Wilwood Disc Brake Installation

Front ProMatrix Brake Installation on a 2008 Chevrolet Z06 Corvette

The sixth generation Chevrolet Corvette begin with the 2005 model year and includes various trim lines. This particular kit is specifically for all 2005 and newer C6 Z06 and Grand Sport models equipped with factory six-piston calipers and 14.00" discs.

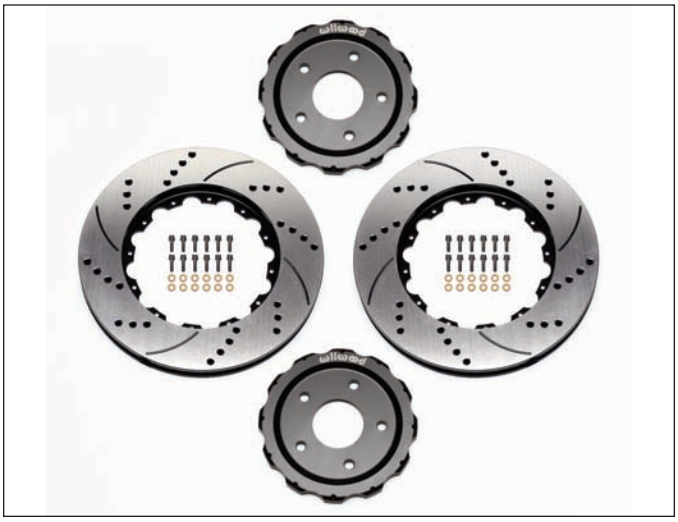
The stock brakes are pretty good in tame street conditions. However, when pushing these vehicles to the limit in track day or road race conditions, it becomes evident that updating the brake system can provide a competitive edge. This is clearly illustrated by the fact that more cars are passed under braking than anywhere else on the track. Wilwood offers a intermediate upgrade with our ProMatrix rotor upgrade kit for car enthusiasts not ready for a complete big brake kit. Since 1977 **Wilwood Disc Brakes** has had the solution! Now Wilwood brings all that racing experience to your Chevrolet Z06 Corvette.

Wilwood offers two kit options: First is our front ProMatrix SV-GT ***Spec 37*** competition rotor kit (P/N 140-12496) which features 14.00" diameter GT slot pattern 1.25" thick directional staggered vane rotors.

Second option is our front ProMatrix SRP ***Spec 37*** Street and Track performance rotor kit (P/N 140-12496-D) which comes with 14.00" diameter SRP drilled and slotted directional vane 1.25" thick rotors.

Both kits come with aluminum hats, and all hardware for an easy bolt-on installation.

As you read through the installation procedure you will see that it is basically a bolt-on kit, just as Wilwood advertises. Kit includes everything necessary for an easy and complete bolt-on installation.



Wilwood part number 140-12496 comes complete with GT slotted rotors, SRP drilled and slotted rotors (shown, optional), aluminum hats, and all necessary hardware for an easy bolt-on installation.

A standard set of mechanics tools including torque wrenches will be necessary. Also, a bottle of red *Loctite*® 271, Wilwood's Hi-Temp 570 racing brake fluid (P/N 290-0632) or Wilwood EXP 600 Plus Hi-Temp racing brake fluid (P/N 290-6209) for extreme temperature applications.

Before you begin the installation, read over the instructions carefully to be sure you understand the procedure, and if the job seems a little beyond your capabilities, there's no shame in calling in a professional. Compare the parts you received with the parts list on the installation document that came with the kit to ensure all necessary components are included.

NOTE: *Disc brakes should only be installed by someone experienced and competent in the installation and maintenance of disc brakes.* 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, e-mail for technical assistance at: support@wilwood.com, or visit our web site at www.wilwood.com.

Sequence 1: Raise the front wheels off the ground and support the front suspension according to the vehicle manufacturer's instructions. Remove the lug nuts and lift off the wheel.

Sequence 4: Slide off the rotor from the hub. If it is stuck, it may be necessary to hit it a few times with a rubber mallet to break loose.

Sequence 2: Using an air impact wrench, breaker bar and socket, or wrench, break loose the caliper mounting bolts from the back side of the rotor.

Sequence 5: Clean the hub assembly with a wire brush and remove any nicks, burrs, or grease that may interfere with installation of the new brake components.

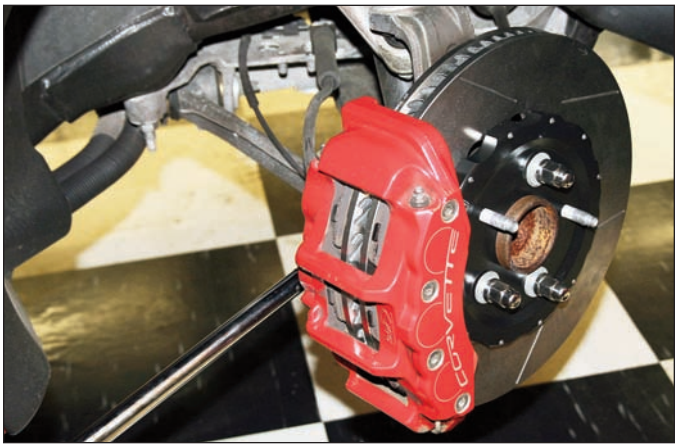
Sequence 3: Lift off the caliper and hang off to the side using a piece of wire.

Sequence 6: The hat needs to be bolted to the rotor. Orient the rotor over the hat in the configuration shown above. Place one flat washer over each hole on the rotor mounting tabs.

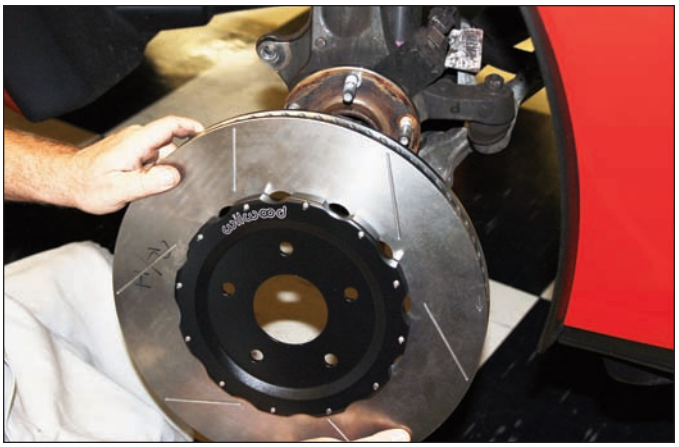
Sequence 7: Apply red *Loctite*® 271 to the mounting bolts and thread into the hat.

Sequence 10: Secure the hat/rotor with three lug nuts (finger tight) to keep the hat/rotor assembly in place while continuing with the installation.

Sequence 8: Using an alternating sequence, torque bolts to 155 **in-lbs.**



Sequence 11: Apply red *Loctite*® 271 to the OEM caliper mounting bolts. Reinstall the caliper in its original location and torque the mounting bolts to manufacturer's specification.



Sequence 9: Install the hat/rotor assembly over the hub assembly. ***NOTE:*** *The hat/rotor must fit flush against the axle hub flange or excessive rotor run out may result.*

Sequence 12: Install the wheel and torque the lug nuts to manufacturer's specification. Rotate the wheel and check for any interference. Bed in the brake pads and rotor in a safe location before general use driving.

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.

Wilwood Disc Brakes
4700 Calle Bolero, Camarillo, CA 93012
805 / 388-1188 • www.wilwood.com