

CAMARO BRAKES

In 1961 Lee Iacocca, the Vice President and General Manager of Ford Division proposed that Ford needed a new sporty entry level car to get young Ford buyers interested in the brand. He wanted a small car that would seat four people, have bucket seats and a center floor shift and be no more than 180 inches long. He also wanted it to weigh less than 2,500 pounds and cost less than \$2,500. His proposal had to go through Ford management and in 1962 he got the approval to start producing the car. Ford kept the car a secret and since it was based on the Falcon/Fairlane chassis that was easy to do. That also speeded up the process of building the car, so in the spring of 1964 the new Mustang was debuted and it became an instant success.

The management executives at Chevrolet were taken by surprise and they didn't have a car that could compete with the fast selling new Mustang. There wasn't even a Mustang competitor on the drawing boards. The Nova was competing with the Falcon and it was having a hard time doing that. The word came down from the management to build a Chevrolet that could compete with the Mustang, but that wasn't an easy assignment. The engineers at Chevy were working on the chassis for the '68 Nova, so to speed things up the engineers and stylists started with that platform as the base for the new car. The stylists were busy designing a single body design that could compete with Ford's notchback and fastback styles, because a single body style would be faster and more cost effective to produce. The Mustang convertible was also selling well so that had to be part of the design process. The new Chevy offering was called the Camaro and Pontiac jumped on the bandwagon and started working on a Camaro offshoot called the Firebird, which was an upgrade that would compete with Ford's upgraded Cougar.

The management, as well as the engineers and stylists, wanted a car that was more attractive, had more power and handled and drove better than the Mustang, plus it had to sell for a comparable price. The Chevy engineers and stylists were working hard and fast to bring their new car to market without compromising quality, and in 1967



the new car was ready to hit dealership showrooms. The new Camaro was built as a unibody from the firewall back and the body bolts to a rectangular steel subframe that was outfitted with double A-arm suspension and was capable of supporting the front sheet metal. The car also featured a solid rear axle riding on parallel leaf springs and it was equipped with drum brakes with optional front discs that in 1967 turned out to be problematic. Similar to the Mustang, the base engine was a 230ci straight six hooked to a three-speed stick transmission.

While Chevy was finishing the Camaro, Ford was entering the muscle car market with a strong running 390ci engine in the Mustang, so Chevy had to come up with some high performance engine options to compete with the small and big-block Ford performance engines. The Super Sport Chevys were always the top-of-the-line performance cars so the Super Sport Camaro was outfitted with a totally new, Camaro only, 350ci engine that was rated at 295 horsepower and was more than a match for the high performance Mustang 289. The Camaro could also be optioned with the 325 horsepower 396ci engine and although not often disclosed by many Chevy dealerships for liability reasons, a special order 375 horsepower 396 was also available. Chevy also offered the Rally Sport option that added nice trim additions to the Camaro and it also included hideaway headlights so the top model would be a RS/SS Camaro with the big 396. While Chevy was creating the Camaro, Ford was dominating in SCCA road racing and a new series called Trans Am racing was being created. Chevy knew they could make points with their potential buyers if they could knock Ford out of the top spot in Trans

Am racing. The new Camaro was built to handle well so a few changes were made by the engineers to make it handle even better. The engine size in Trans Am racing was limited to 305ci, so the engineers at Chevy dug into the Corvette bag of tricks and bored a 283 block to four inches giving the engine 302ci. The engine was equipped with a Corvette high lift solid lifter camshaft, Corvette big port heads, an aluminum high-rise intake manifold and topped it off with a 780cfm carburetor. The new car was named after its RPO option code Z/28. The 302ci engine was rated at 290 horsepower but that was a gross underestimation and that could quickly be seen when they were on the track competing. In 1967 the Camaro paced the Indy 500 using an RS/SS 396 Camaro convertible and the pace car option was made available to the public.

It might be interesting to note that the Z/28 didn't take off as expected because American Muscle Car enthusiasts liked big-block power. Most buyers opted for the 350 because it had 295 horsepower, the 396 had 325 horsepower and 375 horsepower depending on which one you ordered. The little 302 had an advertised rating of 290 horsepower so it looked small in comparison, but it was actually producing more horsepower than the lower horse big-block and was much lighter. It took a few years for the buyers to catch on, but they finally did in 1969 and that's why the production figures grew from year to year. In 1967 only 602 were built, in '68 7,199 were built and in '69 buyers got the idea and 20,303 were built.

The '68 Camaro was very similar to the '67 but it was the first year for Astroventilation so the vent windows were eliminated. The high performance engine options remained the same except in '68 a 350 horsepower 396 was added to the option list. It didn't take long to find out that the '67 Camaros experienced wheel hop in quick starts so the car received staggered shocks with one in front of the rear axle and one behind. The Camaro also received some small trim changes for the '68 model year.

Chevy was working on a two-year model change, but a new second generation Camaro was being designed and engineered and it was taking longer to finish it than expected, so the designers made a

few nice changes to the Camaro body and they released the '69 Camaro, which ultimately became a classic. The Camaro looked lower and more muscular due to the bodyline and wider because of the grille design so Chevy enthusiasts loved the new car. The regular performance engine options were retained, but there were two special Central Office Production Orders 9560 and 9561 signed off by management, so that the factory could install 427 engines. COPO 9561 allowed the installation of 427 steel block engines in Camaro Sport Coupes and 1,015 were produced with many going to special performance dealerships. COPO 9560 was for drag racers and it allowed an aluminum 427ci engine to be installed in a Camaro Sport Coupe. Both of the 427 Chevy engines were producing 425 horsepower and the lightweight aluminum version was doing great in Super Stock drag racing. Only 69 aluminum 427ci powered Camaros were built for drag racers and they are desirable collector cars today. The aluminum 427 Camaros sold for about twice the price of a regular one. This was also the best year for Z/28 Camaros because a new cowl induction hood was released, and along with the front and rear spoiler, the car looked fantastic. The engine block was also strengthened and had a DZ designation for identification.



Wilwood recognized the performance of the Camaros early on, as well as their popularity, so the company developed several disc brake kits that will allow them to perform as well as a brand new car. Since the Nova and Firebird share the same platform as the Camaro, the brakes kits will fit them as well. If you have a '68 or '69 Camaro with disc



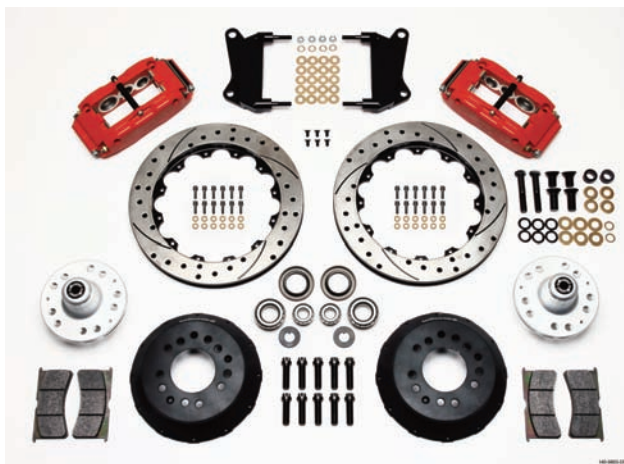
D52 Brake Caliper

brakes you can make a quick and low cost improvement by installing Wilwood D52 calipers that are a direct bolt on to your existing brackets. The calipers are available in Platinum-E finish or your choice of Red and Black finish. If you are building a Pro-Touring style Camaro you may want the Dynapro Big Brake Front Brake Kit part number 140-10510 that features Dynapro six-piston calipers in Red or Black finish along with 12.18 rotors in a standard or drilled and slotted style.



Brake Kit 140-10510

Wilwood also offers the Superlite 6R Big Brake Front Brake Kit. This kit part number 140-9803 offers Forged Billet Superlite six-piston calipers in Black, Red or Polished finish that work with 12.99-inch rotors in a slotted or drilled and slotted style.



Brake Kit 140-140-9803

If you are looking for a nice brake system that will fit behind your original 15-inch Rally Wheels you can order the Forged Dynalite Pro Series Front Brake Kit part number 140-10996 that features Forged Dynalite calipers in Red, Black or Polished finish and they are used with 11-inch rotors in standard or drilled and slotted styles.



Brake Kit 140-10996

Wilwood also makes a large W6A Big Brake Front Brake Kit part number 140-10920 that is perfect for pro touring enthusiasts. The kit features W6AR six-piston calipers in a Red or Black finish. The calipers work with 14-inch rotors in a slotted or drilled and slotted style.



Brake Kit 140-10920

Drag racers will be glad to know that Wilwood makes a drag racing brake kit that is 30 pounds lighter than the stock system, the Forged Dynalite Front Drag Brake Kit part number 140-1017-B. The kit features Dynalite four-piston calipers with a Platinum E finish. The kit works with 10.75-inch rotors in a standard or drilled style..



Brake Kit 140-1017-B

Wilwood also offers rear brake kits for the Camaro and one is the Forged Dynalite Rear Parking Brake Kit part number 140-7149. The kit features Forged Dynalite four-piston calipers in Platinum-E, Red or Polished finish. The calipers work with 12.19-inch rotors in a standard or drilled and slotted style that works with Wilwood's internal drum parking brake system. There are additional kits available so you will have to select the correct one to fit your particular application



Brake Kit 140-7149

The engineers and stylists were doing their best to meet the new '70 Camaro September 1969 release date but that came and went. The existing '69 Camaro was sold from September through December so it is possible to see some '69 Camaros registered as a '70 model. After a long wait and much anticipation, the new Camaro was finally released in February 1970. The new car was lower, longer, wider and heavier than the previous model and many agree it was one of the most beautiful body styles Chevy, or any other company ever produced. The '69 Z/28 Camaro had a wild graphic design, but the new Z/28 Camaro was more subtle in comparison. There was nothing subtle about the engine because it was running a 360 horsepower 350ci LT-1 engine that was also used in the Corvette. The Corvette version was the same, but it was rated at 370 horsepower. The engine was equipped with a four-bolt-main bearing block, free-flowing heads with 2.02-inch and 1.60-inch valves, a solid lifter cam, and it was equipped with an aluminum high rise intake manifold that was topped off with a large Holley carburetor. The parts used were similar to the strong running 302 Z/28 engine with more cubic inches. According to magazine road tests the new Z/28 ran the quarter mile in

14.2 seconds at 100.3 miles per hour, but with a few minor tuning tricks the Camaro would get into the high 13s. The Camaro also offered the Super Sport package and it could be optioned with a 300 horsepower 350ci engine and a 396ci engine rated at 325 and 375 horsepower. Chevy also offered a Rally Sport option that included trim additions and a nice looking split front bumper.



This was also the end of the two-year car cycle because the second generation Camaro body design ran from 1970 to 1981 with only small engineering and design changes to meet fuel regulations and safety requirements. When the stylists and engineers were building the Camaro and Firebird they knew it had to have a body that would last for 10 years or more so they met their goal. In an effort to meet many governmental fuel and emission mandates the engine performance suffered throughout the '70s, but by the '80s things started to improve.

In 1971 the car companies were mandated to meet emissions and fuel changes and the engine compression was dropped and emissions equipment was added to many engines to keep them as clean as possible. Not only did the engines lose horsepower from the compression changes, the horsepower ratings were changed from gross horsepower to net horsepower making the numbers look even smaller. The Z/28 was still available, but now the horsepower for the LT-1 engine was rated at 275. The Z/28 Camaro body style was similar to the '70 but the spoiler was larger. The big-block engines were also available but like the LT-1 the horsepower figures were low. In 1972 the LT-1 was still available and it was rated at 255 horsepower. The only 396ci engine that was available was rated at 240 horsepower.

In 1973 the Z/28 option was dropped from the line

and it was replaced by the Type-LT luxury Camaro. The LT-1 engine was no longer available and the horsepower figures for the other engines were lowered again. In 1974 new bumper regulations were mandated so the body was revised with big clunky bumpers. In 1975 the Camaro looked similar to the previous Camaro and three engine selections were available. You could get a 250ci six-cylinder, a 145 horsepower 2-barrel 350 and a 155 horsepower four-barrel 350. The rear window became a wrap-around for better visibility. The Rally Sport came back and it included two-tone paint and stripes. The 1976 Camaro was similar to the '75 but an aluminum panel was placed between the taillights on the Type-LT model. The two-barrel 350 was discontinued and a 305 replaced it. The top 350ci engine was rated at 165 horsepower.



1977 Z/28 Camaro photo courtesy GM

The big change for 1977 was the reintroduction of the Z/28 Camaro. Pontiac continued to build the Trans Am and they were selling them as fast as they could build them. The Trans Am was the only affordable and nice looking big-block performance car that was still available in the mid-'70s and obviously there was a big market. The Z/28 received some body identification changes and a 170 horsepower 350 was used for power. In 1978 the Camaro received plastic covering on the bumpers making the car look nicer and the Z/28 was still the top performer. Chevy bumped the power on the Z/28 engine to 185 horsepower. This was also the first year for factory T-tops on all models. The 1979 Camaro was the most popular Camaro in the '70s. The Type-LT model was dropped and a Berlinetta replaced it. The engine options remained the same, but the Z/28 horsepower decreased to 175 horsepower. The instrument layout was also an improvement over previous Camaros. In 1979 Chevy sold 282,571 Camaros and that was an all time record.

After a record-shattering year Chevy wanted to improve fuel economy, so engine selections were revised. The base engine was a 115 horsepower 229ci V6 engine. In California the Camaro received a 110 horsepower 231ci V6. Next up was a 126 horsepower 267ci V8 engine. Fortunately the Z/28 350 engine had 190 horsepower except California where it was powered by a 155 horsepower 305ci engine. After the engine emasculation only 152,005 Camaros were sold. The buying public wanted more horsepower not less. In the final year, 1981, for the second generation Camaro it received a computer and the models being offered were the base Sport Coupe, the Berlinetta and the Z/28.

1970-1978

The '70s must have been a really tough time for the Chevy engineering team because they were working backward. Instead of building engines with more power they had to think about emissions, fuel economy and lower octane fuel. It was bad enough for people living in the 49-states but it was even worse for the Californian's who had to put up with Governor Jerry Brown's stricter emissions laws, which translated to higher priced and lower performance cars. Fortunately the Camaros were nice looking cars and they could be turned into performers with a little work. The engineers at Wilwood saw potential in the '70s Camaros so, they offer several brake improvement kits that should be of interest to anyone owning a '70-'78 Camaro and Firebird. Similar to the earlier models, if your Camaro is equipped with a standard brake arrangement, the Wilwood D52 caliper is an easy upgrade that can be installed in a couple of hours. The calipers offer superior clamping force and they are available in Platinum-E finish, Red finish or Black finish. If you want to make a big change, your Camaro's stopping power can be vastly improved using Wilwood's Dynapro 6 Big Brake Front Brake Kit part number 140-10738. The brake improvement kit features Dynapro six-piston calipers in a Black finish and 12.19-inch rotors in a standard or drilled and slotted style. If you are building a pro-touring style Camaro or if you just like the best of everything, you can order the Wilwood Dynapro 6 Big Brake Front Brake Kit part number 140-10485. This kit features Forged Superlite 6R six-piston calipers in Red or Black finish and large 12.88-inch rotors in slotted or drilled and slotted style.

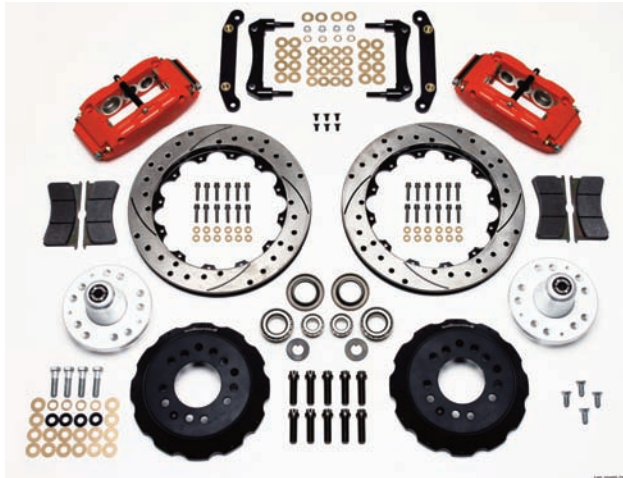


Brake Kit 140-10738

Dynalite Front Drag Brake Kit part number 140-1019-B. The kit features Forged Dynalite four-piston calipers in a Platinum-E finish. The calipers work with 10.75-inch lightweight rotors that feature a standard or drilled style.



Brake Kit 140-1019-B



Brake Kit 140-10485

Wilwood also offers a rear brake kit for Camaros the Forged Dynalite Rear Parking Brake Kit part number 140-7149. The kit features Forged Dynalite four-piston calipers in Platinum-E, Red or Polished finish. The calipers work with 12.19-inch rotors in a standard or drilled and slotted style and they are designed to work with the internal drum parking brake system.

If you want improved brakes, but you are restoring the car and want to retain the original 15-inch wheels, you can install Wilwood's Forged Dynalite Pro Series Front Brake Kit part number 140-11007. This kit features Forged Dynalite 4-piston calipers in a Platinum- E or Black finish and 11-inch rotors in a standard or drilled and slotted style.



Brake Kit 140-7149



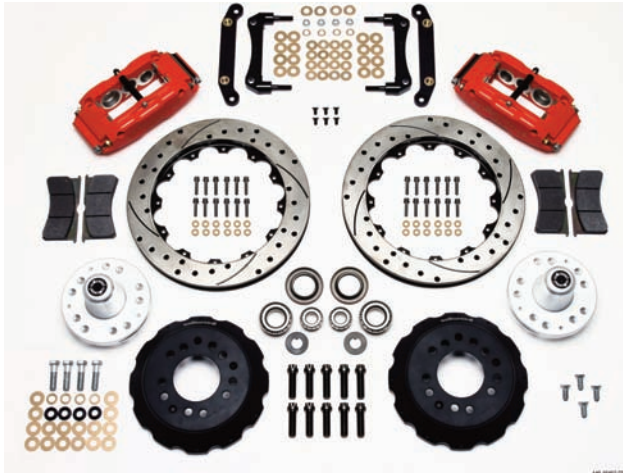
Brake Kit 140-11007

1979-1981

Throughout the '70s, the engineers and stylists were making changes to the Camaros and in 1979 the engineers beefed up the spindle, so Wilwood came out with a new Hub assembly that would work with the stronger spindles. When you look at sales figures this was the highest production year for Camaros and it was the same for Pontiac so Wilwood offers several great brake improvement kits for the cars. If you want to bring that Camaro down from speed you can start with the Wilwood Superlite 6R Big Brake Front Brake Kit part number 140-10492. This kit features SL6R Forged Billet six-piston

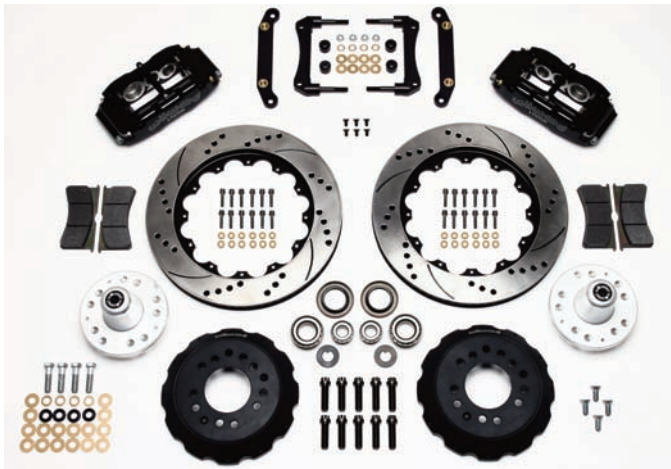
There are more kits available so you will have to select the correct one for your particular application. If you are drag racing your Camaro and want a lightweight brake kit Wilwood makes the Forged

calipers in Black or Red finish and 12.88-inch slotted or drilled and slotted rotors.



Brake Kit 140-10492

If you want even more braking power you can install the Superlite 6R Big Brake Front Brake Kit part number 140-10493 on your Camaro. This kit features SLR6 six-piston calipers in Red or Black finish and 14-inch rotors in a slotted or drilled and slotted style.



Brake Kit 140-10493

If you want a kit that will improve your stopping power and work great with your 15-inch rally wheels you can install the Forged Dynalite Pro Series Front Brake Kit part number 140-11008. The kit features Forged Dynalite calipers in Black and 11-inch rotors in a standard or drilled and slotted style. There are more kits available so you will have to select the correct one for your particular application. Drag racers will be glad to know that Wilwood also offers a lightweight Forged Dynalite Front Drag Brake Kit part number 140-8175-B. The kit features Forged Dynalite 4-piston calipers in a Platinum-E finish. The calipers are designed to work with the lightweight 10.75-inch rotors in a standard or drilled style.



Brake Kit 140-11008

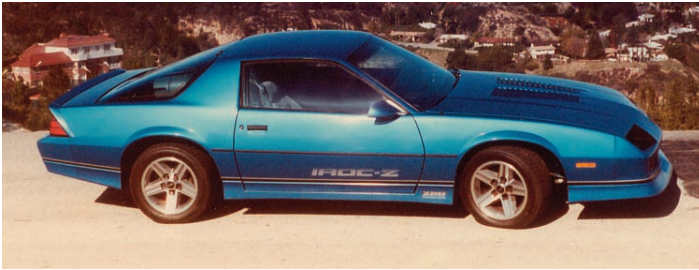


Brake Kit 140-8175-B

The third generation Camaro was totally different from the previous model because it was smaller, 500 pounds lighter and it was a complete unibody with MacPherson strut suspension in the front and a long torque arm and coil springs in the rear. The car had a pleasing design and it was the first car to offer a fuel-injected engine. The engines offered in 1982 started with a 90 horsepower 2.5-liter four-cylinder engine, a 112 horsepower 2.8-liter V6 engine, a 145 horsepower 305ci engine and the Z/28 165 horsepower 305ci engine with Cross Fire Injection. The transmissions also changed to a four-speed automatic with overdrive and a five-speed manual with overdrive. The new Camaro was asked to pace the Indy 500 again, but none of the original engines had the power to do it, so the pace car was outfitted with a highly modified 350 engine that wasn't offered to the public. In an effort to meet emissions more effectively the '80s cars were equipped with computers and this became the turning point in making engines powerful and emissions compliant.

The 1983 Camaro looked just like the '82 but there was an engine change for the Z/28. The top engine

was the L69 engine and it was rated at 190 horsepower. In 1984 the Camaro remained similar to the previous models. The Z/28 L69 engine was improved and Chevy dropped the Cross Fire Injected engine because there was a new engine on the drawing boards. This was the first year for the new 700R4 overdrive automatic transmission because Chevy needed a strong transmission to harness the horsepower that was coming.



Things started changing for the better in 1985 when Chevy was sponsoring the IROC races. The standard Camaros remained similar to the previous years including the Z/28 Camaro. The top performance car in 1985 was the IROC Z and it featured new graphics, a hood with large louvers and improved ground effects so the racecars could do the same thing. The IROC also featured new 16-inch five-spoke wheels, gator back tires, and a new Tuned Port Injected 305 engine delivering 215 horsepower. The Tuned Port engine could only be ordered with the automatic transmission and that was due to emissions restrictions. The IROC was difficult to get in '85 because the production was low and they were very popular.

In 1986 the IROC became a good seller and the only visible change was the location of the now mandated third brake light. It was installed in a pod just above the rear hatch. The Camaro engine options remained the same including the 215 horsepower IROC engine.

Some big changes started happening in 1987 with the introduction of a convertible, the first regular production one since 1969. The IROC remained a hot commodity with buyers and Chevy decided to make it even hotter with the introduction of the new Tuned Port Injected 350 engine that was rated at 225 horsepower. The four-cylinder engine was dropped basically because nobody wanted one.

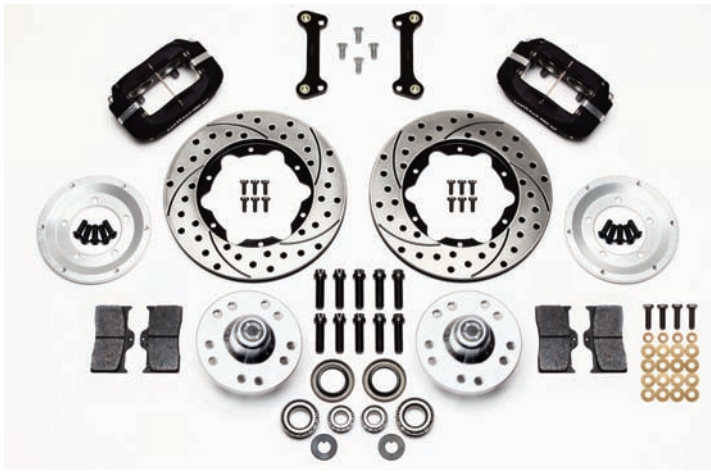
In 1988 Chevy dropped the Z/28 designation and

used the IROC package as the top performance option. The normal Camaro was now offered with the optional Z/28 five-spoke wheels and the ground effects package. The Z/28 170 horsepower engine was also optionally available. Chevy also released a new performance package for enthusiasts who were interested in road racing. The 1LE package included the 305 and 350ci Tuned Port Injected engines, oversize brakes, an aluminum drive shaft and improved suspension. It was built to win showroom stock road races. The '89 Camaro was very similar to the '88 but the RS (not Rally Sport) package was brought back and it was a trim level that included improved wheels, ground effects, and a rear spoiler that could be installed on the base Camaro. The IROC was still the top performance package and that continued until 1990 when Chevy dropped the sponsorship.



In 1991 Chevy brought the Z/28 back as the top performance model and Chevy enthusiasts were not happy about the loss of the IROC designation. There was a new Camaro on the way so the Camaro remained essentially the same from 1991 to 1992.

The 1982 to 1992 Camaros made advancements in engineering and performance and it was the start of good things to come. Enthusiast became very interested in cars that handled well and there were many companies making new shocks, sway bars and heavier springs for the early Camaros so the cars could be driven hard on the streets and even heavier on the track. Brake fade on the track was inevitable with the original brakes so Wilwood introduced several really nice brake improvement kits for the Camaro. Enthusiasts running the original wheels and tires could order the Wilwood Forged Dynalite Pro Series Front Brake Kit part number 140-11012. The kit features the Forged Dynalite four-piston calipers in Black, 11-inch rotors in standard or drilled and slotted styles.



Brake kit 140-11012

Enthusiasts with IROC Camaros that wanted superior stopping power could order the Wilwood Forged Dynalite Big Brake Kit part number 140-11275. The kit features Forged Dynalite Calipers in Black and 12.19-inch rotors in standard or drilled and slotted styles. If you want rear brakes you can outfit your Camaro with a Forged Dynalite Rear Parking Brake Kit part number 140-7148. The kit features Forged Dynalite four-piston calipers in a Platinum-E or Red finish. The calipers work with 12.19-inch rotors that are available in a standard or drilled and slotted style and are designed for use with an internal drum parking brake system.



Brake Kit 140-7148

A larger rear brake is also available, the Superlite 4R Big Brake Rear Brake Kit for OE Parking Brake part number 140-9830. The kit features forged billet four-piston calipers in Red or Black finish and they work with the 12.88-inch rotors in slotted or drilled and slotted styles. The superior Wilwood brakes work great for every day use or they can be used on the track for superior stopping power without brake fade.



Brake kit 140-9830

The fourth generation Camaro was introduced in 1993 and the body design was not even similar to the third generation but the floor and rear suspension was a carryover. The front suspension was different and now the Camaro was offered with rack and pinion steering. The new body was rounder and to improve aerodynamics, the windshield was sloped backward. Chevy made a lot of nice changes to the car including the rear spoiler that was carried into the body design. The top performance package was the Z/28 and it included the new LT1 (not LT-1) engine that was under rated at 275 horsepower. The Camaro was offered with two models the base sport coupe running a 160 horsepower 3.4-liter V6 and the Z/28, but both were very similar in design. A black roof distinguished the Z/28 from the other models and it was used on all of the Z/28s no matter what the body color was. The LT1 engine featured 275 horsepower in the Camaro and 300 horsepower in the Corvette and both were exactly the same, so taking the net to gross horsepower ratings into account this engine was as powerful as the original LT-1 engine released in 1970. The quarter mile elapsed time of 14.2 seconds for the 1993 Z/28 will verify the horsepower figures. This new model featured a four-speed automatic transmission and a six-speed manual transmission. The 1993 Camaro was also selected to pace the Indy 500 and this time no changes were necessary because the new Camaro had plenty of power.

The 1994 Camaro was essentially the same as the '93 but the transmission was changed to an electronically controlled 4L60E transmission. The convertible returned in 1994 and it could be ordered as a regular Camaro or a Z/28. The '95

Camaro was also very similar to the previous models but it was available with traction control and all weather tires. The '95 also received a new 200 horsepower V6 engine that was available as an option.



In 1996 the Z/28 horsepower jumped to 285 and a SS package became available. The SS package was a performance option that increased the engine horsepower to 305, the first to break the 300 horsepower barrier since 1971 and the first using net ratings. The SS model had new badges to identify it, but overall it remained subtle, just the way Chevy wanted it.

In 1997 Chevy celebrated the Camaro's 30th anniversary with a special edition model that features white paint with orange stripes and orange houndstooth upholstery. This color scheme was originally used on the '69 Pace Car Camaro. This was a good selling model with 95,812 cars being sold.

Chevy finally got it all together in 1993 when they introduced the new Z/28 Camaro running the LT1 engine. One ride in the new Camaro and it was obvious that everything was improved. Using computer technology and improved fuel injection the engineers at Chevy were able to get old time performance out of a new engine. The Z/28 accelerated equal to a '70 model and handled like a road racer. The only weak area was the brakes, so Wilwood offers a few kits that will make vast improvements in stopping power on the street and on the track. The Wilwood brake improvement kit is the Superlite Big Brake Front Brake Kit part number 140-6743. This kit features SL6 six-piston calipers in Black and 12.88-inch rotors in slotted or drilled and slotted styles. . Wilwood also makes a Forged Dynalite Rear Parking Brake Kit part number 140-7148 for the '93-'97 Camaro. The rear kit features Forged Dynalite four-piston calipers in Black or Red finish, 12.19-inch rotor in slotted or drilled and slot

ted style and they work with the, internal drum parking brake. When the front and rear kits are installed on a '93-'97 Camaro the cars ready for high performance street or track action.



Brake Kit 140-6743



Brake kit 140-7148

Chevy finally decided to make an improvement on the Camaro, so they changed the front fascia with new headlights and a grille change. What buyers really liked about the updated Camaro was the new aluminum LS-1 engine option that was producing 320 horsepower. This was basically the same engine being used in the Corvette. Sales for the updated Camaro was still respectable with 77,198 cars being produced. Chevy made the styling upgrade because they knew the present Camaro body style was dated and they were aware that a new one was needed. The Camaro still had respectable sales although less than in previous years, but they needed to sell 50,000 cars to make a good profit. This was happening at a time when SUV and pickup truck sales started to increase, and without any marketing for the Camaro similar to the IROC connection, the sales

were dropping while truck sales were increasing. Chevrolet management put no effort behind the Camaro plus the selling price was increasing yearly. There was also a fluke year in 2001 when only 29,009 Camaros were built, so a decision was made to discontinue the Camaro. Of course in 2002 the sales popped back up to 42,098 with no marketing behind the car, but once a decision was made at GM, even a bad one, it was too late to re-design a new Camaro. Chevy enthusiasts were not happy about the decision and they let Chevy know it. As it turned out, the enthusiasts were right.



A suspension change was made in 1998 when the Camaro front fascia was redesigned so Wilwood geared up to make several new brake kits for the powerful new Camaro. The kits we will talk about will also fit the '93 through '97 Camaros if the cars are upgraded with the '98 through '02 spindles. If your Camaro is used for road racing you can order the Superlite 6R Big Brake Front Brake Kit (race) that is part number 140-7190. The kit features Billet Superlite BSL6R/ST six-piston Black calipers with Thermlock pistons, 12.90-inch directional vane rotors, forged aluminum hubs, caliper brackets, friction race compound pads, stainless brake lines and all of the hardware required to complete the installation.



Brake Kit 140-7190

If you have a Camaro that is street driven or just occasionally track driven we have three kits that will improve your brake system. The Superlite 6R Big Brake Front Brake kit part number 140-7763 is perfect for your car. The kit features forged billet Superlite six-piston calipers in a Black finish along with 12.88-inch slotted or drilled and slotted rotors.



Brake Kit 140-7763

Two similar kits are available, part number 140-9833 features 13.06-inch rotors and part number 140-9834 features 14-inch rotors. Some road racing classes only allow four-piston calipers so Wilwood offers the Superlite 4R Big Brake Front Brake Kit (race) that is part number 140-10691 for your track star. The kit features billet Superlite BSL4R/ST calipers with thermlock pistons, 12.19-inch directional vane rotors with forged billet hats, caliper brackets, race compound pads, hoses, and all of the hardware required to complete the installation.



Brake Kit 140-10691

The later model Camaros have also been turned into drag cars so Wilwood designed a Dynapro Radial Front Drag Brake Kit part number 140-10786 that will dramatically reduce the weight of your brake system. The kit features forged billet Dynapro four-piston calipers and 11.75-inch 3/8-inch wide steel rotors.



Brake Kit 10786

A similar kit part number 140-10787 is also available but it features 0.81-inch wide rotors. Wilwood also offers a rear brake kit for the Camaros and it is the Superlite 4R Big Brake Rear Brake Kit for OE Parking Brake part number 140-9830. This brake kit features billet Superlite 4R four-piston calipers in Red or Black finish, 13 or 14-inch rotors with an aluminum hat that works with the Camaro internal drum parking brake system.



Brake Kit 140-9830

For eight years Chevy had the Camaro on the back burner while they saw Mustang sales increase and the fascination potential buyers had for the Dodge Challenger show car increase. Orders were coming in for the new Challenger before the car was even available and because of that the car was put into production. The man-

agement at General Motors decided to let the Chevrolet engineers and stylists build a Camaro concept car to gauge the public reaction. The Ford and Challenger stimulated interest by using retro styling so the stylists at Chevy used what could be called advanced retro styling because it was a little more than just retro. The concept car hit the show circuit and it was a big hit with Chevy enthusiasts so the car was approved for construction. The Camaro was constructed to look almost exactly like the concept car and the company didn't hold back on the engine selection. The six-cylinder powered base model is called the LS, the mid-level car is called the LT and the V8 powered model is called the SS. The six-cylinder engine that is available develops 304 horsepower while the V8 engine being used develops 400 horsepower for the automatic-equipped car and 426 horsepower for the six-speed manual transmission car. The new car turns the quarter mile in 13-seconds flat making it the fastest standard production Camaro ever produced. So far there have been 52,082 2010 Camaros produced and of those 30,278 are V8 powered. The sales would have been much higher if the economy was better.



When the new Camaro was released, Wilwood was busy designing a W6A Big Brake Front Brake Kit part number 140-11269. The kit features W6AR calipers in Red or Black finish, 14.25-inch rotors in slotted or drilled and slotted style. This brake kit works fantastic on the street and can also be used on the track with excellent results. Wilwood also designed a rear brake kit the W4A Big Brake Rear Brake Kit for OE Parking Brakes part number 140-11270. The kit features W4AR four-piston calipers in Red or Black finish, 14.25-inch rotors in slotted or drilled and slotted styles. The front and rear disc brake kit works terrific and it also adds to the Camaro's awesome appearance.

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Brake Kit 140-11269



Brake kit 140-11270