

LUCKY BRAKE

Wilwood just introduced the D52 Floating Mount Replacement Caliper



If you own a '68 or later GM vehicle with disc brakes, or a street rod or street machine using a disc brake conversion kit that adapted GM brakes to your car or truck, you can consider yourself lucky. Wilwood Engineering has just released a new direct replacement caliper that will bolt in place of the original GM caliper. This new caliper is easy to install and features a forged aluminum billet body that will provide a substantial weight savings, and being aluminum, show car owners, street machine enthusiasts and even people with daily drivers will not have to worry about the rust problem you get with the cast iron originals.

The original GM caliper uses a single large piston design that works well, but Wilwood improved the design by using two pistons that will improve pad loading and clamping efficiency over the single piston design. The new caliper also offers an increase in overall piston clamping area to improve stopping power. The attractive D52 caliper also features stainless steel pistons with high temperature bore seals that will minimize heat transfer and provide excellent durability in the most extreme circumstances. Wilwood also offers a smaller bore rear model that will help to maintain proper front to rear bias on vehicles that have been converted to four-wheel disc brakes.

Another nice feature for street rod and street machine enthusiasts, who are running custom wheels with large windows, is the attractive appearance of the new caliper. The smooth caliper is offered in two basic color options, red and gray, with optional color finishes available, and on the side of the caliper is the Wilwood name showing everyone that your car is equipped with the best brakes that are available. The caliper can be



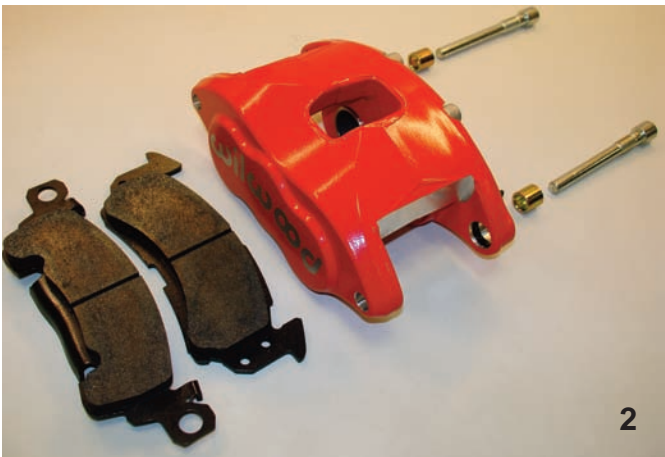
purchased as a single unit or you can purchase the kit that comes complete with pads. The caliper is available in four basic styles and two different bore sizes: 2-inch for the front and 1.25-inch for the rear. If you have a car with a rotor width of 1.25-inch you will need kit part numbers 140-11290 for the front and 140-11292 for the rear. If you have a car with a rotor width of 1-inch you will need kit part numbers 140-11291 for the front and 140-11293 for the rear. If you want the red finish simply add the letters RD to the end of the part number. The caliper kit comes standard with BP-10 Smart Pads for high performance street use. The replacement pad part number is 150-8939K. There are also eight other friction compound pads available for special driving requirements.

The D52 caliper is very easy to install and it can be done by anyone in a few hours. The tools required to complete the installation include a floor jack with jack stands, an Allen head socket set, a ratchet wrench, and a line wrench assortment. When this installation is done, the brakes will require bleeding. If your rotors are worn you will have to take them off by removing the rotor dust cap and disconnecting the large spindle nut and then take them to your local auto parts store that has a surfacing machine. Replace the rotor by packing the bearings with high temp disc brake bearing grease, and then install them on the spindle and

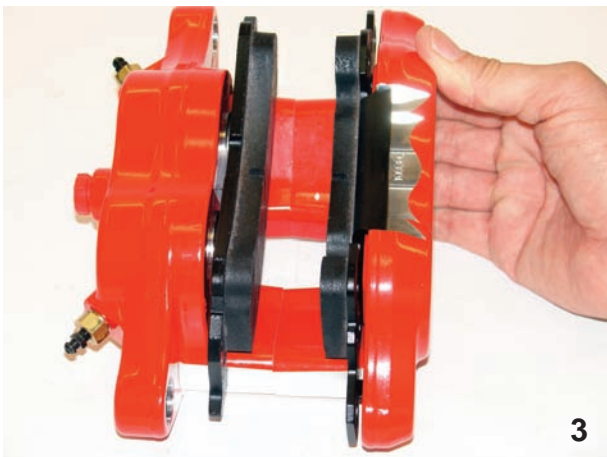
tighten the spindle bolt until it is snug, but not over tight. Make sure to use a cotter key to keep the bolt in place. We will show you the basic



The installation was done on an early '70s vintage Nova. Most '68 and later GM compact and intermediate models were equipped with the one piston caliper. We started by jacking the front of the car up and keeping safety in mind, jack stands were used to keep the car in place. The lug nuts were removed, and when they were disconnected, the wheel and tire were removed.

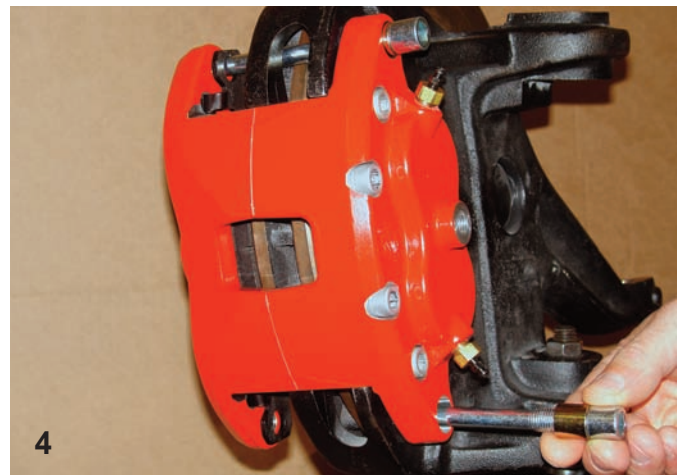


The D52 disc brake conversion kit comes with two calipers, BP-10 Smart Pads, the bolt sleeves and new Allen head bolts.



The pads fit into the caliper as seen here. The pads on the piston side are held in place by the bolts while the other side is held in place by the metal tab that fits into the caliper body.

installation so you can decide if you have the mechanical ability to perform the installation or if you would prefer to have a mechanic do it for you.



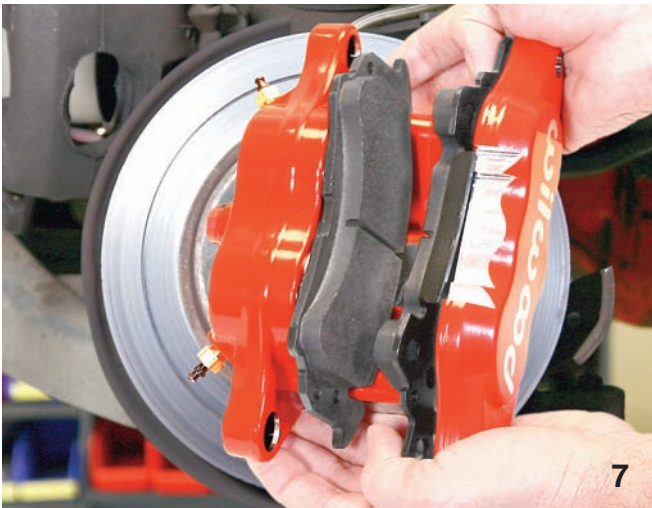
This view shows how the sleeve fits over the bolt and it will fit into the caliper body. The bolts screw in from the backside and the threads are close to the head of the bolt.



Here is the brake assembly after the tire and wheel were removed. Like we mentioned earlier, this would be the time to have the rotor surfaced if you find that it is necessary.



Using a line wrench, the banjo bolt on the rear of the caliper was removed and the flex line was disconnected. The line should be plugged to keep the fluid from draining. At this point the banjo fitting should also be removed from the caliper for reuse. This is a floating-style caliper and it is connected to the spindle bracket with two large, specially designed, Allen head slide mounting bolts. You can disconnect the bolts with a large Allen head wrench or to get more leverage you can use an Allen head socket and a long ratchet wrench.



Before the caliper was installed the pads were loaded into the unit as seen here. The brake pads load into the caliper from the bottom as shown. We installed the Wilwood kit in this installation and it came with new pads, however the old pads could be retained and reused. If using old pads the retainer clip will have to be discarded.



The old calipers were removed and here is the original sleeve. This one is worn out so it is a good idea to replace it with a new one.



The sleeve was placed over the Wilwood mounting bolt and then they were coated with white grease before installation.



The Wilwood D52 caliper was installed by matching the mounting holes with the holes in the spindle bracket and then the two long Allen head slide bolts were installed. White grease should be applied to the side portion of the bolts not the threads. At this point the banjo fitting can be installed making sure the threads are coated with PTFE thread tape. Also make sure the outside radius of the brake pad is aligned with the outside radius of the rotor face.



After the new calipers have been installed, the brakes will have to be bled to remove air from the lines. We installed the red caliper because it makes a nice appearance statement.



If you own an original muscle car and want to maintain a more original appearance you can upgrade the brake system by adding the gray (Platinum E) calipers, which are closer to the original color of the cast iron calipers. After the caliper is secured in place the flex line can be installed. You can use the original line but make sure you replace the copper crush washers. You can also upgrade the flex line by installing Wilwood part number 220-7056 lines to the banjo fittings and tighten.