

MUSTANG BRAKES

If you look back to the '50s, the car manufacturers were only offering one car line using a one car fits all philosophy. The problem was many of the younger potential buyers couldn't afford a new full size car so they had to buy a used car. Some marketing surveys also showed that there were many buyers, especially women, who wanted a small economical car that offered respectable gas mileage. Ford paid attention to the surveys and the Fairlane, which started out as a full size car, was downsized to a smaller mid-size car in 1960. The Fairlane could be purchased with a six-cylinder engine or with the all-new 221ci V8 engine. The displacement of the new V8 was a thoughtful throwback to the cubic inches of the first Ford Flathead engine. It didn't take long before the V8 grew to 260ci, 289ci and eventually the 302ci engine. When some of the other car manufacturers were introducing even smaller cars such as the Nova, Ford introduced the Falcon and it became a successful competitor. The Fairlane and Falcon were nice cars but they weren't sporty so many young buyers weren't interested. In 1961 Lee Iacocca, the Vice President and General Manager of Ford Division decided that Ford needed a nice looking sporty car that would seat four people, feature bucket seats, have a floor mounted shifter. He also wanted the car to be no more than 180 inches long, weigh 2,500 pounds and sell for less than \$2,500. He felt that if the car was reasonably priced the young buyers who were purchasing used cars would purchase a new sporty car instead. There were many discussions and market surveys held before the final approval was given in September 1962.

Using the Falcon/Fairlane platform a new car was built that featured a beautiful new body design. The new Mustang was available with a coupe and a convertible body style when released in '64 ½ and a fastback 2+2 design would follow. The fastback design took a little longer to get into production because it was a little more complicated to produce. Using the proven platform, the Mustang only took 18 months to get into production. The Mustang was a well-kept secret while it was being produced and just before the car's introduction it was advertised in magazines, newspapers and on television so that the entire country was fascinated by the new Ford offering. After the initial marketing of the Mustang,



1965 Mustang Coupe

Ford took out full-page ads in many of the largest newspapers in the country announcing the introduction of the car on April 17, 1964. The marketing campaign worked because the dealerships were filled with potential buyers and other people who were just curious. On the first day, Ford sold 22,000 Mustangs and by the end of the year 263,434 Mustangs were sold.

The 64 ½ Mustang as it was called, was available in two body designs, the coupe and the convertible. A 101 horsepower 170ci six-cylinder engine powered many of the initial cars sent to the dealerships. The other engines that were available included a 260ci two-barrel V8 engine featuring 164 horsepower, a 289 four-barrel engine featuring 210 horsepower and a high performance, solid lifter 289ci engine featuring 271 horsepower. The new Mustang was available with a three or four-speed manual transmission or an automatic transmission.

In 1965 the very sporty fastback 2+2 Mustang was introduced and the engine options were also upgraded. The base engine was a 120 horsepower 200ci six-cylinder engine. The 260 was replaced by a 200 horsepower two-barrel 289ci engine followed by a 225 horsepower four-barrel 289 engine. The high performance 271 horsepower engine remained the same. In April 1965 Ford came out with the GT package that was only available with one of the two high horsepower 289 engines. The package included a five dial instrument cluster, disc brakes, a larger sway bar, quicker ratio steering, dual exhaust, grill mounted fog lights and a lower body side stripe with a GT emblem. 1965 was a good year for Ford because they sold 559,451 Mustangs. Needless to say the other car companies were watching Ford's success with the

Mustang and were working on cars to compete. The '66 Mustang was essentially the same as the '65 with only a small number of trim changes. Ford had another good year in '66 because 607,568 Mustangs were sold.



1967 Mustang GT500

It should also be mentioned that the Mustang was a natural road racer and in the hands of Carroll Shelby it became a winner. Ford management and Carroll Shelby teamed up to introduce the performance oriented GT350 Mustangs in 1965 including the race versions. In 1966 the cars were tamed down just a little to entice more buyers and some were even sold to Hertz as rental cars. In 1967 the GT350 Mustangs that were equipped with high performance 289ci engines and the GT500 Mustangs that were equipped with 428ci engines became more refined so the sales increased. In 1968 the cars became even more luxurious and that continued until they were dropped in 1970. Shelby became disenchanted with the luxury options Ford wanted so he became less involved and Ford management became more involved in the cars in '68 and later. The Shelby Mustangs as they became called were popular performance vehicles when they were new and today they are highly desirable collector cars.



1968 GT350 Mustang

Many young buyers wanted more performance so they were attracted by the new Pontiac offering, the GTO, that was also introduced in 1964. That car sold well in the first year, but when the much

more attractive '65 GTO was introduced it started selling very well, even though it was more expensive than the Mustang. Many of the other car companies were also coming out with high horsepower mid-size cars so Ford had to respond. The '67 Mustang was similar to the earlier models but it was a little longer and wider than the previous model. The car was wider because Ford wanted to squeeze a 390ci engine into the Mustang. Now the top of the line Mustang engine was the 320 horsepower 390 that could be hooked to a four-speed transmission. New options included tilt-away steering, an overhead console, power disc brakes, and an FMX transmission that allowed manual or automatic shifting. Ford sold 472,000 Mustangs in 1967 so the new Camaro and the other muscle cars were negatively affecting sales.

The '68 Mustang was similar to the '67 in appearance but a few new options were added. Now the Mustang was available with an AM/FM stereo radio, a rear window defogger, new redesigned front power disc brakes, and an all-new 302ci engine producing 230 horsepower. Two unique models were introduced, the California Special and the High Country Special in the rocky mountain cities. Some people were complaining that the 390 powered Mustang wasn't fast enough so late in the year a special 428 was installed in a small number of Mustangs and several factory cars were drag raced and did very well in their class setting low ET and top speed records. In 1968 Ford sold 317,404 Mustangs so it was easy to see that the market was flattening out because of the stiff competition. The Shelby Mustangs also received the special 428 engines and they were known as GT500KR Mustangs. KR stood for King of the Road.

In 1969 Ford introduced a new body style that in many enthusiasts opinion is the best-looking Mustang ever produced. The new fastback design was called the Sport Roof and the top-of-the-line model, the Mach I was very popular. The Mach I featured a semi-gloss black hood, reflective side stripes, and chrome plated rally wheels making the car look race ready. Options included a rear spoiler that was designed for the Boss 302 version, a front spoiler also a Boss item and the original wheels could be upgraded to Magnum 500 wheels. The genius behind the Mach I was it was available with several

engine options from a two-barrel 351 engine to a ground pounding 428 Cobra Jet engine that was underrated at 325 horsepower. It was obvious that the engine was underrated because in road tests the Cobra Jet Mach I Mustangs were running the same quarter mile times as the 435 horsepower Corvettes. The Mach I Mustangs sold well because they offered something for everyone from an economical driver to a ground pounding drag machine.



1969 428 Super Cobra Jet Mach I Mustang

Ford was actively involved in road racing from their introduction in 1964 ½, so for a few years they were very strong contenders in the Trans Am racing series. The problem came when the new '67 Camaros started giving the Ford cars problems because the Ford engine's heads were restrictive and the power needed to compete successfully couldn't be achieved. Ford's race engine technicians designed several racing heads such as the tunnel port to fix the problem but the designs they used didn't really help. The solution was found by an engineer working on a new passenger car engine, the Cleveland, who realized that the new big port canted valve heads could be bolted on the 302 Windsor engine with only a small water passage modification. The engineers in charge of the racing engines obtained a few heads and after the water passage modifications were made, they bolted on perfectly. After the new heads were installed and a few other mechanical changes were made the 302ci engine was developing all the horsepower it needed to compete successfully. A new aluminum high-rise intake was designed and a new solid lifter cam that took advantage of the big port heads was installed and the '69 Mustang was Trans Am ready. A production car using the new engine had to be released for sale to the public to qualify, so it became known as the Boss 302. Larry Shinoda, the fellow who designed the "Mako Shark" Corvette, designed the graphics for the exciting new Boss 302

Mustang. The Boss engine was rated at 290 horsepower, but test showed that the engine was producing over 325 horsepower for the street version.



1970 Calypso Coral Boss 302 Mustang

Ford was also involved in NASCAR racing and the old 427 engine was having a difficult time competing with the Chrysler Hemi. Ford developed a single overhead cam (SOHC) engine but it was too powerful so NASCAR disqualified it. Ford believed in fighting fire with fire, so they designed their own Hemi engine, but they twisted the valves so that the intake valves were located on the top of the combustion chamber very close to the intake ports and the exhaust valves were located on the bottom of the combustion chamber close to the exhaust ports. That's how the engine got the name "Twisted Hemi". The new engine was more than adequate to go heads-up with the Chrysler Hemi, so street versions of the engine had to be released to qualify the engine for racing. It would have been easy to install the engine in the big Ford or even the Fairlane, but a decision was made to install the huge engine in the Mustang. After shock tower modifications were made to allow more clearance, the engines were installed in the special Mustangs and the new model was called the Boss 429. Unlike the Boss 302 with a great graphics package, the Boss 429 only received small quarter panel "Boss 429" decals and a huge black hood scoop. Both of the cars had huge intake ports so neither of them ran well under 3000 rpm because of low port velocity.



1970 Grabber Blue Boss 429 Mustang

The new Mustang also had a Mach I Comfort Weave interior package that was very plush and a standard interior that wasn't as nice. This was the first year that Ford sold more fastback Mustangs than notchbacks and that was because they were so nice looking. The '70 Mustang body was the same as the '69 with the elimination of the rear quarter scoops and the side decals were removed and lower Mach I rocker moldings were installed. Both of the cars were really nice looking and which one was better looking was a toss-up. Remember that Cleveland engine that was being developed that gave up its heads for the Boss project? Well the 351 Cleveland engine in two-barrel and four-barrel designations replaced the Windsor 351 engine. The 390ci engine was also dropped from the line. Ford sold 299,824 Mustangs in 1969 and 190,727 in 1970.



1970 351 Cleveland Powered Mach I Mustang

In 1971 Ford introduced a new Mustang body design and many enthusiasts were asking, "What were they thinking?" The new Mustang was larger, heavier and for the first time had a longer wheelbase than the original Mustang. The 428 Cobra Jet, Boss 429 and Boss 302 engines were dropped from the line and a new Boss 351 engine was introduced along with two 429 Cobra Jet engines, one being a Ram Air version. The Mach I was carried over and the new body when accented with the graphics package looked pretty good. The changes included a hood that resembled the '69 Shelby hood with ducts instead of scoops, and it was carried back to cover the windshield wipers. The Mustang also featured flush door handles and large rear taillights.

The Boss 351 was also a great performer and by road test results it was as fast as the 428 Cobra Jet Mustang. The Boss 351 was a solid lifter Cleveland engine that featured the big port heads, an aluminum high-rise intake manifold, and a big Holley carburetor. The Boss package also included sta-

gered rear shocks, a four-speed trans with a Hurst shifter, power front disc brakes, dual exhaust and a 3.91:1 Traction Lock differential. People either loved or hated the new body design, so only 149,678 Mustangs were sold.

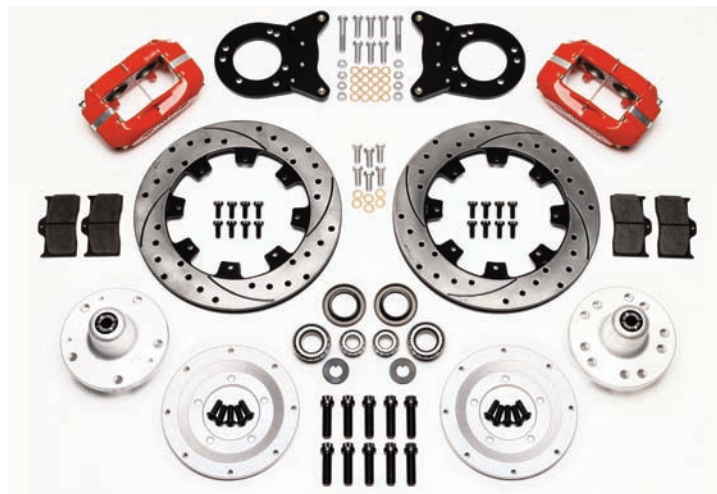
In 1972 the emissions and fuel regulations were kicking in, so it was effectively the end of performance for many years. Ford dropped the Boss 351 engine and the 429ci engine and a special 351 HO engine was offered that was basically a low compression version of the Boss 351 engine. The '73 Mustang was similar to the '72 with only a few small changes.

Ford kept the underpinnings of the Mustang essentially the same from 1964 ½ to 1973 with only a small change in spindle strength for the Boss cars, the Cobra jet and the bigger '71 to '73 Mustangs. The '64 to '68 Mustangs and some of the '69s are exactly the same and most were available with drum front and rear brakes. In '65 Ford released the GT package and it came with disc brakes, but the first factory disc brakes had their share of problems. Wilwood Engineering was quick to recognize a need for improved Mustang brakes so they released several disc brake conversion kits from a very basic improvement to some that are perfect for a pro touring car. The basic improvement kit that is also our biggest seller is the Forged Dynalite Pro Series Front Brake Kit part number 140-11071. This kit features Forged Dynalite four-piston calipers in Red or Black finish. This system uses 11-inch rotors in a standard or drilled and slotted style.



Brake Kit 140-11071

Wilwood also makes an upgrade to that kit, the Forged Dynalite Big Brake Front Brake kit part number 140-11072. The kit includes Forged Dynalite four-piston calipers in a Red or Black finish. This system uses 12.19-inch rotors in a standard or drilled and slotted style.



Brake Kit 140-11072

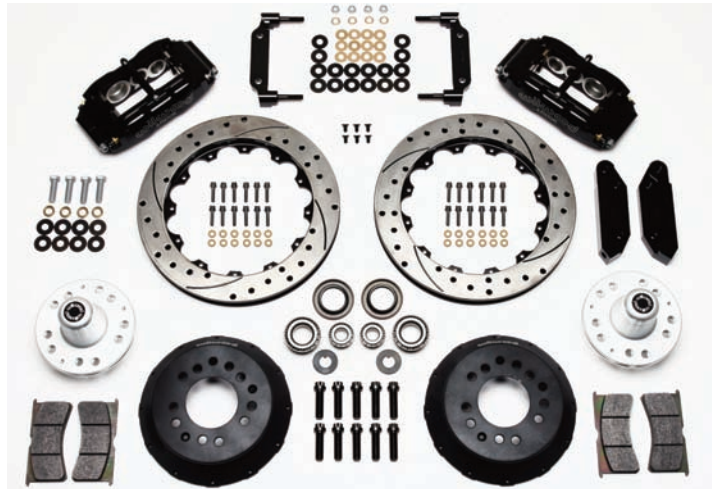
Wilwood also has the Mustang drag cars covered with the Forged Dynalite Front Drag Brake Kit part number 140-4307-B. The kit features Forged Dynalite four-piston calipers in a Black finish. The calipers squeeze 11.75-inch rotors in standard or a lighter weight drilled style.



Brake Kit 140-4307-B

The high performance Boss and Cobra Jet Mach I Mustangs require plenty of stopping power so they can be equipped with a Wilwood Engineering Superlite 6R Big Brake Front Brake Kit part number 140-10220. The Kit features Forged Billet Superlite six-piston calipers along with big 12.88-inch rotors that are available in slotted or drilled and slotted styles. The kits mentioned are just some of the brake improvement kits that Wilwood makes for the early Mustangs so for more information you can

check the website for additional brake installation kits including rear kits for the 9-inch differential.



Brake Kit 140-10220

In 1974 a new Mustang body design was introduced and it was a complete reversal from the previous model. Ford wanted to compete with many of the foreign cars that were emerging so they wanted a car that was fuel-efficient. The new Mustang was very small and rode on a 96.2-inch wheelbase, which was 11.8-inches less than the original Mustang. The Mustang was 400 pounds lighter than the previous Mustang and the engine selections reflected the weight and proportion of the new Mustang. The engines offered in 1974 were an 88 horsepower 2.3-liter four-cylinder and a 105 horsepower 2.8 liter V6 engine. Remarkably the underpowered and somewhat abbreviated Mustang sold 385,993 units. Apparently many people were interested in gas mileage during the oil embargo.

In 1975 Ford released a 302ci (5.0-liter) engine and it was developing 122 horsepower. In 1971 gross horsepower ratings were changed to net ratings so they seem pretty low. The other four and six-cylinder engines were also offered for the economy minded buyers. This was the first year for catalytic converters.



1976 Mustang II Cobra

In 1976 Ford came out with a Cobra Mustang that featured a rear spoiler, a hood scoop and rocker stripe decals. The graphics was similar to the old Shelby Mustangs. The new package was called the Cobra II and it was a cool looking car that was very popular with buyers at the time. The next few years the Mustang remained essentially the same with only small changes each year. Many Ford enthusiasts didn't like the little Mustang but the 5.0 powered cars ran well, the body construction was pretty tight and it had a comfortable ride with good handling characteristics.

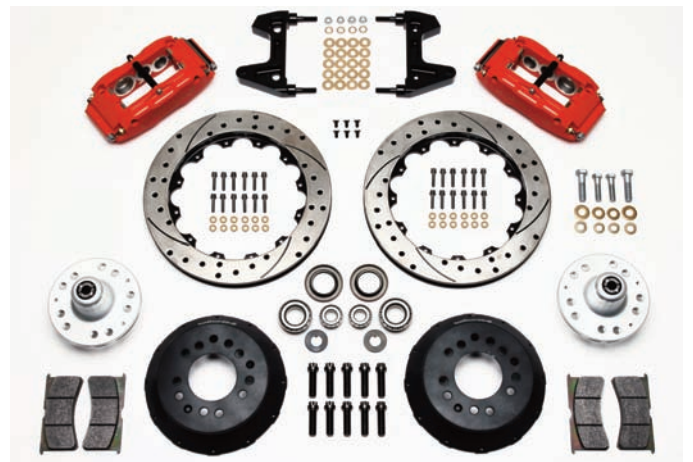
When the Ford engineers designed the Mustang II suspension they had no idea how significant it would become. The suspension worked great in the Mustang II cars, providing a comfortable ride combined with good handling. It was also easy to see how the Mustang II suspension was an improvement on the original Mustang suspension systems. In it's original form few people saw the potential of the suspension until the Shay Replica Model A was being designed and built. The Shay was constructed to use Ford parts to enable the car to be serviced by a Ford dealership so a Pinto four-cylinder engine was used for power and the front suspension was a modified Mustang II design. When street rod parts manufacturers inspected the Shay front suspension they saw the potential it had and when the company building the Shay went bankrupt, the remaining suspension parts were sold off for bargain prices. One street rod company purchased many of the parts and started making universal installation kits for the suspension, and others borrowed the engineering aspects of the suspension and they made tubular upper and lower A-arms that didn't require a strut rod. Today the Mustang II suspension is used in a variety of cars so Wilwood makes a wide assortment of brake improvement kits for the suspension and all of the kits fit the Mustang II vehicle and cars using Mustang II style suspension. The Forged Dynalite Pro Series Front Brake Kit is the most popular brake system and it is part number 140-11017. The kit features Forged Dynalite four-piston calipers in Red, Black or Polished finishes and work with 11-inch rotors in standard or drilled and slotted styles. This is the kit most often found on mild Mustang II street machines and street rods. Wilwood also makes a slightly larger kit the Dynapro 6 Big Brake Front

Brake Kit part number 140-10742. The kit features Forged Billet Dynapro six-piston calipers in Black, and 12.19-inch rotors in standard or drilled and slotted styles.



Brake Kit 140-10742

Enthusiasts who like the pro touring style of muscle car building can order the Superlite 6R Big Brake Front Brake Kit part number 140-9801. This kit features SL6R Forged Billet Superlite six-piston calipers in Red, Black or Polished finishes and work with 12.88-inch rotors in a slotted or drilled and slotted style.



Brake Kit 140-9801

If you want the same kit with 14-inch rotors you can order Wilwood part number 140-9802. There are other kits available for the Mustang II suspension so check out the website for the kit that will satisfy your needs. Wilwood also makes one-piece forged spindles for the Mustang II suspension in the stock height or in a two-inch dropped design.

In 1979 a new rectangular shaped Mustang was released that didn't seem to relate to any of the previous models. The new '79 Mustang was built on a Fairmount chassis and it featured a modified

MacPherson strut front suspension that mounted the spring separate from the strut. The new car was available as a coupe or a fastback/ hatchback .This same body design was used from 1979 to 1993 with small changes. The new Mustang rode on a 100.4-inch wheelbase. The engine selections for the new Mustang included a 2.3-liter, 88 horsepower four-cylinder engine, a 2.8-liter 109 horsepower six-cylinder engine and a 5.0-liter 140 horsepower V8 engine. The most desirable '79 Mustang was the Indy Pace Car fastback that featured silver paint with orange accents. Only 6000 were built and they were available with a turbo 4-cylinder engine or a V8. This started the period when Ford was pushing turbo 4-cylinder engines but only a few performance-minded enthusiasts were buying the hype. Ford sales were good in 1979 because 369,936 Mustangs were sold. Things got worse in 1980 and 1981 when less powerful engines were used in the Mustang.



1979 Mustang Pace Car

Ford was learning slowly that many Mustang enthusiasts wanted increased V8 horsepower so in 1982 the company released the high output (HO) version of the 5.0-liter engine. It was delivering 157 horsepower with a two-barrel carburetor. It was available in the Mustang GT that was outfitted with the '79 Mustang Pace Car body additions. The engine was backed up by a manual four-speed transmission. Ford also came out with a "Special Service Package" notchback Mustang with the HO engine and a four-speed transmission. It was their police package and it was sold to the California Highway Patrol and other law enforcement agencies. In 1983 Ford improved the package with a 175 horsepower 5.0-liter V8 and it was backed up by a new five-speed transmission.

Still in an effort to push the turbo four-cylinder engine Ford released the SVO Mustang. The car feat

ured a 175 horsepower turbo four-cylinder engine, four-wheel disc brakes and 16-inch wheels. The car was selling for \$15,596, which was expensive for the time and the V8 in the GT Mustang was faster.

In 1986 fuel injection became standard on all of the 5.0-liter engines and this is when big horsepower gains were being recognized. The fuel-injected engine was rated at 200 horsepower and it was backed by a five-speed manual or four-speed automatic transmission. This was also the first year for real dual exhaust, so the Mustang was equipped with two small catalytic converters.

In 1987 the SVO Mustang was dropped and there were only two trim levels available, the LX and the GT. The GT featured the spoiler and side skirts while the LX did not. Ford decided to make the GT engine available in the LX so buyers could buy the standard Mustang with the big engine to create a sleeper. The '87 engine horsepower was increased to 225 horsepower and remained unchanged in '88 and '89.

In 1993, the last year for the old body style, a special edition Mustang was released with 17-inch wheels, a front air dam and a new grille with a running horse emblem. The engine was modified to produce 235 horsepower and it was a really good performer. During this time period Ford was faced with dropping the Mustang or keeping it so it was such a big part of Ford's success that they decided to keep it and come up with an entirely new Mustang for 1994.



1994 Mustang courtesy Ford Motor Company

The '87 through '93 Mustangs were finally developing some real horsepower so many performance oriented enthusiasts were using the cars for hot street performance and some were even racing the cars on slalom courses and other track performance events. Wilwood saw a need for a brake

improvement for the hot Mustangs so several kits were developed. Installing the Superlite 6 Big Brake Front Brake Kit part number 140-6154 can make a major improvement. This kit features Forged Billet Superlite six-piston calipers in Black along with 12.88-inch rotors in a slotted or drilled and slotted style.



Brake Kit 140-6154

This kit works great on the street or on the track. The Forged Dynalite Pro Series Front Brake Kit part number 140-11018 is another kit that can improve the performance of '87 through '93 Mustang brakes. The kit features Forged Billet Dynalite four-piston calipers in Black along with 11-inch rotors in a standard or drilled and slotted style. Mustang enthusiasts started drag racing the Mustangs so Wilwood released the Forged Dynalite Front Drag Brake Kit part number 140-4503-B. The kit features Forged Billet Dynalite four-piston calipers and 10.75-inch standard or drilled rotors.



Brake Kit 140-4503-B

The new 1994 Mustang brought back many of the themes used on the earlier Mustangs and the public loved it. The long lead introduction was held in Santa Barbara, California and when residents in

the area saw the new car they loved it and made many nice comments to the Ford representatives. The press also liked the new Mustang but complained about the engine performance. The base engine for the new Mustang was the Essex V6 engine that was rated at 145 horsepower. A 205 horsepower 5.0-liter engine powered the GT and that was a disappointment when you consider that the competition released a 275 horsepower engine in 1993. The Ford engineers claimed the sloping hood created a clearance problem so the manifold was redesigned and that dropped the engine power. The new Ford engine lost 30 net horsepower and it was very noticeable. The new Mustang was chosen to pace the Indy 500, so Ford assigned the Special Vehicle Team (SVT) the task of building a Cobra version of the Mustang with enough power to do the job. The stock Mustang didn't have enough oats! The 5.0-liter engine was outfitted with GT-40 aluminum heads and a new intake manifold and the engine was producing 240 horsepower. The new Cobra was also equipped with 17-inch wheels and a uniquely blistered hood to clear the new intake. The car also featured a rear spoiler, a new front fascia with round fog lamps, and snake logos on the sides. Ford offered the pace car Cobra for sale and they sold 5,004 units. Ford sold 123,198 Mustangs in 1994 and that isn't bad when you realize the car was introduced in January. The 1995 Mustang was a continuation of the 1994 Mustang.

In 1996 there was a big engine change when the 5.0-liter engine was dropped and a 4.6-liter SOHC V8 was introduced. The GT engine was rated at 215 horsepower, but a special run of 250 Cobra R models were produced. The Cobra was powered by a 5.8-liter version of the Ford small-block and it was delivering 300 horsepower. The only problem with the Cobra was there was no back seat, air conditioning or radio so that kept sales to a minimum. Also new for the '96 model year was a heavily modified SVT Cobra that featured an all-aluminum DOHC 32-valve version of the 4.6 liter engine. A new hood bulge was added to the Mustang to clear the tall engine. This engine was producing 305 horsepower.

In 1999 Ford made a new styling change that made the body style more angular in design with

creased fenders, a larger side scoop and a new front and rear fascia. The roofline was retained so this was an extensive body redesign but the chassis remained essentially the same. The Cobra model received a new innovation with the first independent rear suspension. The Cobra engine was rated at 320 horsepower and it couldn't be ordered with some convenience options.



1998 Cobra Mustang

In 2000 the Mustang was essentially the same as the previous year but the Cobra R model was released with a 5.4-liter DOHC engine that was featuring 385 horsepower. The car featured several nice engine modifications including tubular headers exiting through Borla mufflers. This Mustang was the fastest yet by turning the quarter in 13.2 seconds at 110 mph. The biggest problem with the Cobras was the expensive price tag that equaled the price of a loaded Corvette. The Cobra returned in 2001 but the big news for the year was the introduction of the Bullitt edition of the Mustang GT. The car featured a lowered suspension, Torque-thrust-style factory wheels, aluminum gas filler, and several nice interior options. The engine was also improved and it was delivering 265 horsepower. Ford released 5000 special models and they sold out fast. The Bullitt Mustang was impressive because the car was turning low 14-second quarter mile times. The 2002 Mustang remained essentially the same as the 2001, but the Bullitt was no longer available.



2001 Bullitt Mustang

In 2003 Ford introduced a Mach I Mustang and a new Cobra model. A new Mustang was on the drawing board and Mustang enthusiasts knew that, so Ford was looking for ways to stimulate existing Mustang sales. A supercharged 4.6-liter DOHC engine powered the 2003 Cobra and it was developing 390 horsepower. The Mustang powered with this supercharged engine turned out to be the quickest and fastest one ever produced by Ford. A 4.6-liter DOHC engine that was rated at 305 horsepower powered the Mach I Mustang. The graphics are similar to the '69 Mach I with a semi-gloss black hood, Magnum 500 wheels and a shaker hood scoop.

The Mustang remained essentially the same from 1994 to 2004 and it was a big hit with Ford fans. The car had some quick engines so the cars were driven on the street while others saw some track time. Wilwood saw a need to improve the brakes so a Superlite 6R Big Brake Front Brake Kit part number 140-9107 was introduced. The brake improvement kit features Forged Billet Superlite six-piston calipers in a Red or Black finish along with 12.88-inch rotors in slotted or drilled and slotted styles.

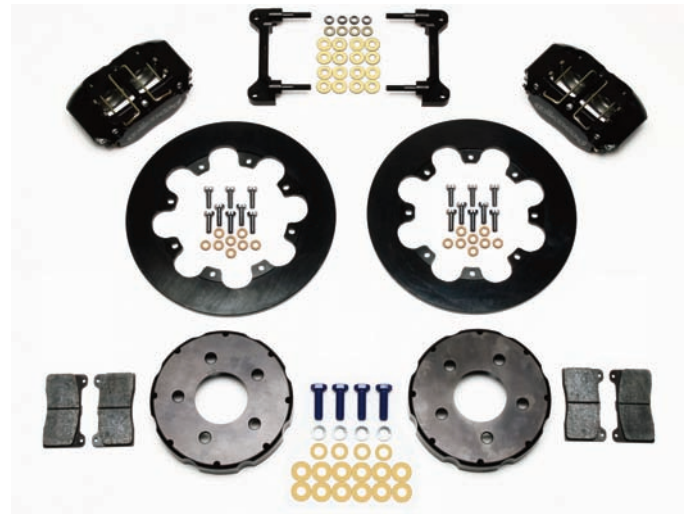


Brake Kit 140-9107

The enthusiasts who are driving their car on the track would probably prefer the Superlite 6R Big Brake Front Brake Kit (Race) part number 140-7191. The kit features Forged Billet Superlite calipers with Thermlock pistons and they are available in a Black finish. The kit comes with 12.99-inch slotted rotors that will work well with the high-friction race compound brake pads.



Brake Kit 140-7191



Brake Kit 140-10015

Some race classes only allow four-piston calipers so Wilwood came out with the Superlite 4R Big Brake Front Brake Kit (Race) part number 140-10692. The kit features Forged Billet Superlite four-piston calipers with Thermlock pistons, and 12.19-inch slotted rotors that work with the high friction race compound brake pads.

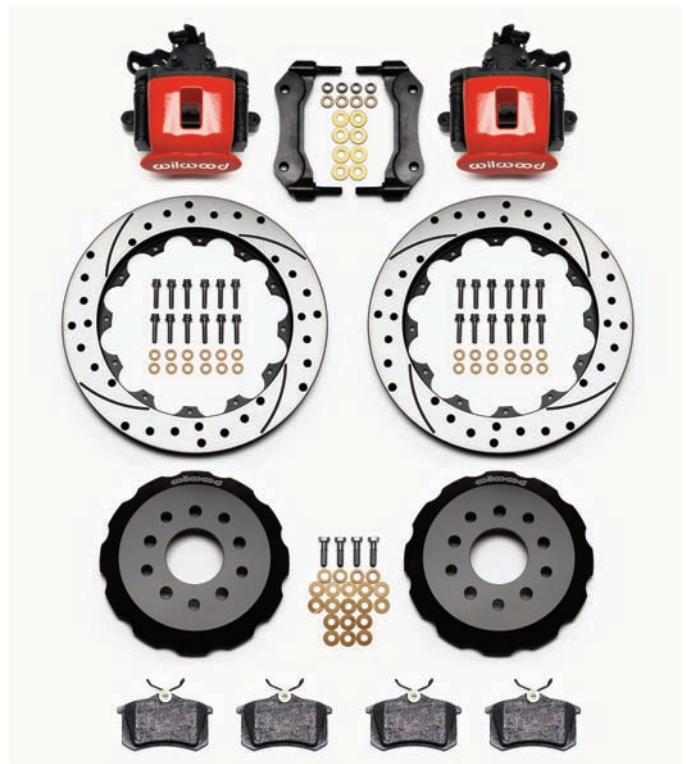


Brake Kit 140-10016



Brake Kit 140-10692

Many Mustangs were also turned into drag race cars so Wilwood released the Dynapro Radial Front Drag Race Kit part number 140-10015. The kit features Forged Billet Dynapro four-piston calipers in Black and 11.75-inch 3/8-thick steel rotors. The same basic kit with vented rotors is part number 140-10016. A Mustang rear brake kit is also available and it is a Combination Parking Brake Caliper Rear Brake Kit part number 140-10158. The kit features the Combination Hydro-Mechanical Parking Brake Caliper in Red or Black finish. It works with the 12.88-inch rotor in slotted or drilled and slotted styles



Brake Kit 140-10158

Ford introduced a concept car Mustang in 2003 and it was a big hit with Mustang fans. An order for a production version was quickly given to the stylists and engineers and Ford enthusiasts were eagerly looking forward to its release. The new Mustang was released in 2005 with retro styling reminiscent of the '69-'70 Mustang fastback with some styling ideas from the earlier Mustangs as well. Even the side windows borrow a Shelby GT 350 inspired idea. The interior styling also borrowed ideas from the early Mustangs and needless to say the 2005 Mustang was a big hit with fans. A powerful six-cylinder engine was the base and the GT received a 300 horsepower 4.6-liter engine hooked to a five-speed manual or a four-speed automatic overdrive transmission.



2011 Mustang GT

The new revised body design remained essentially the same until 2009 when the front and rear fascias were changed slightly. The big change is the new 2011 Mustang that is currently available because the engines have been drastically improved to compete with the Camaro and Challenger. The base six-cylinder engine is now developing 305 horsepower so it has the same performance as the previous GT V8. The GT is running a new 5.0-liter engine that is producing 412 horsepower and is currently the most powerful normally aspirated engine ever installed in a Mustang. The new GT looks great, is very fast, handles superbly and is priced right.

When the new Mustangs were released Wilwood was busy designing brake improvement kits for high performance street action and for track use. The Superlite 6R Big Brake Front Brake Kit part number 140-9109 will improve the new Mustang's stopping ability. The kit features Forged Billet Superlite six-piston calipers in Red or Black finish and they work with 13.06-inch rotors in slotted or drilled

and slotted styles. The same kit is also available with a 14-inch rotor and it is part number 140-9110.



Brake Kit 140-9109



Brake kit 140-9110

Wilwood also offers a really powerful brake system, the W6A Big Brake Front Brake Kit part number 140-10830. This kit features the huge W6AR six-piston calipers in Red or Black finish and they work with the large 14-inch rotors that are available in slotted or drilled and slotted



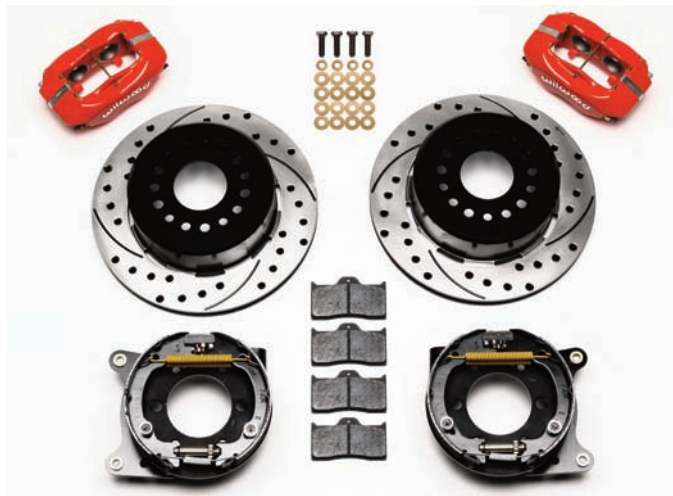
Brake Kit 140-10830

The enthusiasts who are drag racing the new Mustangs, especially the 2011 will want the lightweight Dynapro Radial Front Drag Brake Kit part number 140-10542. The kit features Forged Billet Dynapro calipers in Black squeezing against 11.75-inch rotors.



Brake kit 140-10542

Wilwood also offers several rear brake kits starting with the Forged Dynalite Rear Parking Brake Kit part number 140-9228. This kit features Forged Billet Dynalite four-piston calipers in Red or Black finish and they work with the 12.19-inch rotors in standard or drilled and slotted styles.



Brake Kit 140-9228

The rotors are designed to work with Wilwood's internal drum parking brake system. Wilwood also offers the Superlite 4R Big Brake Rear Parking Brake Kit part number 140-9221. This kit features Forged Billet Superlite four-piston calipers in Red or Black finish and they work with the 12.88-inch rotors with an aluminum hat that works with Wilwood's internal drum parking brake mechanism.



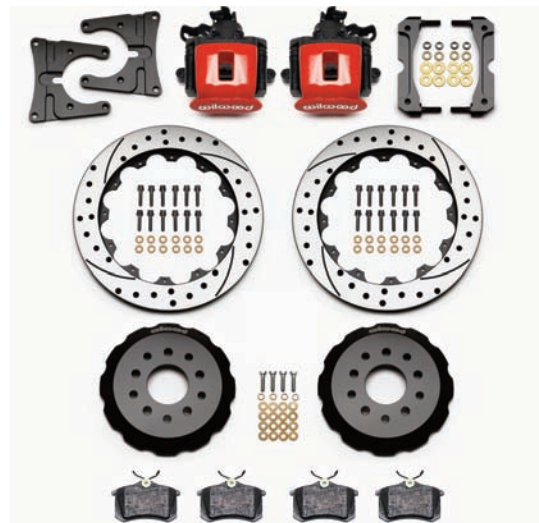
Brake Kit 140-9221

If you are running a W6A front brake kit you will probably want to complete the system with a W4A Big Brake Rear Parking Brake Kit part number 140-10950. The kit features W4A four-piston calipers in Red or Black finish and they are used with 14-inch rotors in a slotted or drilled and slotted style. The rotors are designed to work with Wilwood's internal drum parking brake system.



Brake Kit 140-10950

Wilwood also offers a Combination Parking Brake Caliper Rear Brake Kit part number 140-10159. The kit features a 12.88-inch rotor in a slotted or drilled and slotted design.



Brake Kit 140-10159

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