

ASSEMBLY INSTRUCTIONS
FOR
SHELBY CSX 6000 SERIES*

*For additional vehicle compatibility, visit www.wilwood.com

DYNALITE / PARKING BRAKE REAR BRAKE KIT
WITH 11.75" DIAMETER VENTED ROTOR

BASE PART NUMBER

140-12064

**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. 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.



Need Additional Information?
Use Your SmartPhone and
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 3) to verify that there is adequate clearance with the wheels you will be using with the installation.
- This brake kit does 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.
- Rear brake kits are not supplied with parking brake cables hardware or adapters. Please see the note in the assembly instructions for vendor recommendations to purchase these parts.
- 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

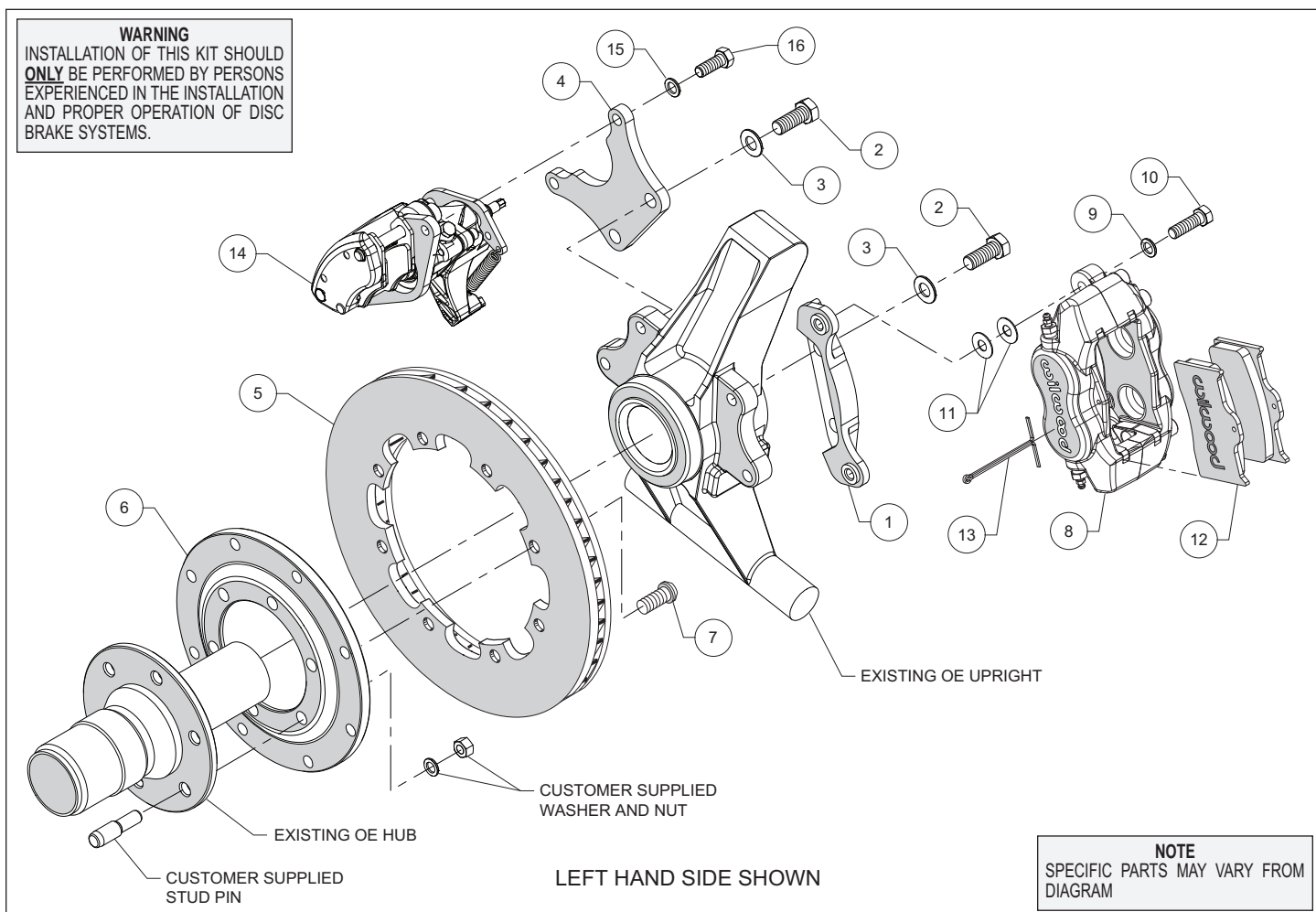


Figure 1. Typical Installation Configuration

Parts List

| ITEM NO. | PART NO. | DESCRIPTION | QTY |
|----------|-----------------|---|-----|
| 1 | 250-12081 | Bracket, Dynalite Caliper Mounting | 2 |
| 2 | 230-12077 | Bolt, M12-1.75 x 30mm Long, Hex Head | 8 |
| 3 | 240-0476 | Washer, .477 I.D. x .922 O.D. x .063 Thick | 8 |
| 4 | 250-12082 | Bracket, Parking Brake Caliper Mounting | 2 |
| 5 | 160-5841 | Rotor, .81" Thk x 11.75" Dia, 8 x 7.00" Bolt Circle | 2 |
| 6 | 300-12072 | Adapter, Rotor | 2 |
| 7 | 230-11934 | Bolt, 5/16-18 x .750 Long, Button Head, Torx | 16 |
| 8 | 120-13839-BK | Caliper, Forged Dynalite | 2 |
| 9 | 240-10190 | Washer, .391 I.D. x .625 O.D. x .063 Thick | 4 |
| 10 | 230-10025 | Bolt, 3/8-24 x 1.25 Long, Hex Head | 4 |
| 11 | 240-1159 | Shim .035 Thick | 16 |
| 12 | 150-8850K | Pad, BP-10, Axle Set | 1 |
| 13 | 180-0055S | Pin, Cotter | 2 |
| 14 | 120-12069/70-BK | Caliper, Parking Brake (with pads) | 2 |
| 15 | 240-10190 | Washer, .391 I.D. x .625 O.D. x .063 Thick | 4 |
| 16 | 230-10024 | Bolt, 3/8-24 x 1.00 Long, Hex Head | 4 |

NOTES: Part Number 230-12076 Bolt Kit, bracket bolt kit, includes p/n's 230-12077 and 240-0476

Part Number 230-12120 Bolt Kit, adapter to rotor, includes p/n 230-11934

Part Number 230-11861 Bolt Kit, Dynalite caliper to bracket, includes p/n's 230-10025, 240-10190 and 240-1159

Part Number 230-12078 Bolt Kit, Parking Brake caliper to bracket, includes p/n's 230-10024 and 240-10190

General Information and Dissassembly Instructions

- Installation of this kit should **ONLY** be performed by persons experienced in the installation and proper operation of disc brake systems. Before assembling this Wilwood disc brake kit, double check the following to ensure a trouble free installation.
- Inspect the contents of this kit against the parts list to ensure that all components and hardware are included.
- Make sure this is the correct kit to fit the exact make and model year of your vehicle. This kit is designed for direct bolt-on installation to Shelby CSX series cars with knock-off style hubs.
- Verify your wheel clearance using Figure 2.

Disassembly

- Disassemble the original equipment rear brakes:
 - Raise the rear wheels off the ground and support the rear suspension according to the vehicle manufacturer's instructions.
 - Remove the rear wheels, calipers, rotors, and bracket.
- Remove any nicks or burrs on the axle hub and upright that may interfere with the installation of the new brake components.
- Clean and de-grease the axle hub and upright assembly.

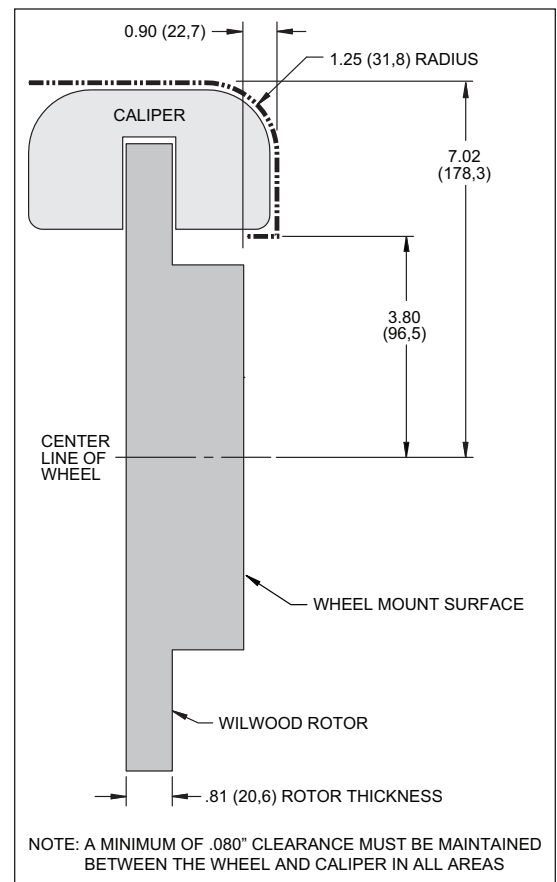


Figure 2. Wheel Clearance Diagram

Assembly Instructions

IMPORTANT:

- To ensure maximum performance from your parking brake system, the cables must be routed as straight as possible. Bends in the cable can significantly reduce efficiency and thus reduce pull force at the brake. Tight bends must be avoided with a minimum recommended bend radius of 6" to 8".
- Cables should be properly restrained to prevent "straightening" of bends when tension is applied. Restrain movement of cable by affixing the cable sheath to body or chassis by fitting cable clamps at various points over the length of cable or by using original equipment cable attachments points. The clamping method chosen will require that cable sheath be held tightly without movement, crushing or causing interference to the internal cable.
- Cables must be initially pre-stretched by multiple applications of the brake handle, then re-adjusted to correct tension.

Assembly Instructions (numbers in parenthesis refer to the parts list and Figure 1 on the preceding pages): **CAUTION:** All mounting bolts must fully engage clinch nuts. Be sure to check that all bolts are either flush or protruding through flanged side of clinch nut after shimming, Figure 3.

- Orient the Dynalite caliper mount bracket (1) as shown in Figure 1 and install using bolts (2) and washers (3). Ensure that the flanged heads of the clinch nuts in the bracket are facing outboard, Figure 1. Temporarily tighten the mounting bolts. **NOTE:** The bracket must fit squarely against the mount bosses on the upright. Inspect for interference from casting irregularities, machining ridges, burrs, etc. Remove bolts one at a time, apply red *Loctite*® 271 to the threads and torque nuts to 60 ft-lb.

- Orient the parking brake caliper mount bracket (4) as shown in Figure 1 and install using bolts (2) and washers (3). Temporarily tighten the mounting bolts. **NOTE:** The bracket must fit squarely against the mount bosses on the upright. Inspect for interference from casting irregularities, machining ridges, burrs, etc. Remove bolts one at a time, apply red *Loctite*® 271 to the threads and torque nuts to 60 ft-lb.

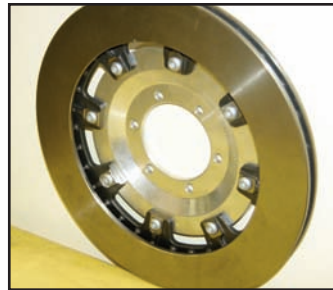


Photo 1



Photo 2

- Orient the rotor (5) and the rotor adapter (6) as shown in Figure 1 and Photo 1. Attach the rotor to the adapter using bolts (7). Using an alternating sequence, apply red *Loctite*® 271 to the threads, and torque to 25 ft-lb.

- Mount the adapter/rotor assembly (5/6) to the hub (customer supplied) using stud pin, washer and nut (all customer supplied), as shown in Figure 1. Using an alternating sequence, apply red *Loctite*® 271 to the threads, and torque nuts to manufacturer's specifications.

- Install the hub/rotor assembly and adjust bearings per the vehicle manufacturer's instructions

- **NOTE:** Please reference the caution statement at the beginning of the assembly instructions. Mount the Dynalite caliper (8) onto the Dynalite caliper mounting bracket (1) using bolts (10) and washers (9), as shown in Figure 1. Initially place two .035" thick shims (11) on each bolt between the caliper and the bracket, Photo 2. Temporarily tighten the mounting bolts and view the rotor (5) through the top opening of the caliper. The rotor should be centered in the caliper, Photo 3. If not, adjust by adding or subtracting shims 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, as shown in Figure 3. If necessary place spare shims between washer (9) and caliper mounting ear to achieve the proper clinch nut engagement. Once the caliper alignment and clinch nut engagement are correct, remove the bolts one at a time, apply red *Loctite*® 271 to bolt threads, and torque to 40 ft-lb.

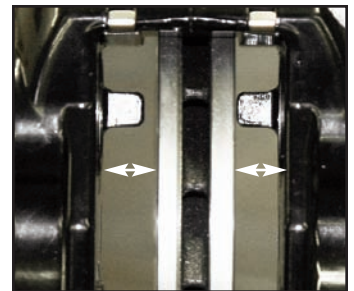


Photo 3

- Install the disc brake pads (12) into the caliper, with the friction material facing the rotor (5), and secure in place using cotter pin (13), Photo 4.

Assembly Instructions (Continued)

- Mount the parking brake caliper (14) onto the parking brake caliper mounting bracket (4) using bolts (16) and washers (15), as shown in Figure 1. Apply red *Loctite*® 271 to bolt threads, and torque to 40 ft-lb.

- Temporarily install wheel and secure with knockoff. Ensure that the wheel rotates freely without any interference.

- Bleed the brake system, referring to the additional information and recommendations on page 6 for proper bleeding instructions. Check system for leaks after bleeding.

- Adjust parking brake.

1. First, verify cables are balanced at balance bar assembly.
2. With the parking brake off, loosen adjustment bolt jam nut (on the parking brake caliper).
3. Tighten the adjustment bolt until there is some drag on the rotor.
4. Repeat steps 2 and 3 for other rear wheel caliper.
5. Back off adjustment bolt one-half turn on each caliper.
6. Ensure there is no rotation of adjustment bolt and tighten jam nut 80-120 **in-lb.** on each caliper.
7. Check for drag on each rotor. A slight rubbing sound during rotation is acceptable.

- Install the wheel and secure with knockoff.

- Install new parking brake cable (not included in kit). **NOTE:** *Original equipment cable will not adapt to Wilwood calipers.* Wilwood offers a custom parking brake cable kit, P/N 330-12144 for this application which can be ordered separately from your local Wilwood dealer or by calling Wilwood customer service at (805) 388-1188.

- Follow the instructions supplied with the parking brake cable kit, DS-851 (also available at www.wilwood.com/pdf/ds851.pdf).

- Install the wheel and secure with knock-off.

- Bed in your brake pads per the procedure on page 7.

- After brake pads have been bedded, test the parking brake function on a slight slope.

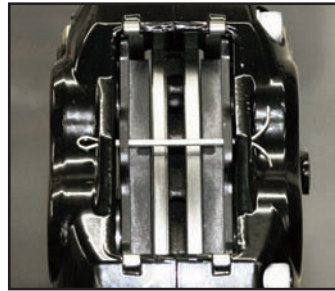


Photo 4

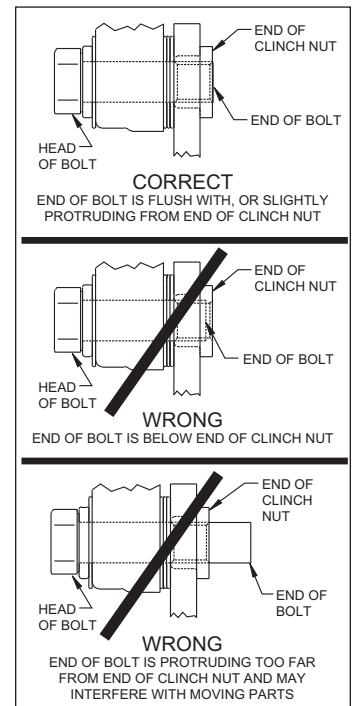


Figure 3. Clinch Nut Engagement Diagram

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 flow back 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 flow back 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.
- 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.

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:

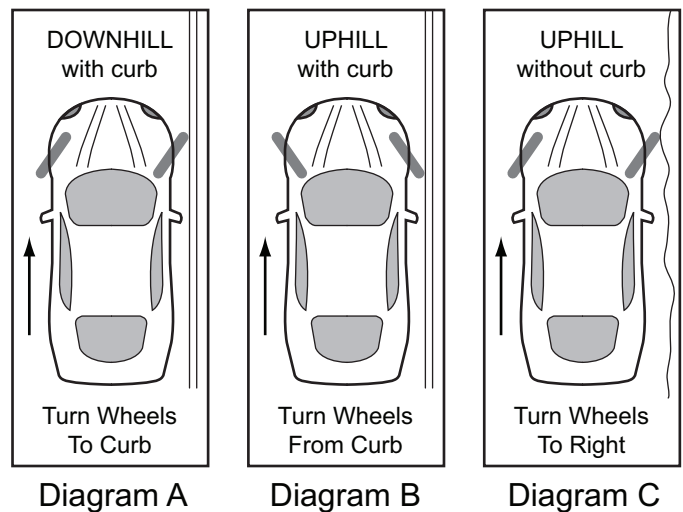
NEVER allow the contact surfaces of the pads or rotors to be contaminated with brake fluid. Always use a catch bottle with a hose to prevent fluid spill during all brake bleeding procedures.

Parking Brake

WARNING • PARKING BRAKE

- Parking brake must be properly adjusted before use and must be manually readjusted for wear if parking brake handle or foot lever travel becomes excessive.
- The holding ability of the brake should be tested by stopping on a sloping surface and applying the parking brake while holding car with the hydraulic foot brake. This should be accomplished both facing up and down hill.
- Do not rely exclusively on the parking brake to hold the car. Turn front wheels as recommended by the applicable diagram and put gear selector in park, or shift into first gear or reverse with a manual transmission.

- Diagram A - When parking facing downhill, turn front wheels towards the curb or right shoulder. This will keep from rolling into traffic if the brakes become disengaged.
- Diagram B - Turn the steering wheel to the left so the wheels are turned towards the road if you are facing uphill with a curb. The tires will catch the curb if the car rolls backward.
- Diagram C - When facing uphill without a curb, turn the wheels sharply to the right. If the vehicle rolls, it will go off the road rather than into traffic.
- When parking on a hill, always set the parking brake and move the gear selector into park, or shift into first or reverse gear if your vehicle has a manual transmission.



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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) |
| 220-7056 | Flexline Kit, Universal, 14 Inch, Domestic |
| 220-7699 | Flexline Kit, Universal, 16 Inch, Domestic |
| 220-8307 | Flexline Kit, Universal, 18 Inch, Domestic |