

**ASSEMBLY INSTRUCTIONS**  
FOR  
**FORGED SUPERLITE 4 BIG BRAKE FRONT HUB KIT**  
**WITH 12.19" DIAMETER VENTED ROTOR**  
**SUPERFORMANCE COBRA MK III SPINDLE**

PART NUMBER GROUP  
**140-9482**

**DISC BRAKES SHOULD ONLY BE INSTALLED BY SOMEONE  
EXPERIENCED AND COMPETENT IN THE INSTALLATION AND  
MAINTENANCE OF DISC BRAKES  
READ ALL WARNINGS**

**WARNING**

IT IS THE RESPONSIBILITY OF THE PERSON INSTALLING ANY BRAKE COMPONENT OR KIT TO DETERMINE THE SUITABILITY OF THE COMPONENT OR KIT FOR THAT PARTICULAR APPLICATION. IF YOU ARE NOT SURE HOW TO SAFELY USE THIS BRAKE COMPONENT OR KIT, YOU SHOULD NOT INSTALL OR USE IT. DO NOT ASSUME ANYTHING. IMPROPERLY INSTALLED OR MAINTAINED BRAKES ARE DANGEROUS. IF YOU ARE NOT SURE, GET HELP OR RETURN THE PRODUCT. YOU MAY OBTAIN ADDITIONAL INFORMATION AND TECHNICAL SUPPORT BY CALLING WILWOOD AT (805) 388-1188, OR VISIT OUR WEB SITE AT [WWW.WILWOOD.COM](http://WWW.WILWOOD.COM). USE OF WILWOOD TECHNICAL SUPPORT DOES NOT GUARANTEE PROPER INSTALLATION. **YOU**, OR THE PERSON WHO DOES THE INSTALLATION MUST KNOW HOW TO PROPERLY USE THIS PRODUCT. IT IS NOT POSSIBLE OVER THE PHONE TO UNDERSTAND OR FORESEE ALL THE ISSUES THAT MIGHT ARISE IN YOUR INSTALLATION.

RACING EQUIPMENT AND BRAKES MUST BE MAINTAINED AND SHOULD BE CHECKED REGULARLY FOR FATIGUE, DAMAGE, AND WEAR.



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Jump to Our Technical Tips  
Section on Our Web Site.



**WARNING**

**DO NOT OPERATE ANY VEHICLE ON UNTESTED BRAKES!**  
**SEE MINIMUM TEST PROCEDURE WITHIN**

ALWAYS UTILIZE SAFETY RESTRAINT SYSTEMS AND ALL OTHER AVAILABLE SAFETY EQUIPMENT WHILE OPERATING THE VEHICLE

**IMPORTANT • READ THE DISCLAIMER OF WARRANTY INCLUDED IN THE KIT**

NOTE: Some cleaners may stain or remove the finish on brake system components. Test the cleaner on a hidden portion of the component before general use.

## Important Notice - Read This First

Before any tear-down or disassembly begins, review the following information:

- Review the wheel clearance diagram (figure 2, page 4) to verify that there is adequate clearance with the wheels you will be using with the installation.
- Front brake kits do not include flex lines. OEM brake lines will not adapt to Wilwood calipers. Check the assembly instructions, or associated components section for brake line recommendations before assembly. In addition, Wilwood offers an extensive listing of brake lines and fittings on our web site: [www.wilwood.com](http://www.wilwood.com).
- Due to OEM production differences and other variations from vehicle to vehicle, the fastener hardware and other components in this kit may not be suitable for a specific application or vehicle.
- It is the responsibility of the purchaser and installer of this kit to verify suitability / fitment of all components and ensure all fasteners and hardware achieve complete and proper engagement. Improper or inadequate engagement can lead to component failure.

## Photographic Tip

**Important** and highly recommended: Take photos of brake system before disassembly and during the disassembly process. In the event, trouble-shooting photos can be life savers. Many vehicles have undocumented variations, photos will make it much simpler for Wilwood to assist you if you have a problem.

## Exploded Assembly Diagram

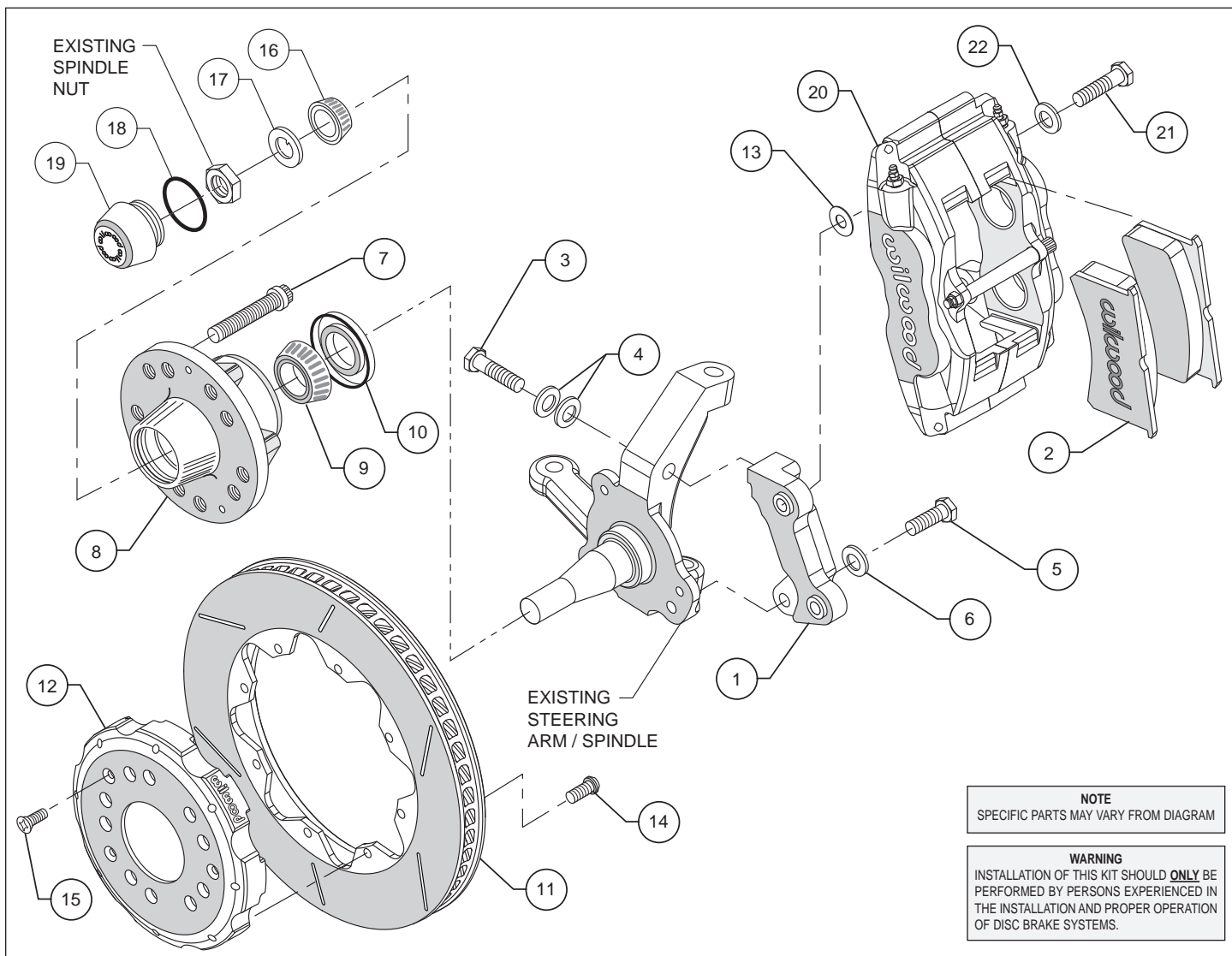


Figure 1. Typical Installation Configuration

## General Information

Installation of this kit should **ONLY** be performed by persons experienced in the installation and proper operation of disc brake systems. Before assembling the Wilwood front disc brake kit, double check the following items to ensure a trouble-free installation. Also, please read these instructions thoroughly to be sure you have a complete understanding of the procedure involved before work is begun.

- Make sure this is the correct kit to match the exact make and model year of the vehicles spindle (i.e., hubs for a 1960 Ford spindle will not fit a 1973 Ford spindle).
- Verify the hub stud pattern in this kit matches the stud pattern of the vehicles wheels. There are two (5 x 4.50" and 5 x 4.75") bolt circle patterns. The one applicable to this kit is the one with the smaller 5 x 4.50" stud pattern.
- Verify your wheel clearance using Figure 2.
- Inspect the package contents against the parts list (below) to ensure that all components and hardware are included.

## Parts List

<u>ITEM NO.</u>	<u>PART NO.</u>	<u>DESCRIPTION</u>	<u>QTY</u>
1	249-9483/84	Bracket Kit, Caliper Mounting (left and right)	2
2	150-8855K	Pad, BP-10, Axle Set	1
3	230-9531	Bolt, 1/2-13 x 2.00 Long, Hex, Head	2
4	240-11102	Washer, .515 I.D. x .875 O.D. x .063 Thick	4
5	230-9458	Bolt, 7/16-14 x 1.50 Long, Hex Head	2
6	240-11101	Washer, .453 I.D. x .750 O.D. x .063 Thick	2
7	230-6959	Stud, 1/2-20 x 2.00 Long, 12 Point	10
8	270-9486	Hub Assembly	2
9	370-0884	Cone, Inner Bearing	2
10	380-0885	Seal, Grease	2
11	160-11839/40	Rotor, GT 1.25" Thk x 12.19" Dia, 8 x 7.00" Bolt Circle (left and right)	2
12	170-8320	Hat, (2) 5 x 4.50", .935" offset, 8 x 7.00" Bolt Circle	2
13	240-1848	Shim, .030 Thick	16
14	230-11935	Bolt, 5/16-18 x 1.00 Long, Torx Button Head	16
15	230-10419	Bolt, 1/4-20 x .50 Long, Flat Head	6
16	370-0882	Cone, Outer Bearing	2
17	240-2444	Washer, 7/8 Spindle	2
18	211-1674	O-ring	2
19	270-9380D	Cap, Dust	2
20	120-11136	Caliper, Forged Superlite	2
21	230-10023	Bolt, 7/16-20 x 1.75 Long, Flat Head	4
22	230-11101	Washer, .453 I.D. x .750 O.D. X .063 Thick	4

### NOTES:

Part Number 230-9532 Bolt Kit, caliper mounting bracket to spindle, includes part numbers 230-9531, 230-9458, 240-11102 & 240-11101

Part Number 230-12177 Bolt Kit, rotor to hat, includes part numbers 230-11935

Part Number 230-7032 Bolt Kit, hub to hat, includes part number 230-10419

Part Number 230-7031 Bolt Kit, caliper to bracket, includes part numbers 230-10023, 240-11101 and 240-1848

Wilwood offers an optional Braided Stainless Steel Hose Kit. Order part number 220-9481 (not included in kit)

## Disassembly Instructions

### Disassembly Instructions:

- Disassemble the original equipment front brakes:

Raise the front wheels off the ground and support the front suspension according to the vehicle manufacturer's instructions.

Disconnect the brake hoses from the brake line at the body. Insert a plug or fitting to prevent excessive fluid leakage during installation. Remove caliper from OEM bracket and remove the caliper assembly along with the pads. Remove the center cap, cotter pin, nut lock and the wheel bearing nut and washer. Remove brake rotor and hub assembly. Remove the three dust plate bolts then remove the dust plate from the spindle (dust plate will not be reused). Remove the OEM caliper bracket from the spindle by removing the top and bottom bolts.

## Assembly Instructions

**Assembly Instructions** (numbers in parenthesis refer to the part list/diagram on the preceding pages): **CAUTION:** All mounting bolts must fully engage insert nuts. Be sure to check that all bolts are either flush or protruding through flanged side of insert nut after shimming.

- The caliper mount bracket assembly (1) should be installed first with clean, dry threads on the mounting bolts. Install the bracket by sliding bolt (3) through two washers (4) from the side through the spindle support and into the top of the caliper mounting bracket (1), as shown in Figure 1. Slide bolt (5) through washer (6) from a 90° degree angle thru the mounting bracket and into the lower portion of the steering arm, Figure 1. The bracket must tighten squarely against the outboard side of the caliper mount bosses on the spindle body. Inspect for interference from casting irregularities, machining ridges, burrs, etc. Later, after the caliper, pad, and rotor alignment has been checked, and any necessary shims have been put in place, the mount bolts should be coated with red *Loctite*® 271 and bolt (3) torqued to 65 ft-lbs and bolt (5) torques to 42 ft-lbs.
- Install wheel studs (7) into the hub (8). Torque to 77 ft-lb. **NOTE:** There are two (2) five lug patterns in the hub (5 x 4.50 and 5 x 4.75). Make sure of the correct hole pattern for the correct wheel application before installing studs into hub. You must use the 5 x 4.50 pattern for this application.
- Pack the large inner bearing cone (9) with high temperature disc brake bearing grease (available from your local auto parts store) and install into the backside of the hub (8).
- Install the grease seal (10) by pressing into the backside of the hub (8).
- Pack the small outer bearing cone (16) with high temperature disc brake bearing grease and install into front of hub (8). Slide the hub assembly (7, 8, 9, 10 and 16) onto the spindle. Secure using spindle washer (17), stock adjusting nut and nut locking device. Adjust wheel bearing pre-load per Original Equipment manufacturer (OEM) specifications.
- Install the o-ring (18) on the dust cap (19), and screw dust cap assembly onto the hub (8). Friction created by the o-ring (18) on the dust cap (19) keeps it from unscrewing.
- With the larger I.D. side of the rotor (11) facing away from the hat (12), attach rotor (11) to hat (12) using bolts (14), as shown in Figure 1 (finger tighten). Using an alternating sequence, remove bolts (14) one at a time, apply red *Loctite*® 271 to the threads and torque to 25 ft-lb.
- Slide the rotor/hat assembly over the studs (7) being sure to utilize the larger stud hole size (.516) bolt circle pattern of the hat (12) onto the hub (8) while taking care to align the small countersunk holes in the hat (12) with the small threaded holes in the hub (8). Install three flat head socket head screws (15) through the small holes in the hat (12) and torque to 85 in-lb.
- NOTE:** Please reference the caution statement at the beginning of the assembly instructions. With the bleed screws pointing up, mount the caliper (20) onto the caliper bracket (1) using washers (22), and bolts (21), as shown in Figure 1. Initially place two .030 thick shims (13) between the caliper and the bracket. Temporarily tighten the mounting bolts and view the rotor (11) through the top opening of the caliper. The rotor should be centered in the caliper. If not, adjust by adding or subtracting shims (13) between the bracket and the caliper. Always use the same amount of shims on each of the two mounting bolts. **NOTE:** The end of each bolt must be flush with, or slightly protruding from, the head of the clinch nut in the bracket. If necessary, place spare shims between washer and caliper mounting ear to achieve the proper clinch nut engagement, as shown in Figure 3. Once the caliper alignment and clinch nut engagement are correct, remove the bolts one at a time, apply red *Loctite*® 271 to threads and torque to 70 ft-lb.
- Remove the caliper bridge spacer and bolt. Install the disc brake pads (2), then reinstall the caliper bridge spacer and bolt.

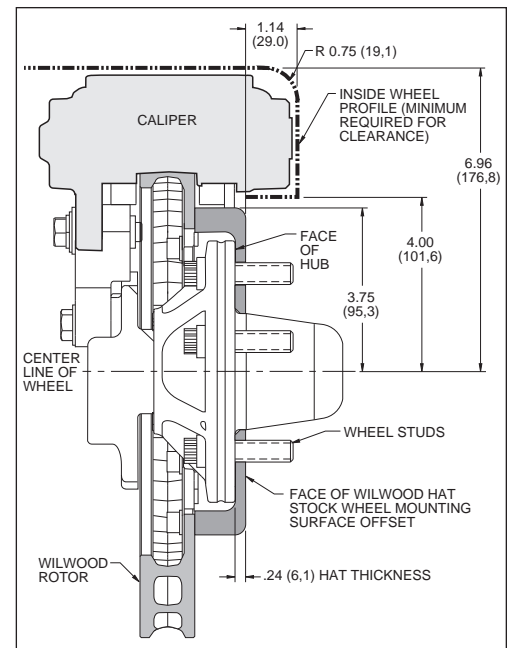


Figure 2. Wheel Clearance Diagram

## Assembly Instructions (Continued)

•**NOTE:** OEM rubber brake hoses generally cannot be adapted to Wilwood calipers. The caliper inlet fitting is a 1/8-27 NPT. The preferred method is to use steel adapter fittings at the caliper, either straight, 45 or 90 degree and enough steel braided line to allow for full suspension travel and turning radius, lock to lock. **Carefully route lines to prevent contact with moving suspension, brake or wheel components.** Wilwood hose kits are designed for use in many different vehicle applications and it is the installer's responsibility to properly route and ensure adequate clearance and retention for brake hose components. Wilwood offers a hose kit, P/N 220-9481, which includes hoses, fittings, etc., all in one package for this application.

•Specified brake hose kits may not work with all Years, Makes and Models of vehicle that this brake kit is applicable to, due to possible OEM manufacturing changes during a production vehicle's life. It is the installer's responsibility to ensure that all fittings and hoses are the correct size and length, to ensure proper sealing and that they will not be subject to crimping, strain and abrasion from vibration or interference with suspension components, brake rotor or wheel.

•In absence of specific instructions for brake line routing, the installer must use his best professional judgment on correct routing and retention of lines to ensure safe operation. Test vehicle brake system per the 'minimum test' procedure stated within this document before driving. After road testing, inspect for leaks and interference. Initially after install and testing, perform frequent checks of the vehicle brake system and lines before driving, to confirm that there is no undue wear or interference not apparent from the initial test. Afterwards, perform periodic inspections for function, leaks and wear in a interval relative to the usage of vehicle.

•Repeat assembly procedure for the other wheel.

•Bleed the brake system. Reference the general information and recommendations below for proper bleeding instructions.

•Please read the following concerning balancing the brake bias on 4 wheel disc vehicles.

This Mustang II spindle kit can be operated using the stock OEM disc brake master cylinder. However, as with most suspension and rear brake and/or tire modifications (from OEM specifications), changing the brakes may alter the front to rear brake bias. Rear brakes should not lock up before the front. Brake system evaluation and tests should be performed by persons experienced in the installation and proper operation of brake systems. Evaluation and tests should be performed under controlled conditions. Start by making several stops from low speeds then gradually work up to higher speeds. Always utilize safety restraint systems while operating vehicle.

For competition or modified vehicles, please see biasing instructions below.

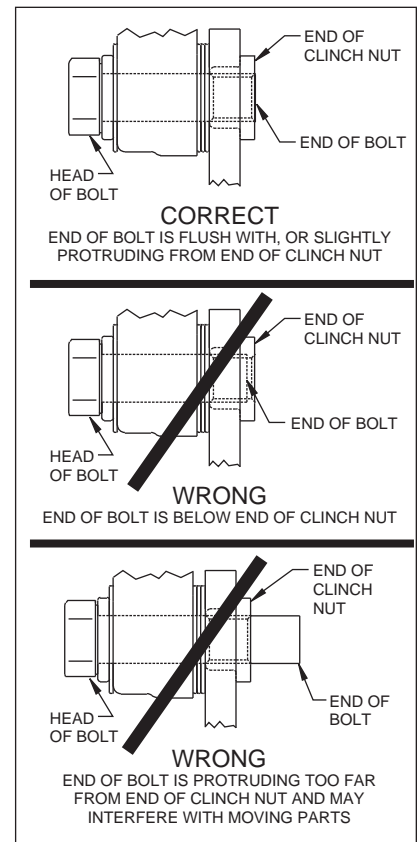


Figure 3.  
Clinch Nut Engagement Diagram

## Balancing the Brake Bias on 4 Wheel Disc Vehicles

### •OE Style or Single Mount Race Pedal with Tandem Outlet Master Cylinder:

Front to rear caliper piston sizes, rotor diameters, and pad compounds must be initially configured to provide the correct range of vehicle bias when using a single bore / tandem outlet master cylinder. If excessive rear brake bias is experienced, an inline adjustable proportioning valve can be used to decrease the rear line pressure to help bring the vehicle into balance. If excessive front brake bias is experienced, first consideration should be given to increasing the rear brake bias to bring the vehicle into overall balance.

### •Race Pedal with Dual Master Cylinders and Balance Bar:

Master cylinders must be sized to match the calipers and allow the pedal balance bar to operate near the center of its travel. If it is not possible to fine tune the bias within the adjustable range of the balance bar, then consideration must be given to changing a master cylinder bore size or some other aspect of the brake system to bring the car into balance. Larger bore master cylinders will generate less pressure while decreasing pedal travel. Smaller bores master cylinders will generate higher line pressures with an increase in pedal travel.

## Additional Information and Recommendations

• Fill and bleed the new system with Wilwood Hi-Temp° 570 grade fluid or higher. For severe braking or sustained high heat operation, use Wilwood EXP 600 Plus Racing Brake Fluid. Used fluid must be completely flushed from the system to prevent contamination.

**NOTE:** *Silicone DOT 5 brake fluid is **NOT** recommended for racing or performance driving.*

• To properly bleed the brake system, begin with the caliper farthest from the master cylinder. Bleed the outboard bleed screw first, then the inboard. Repeat the procedure until all calipers in the system are bled, ending with the caliper closest to the master cylinder.

**NOTE:** *When using a new master cylinder, it is important to bench bleed the master cylinder first.*

• If the master cylinder is mounted lower than the disc brake calipers, some fluid flowback to the master cylinder reservoir may occur, creating a vacuum effect that retracts the caliper pistons into the housing. This will cause the pedal to go to the floor on the first stroke until it has “pumped up” and moved all the pistons out against the pad again. A Wilwood in-line two pound residual pressure valve, installed near the master cylinder will stop the fluid flowback and keep the pedal firm and responsive.

• Test the brake pedal. It should be firm, not spongy and stop at least 1 inch from the floor under heavy load.

If the brake pedal is spongy, bleed the system again.

If the brake pedal is initially firm, but then sinks to the floor, check the system for fluid leaks. Correct the leaks (if applicable) and then bleed the system again.

If the brake pedal goes to the floor and continued bleeding of the system does not correct the problem, a master cylinder with increased capacity (larger bore diameter) will be required. Wilwood offers various lightweight master cylinders with large fluid displacement capacities.

• **NOTE:** *With the installation of after market disc brakes, the wheel track may change depending on the application. Check your wheel offset before final assembly.*

• On some models of disc brake spindles there are “ears” where the OEM calipers were mounted and these “ears” interfere with the assembly of the Wilwood disc brake kit. If it becomes necessary to remove these “ears”, remove as little material as possible being careful not to cut away any of the mounting holes that may be required to bolt on the caliper mounting bracket.

• If after following the instructions, you still have difficulty in assembling or bleeding your Wilwood disc brakes, consult your local chassis builder, or retailer where the kit was purchased for further assistance.

## Brake Testing

### **WARNING • DO NOT DRIVE ON UNTESTED BRAKES BRAKES MUST BE TESTED AFTER INSTALLATION OR MAINTENANCE MINIMUM TEST PROCEDURE**

- Make sure pedal is firm: Hold firm pressure on pedal for several minutes, it should remain in position without sinking. If pedal sinks toward floor, check system for fluid leaks. DO NOT drive vehicle if pedal does not stay firm or can be pushed to the floor with normal pressure.
- At very low speed (2-5 mph) apply brakes hard several times while turning steering from full left to full right, repeat several times. Remove the wheels and check that components are not touching, rubbing, or leaking.
- Carefully examine all brake components, brake lines, and fittings for leaks and interference.
- Make sure there is no interference with wheels or suspension components.
- Drive vehicle at low speed (15-20 mph) making moderate and hard stops. Brakes should feel normal and positive. Again check for leaks and interference.
- Always test vehicle in a safe place where there is no danger to (or from) other people or vehicles.
- Always wear seat belts and make use of all safety equipment.

## Pad and Rotor Bedding

### **BEDDING STEPS FOR NEW PADS AND ROTORS – ALL COMPOUNDS**

Once the brake system has been tested and determined safe to operate the vehicle, follow these steps for the bedding of all new pad materials and rotors. These procedures should only be performed on a race track, or other safe location where you can safely and legally obtain speeds up to 65 MPH, while also being able to rapidly decelerate.

- Begin with a series of light decelerations to gradually build some heat in the brakes. Use an on-and-off the pedal technique by applying the brakes for 3-5 seconds, and then allow them to fully release for a period roughly twice as long as the deceleration cycle. If you use a 5 count during the deceleration interval, use a 10 count during the release to allow the heat to sink into the pads and rotors.
- After several cycles of light stops to begin warming the brakes, proceed with a series of medium to firm deceleration stops to continue raising the temperature level in the brakes.
- Finish the bedding cycle with a series of 8-10 hard decelerations from 55-65 MPH down to 25 MPH while allowing a proportionate release and heat-sinking interval between each stop. The pads should now be providing positive and consistent response.
- If any amount of brake fade is observed during the bed-in cycle, immediately begin the cool down cycle.
- Drive at a moderate cruising speed, with the least amount of brake contact possible, until most of the heat has dissipated from the brakes. Avoid sitting stopped with the brake pedal depressed to hold the car in place during this time. Park the vehicle and allow the brakes to cool to ambient air temperature.

### **COMPETITION VEHICLES**

- If your race car is equipped with brake cooling ducts, blocking them will allow the pads and rotors to warm up quicker and speed up the bedding process.
- Temperature indicating paint on the rotor and pad edges can provide valuable data regarding observed temperatures during the bedding process and subsequent on-track sessions. This information can be highly beneficial when evaluating pad compounds and cooling efficiencies.

## Pad and Rotor Bedding (Continued)

### POST-BEDDING INSPECTION – ALL VEHICLES

- After the bedding cycle, the rotors should exhibit a uniformly burnished finish across the entire contact face. Any surface irregularities that appear as smearing or splotching on the rotor faces can be an indication that the brakes were brought up to temperature too quickly during the bedding cycle. If the smear doesn't blend away after the next run-in cycle, or if chatter under braking results, sanding or resurfacing the rotors will be required to restore a uniform surface for pad contact.

### PRE-RACE WARM UP

- Always make every effort to get heat into the brakes prior to each event. Use an on-and-off the pedal practice to warm the brakes during the trip to the staging zone, during parade laps before the flag drops, and every other opportunity in an effort to build heat in the pads and rotors. This will help to ensure best consistency, performance, and durability from your brakes.

### DYNO BEDDED COMPETITION PADS AND ROTORS

- Getting track time for a proper pad and rotor bedding session can be difficult. Wilwood offers factory dyno-bedded pads and rotors on many of our popular competition pads and **Spec 37** GT series rotors. Dyno-bedded parts are ready to race on their first warm up cycle. This can save valuable time and effort when on-track time is either too valuable or not available at all, Dyno-bedding assures that your pads and rotors have been properly run-in and are ready to go. Contact your dealer or the factory for more information on Wilwood Dyno-Bedding services.

### NOTE:

*NEVER allow the contact surfaces of the pads or rotors to be contaminated with brake fluid. Always use a catch bottle with a hose to prevent fluid spill during all brake bleeding procedures.*

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## Associated Components

<u>PART NO.</u>	<u>DESCRIPTION</u>
260-1874	Wilwood Residual Pressure Valve (2 lb for disc brakes)
260-1876	Wilwood Residual Pressure Valve (10 lb for drum brakes)
260-8419	Wilwood Proportioning Valve
290-0632	Wilwood Racing Brake Fluid (Hi-Temp° 570) (12 oz)
290-6209	Wilwood Racing Brake Fluid (EXP 600 Plus) (16.9 oz)
340-1285	Wilwood Floor Mount Brake Pedal (with balance bar)
340-1287	Wilwood Swing Mount Brake Pedal (with balance bar)
260-6764	Wilwood 3/4 inch High Volume Aluminum Master Cylinder
260-6765	Wilwood 7/8 inch High Volume Aluminum Master Cylinder
260-6766	Wilwood 1 inch High Volume Aluminum Master Cylinder
260-4893	1-1/16 inch Tandem Master Cylinder (aluminum housing)
250-2406	Mounting Bracket Kit (tandem master cylinder)
260-8555	Wilwood 1 inch Aluminum Tandem Chamber Master Cylinder
260-8556	Wilwood 1-1/8 inch Aluminum Tandem Chamber Master Cylinder
350-2038	1971 - 1973 Pinto Rack and Pinion (new, not rebuilt)
270-2016	Quick Release Steering Hub (3/4 inch shaft)
270-2017	Quick Release Steering Hub (5/8 inch shaft)
220-9481	Flexline Kit, Superformance Cobra