

Thread: <https://www.g8board.com/forums/42-canada/277833-need-new-rotors-pads-current-ones-warped.html#post3629506>

Pertinent posts from the thread above:

#7 <https://www.g8board.com/forums/3624953-post7.html>

#10 <https://www.g8board.com/forums/3625585-post10.html>

#16 <https://www.g8board.com/forums/3626129-post16.html>

#18 <https://www.g8board.com/forums/3629506-post18.html> (with photos)

To recap, standard G8 GT uses 321mm front rotors with a twin-piston floating aluminum caliper. A popular mod has been to use the Brembo 4-piston fixed caliper and 355x32 rotor found on Gen5 Camaro SS, SS sedan, etc. Different wheels than production G8 18x8 or 19x8 are typically required to work with this brake setup.

The Caprice PPV, with the same Zeta sedan suspension as G8 & SS sedan, is fitted with a 345x30 rotor, and a single-piston floating caliper that is common with Gen5 Camaro V6. As addressed in the thread/posts above, there is now the possibility of a "hybrid" combination of Zeta & Alpha brake components to add 345mm rotors & Brembo calipers to any G8 with "small" front brakes, **and continue to use the stock 18" or 19" (non-GXP) wheels.**

While not offering the same effect as going to the 355mm or even 370mm/6-piston front setup, the change to the 345mm rotor ultimately provides at least 90% of the improvement of the larger brake options, and will quite effectively out-perform the stock 321mm brakes.

#### **All components bolt-on:**

(L/R)Calipers - Cadillac J56 for 2014-2016 CTS - specifically PN 84089036 & 84133555 (new from GM Parts Direct at \$148 each, no core charge)

(2)Rotors - 2011-2017 Caprice PPV 345mm - many sources/styles available

(1)Pads - FMSI D1474 or D1001 (addressed in thread/posts above)

(2)Pin kit - GM 22813180 (or equivalent)

(4)Bolts for mounting calipers - M14x2.0 - GM 11570092 (must drill mounting bolt holes for spindles - now 12mm)

(A/R)Hoses - stock hose may work, or custom hose