



X-Eng is a division of  
Foundry 4x4 Limited  
The Old Bakery,  
Rear of Vale Terrace,  
Tredegar, Gwent. NP22 4HT

# X-Brake Suzuki

## Fitting Instructions

Thank you for choosing to buy the original X-Eng X-Brake for Suzuki vehicles.

Fitting is pretty easy - and you may not need these instructions, but at the very least, take a look at the section on adjustment - it will save you a lot of pads!

**Before you start, you will need to find a drive flange to connect your transfer box to the prop shaft.**

There are two options for this.

1. You can cut down your existing drum using a saw or grinder
2. You can find another flange. If you go for this option, bear in mind there are two lengths available as pictured below.



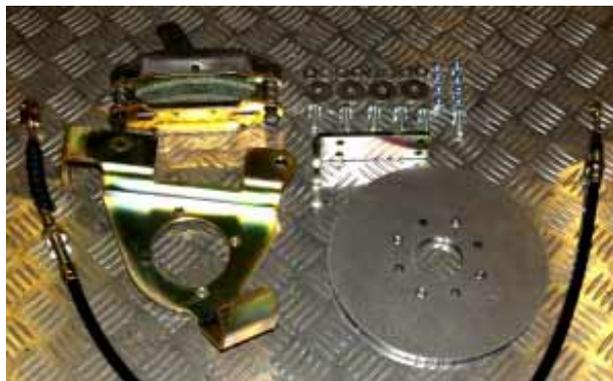
The short type above are used on the front of the transfer box as well as on the differentials. In your kit, you will find 5 big washers which can be used as a spacer. Place up to 5 washers between the bearing and the drive flange.



This is the correct, Long type fitted to Samurai transfer box rear outputs.

This is the kit of parts you should have received. If any parts are missing - give us a ring and they will be in the next post.

- 1 x Mild Steel Disk
- 1 x Back Plate
- 1 x Angled cable bracket
- 1 x NRC5088 Cable
- 1 x Caliper
- 6 x M8 x 25mm Bolts
- 8 x M8 Nyloc Nuts
- 4 x M8 Penny Washers
- 8 x M8 Small Washers



Strip the back of your transfer box until it looks like this.



Attach the back plate to the rear of the transfer box re-using the original mounting bolts and washers. These are M8 size, just in case you loose one!

Dismantle the caliper as shown



It is easiest to install the disk & caliper as one unit. Hold the parts together as shown and insert caliper bolts through receiving holes in caliper. Be careful the spacer tubes & springs do not fall out of the caliper.



Re-assemble the caliper in-situ as shown below. Make sure the caliper operating lever is oriented such that pulling the cable will engage the caliper.



Use a couple of prop-shaft bolts to loosely hold the disk in place on the drive flange.

Connect the cable to the back plate as shown. Then use one of the M8 x 25 bolts with washers and Nyloc nut to connect the open end of the cable to the caliper operating lever.





Initially set the adjustment nuts so there is plenty of scope for tightening the cable later.



Attach the clevis on the end of the cable to the inner-most hole on the operating lever with the M8 Bolt.

We can now attach the cable to the lever.

This step varies between models but is most complex on a vehicle fitted with two handbrake cables. If you only have a single cable, this should give the general idea of what is involved - but of course you can miss out one or two steps.



Remove your handbrake lever. If it is a dual cable type, it will look something like this. You will need to remove the toggle by grinding off the rivet which attaches it to the lever.





The old cables pass through the transmission tunnel wall with rubber grommets. These will not fit over the new cable, but by cutting as shown, they can be re-used.



Use a grinder to make enough space behind the handbrake cable to fit the angle bracket as shown.

On single cable models, it may not be necessary to use the angle bracket. Just open up the original cable mounting hole to 16mm using a file.



Attach the lever to the end of the cable and hold in it's proper position with the lever released. Pull the angle bracket back away from the lever. When this cable is taught, this is where to drill holes to attach the bracket to the transmission tunnel.



Finally adjust your handbrake such that as the disk rotates, it is only just brushed by the pads. The lever should only start to become stiff at about three clicks. Any less and your pads will wear out double quick! Once you have re-fitted your prop shafts you are ready to roll!