Gen-3-434 10th & 11th Gen 4 Piston Caliper Upgrade Kit

10th & 11th Gen 4 Piston Caliper Upgrade Kit

Written By: Vlad Rabich



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INTRODUCTION

In this installation guide we have provided step by step instructions to remove the OEM front brakes and install the 27WON Performance 4 Piston Caliper Upgrade Kit on a 1.5T equipped Civic or Integra

Advisory:

- Working under the vehicle requires a safe and sturdy location for the vehicle to sit on jackstands.
- The brake rotors can be hot after recent vehicle operation. Allow the vehicle to cool or use a fan to cool the brake rotors before working on the vehicle.

TOOLS:

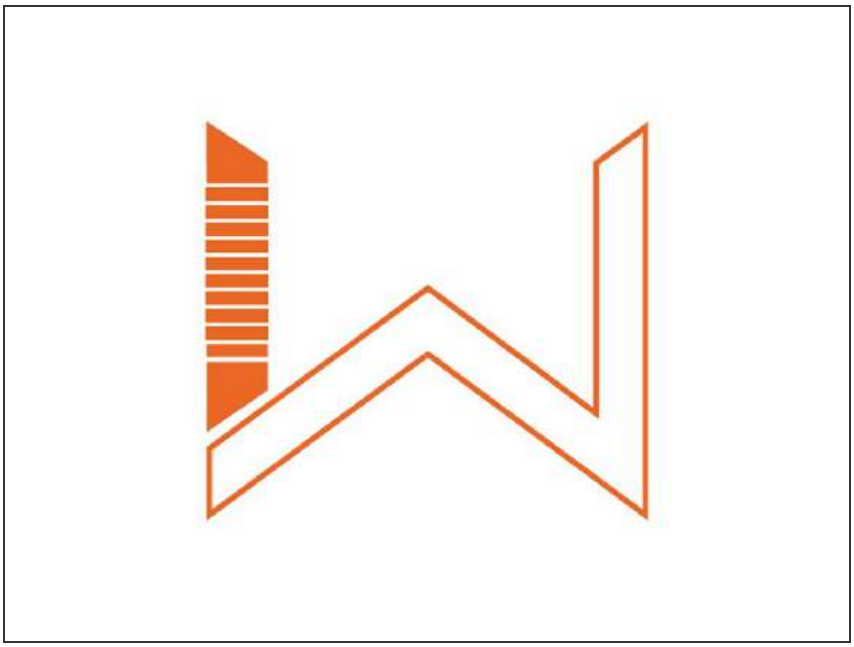
- Hydraulic Jack (1)
- Jack Stand (2)
- 1/2" Torque Wrench (1)
- 1/2" Breaker Bar (1)
- 3/8" Ratchet (1)
- Lug Nut Socket (1)
- Socket 12mm (1)
- Socket 14mm (1)
- 10mm Allen Key Socket (1)
- Flat Head Screwdriver - Large (1)
- Phillips Screwdriver - #3 (1)
- Pliers - Large (1)
- Brake Fluid - DOT4 (1)
- Locktite, Blue (1)
- Brake Clean Spray (1)
- WD-40 Lubricant Spray (1)
- Bungee Cord (1)
- 8mm Allen Key Socket (1)
- Brake Bleed Canister w/ Hose (1)
- Socket 17mm (1)
- 10mm Box-End Wrench (1)
- Optional: Rustoleum Flat Black Automotive Enamel (1)

PARTS:

- 27WON Caliper w/Sport Pads - LH (1)
- 27WON Caliper w/Sport Pads - RH (1)
- Caliper Mounting Bracket (2)
- Socket Cap Bolt - Short (4)
- Socket Cap Bolt - Long (4)
- M10 Crush Washer (4)

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Step 1 — Getting Started

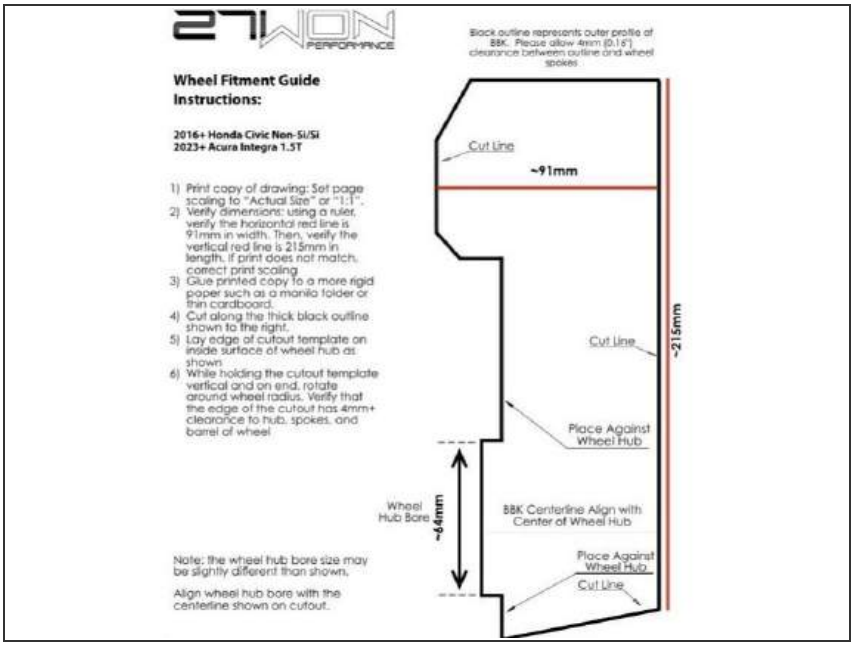


- First and foremost; **THANK YOU** for becoming a part of the 27WON Family. We hope to **REDEFINE** your experience of the aftermarket with the highest level Parts, Customer Service, Packaging, & Support

ⓘ Located at the end of these installation instructions is a **How-To Guide for Brake Pad Replacement**

⚠ Provided brake pads are for spirited street use. For track use, different pads are required. See step 22 for recommendations

Step 2 — Verify Wheel Fitment



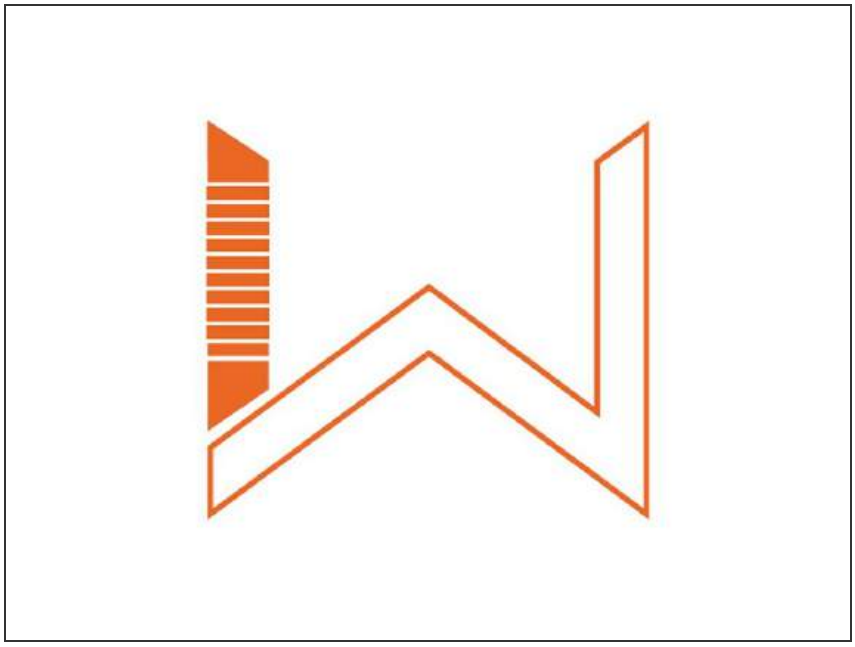
⚠ Some OE wheels may require the use of a wheel spacers for proper clearance and operation

⚠ Some aftermarket wheels will require the use of a wheel spacer for proper clearance and operation

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ⓘ Use this **Wheel Fitment Guide** link to check the Upgraded Caliper clearance for your wheels: https://store.27won.com/_27Won/27Won-1-P... Caliper Kit/FC_FE Caliper Fitment Guide.pdf

Step 3 — Warning & Advisory

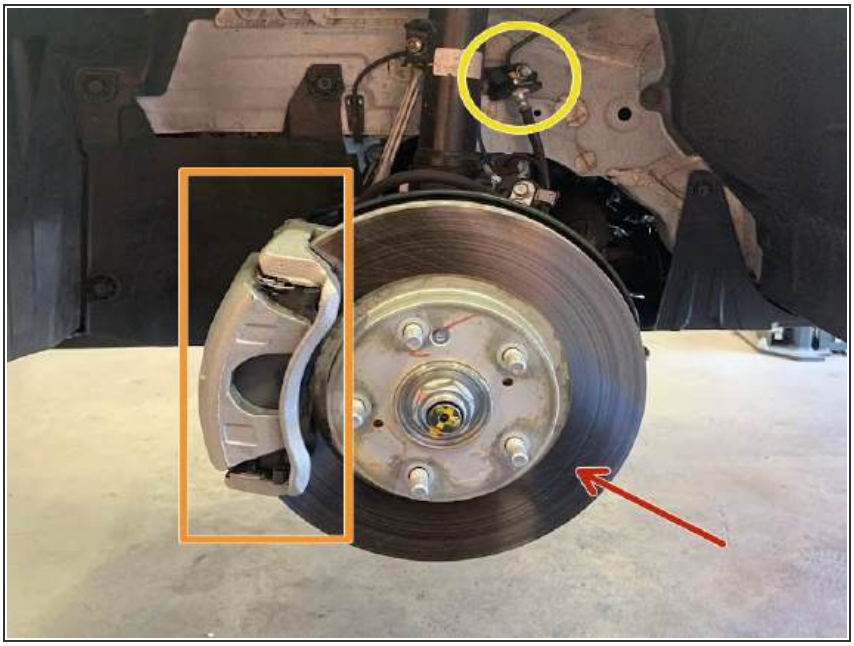


ⓘ These instructions reference the separate sides of the vehicle as "Left Hand" & "Right Hand". Left Hand & Right Hand is always defined from the driver seat viewpoint

⚠ Brake fluid is corrosive to paint. Do not let brake fluid sit on painted surfaces for extended periods of time

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Step 4 — Access the Brake System & Identify Components



- Raise the vehicle and support with jackstands in the OE recommended locations and remove the front wheels/tires

ⓘ The following instructions show the left-hand side complete removal of OE components and installation of 27WON 4 Piston Caliper Upgrade Kit. The right-hand side is completed with the same steps

- Brake Rotor, see red arrow
- Brake Caliper, see orange box
- Brakeline attachment point to Chassis, as shown with yellow circle

Step 5 — Disconnect Brakeline from Strut

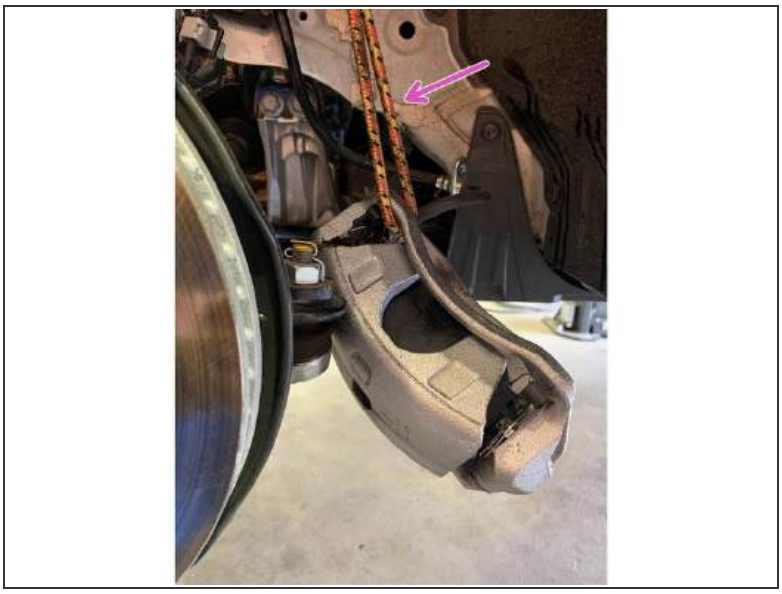


- Use a 12mm socket and ratchet to remove the bolt shown with red circle

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Step 6 — Remove Brake Caliper





- Use a 12mm socket and 3/8" ratchet to break loose the brake line bolt
  - ⚠ Caution, do not fully loosen this bolt at this time as brake fluid will run out. You will fully disconnect this line at a later step
- Use a 17mm socket and breaker bar to remove the two caliper bolts
- With the bolts removed, slide the brake caliper off the rotor in the direction of the orange arrow
  - ⓘ If the rotor is heavily worn, you may need to spread the brake pads apart to gain clearance
- Hang the caliper off to the side as shown using a bungee chord

⚠ Failure to suspend the caliper with the brake line connected could put stress on the lines and cause damage

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Step 7 — Inspect or Replace OE Brake Rotors (Optional)





- If you are replacing your factory brake rotors, now is the time to remove and replace them
  - ⓘ Base - Non Si Owners; now is the time to swap over your rotors to Si version as needed for proper fitment

ⓘ Follow Factory Service Manual (FSM) for proper maintenance of braking system

- Inspect your rotors for any cracks or gouges. The contact surfaces of your rotors should be smooth and flat. Damaged or warped rotors will cause excessive brake pad wear
- Rotors need to be a minimum thickness to be used. Consult FSM for this specification. Inspect the edge of your rotors for an excessive lip. A large lip on the edge of your rotor can be an indicator that it is time to replace the rotor
- Use a #3 Phillps screwdriver to remove the rotor retention screw

⚠ You may need to let this soak with a small amount of WD-40 or equivalent spray

- With retention screw removed, slide the rotor outward off the wheel studs

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Step 8 — Locate & Identify Caliper Brackets & Cap Bolts

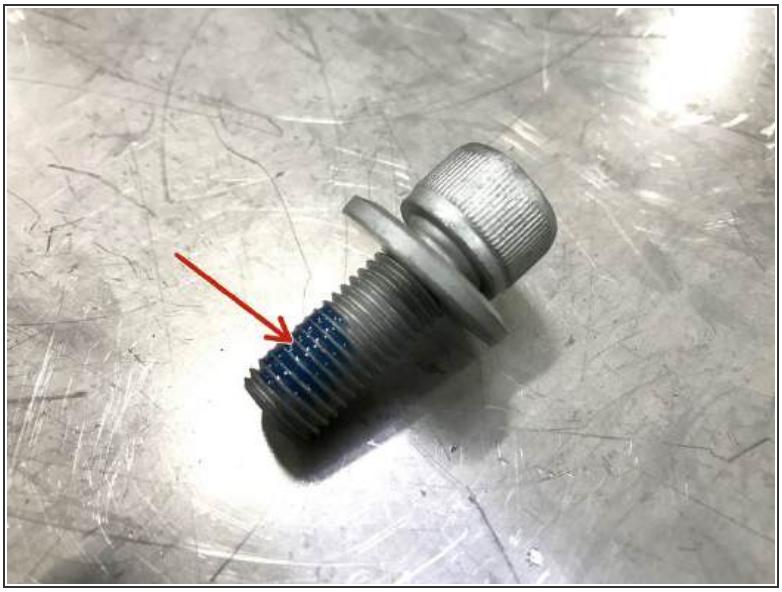




- Caliper Brackets
  - Mounting holes to vehicle
  - Mounting holes to Caliper
- Short Socket Cap Bolts

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Step 9 — Install Caliper Bracket





- Apply small amount of blue Loc-tite to threads as shown on two of the short socket cap bolts
- ⓘ This step is shown with the rotor removed for a better visual
- Install provided caliper bracket as shown
  - The flat face of the bracket should be facing out for proper rotor clearance
- Hand thread the short socket cap bolts
- Using the 10mm Allen hex bit socket and torque wrench, **torque to 64-71 ft-lbs**

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Step 10 — Modify Dust Shield for Caliper Clearance



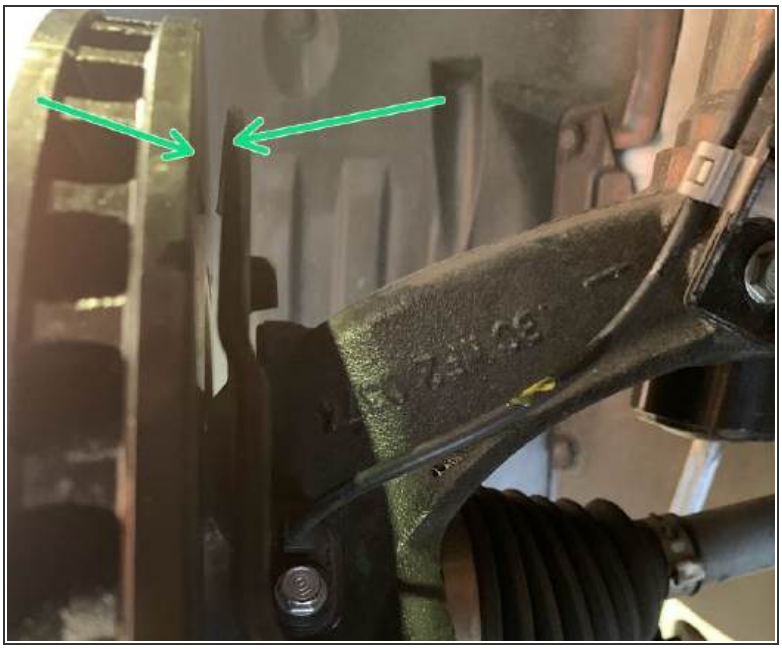


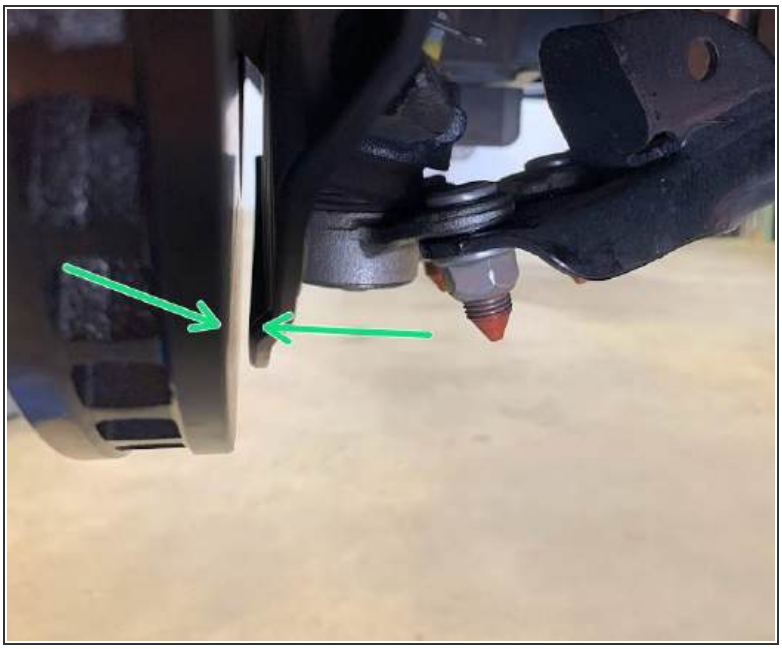
ⓘ Bending shown here. Alternatively, you may use snips to cut away the leading edges of the dust shields, as needed, instead of bending

- Top of Dust Shield Modification: 11th Gen Civic and 5th Generation Integra only.
  - Using a set of pliers, pinch end of dust shield as shown
  - Twist end of dust shield away from brake rotor
- Bottom of Dust Shield (passenger side brake caliper shown):
  - Using a set of pliers, pinch end of dust shield as shown
  - Twist end of dust shield away from brake rotor
- Apply touch up paint to cover any exposed bare metal on dust shield. Our preferred type is Rustoleum Flat Black Automotive Enamel

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Step 11 — Verify Brake Rotor to Dust Shield Clearance





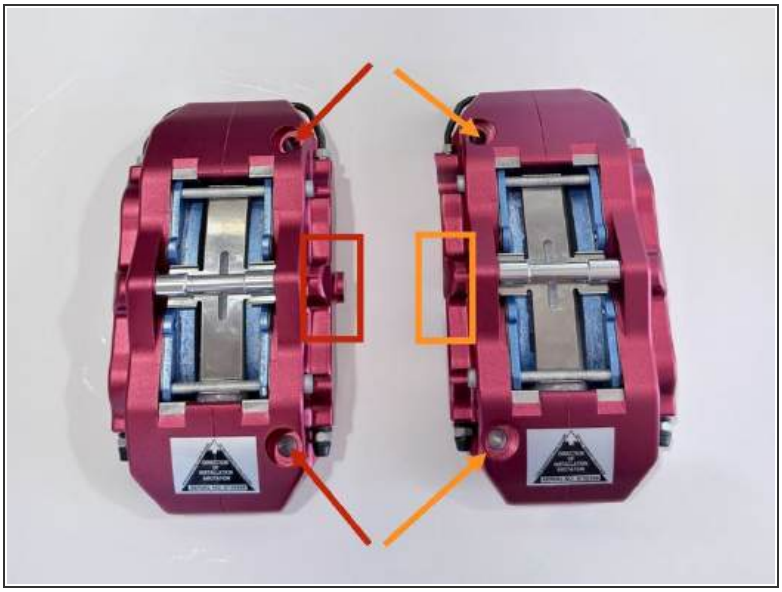
- Check the clearance between the rotor and the dust shield

⚠ Inspect clearance around the entire circumference of the rotor

- If there is less that 1/4" clearance, push the dust shield away from the rotor to get the clearance

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Step 12 — Locate & Identify Calipers & Long Cap Bolts



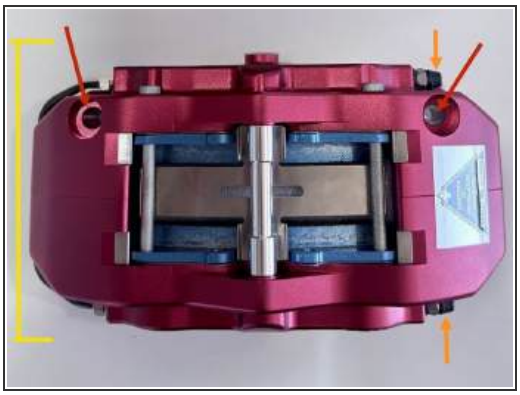


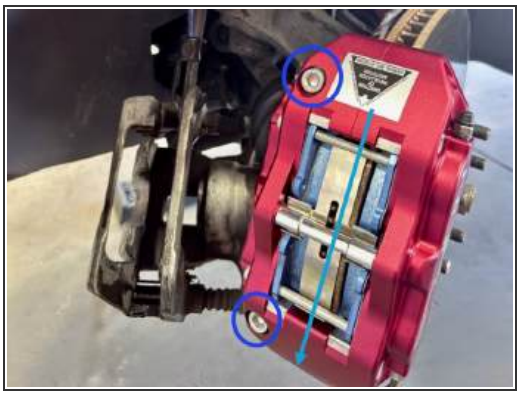
ⓘ 27WON 4 Piston Caliper Upgrade Kit has directional brake calipers - therefore it is critical that the correct caliper is installed on the correct side of the vehicle

- **Left Hand Caliper** - This caliper will go on the Left Hand side of the vehicle
  - ⓘ For North American cars this is the driver side
- **Right Hand Caliper** - This caliper will go on the Right Hand side of the vehicle
- Long Socket Cap Bolts
  - ⓘ Included with the hardware is a pack of very thin washers. These are used as spacers for the rare case that the position of the caliper needs to be adjusted

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Step 13 — Install Brake Caliper





- Locate the Left Hand Caliper - Left Hand Caliper Shown
  - Mounting Holes, oriented as shown
  - Top of Caliper - Bleed Screws on Top, oriented as shown
- Apply small amount of blue Loc-tite to threads as shown on two of the long socket cap bolts
- Install the caliper over the rotor - the rotor will go between the brake pads as shown
- Hand thread the long socket cap bolts
- Using the 8mm hex bit socket and torque wrench, **torque to 64-71 ft-lbs**

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Step 14 — Swap Over Brake Line





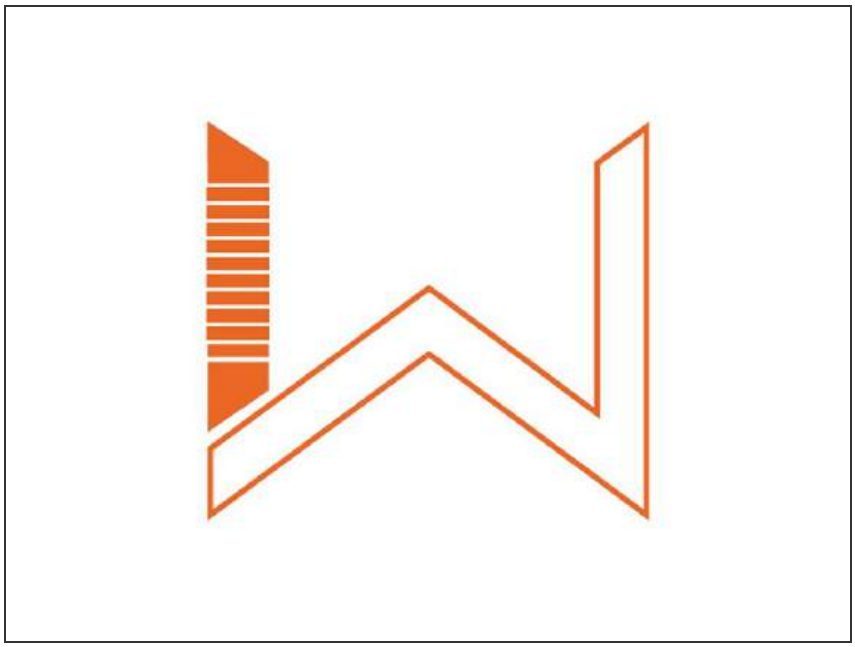
- Locate back of factory Brake Caliper. Fully loosen banjo bolt and brake line using a 12mm socket and 3/8" ratchet. Note brake fluid will run out. Make sure to capture any spilled fluid. Discard factory crush washers
- Remove the plastic dust cover from 27WON caliper brake line fitting. Transfer banjo bolt and brake line from factory brake caliper to 27WON caliper.
- Install the brake line onto the caliper as shown with the brake line routed upward

  ⚠ Note the hardware stack here

  - OE Brake line banjo bolt
  - Brake line
  - New supplied crush washer(s)
- Using a 14mm socket and torque wrench - **torque to 8-12 ft-lbs**

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Step 15 — Complete Right Hand Side Installation



- This completes the installation for the left hand side of the vehicle. The right hand installation process is the same
- Complete the right hand installation process starting on Step 4

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Step 16 — 4 Piston Caliper Upgrade Parts Installation Complete!

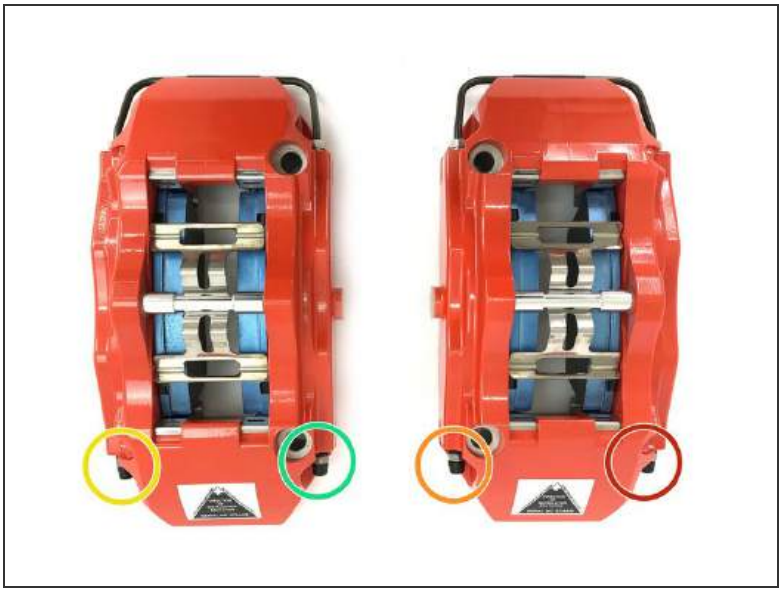


- This completes the installation of the caliper kit physical parts - The following steps provide instruction for Brake Bleeding and Brake Pad Bedding
- Located at the end of the installation instructions is a **How-To Guide for Brake Pad Changes**

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Step 17 — Brake Bleeding Setup & Supplies





⚠ Both Left Hand and Right Hand Systems must be installed completely before proceeding to the Brake Bleeding Procedure

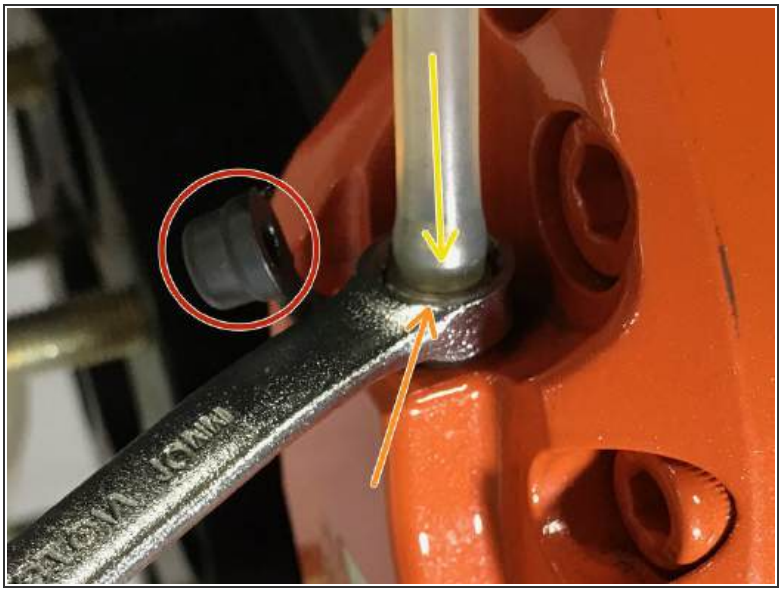
ⓘ Clean all brakeline connections at chassis and caliper with brake clean spray and clean rag

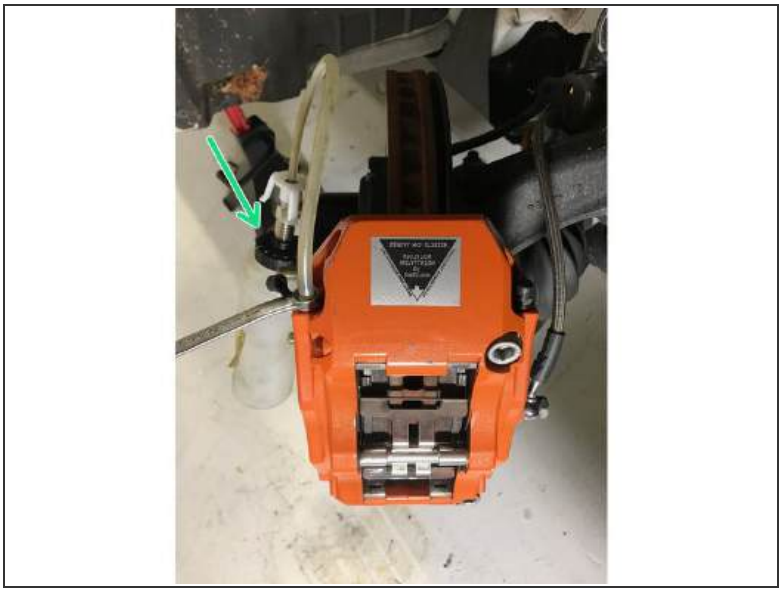
ⓘ Tools - You will need a fresh container of Dot 4 Brake Fluid, bleeder bottle and hose as shown (the hose should fit tight on the bleeder screw), 10mm box-end wrench, and a friend to help with the process

- For best results, always start with the bleed screw located the furthest away from the master cylinder and work your way closer. There are two bleed screws for each caliper. Your calipers may look slightly different. Follow the order below
  - First Bleed Screw - RH Outside
  - Second Bleed Screw - RH Inside
  - Third Bleed Screw - LH Outside
  - Last Bleed Screw - LH Inside

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Step 18 — Setup for Brake Bleeding





- Remove the cap from the bleed screw as shown
- Place the box end of the wrench over the bleed screw hex as shown
- Put one end of the hose on the bleed screw as shown
- Hang bottle from wheel studs as shown or set on ground

ⓘ Have yourself or your friend setup in the driver's seat so that they can press the brake pedal firmly

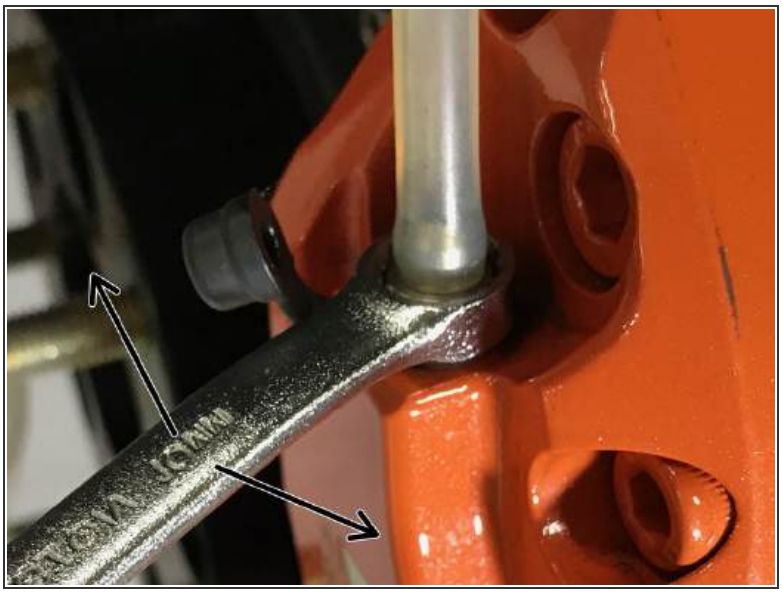
ⓘ Have the other person setup at the brake caliper so they can open/close the bleed screw

⚠ To open/close the bleed screw - you only need to turn the wrench ~1/4 turn

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Step 19 — Brake Bleeding Procedure





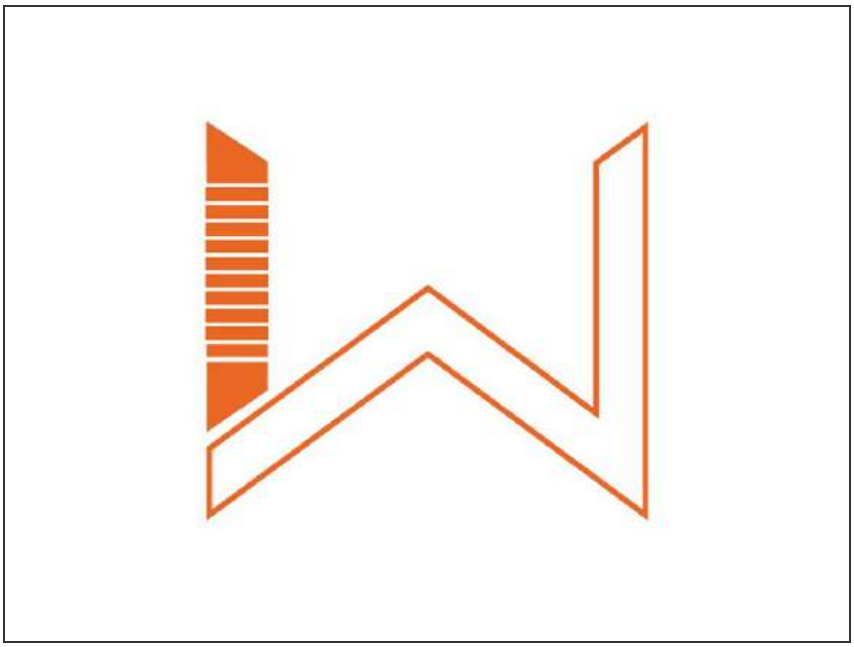
- Have the person in the driver's seat press the brake pedal 3-5 times until there is sufficient pedal pressure. Then, have them hold the brake pedal firmly as the bleed screw is loosened. The pedal will go to the floor while fluid and air will enter the bottle. Make sure your friend holds the pedal down as you retighten the bleed screw.
  - ⓘ The brake pedal will go to the floor while fluid and air will be pushed through the open bleed screw
  - ⓘ Continue holding the brake pedal down until the bleed screw is re-tightened/closed
- Repeat the above procedure around 3-5 times per bleed screw, or until your are confident there is no air in the system Check that your brake fluid level is at “full” after each bleed screw.
  - ⓘ After each bleed screw is completed, check that your brake fluid level is at “full”. Refill as needed

ⓘ Move to the next bleed screw as listed in Step 17 until all four bleed screws have been completed

⚠ Once brake bleeding is complete, inspect all brakeline connections at chassis and caliper to verify there are no leaks

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Step 20 — Brake Pedal Feel



- If the brakes are properly bleed the brake pedal should have distinct "feel" to it
  - Brake pedal should have minimal down travel before pressure/force is felt
  - Brake pedal should feel firm after a small amount of down travel - it should not feel "spongy" or loose pressure over a quick amount of time
- If your brake pedal does not correlate with the above, then go through the brake bleeding procedure again

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Step 21 — Brake Pad Bedding Procedure



ⓘ Brake pad bedding is an essential process to the life and durability of the brake pads and rotors - for optimal braking performance please follow the steps below

⚠ Proper pad bedding slowly heats and cools the rotors & pads - do not hard brake during initial driving until after complete bedding procedure is complete

- Find an open road and accelerate to 30mph - Brake evenly and smoothly at ~50% effort until the vehicle is almost stopped, then accelerate to 30mph again
  - Repeat above step 8-10 times
- Find an open road and accelerate to 50mph - Brake evenly and smoothly at ~80% effort until the vehicle is almost stopped, then accelerate to 50mph again
  - Repeat above step 2-3 times
- Allow ~15min for brakes to cool - You can now use the brakes for normal driving

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Step 22 — Brake Pad Options & Considerations

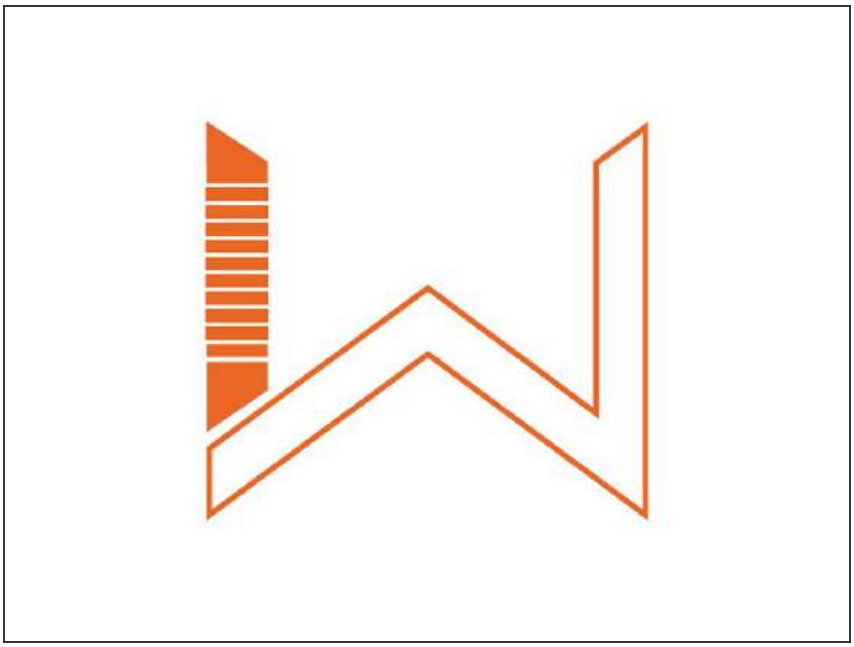


- All braking systems are a compromise of Performance, Dust, and Noise. These factors are all highly dependent on the brake pad material used
- The 27WON 4 Piston Caliper Upgrade arrives to your door with a brake pad material we found to be a good compromise of the above three factors. The pad material is considered a "street sport" setup that will provide a low amount of dust, nearly zero noise (some noise if very cold), and good performance for most street driven applications
- This kit is designed around a very common pad size and shape. If desired you may seek out a brake pad compound that better suits your driving style and application

- Brake Pad Options by Manufacturer - There are many more options available than shown
  - Hawk - HB178
  - Ferodo - FCP986
  - Pagid - 1406

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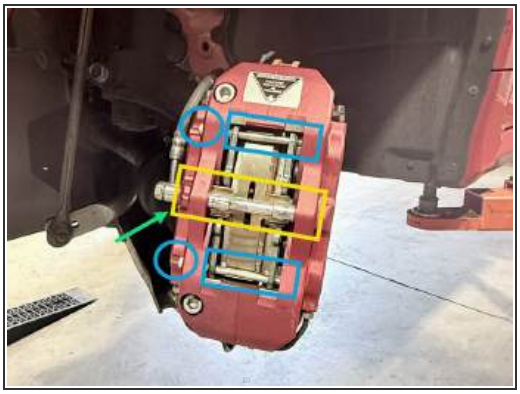
Step 23 — I Dare You to REDEFINE

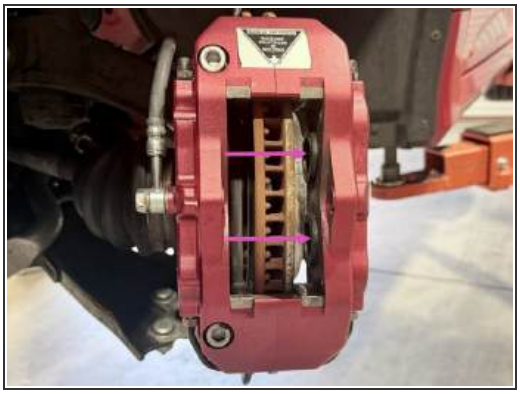


- This completes the installation & setup of your 27WON Performance Kit
- We hope you were impressed with your 27WON experience and love your new upgrade for years to come. Email us at sales@27won.com or call us at 571-271-0271 with any questions or concerns
- Please Leave a review here: https://store.27won.com/2016-honda-civic...
- Share your experience using #27WON on Instagram and Facebook
- Proceed to the next step for the **How-To Guide for Brake Pad Replacement**

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Step 24 — Brake Pad Removal

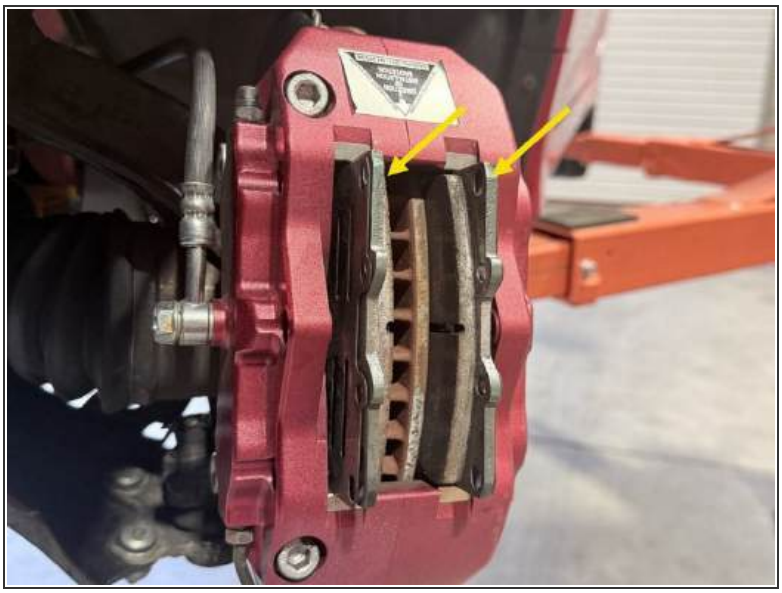


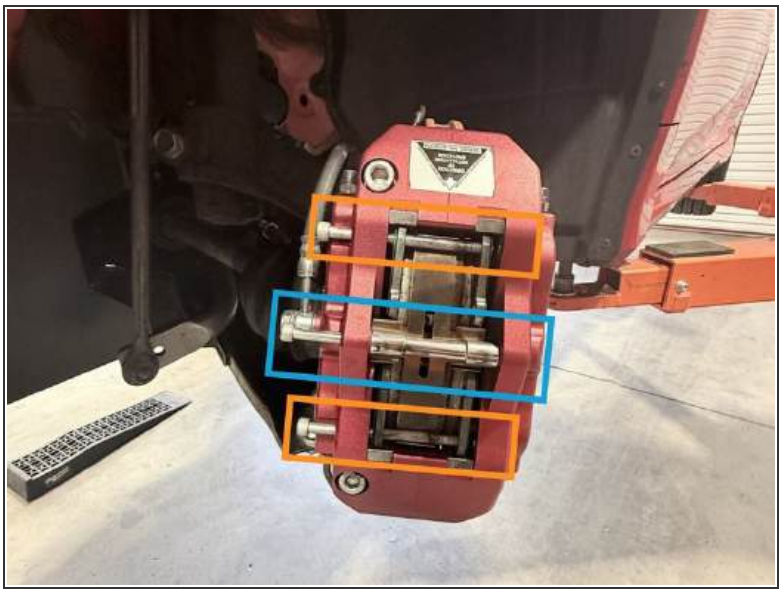


- Using a 5mm Allen wrench, remove the two brake pad retaining bolts
- Using a 5mm Allen wrench, remove the caliper bridge bolt
- While loosening the bolt, push on the bridge spacer towards the rotor then remove the bolt
  - Remove bridge spacer and spring clip
- Using a flathead screwdriver, push the brake pad away from the rotor (if needed) to provide clearance
  - Typically the brake pad backer plate has a small edge that can be pushed against
- Pull the top and bottom of the brake pad in even increments until the pad can be fully removed
- With the brake pad removed you can now access the caliper pistons directly - you will need to fully press the pistons into the caliper to provide clearance for new brake pads. Here they are shown not yet fully retracted!

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Step 25 — Brake Pad Installation





- Install the new brake pad into the caliper as shown
  - ⚠ Verify the brake pad material surface is towards the rotor face and the backer plate is towards the pistons
- Re-install the two brake pad retaining bolts first and **torque to 8-10 ft-lbs**
- Re-install the brake pad spring clip and the caliper bridge spacer - hand thread the caliper bridge bolt and **torque to 8-10 ft-lbs**

ⓘ **Complete the Brake Pad Bedding Procedure in Step 21**

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