

ASSEMBLY INSTRUCTIONS

FOR

POLISHED REAR AXLE DISC BRAKE KIT VENTED ROTOR, PARKING BRAKE (2.36 OFFSET)

BIG BEARING FORD

PART NUMBER

140-4593-DP

WARNING

INSTALLATION OF THIS KIT SHOULD **ONLY** BE PERFORMED BY PERSONS EXPERIENCED IN THE INSTALLATION AND PROPER OPERATION OF DISC BRAKE SYSTEMS. 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.



FOR OFF ROAD USE ONLY

BEFORE OPERATING VEHICLE, TEST THE BRAKES UNDER CONTROLLED CONDITIONS. MAKE SEVERAL STOPS IN A SAFE AREA FROM LOW SPEEDS AND GRADUALLY WORK UP TO RACING SPEEDS. **DO NOT RACE ON UNTESTED BRAKES!** ALWAYS UTILIZE SAFETY RESTRAINT SYSTEMS WHILE OPERATING VEHICLE.

IMPORTANT

READ DISCLAIMER OF WARRANTY INCLUDED IN THE KIT.

WARNING: 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.

Exploded Assembly Diagram and Parts List

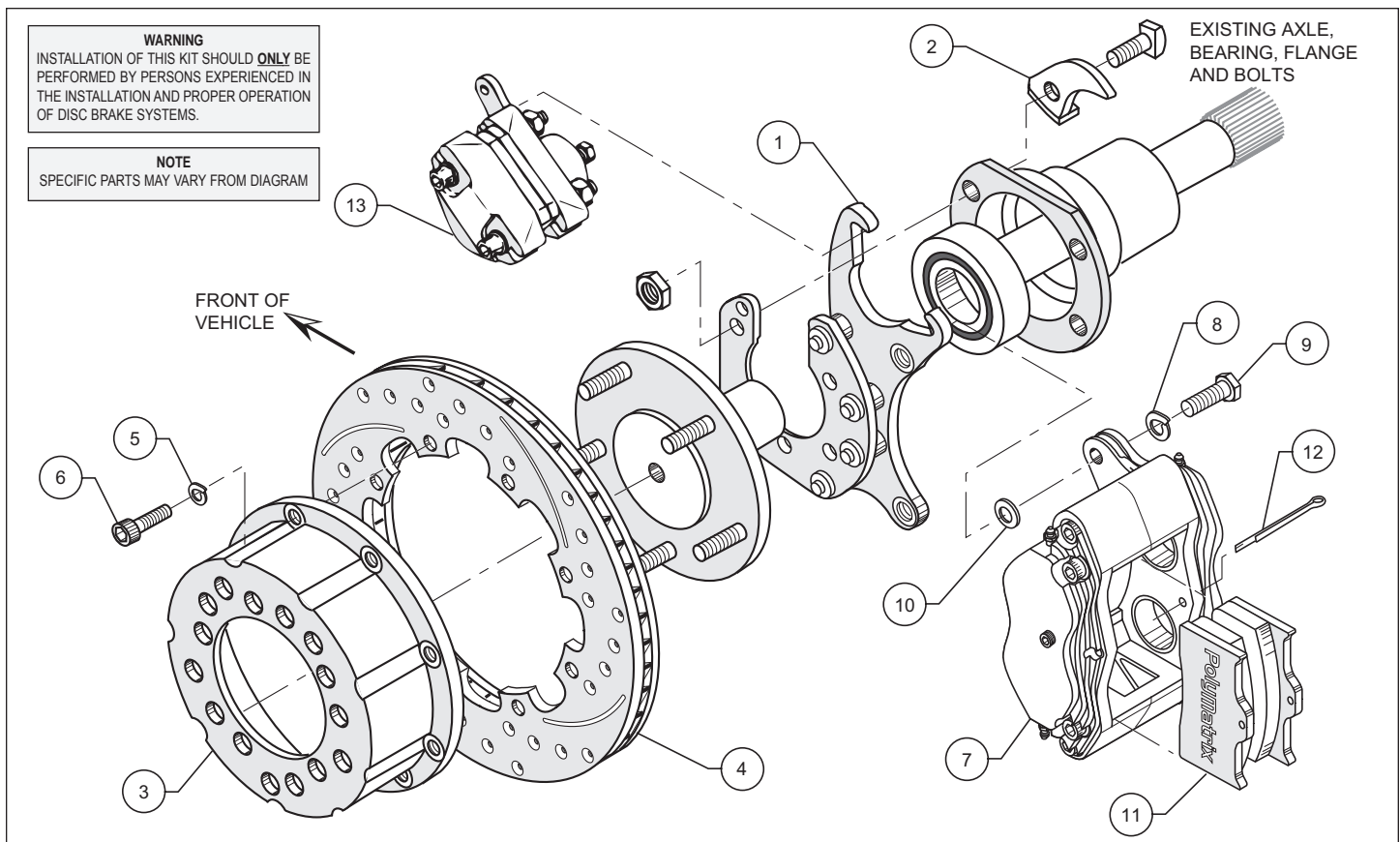


Figure 1. Typical Installation Configuration

| ITEM NO. | PART NO. | DESCRIPTION | QTY |
|----------|-------------|---|-----|
| 1 | 249-4594/95 | Brackets, Caliper Mounting (pair, one each, left and right) | 1 |
| 2 | 250-2255/56 | Cable Stop (pair, one each, left and right hand) | 1 |
| 3 | 170-1827 | Hat, Rotor Mounting | 2 |
| 4 | 160-7105/06 | Rotor, Drilled and Slotted (pair, one each, left and right) | 2 |
| 5 | 240-0138 | Washer, Lock | 16 |
| 6 | 230-0101 | Bolt, 5/16-24 x 0.75 Long | 16 |
| 7 | 120-5648-P | Caliper, Billet Styled Dynalite, Polished | 2 |
| 8 | 240-0140 | Washer, Lock | 4 |
| 9 | 230-0228 | Bolt, 3/8-24 x 1.25 Long | 4 |
| 10 | 240-1159 | Shim | 12 |
| 11 | 15T-5911 | Pad, Soft, Polymatrix | 4 |
| 12 | 180-0055S | Cotter Pin | 2 |
| 13 | 120-2280/81 | Caliper, Mechanical (pair, one each, left and right hand) | 1 |

NOTES:

Part Number 230-0150 Rotor Bolt Kit, includes part numbers 230-0101 and 240-0138

Part Number 230-0204 Mounting Bolt Kit, includes part numbers 230-0228, 240-0140 and 240-1159

General Information and Assembly Instructions

Installation of this kit should **ONLY** be performed by persons experienced in the installation and proper operation of disc brake systems. Before assembling the Wilwood rear axle disc brake kit, double check the following items to ensure a trouble-free installation.

- Make sure this is the correct kit to fit the axle housing flange, not necessarily the rear end make. Many times after market manufacturers put a different make of axle housing flange on the stock rear end housing (see Figure 3, next page). Example; Big Ford rear ends with Olds-Pontiac flanges, therefore, an Olds-Pontiac rear disc brake kit would be the correct kit to order.

- Inspect the package contents against the parts list to ensure that all components and hardware are included.

•Verify The Following Measurements Before Assembly.

- Bearing outside diameter.
- Axle housing flange mounting pattern to pattern in bracket.
- Stud pattern on axle flange to stud pattern in hat.
- Dimension from wheel side of axle flange to wheel side of axle housing flange (see Figure 3, lower right hand corner). This dimension is critical to ensure proper alignment of the rotor to the caliper, and should match offset given in the kit description.
- Verify that the wheel axle stud size is 0.50" diameter. The Wilwood hats utilized in these kits are drilled for 0.50" diameter wheel studs.
- Maximum axle flange diameter must be no larger than 6.47" w/.050" x 45° chamfer (see Figure 2, right).

Assembly Instructions (numbers in parenthesis refer to the parts list/diagram on the preceding page):

•Disassemble the original equipment rear brakes:

Raise the rear wheels off the ground. Support the rear suspension by placing jack stands under the rear axle or vehicle frame. The vehicle's weight must be on jack stands. The vehicle must not be supported by a car jack or hoist.

Completely disassemble the stock brake system down to the bare axle. Degrease and remove any dings or burrs on the housing flange as well as the axle flange which may interfere with the brake assembly. Assemble the axle into the rear end housing.

•With the slot pointing upward and the mounting ears pointing towards the rear of the vehicle, install the caliper mounting bracket (1). Using the stock Original Equipment Manufacturer (OEM) bolts and nuts, begin with the bottom bolts and the top bolt on the backside of the housing flange, finger tighten only. Install the cable stop bracket (2) on the top front hole on the in-board side of the housing flange with the tab pointing toward the rear of the vehicle, held in place with the final bolt retaining the caliper mounting bracket (1). Stock OEM hex nuts that retain the bracket (1) should be on the wheel side of the bracket. Apply red *Loctite*® 271 to the stock OEM bolt threads and torque to OEM specifications. **NOTE:** Some brackets act as the bearing retainers, while others help locate the bearing in the axle housing flange. If the stock bearing plates are still on the axle, the caliper mounting brackets (1) should be located between the axle housing flange and the bearing retainer plate. Make sure the heads of the caliper mounting bracket insert nuts are **FACING OUTWARD TOWARDS THE WHEEL.**

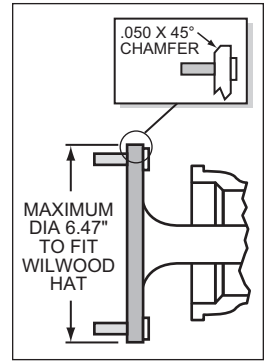


Figure 2. Axle Flange Maximum Dimension

•Bolt the hat (3) to the rotor (4) using lock washers (5) and bolts (6). Torque bolts (6) to 198 in-lb. Safety wire rotor bolts (6).

•Align the correct hole pattern in the hat (3) with the stud pattern on the axle flange. **NOTE:** Some OEM and after market axles come with stud sizes larger than 0.50" diameter. Verify stud size and have a qualified machine shop drill the hats to the correct size. Slide the hat/rotor assembly (3 and 4) over the wheel studs and against the axle flange face.

•WITH THE BLEED SCREWS POINTING UP, mount the caliper (7) over the rotor (4) and onto the caliper mounting bracket (1) using lock washers (8) and mounting bolts (9). View the rotor through the top opening of the caliper. The rotor should be aligned in the center of the caliper. If not, adjust the caliper by using 0.032 inch shims (10) by placing them between the caliper mounting bracket (1) and the caliper (7). Apply red *Loctite*® 271 to the mounting bolt threads (9), torque to 30 ft-lb. Safety wire the caliper mounting bolts (9).

•Position the Wilwood disc brake pads (11) into the caliper (7) and fasten with cotter pin (12). Steel backing plate side of brake pad should face the caliper pistons.

•Disassemble the mechanical parking brake caliper (13) before mounting. Replace the bullet pin (rounded side against moving arm), steel pad backing plate and brake pad in the operating half of the mechanical caliper. Slide operating half of caliper onto the in-board side of the bracket with moving arm pointing toward the front of the vehicle. Mount outboard half of caliper on opposite side of rotor with the two spacers located between the caliper halves. Bolt mechanical caliper assembly together with 3/8-24 bolts provided with the mechanical caliper. The mechanical caliper should slide on the bracket ears at this point. Loosen the adjusting nut on the operating half of the mechanical caliper. Lift the arm up to its highest point and adjust the bolt until the arm can only move down between 1/4 inch to 3/8 of an inch until pressure is applied to the rotor, then tighten the adjusting nut. After the parking brake has been used a few times, it may need to be readjusted. **NOTE:** Clevis and cable kits which attach to the mechanical arm are not included in the Wilwood parking brake kit. Because of the numerous variations it is impossible to supply a generic style that would be applicable to all applications. Gennie Shifter, and their distributors carry a complete line of cable kits and accessories that will fit this system. They can be reached at 626 • 337-2536. Specify a Clevis kit with a 1/4 inch pin.

•**NOTE:** The caliper inlet hole has a 1/8-27 NPT thread. A steel fitting, straight or a 90° elbow should be installed in the caliper. We recommend using stainless steel braided flex line. **THE OEM RUBBER HOSES SHOULD NOT BE USED.**

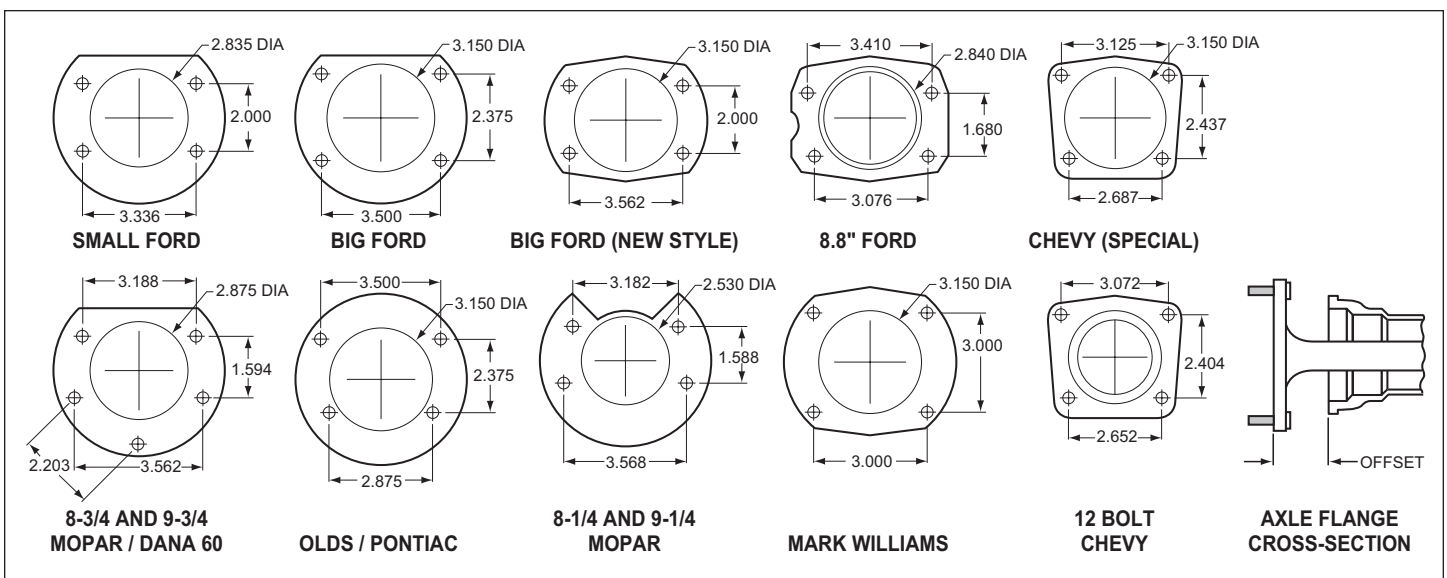


Figure 3. Rear Housing Flange Chart and Axle Flange / Offset Cross-Section

Additional Information and Recommendations

- With the Wilwood disc brake system completely installed, use either of the two methods listed to balance the brake bias front to rear.
 - The Most Efficient Method:**
A Wilwood brake pedal/balance bar assembly (either floor or swing mount) and two single master cylinders (either two 7/8 inch or two 1 inch) mounted side by side. Dialing the balance bar left or right transfers the pressure from front to rear, or rear to front and allows the smallest of pressure adjustments to be made without any loss to the overall brake system line pressure.
 - The More Popular Method:**
An OEM 1-1/16 inch bore dual outlet master cylinder with a Wilwood adjustable proportioning valve plumbed into either the front or rear brake line. **NOTE:** A proportioning valve is an in-line pressure reducing device. Output pressure is reduced proportionally to input pressure. Net result is that the line pressure is reduced, forcing the remaining brakes to do more of the work.
- Fill and bleed the new system with Wilwood Hi-Temp^o 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.
- To properly bleed the brake system, begin with the caliper farthest from the master cylinder. Bleed the outboard bleed screw first, then the inboard. Repeat the procedure until all calipers in the system are bled, ending with the caliper closest to the master cylinder. **NOTE:** When using a new master cylinder, it is important to bench bleed the master cylinder first.
- If the master cylinder is mounted lower than the disc brake calipers, some fluid flowback to the master cylinder reservoir may occur, creating a vacuum effect that retracts the caliper pistons into the housing. This will cause the pedal to go to the floor on the first stroke until it has "pumped up" and moved all the pistons out against the pad again. A Wilwood in-line two pound residual pressure valve, installed near the master cylinder will stop the fluid flowback and keep the pedal firm and responsive.
- Test the brake pedal. It should be firm, not spongy and stop at least 1 inch from the floor under heavy load.
 - If the brake pedal is spongy, bleed the system again.
 - If the brake pedal is initially firm, but then sinks to the floor, check the system for fluid leaks. Correct the leaks (if applicable) and then bleed the system again.
 - If the brake pedal goes to the floor and continued bleeding of the system does not correct the problem, a master cylinder with increased capacity (larger bore diameter) will be required. Wilwood offers various lightweight master cylinders with large fluid displacement capacities.
- NOTE:** With the installation of after market disc brakes, the wheel track may change depending on the application. Check your wheel offset before final assembly.
- On some models of disc brake spindles there are "ears" where the OEM calipers were mounted and these "ears" interfere with the assembly of the Wilwood disc brake kit. If it becomes necessary to remove these "ears", remove as little as possible being careful not to cut away any of the mounting holes that may be required to bolt on the caliper mounting bracket.
- If after following the instructions, you still have difficulty in assembling or bleeding your Wilwood disc brakes, consult your local chassis builder, or retailer where the kit was purchased for further assistance.

PAD BEDDING PROCEDURE:

- Pump brakes at low speed to assure proper operation. On the race track, or other safe location, make a series of hard stops until some brake fade is experienced. Allow brakes to cool while driving at moderate speed to avoid use of the brakes. This process will properly burnish the brake pads, offering maximum performance.

Associated Components

| PART NO. | DESCRIPTION |
|----------|---|
| 260-1874 | Wilwood Residual Pressure Valve (2 lb for disc brakes) |
| 260-1876 | Wilwood Residual Pressure Valve (10 lb for drum brakes) |
| 260-2220 | Wilwood Proportioning Valve |
| 290-0632 | Wilwood Racing Brake Fluid (Hi-Temp ^o 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) |
| 350-2038 | 1971 - 1973 Pinto Rack and Pinion (new, not rebuilt) |
| 270-2016 | Quick Release Steering Hub (3/4 inch shaft) |
| 270-2017 | Quick Release Steering Hub (5/8 inch shaft) |
| 220-0149 | Fitting, Straight (1/8-27 NPT to -4) |
| 220-0842 | Fitting, 90° Elbow (1/8-27 NPT to -4) |
| | (Consult the Wilwood Catalog for a complete parts list) |

Bolt Torque Specifications

| BOLT SIZE | TORQUE |
|-----------|-----------|
| 1/4-20 | 85 in-lb |
| 1/4-28 | 103 in-lb |
| 5/16-18 | 180 in-lb |
| 5/16-24 | 198 in-lb |
| 3/8-16 | 22 ft-lb |
| 3/8-24 | 30 ft-lb |
| 7/16-14 | 42 ft-lb |
| 7/16-20 | 47 ft-lb |
| 1/2-13 | 65 ft-lb |
| 1/2-20 | 77 ft-lb |
| 9/16-12 | 95 ft-lb |
| 9/16-18 | 105 ft-lb |
| 5/8-11 | 110 ft-lb |
| 5/8-18 | 120 ft-lb |

NOTE: This bolt torque specification list is for use with specific grades of bolts as supplied in the particular Wilwood kit and is not intended as a guide for any other application.