

AMS Brake Cooling Kit Install Instructions

1. Start by removing both front wheels.
2. Remove the caliper and set it to the side by temporarily using a zip tie or safety wire to hold it out of the way. Remove the rotor and set it to the side. Now the factory dust shield needs to be removed and replaced with the included stainless steel shield. Use the supplied 10mm bolt and lockwasher to hold it in place. Also, make sure the holes for the caliper bolts are lined up properly.



3. Reinstall the rotor. Install the included caliper duct adaptor while bolting the caliper back into place using the factory hardware. Using the supplied coated stainless steel reusable ties, secure the ABS sensor wire to the hub as shown to keep it from rubbing the rotor or touching the caliper (we ended up trimming about 1" from the length of the tie so it wouldn't rub the axle or CV boot).



4. Repeat steps 2 and 3 for the opposite side of the car.
5. Reinstall the wheels on both sides.
6. Cut the flexible silicon hose into two somewhat equal pieces. Exactness is not necessary as they will be trimmed later in the install.
7. Using the included hose clamps, attach the aluminum front scoops to each hose half.
8. Remove the bumper cover and zip tie the scoops into place. The position of the scoops is up to the installer, as each car may be slightly different due to aftermarket or factory parts installed (such as the active center diff pump or upgraded intercooler piping). This kit was made to be generic enough to allow the installer some options in the placement of these scoops.



9. With the scoops in place, now you can run the hose through the engine bay and reinstall the bumper cover. To run the hose through the passenger side, most installs will require trimming the plastic oil cooler shroud. The factory undertray will also need to be trimmed to allow the hoses to reach the calipers. Make sure to zip tie the hoses effectively to keep them from touching any moving components (A/C compressor pulley, axles, control arms, etc) and away from very high sources of heat.



10. The hoses now need to be trimmed and attached to the caliper duct adaptors. Make sure to leave enough slack to allow for full steering movement. Do not trim off too much hose! Start by cutting off small amounts and checking the steering each time until a good fit is achieved. Care must also be taken to ensure that too much slack is not present, which may cause the hose to rub on moving parts (axles, wheels, etc) or hit something on the road while driving. Following are some pictures of our install. Use these only as a guide, as each install will be unique.

Passenger's Side:



Drivers Side:

