

# Product Manual

## DriftSpec Pro Hydraulic Handbrakes

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850-01-104

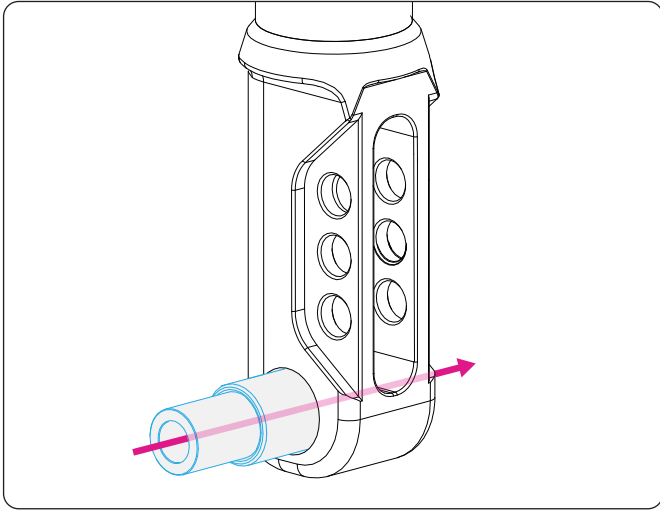
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# DriftSpec Pro Assembly

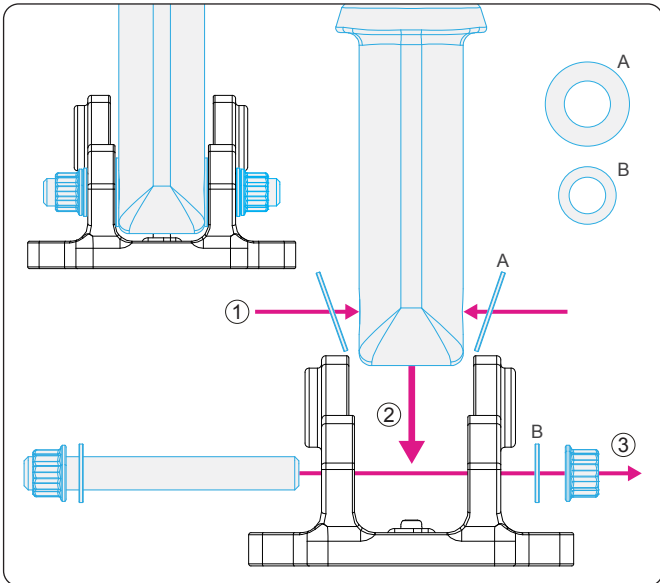


## 1. Lever bushing assembly

The lever is supplied with a pre-installed bronze bushing. Slight play is normal; ensure the bushing is centered before proceeding.

1. Insert the pin bolt sleeve into the bronze bushing.

The bronze bushing can either be fixed in place or slightly loose while still functioning properly. However, the pin bolt sleeve should rotate freely inside the bronze bushing without friction.



## 2. Mount the lever to the base plate

Position the lever as illustrated, with the thrust washers placed against the lever and the smaller M8 washers placed against the flanged M8 nuts.

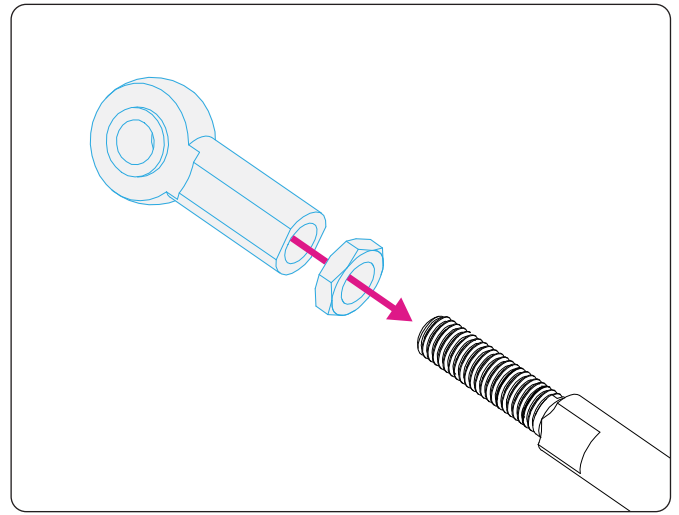
1. Position thrust washers (A) on each side of the lever.

2. Position the lever and thrust washers between the two front mounting ears of the base plate.

3. Insert the longer of the two supplied pin bolts through the assembly.

4. Install one of the smaller M8 washers (B) and flanged M8 nuts on each side of the pin bolt.

5. Using two wrenches, hold one flanged nut stationary while tightening the opposite nut to 30 Nm (22 lb-ft).



## 3. Install ball joint and lock nut

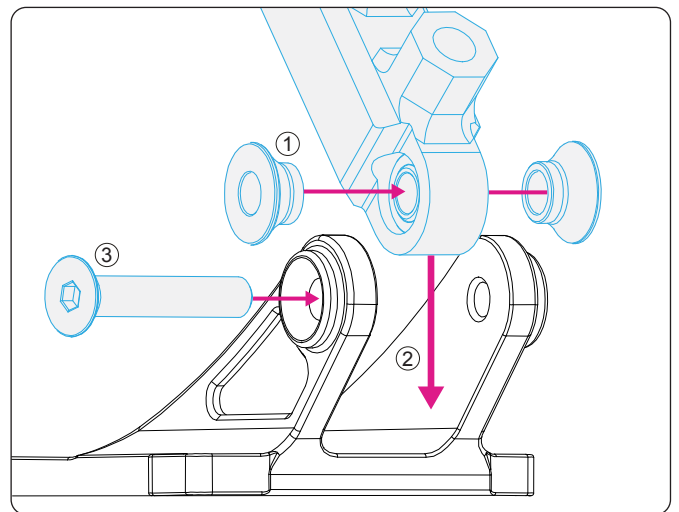
**Nuke Performance SBM** master cylinders use the included 5/16" ball joint and 5/16" lock nut.

**Tilton 78-Series** master cylinders require adapter kit #850-11-001, included with Tilton cylinders purchased from Nuke Performance.

1. Install the lock nut onto the master cylinder pushrod. Do not tighten.

2. Install the ball joint onto the pushrod approximately halfway. Do not tighten the lock nut at this stage.

**Master cylinders are sold separately** and are not included with the DriftSpec Pro handbrake.



## 4. Mount the cylinder to the base plate

**Nuke Performance SBM** master cylinders use the included cylinder spacers.

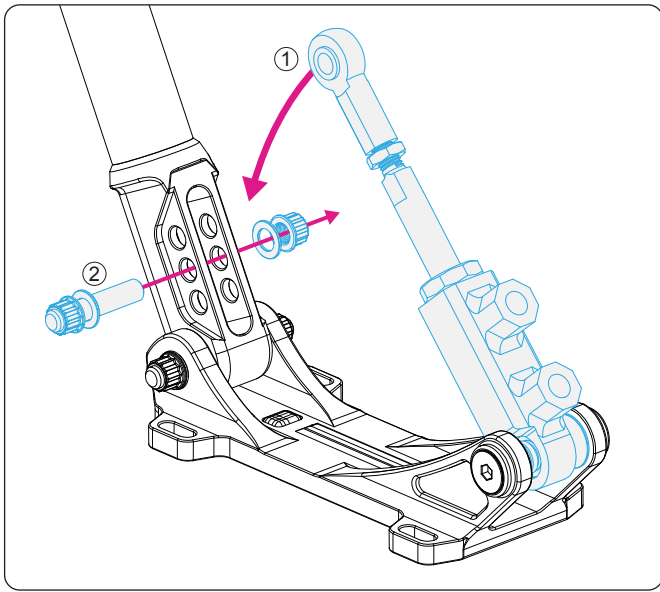
**Tilton 78-Series** master cylinders require adapter kit #850-11-001, included with Tilton cylinders purchased from Nuke Performance.

1. Position the cylinder spacers on each side of the master cylinder spherical bearing.

2. Install the master cylinder and spacers between the rear mounting ears of the base plate.

3. Insert the supplied MF6S M8x45 bolt and tighten to 17 Nm (13 lb-ft).

**Master cylinders are sold separately** and are not included with the DriftSpec Pro handbrake.

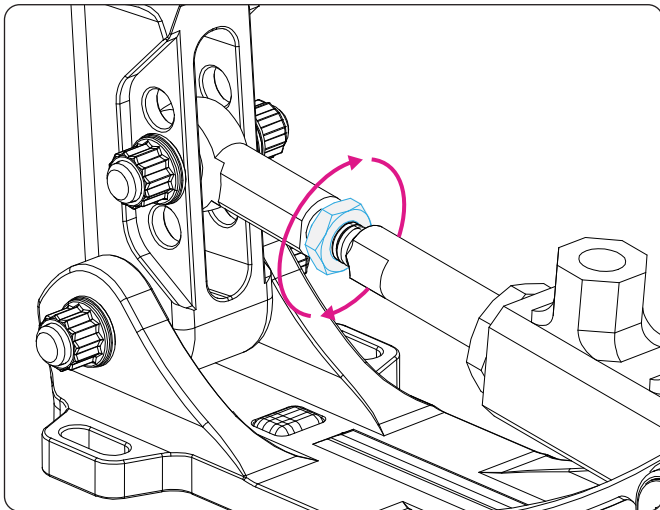


## 5. Mount the cylinder assembly to the lever

Lever adjustment is covered in the next chapter. This step only describes assembly.

1. Position the ball joint in the lever mounting point.
2. Insert the shorter supplied pin bolt through the assembly. \*
3. Install the remaining small washers and flanged M8 nuts.
4. Using two wrenches, hold one flanged nut stationary while tightening the opposite nut to 30 Nm (22 lb-ft).

\* The center mounting position shown in the illustration is the recommended baseline setup.



## 6. Tighten the push rod lock nut

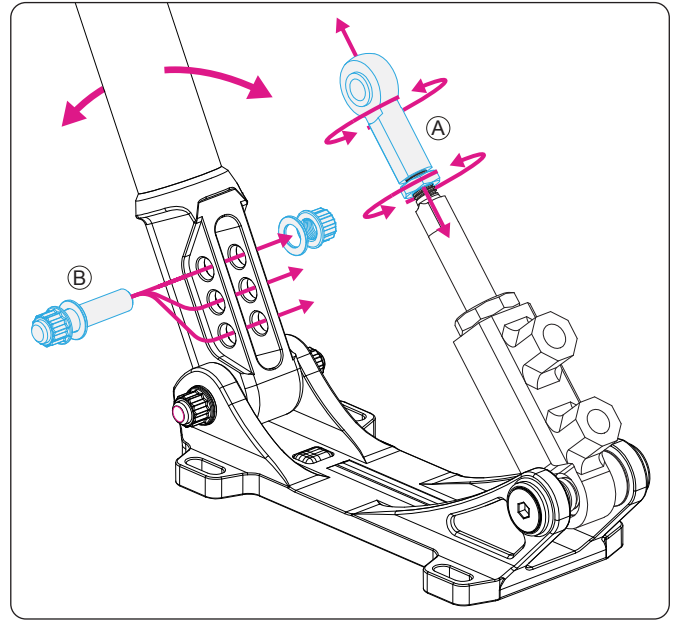
**Nuke Performance SBM** master cylinders use the included low-profile lock nut.

**Tilton 78-Series** master cylinders require adapter kit #850-11-001, included with Tilton cylinders purchased from Nuke Performance.

1. Using two wrenches, hold the pushrod or ball joint stationary while tightening the lock nut to 17 Nm (13 lb-ft).

Proper tightening of the lock nut is required to prevent pushrod adjustment movement during use.

## DriftSpec Pro Lever Adjustment



The lever offers a total adjustment range of 32° through the combined use of the ball joint adjustment (A) and lever mount adjustment (B).

Use both adjustment options to fine-tune lever position, throw, leverage, and overall brake feel to suit your preferred setup.

### A. Ball joint adjustment

The master cylinder pushrod adjustment allows fine adjustment of the lever resting position. To perform this adjustment, the ball joint must first be disconnected from the lever.

1. Using two wrenches, remove the upper pin bolt securing the ball joint to the lever.
2. Hold the pushrod or ball joint stationary while loosening the lock nut.
3. Rotate the ball joint clockwise to move the lever closer to the driver, or counterclockwise to move it further away.
4. Reinstall the ball joint onto the lever and repeat Steps 5 and 6 in the assembly section.

### B. Lever mount adjustment

The three mounting positions adjust lever position and leverage ratio, allowing fine adjustment of lever throw, brake feel, and modulation.

**Lowest position:** Increased leverage, longer throw, lighter feel, and enables further forward lever adjustment.

**Middle position:** Balanced / natural setup.

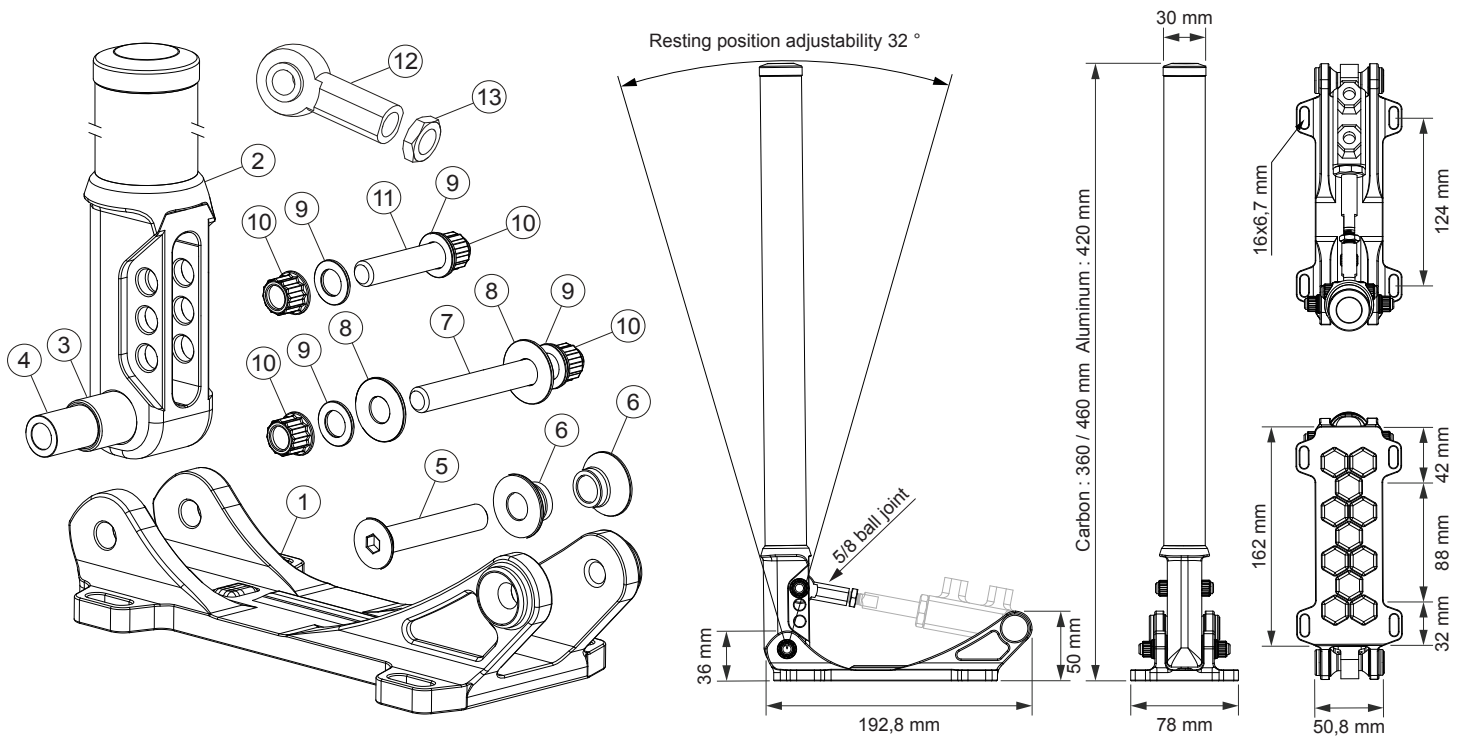
**Highest position:** Reduced leverage, shorter throw, firmer and more aggressive feel, and enables a lever position closer to the driver.

1. Using two wrenches, remove the upper pin bolt securing the ball joint to the lever.
2. Select the desired mounting position and repeat Step 5 in the assembly section.

# DriftSpec Pro Specifications

## AIR JACK SKATE ASSEMBLY / SPARE PART LIST / DIMENSIONS :

All listed parts for assembly, spare parts list, and dimensions apply to all DriftSpec Pro hydraulic handbrake models. For model-specific and additional specifications, visit the official website [www.nukeperformance.com](http://www.nukeperformance.com).



NO.	Spare part #	Description	NO.	Spare part #	Description
1	N/A	Billet aluminum base plate	8	8500-00-008	M8 Thrust washer
2	N/A	Lever, Aluminum/Composite / Aluminum	9	8500-00-009	M8 Stainless steel washer
3	8500-00-004	Bronze bushing	10	8500-00-005	Bi-Hex M8 lock nut, Titanium
4	8500-00-007	Stainless steel pin bolt sleeve	11	8500-00-010	M8x42 Stainless steel sleeved pin bolt
5	100-10-224	MF6S M8x45 Stainless steel bolt	12	8500-01-001	5/16 to 5/16 Stainles steel ball joint *
6	8500-00-002	M8x9 Master cylinder spacer *	13	8500-02-001	5/16 Stainless steel lock nut *
7	8500-00-006	M8x63 Stainless steel sleeved pin bolt			

\* Tilton 78-series master cylinders require adapter kit #850-11-001, included with Tilton cylinders purchased from Nuke Performance.

## DRIFTSPEC PRO HYDRAULIC HANDBRAKE SPECIFICATIONS :

All listed specifications apply to all DriftSpec Pro hydraulic handbrake models. For model-specific dimensions and additional specifications, visit the official website [www.nukeperformance.com](http://www.nukeperformance.com).

<b>Total lever length (pipes)</b>	360.0 mm (14.17") / 460.0 mm (18.11")	<b>Recommended bore use</b>	0.625 (5/8") - most common for drifting
<b>Total lever length (billet)</b>	420.0 mm (16.53")	<b>Hardware</b>	Titanium, stainless steel, precision bearings
<b>Material base plate</b>	Billet aluminum body	<b>Base plate footprint</b>	162.0 x 78.0 mm (6.38 x 3.07")
<b>Material lever</b>	Composite and aluminum / All aluminum	<b>Base plate length (total)</b>	192.8 mm (7.59")
<b>Adjustable geometry pos.</b>	3 positions / 32° base position range	<b>Base plate height</b>	50.0 mm (1.97")
<b>Master cylinder</b>	Not included (sold separately)	<b>Bolt pattern</b>	124.0 x 66.0 mm (4.88 x 2.60")
<b>Master cyl. compatibility</b>	Nuke Perf. SBM / Tilton 78-series *	<b>Weight (pipes)</b>	675 g (23.81 oz) / 691 g (24.37 oz)
<b>Master cyl. mounting</b>	Rear spherical bearing mount only	<b>Weight (billet)</b>	1085 g (38.27 oz)
<b>Ball joint connector</b>	Includes 5/16" ball joint and lock nut *	<b>For motorsports use</b>	YES, for motorsports use only

\* Tilton 78-series master cylinders require adapter kit #850-11-001, included with Tilton cylinders purchased from Nuke Performance.

## Legal and conditions

### LEGAL INFORMATION & CONDITIONS :

By installing, using, or servicing this product, the user acknowledges and accepts the conditions set by the manufacturer. Nuke Performance assumes no liability for improper installation, misuse, vehicle damage, personal injury, or accidents resulting from the use of this product. This product is intended for motorsports and off-road use only.

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## Safety disclaimer

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INCORRECT INSTALLATION CAN CAUSE SERIOUS DAMAGE TO THE PRODUCT AND VEHICLE. AS A RESULT, ACCIDENTS, PROPERTY DAMAGE AND PERSONAL INJURY ARE POSSIBLE. INSTALLATION MAY ONLY BE CARRIED OUT BY EXPERTS. MAKE SURE TO ALWAYS USE ALL NECESSARY SAFETY EQUIPMENT. THE MANUFACTURER IS NOT LIABLE FOR DAMAGE CAUSED BY IMPROPER INSTALLATION.

FR



UNE INSTALLATION NON CONFORME PEUT PROVOQUER DES DOMMAGES SÉRIEUX SUR LE PRODUIT ET LE VÉHICULE. PAR CONSÉQUENT, DES ACCIDENTS, DES DÉGÂTS MATÉRIELS ET DES BLESSURES CORPORELLES SONT POSSIBLES. L'INSTALLATION DOIT UNIQUEMENT ÊTRE EFFECTUÉE PAR DES EXPERTS. ASSUREZ-VOUS DE TOUJOURS UTILISER TOUS LES ÉQUIPEMENTS DE SÉCURITÉ NÉCESSAIRES. LE FABRICANT NE PEUT ÊTRE TENU POUR RESPONSABLE EN CAS D'INSTALLATION NON CONFORME.

DE



BEI UNSACHGEMÄßER INSTALLATION KÖNNEN SCHWERE SCHÄDEN AN PRODUKT UND MOTOR ENTSTEHEN. INFOLGEDESSEN SIND UNFÄLLE, SACH- UND PERSONENSCHÄDEN MÖGLICH. DER EINBAU DARF NUR DURCH GESCHULTES FACHPERSONAL MIT DER NOTWENDIGEN SICHERHEITSAUSRÜSTUNG ERFOLGEN. DER HERSTELLER HÄFTET NICHT FÜR SCHÄDEN DURCH NICHT FACHGERECHTE MONTAGE.

SE



FELAKTIG INSTALLATION KAN ORSAKA ALLVARLIGA SKADOR PÅ PRODUKT OCH FORDON. SOM ETT RESULTAT ÄR OLYCKOR, EGENDOMSSKADOR OCH PERSONSKADOR MÖJLIGA. INSTALLATIONEN FÅR ENDAST UTFÖRAS AV EXPERTER. SE TILL ATT ALLTID ANVÄNDA NÖDVÄNDIG SÄKERHETSUTRUSTNING. TILLVERKAREN ANSVARAR INTE FÖR SKADOR ORSAKADE AV FELAKTIG INSTALLATION.

ES



UNA INSTALACIÓN INCORRECTA PUEDE CAUSAR SERIOS DAÑOS TANTO AL PRODUCTO COMO AL VEHÍCULO. COMO CONSECUENCIA, ES PROBABLE QUE SE PRESENTEN ACCIDENTES, DAÑOS MATERIALES Y LESIONES PERSONALES. LA INSTALACIÓN SÓLO DEBE SER REALIZADA POR EXPERTOS. CERCÍOARSE DE UTILIZAR SIEMPRE TODO EL EQUIPO DE SEGURIDAD NECESARIO. EL FABRICANTE NO SE HACE RESPONSABLE DE LOS DAÑOS CAUSADOS POR UNA INSTALACIÓN INCORRECTA.

