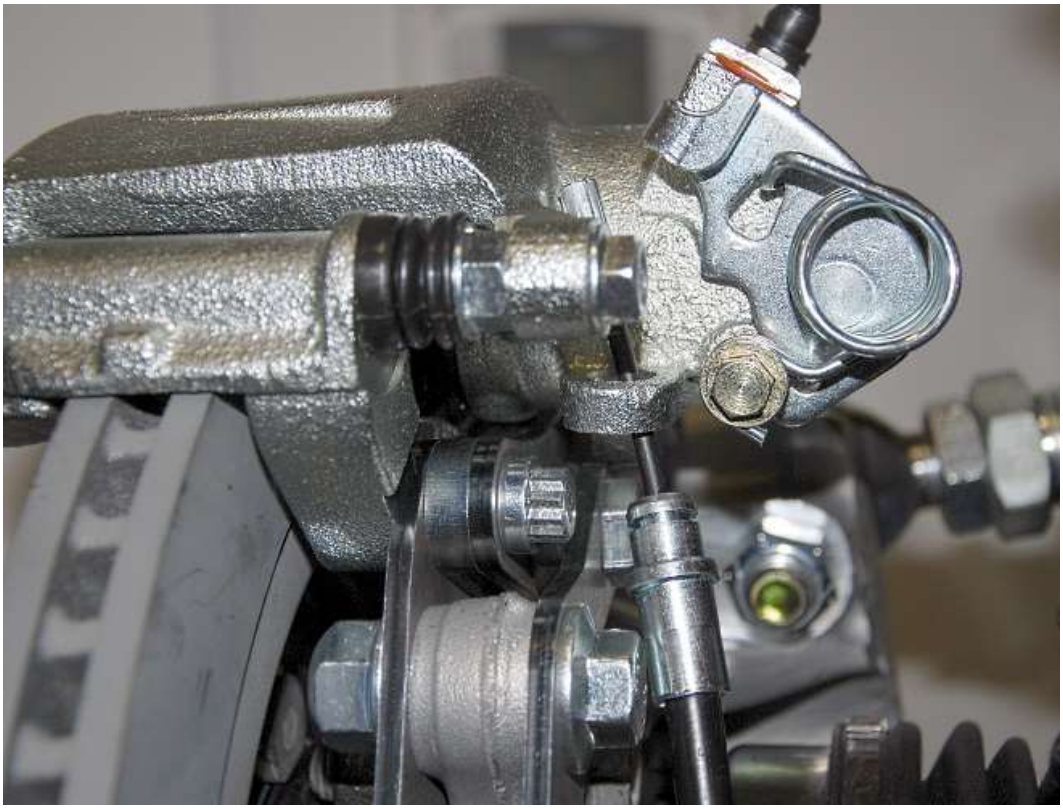
Use the following table to torque all of the bolts:

FASTENER	TORQUE (Ft./Lbs.)	Nm
12mm MIDDLE BRACKET BOLT	65	88
12mm CALIPER TO BRACKET MOUNTING BOLTS	65-75	88-101
14mm BRACKET TO SPINDLE MOUNTING BOLTS	65-75	88-101

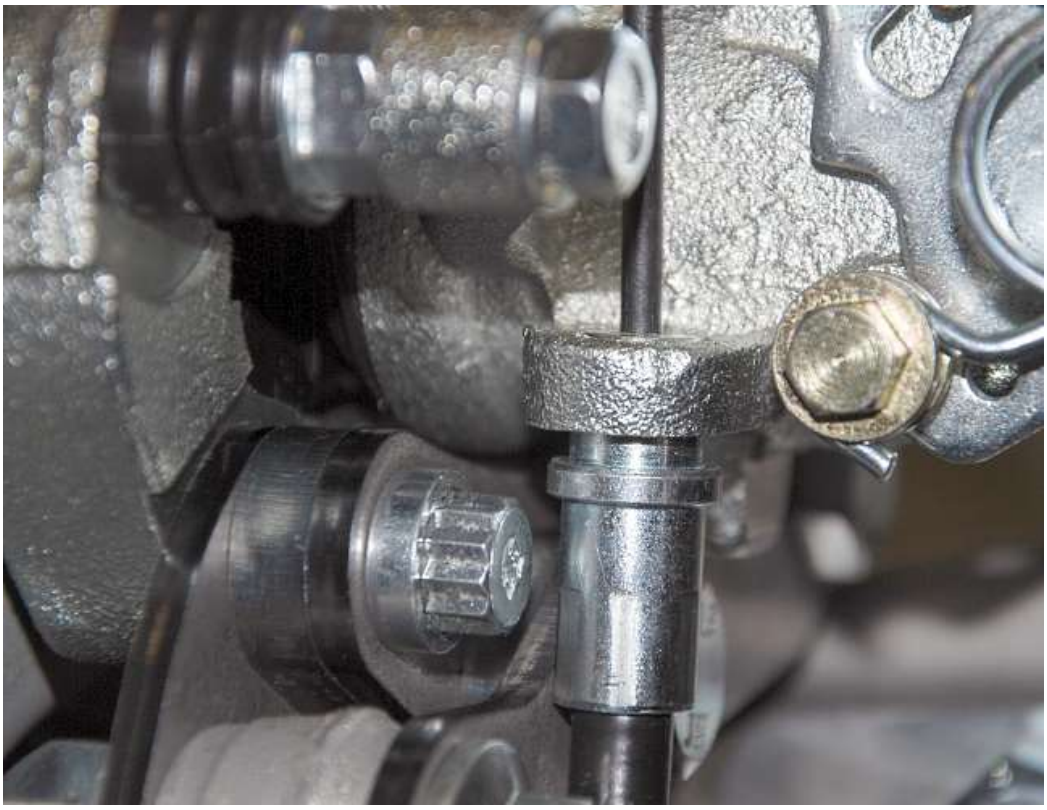
E-Brake cables

The E-brake cables are not included with the brake package, they are part of the IRS assembly.

On the end of the Emergency brake cable sheath with no clip on, pull/push the cable so that 3” of cable sticks out of the sheath.

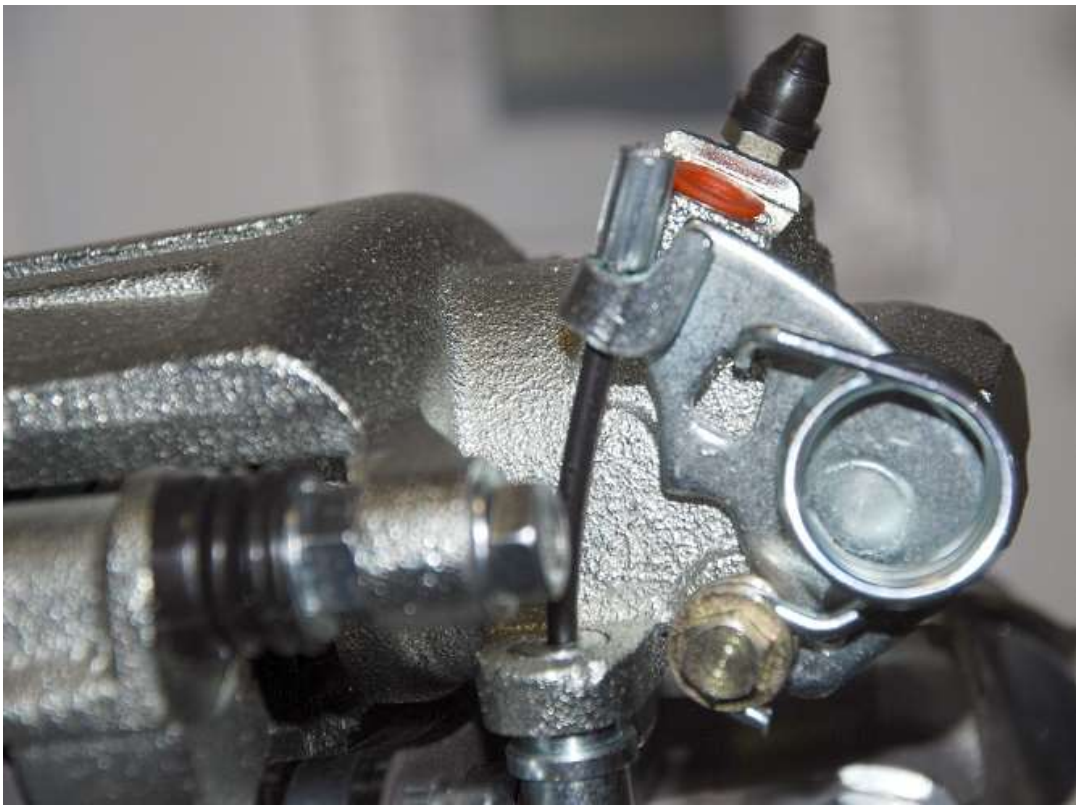


From the bottom, insert the cable through the hole in the brake caliper.



Push the end of the sheath into the hole. The end of the sheath may or may not bottom on the flange. It is normal for the sheath to look like the picture, the end is being held in place and cannot move.

Move the end of the cable around the spring bracket so it will be captured.

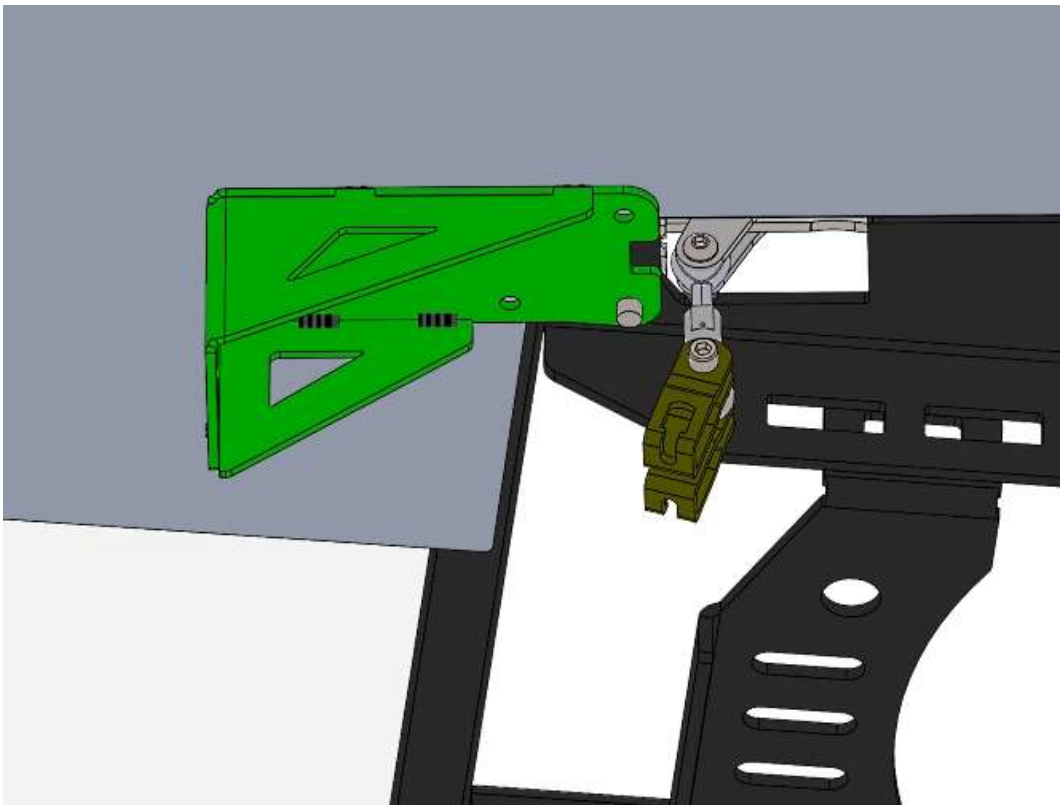


Push the cable so that the end of the cable sits on the spring bracket.

Route the cable back behind the shock and towards the middle of the car.

Route the cable up over the center section an to the bracket in the transmission tunnel.

Insert the cables until the sheath end clicks in place. Roadster shown.



On the Hot Rod, Push the cables into the bracket behind the e-brake handle on the frame.

For the Coupe, push one of the cables through the bracket in the transmission tunnel until the sheath end clicks in place.