

ASSEMBLY INSTRUCTIONS

FOR

1989-1998 NISSAN 240SX*

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

FNSL4R/MC4 REAR PARKING BRAKE KIT WITH 13.50" VENTED ROTORS

BASE PART NUMBER

140-18271

**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.

DISC BRAKES
wilwood

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.



PART NUMBERS

140-18271

INSTRUCTIONS

1. Print this template and verify a 1:1 scale using a ruler against both axes provided before proceeding. Adjust print scale percentage if necessary.
2. Adhere template smoothly to a piece of cardboard or sturdy construction paper.
3. Measure wheel center hole diameter. Find corresponding measurement shown in **Wheel Center Hole Diameter Chart**. Cut template following the bold, dashed lines and along the matching center hole diameter lines.
4. Fit template into wheel and determine if adequate clearance is present. A minimum of .080" clearance must be maintained between the wheel and caliper in all areas.
5. Minimum wheel center hole diameter is **2.60"**.

NOTE: Actual parts may vary. Use this template as a guideline to determine your wheel clearance before attempting installation.

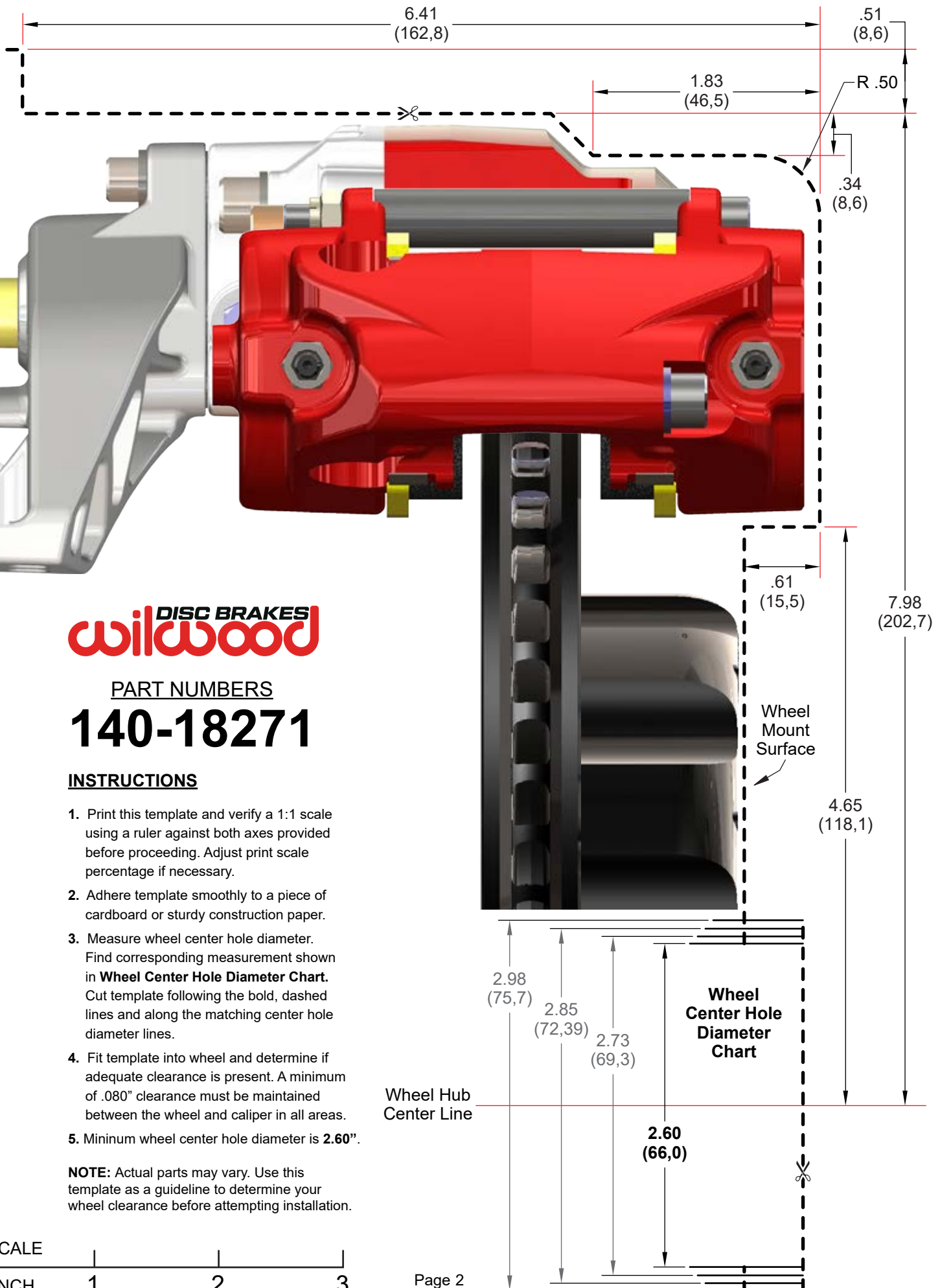
SCALE

INCH

1

2

3



Exploded Assembly Diagram

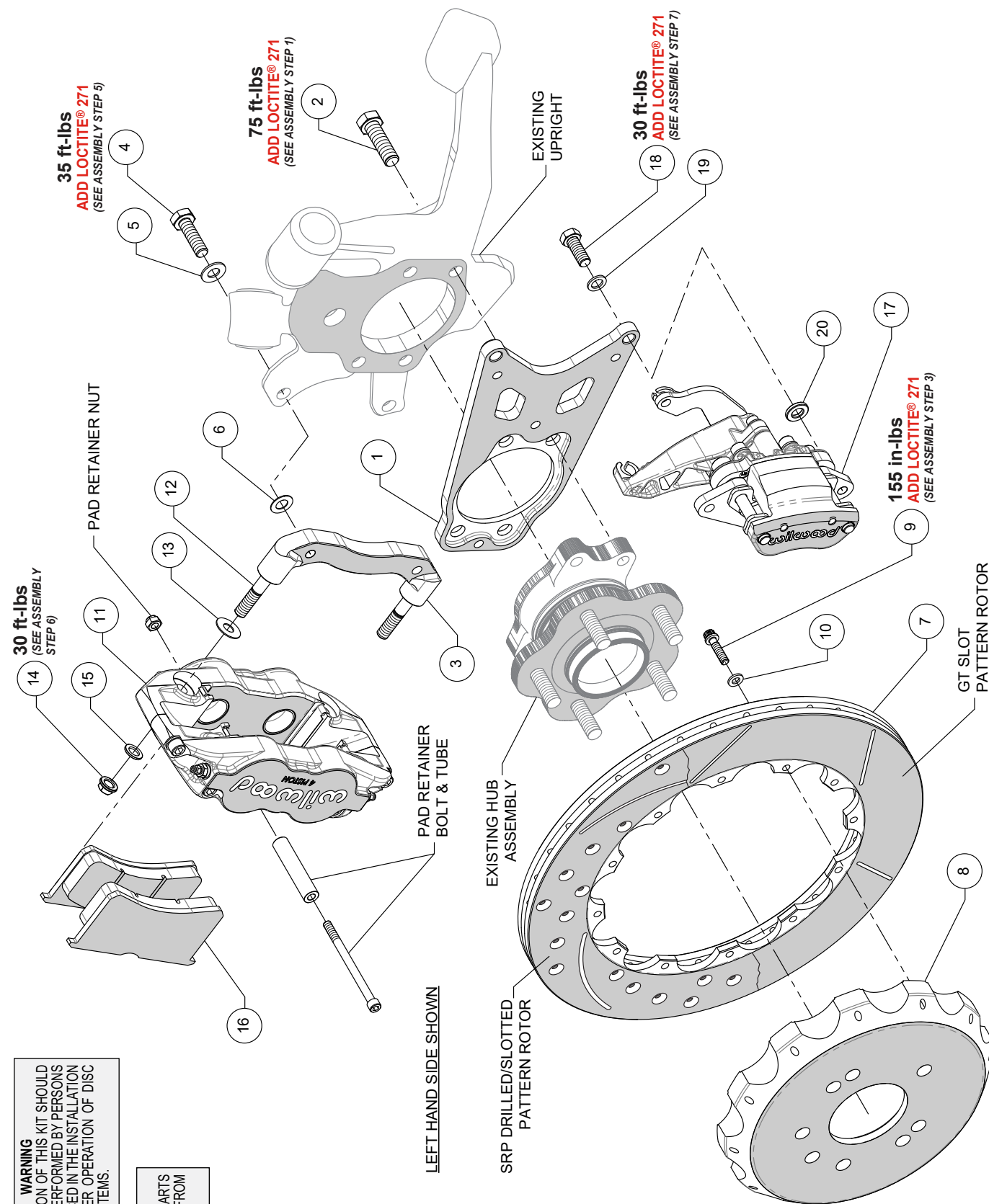


Figure 1. Typical Installation Configuration

Important Notice - Read This First

Before any tear-down or disassembly begins, review the following information:

- **NOTE:** This brake kit will not work with the OEM rear "hoop" style upper control arm. A "non-hoop" style aftermarket control arm is required for proper parking brake cable routing.
- Review the Wheel Clearance Diagram on page 2 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 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.
- This brake kit is not supplied with parking brake cables hardware or adapters. Please see the note in the assembly instructions for part numbers of available Wilwood parking brake cable kits.
- 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.

Parts List

ITEM NO.	PART NO.	DESCRIPTION	QTY
1	249-18264/65	Bracket, Parking Brake Caliper (one each, right & left)	2
2	230-17444	Bolt, M12-1.25 x 40mm, Hex Head	8
3	250-18261	Bracket, Caliper Mounting (one each, right & left)	2
4	230-9664	Bolt, M10-1.50 x 35mm Long	4
5	240-17663	Washer, M10, 18mm O.D. x 1.6mm Thick	4
6	240-6267	Shim, .030" Thick	12
7	160-16668-GTB	Rotor, 13.50" Diameter x .081" Thick, 12 x 8.75" Bolt Circle (one each, right & left)	2
7A	160-18050/51-BK	Rotor, SRP Drilled & Slotted (one each, right & left)	2
8	170-18078	Hat, 12 x 8.75" Bolt Circle, .925" Offset	2
9	230-6737	Bolt, 1/4-20 x 1.00", Torx Head	12
10	240-11240	Washer, .265" I.D. x 500" O.D. x .063" Thick	12
11	120-11876-BK	Caliper, FNLSL4R, Black	2
11A	120-11876-RD	Caliper, FNLSL4R, Red	2
12	230-9078	Stud, 3/8-16 x 3/8-24 x 2.50" Long (pre-installed in bracket)	4
13	240-1159	Shim, .035" Thick	6
14	230-16550	Nut, 3/8 x 24, Self Locking, 6 Point	4
15	240-10190	Washer, .391 I.D. x .625 O.D. x .063" Thick	4
16	150-8855K	Pad, BP-10 Compound, Axle Set	1
17	120-18266/67-BK	Caliper, MC4 Parking Brake, Black	2
17A	120-18266/67-RD	Caliper, MC4 Parking Brake, Red	2
18	230-10024	Bolt, 3/8-24 x 1.00" Long, Hex Head	4
19	240-10190	Washer, .391 ID x .625 OD x .063" Thick	4
20	300-18270	Spacer, .125" Thick	4

NOTES:

Part Number 230-4572 Rotor/Hat Bolt Kit, includes p/ns 230-6737 and 240-11240

Part Number 230-12851 Bracket Bolt Kit, includes p/ns 230-9664, 240-6267 and 240-17663

Part Number 230-18263 Hub Bracket Bolt Kit, includes p/n 230-17444

Part Number 230-18268 Parking Caliper Mount Bolt Kit, includes p/ns 230-10024, 240-10190 and 300-18270

Part Number 250-18262 Caliper Mount Kit, includes p/ns 230-9078, 230-16550, 240-1159, 240-10190, and 250-18261

Item 7A is an optional item included with the "-D" drilled rotor kits. Add "-D" to end of part number when ordering.

Item 11A & 17A are optional items included with the "-R" red caliper kits. Add "-R" to end of part number when ordering.

General Information

• 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 disc brake kit, double check the following items to ensure a trouble-free installation.

Make sure this is the correct kit to fit the exact make and model year of your vehicle. This rear parking brake kit is designed for direct bolt-on installation to 1989 to 1998 Nissan 240sx.

Inspect the contents of this kit against the parts list to ensure that all components and hardware are included.

Verify your wheel clearance using the Wheel Clearance Diagram on page 2.

Disassembly Instructions

• 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, flexlines, parking brake cables, dust shields and hub assemblies.

• Remove any nicks or burrs on the hub face and caliper mounting bosses of upright that may interfere with the installation of the new brake components.

• Clean and de-grease the hub and caliper mounting bosses.

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.

NOTE: Numbers in parenthesis refer to the parts list and Figure 1 on the preceding pages.

STEP 1 The parking brake caliper mount bracket (1) should initially be installed with clean, dry threads on the mounting bolts. **NOTE:** The parking brake bracket mounts between the existing upright and hub assembly. Orient the bracket, as shown in Figure 1 and Photo 1, and install using bolts (2). **NOTE:** The bracket must fit squarely against the mount bosses on the hub assembly and upright. Inspect for interference from casting irregularities, machining ridges, burrs, etc. Apply red *Loctite*® 271 to the bolt threads, and torque to value shown in Figure 1.

STEP 2 The caliper mount bracket (3) should initially be installed with clean, dry threads on the mounting bolts. Orient the bracket, as shown in Figure 1 and Photo 2, and install using bolts (4) and washers (5). Initially place one .030" thick shim (6) on each bolt between the bracket (3) and caliper mounting bosses of upright, 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. Later, after the caliper alignment has been checked, the mount bolts will be secured using red *Loctite*® 271.



Photo 1

Assembly Instructions (Continued)

STEP 3 Orient the rotor (7) and the hat (8) as shown in Figure 1 and Photo 3. Attach rotor to hat using bolts (9) and washers (10). Apply red *Loctite*® 271 to the bolt threads and torque to value shown in Figure 1 using a criss-cross pattern. For an added measure of security, the bolts may be safety wired using standard 0.032 inch diameter stainless steel safety wire as shown in Figure 2. Please refer to Wilwood's data sheet DS-386 (available at www.wilwood.com/Pdf/DataSheets/ds386.pdf) for complete safety wire installation instructions.

STEP 4 Slide the rotor/hat (7/8) assembly onto the axle hub. **NOTE:** The hat must fit flush against the axle hub flange or excessive rotor run out may result. Install three lug nuts to keep the rotor/hat assembly in place while continuing with the installation.

STEP 5 Initially place one .035" thick shim (13) on each stud (12) between the caliper (11) and the bracket (3), as shown in Figure 1 and Photo 4. Mount the caliper (11) onto the bracket (3) using lock nuts (14) and washers (15), Figure 1. Temporarily tighten the lock nuts. View the rotor through the top opening of the caliper. The rotor should be centered in the caliper, Photo 5. If not, adjust by adding or subtracting shims (6) between the bracket and the mounting bosses of hub assembly. Always use the same amount of shims on each of the two mounting bolts. Once the caliper alignment is correct, remove the bracket mounting bolts (4) one at a time, apply red *Loctite*® 271 to the threads, and torque to value shown in Figure 1.

STEP 6 Remove the caliper pad retainer bolt, tube, and nut from the caliper. Insert the brake pads (16) into the caliper, with the friction material facing the rotor, Photo 6. Check that the top of the brake pad is flush with the outside diameter of the rotor, Photo 7. If not, adjust by adding or subtracting shims (13) on the stud (12) between the caliper (11) and the caliper mount bracket (3). After the caliper pad height is set, torque the caliper lock nuts (14) to value shown in Figure 1. Secure the brake pads in place with the pad retainer bolt, tube, and nut, Figure 1.

STEP 7 Orient the parking brake caliper (17), as shown in Figure 1, and install using bolts (18) and washers (19). Place one .125" thick spacer (20) on each bolt between the bracket (1) and parking brake caliper (17) as shown in Photo 8 (arrow). Apply red *Loctite*® 271 to the bolt threads (18) and torque to value shown in Figure 1.

Adjust Parking Brake Caliper:

1. Loosen adjustment bolt jam nut on the backside of parking brake caliper assembly, see Photo 9.
2. Tighten the adjustment bolt until there is some drag on the rotor.
3. Back off adjustment bolt one-half turn.
4. Ensure there is no rotation of adjustment bolt while tightening jam nut to 80-120 **in-lb**.
5. Check for drag on rotor. A slight rubbing sound during rotation is acceptable.
6. Repeat steps 1 thru 5 for other parking brake caliper.



Photo 2



Photo 3

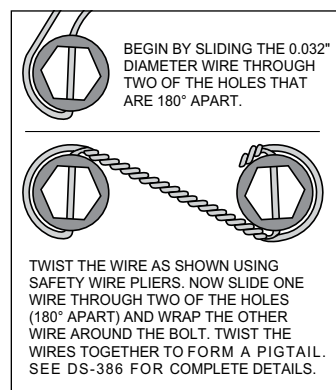


Figure 2
Safety Wire Diagram



Photo 4

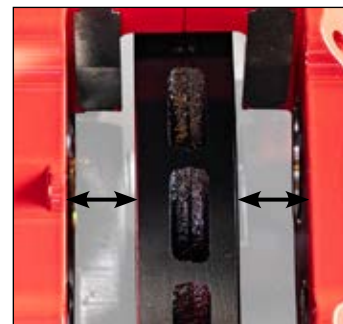


Photo 5

STEP 8 Temporarily install the wheel and torque the lug nuts to the manufacturer's specification. Ensure that the wheel rotates freely without any interference. Remove wheel for next step.

Assembly Instructions (Continued)

STEP 9 Attach brake line to caliper. **NOTE:** OEM rubber brake hoses generally cannot be adapted to Wilwood calipers. Wilwood offers a brake flexline hose kit to fit this application (**sold separately**), order P/N 220-18269. Hose kit includes hoses, fittings, etc., all in one package for this application. The caliper inlet fitting is a 1/8-27 NPT (use PTFE tape on pipe threads of adapter fitting for proper sealing to caliper). Note final orientation of adapter fitting at caliper and route flexline as shown in Photo 10. **Ensure hoses are routed to prevent contact with moving suspension, brake or wheel components.**



Photo 6

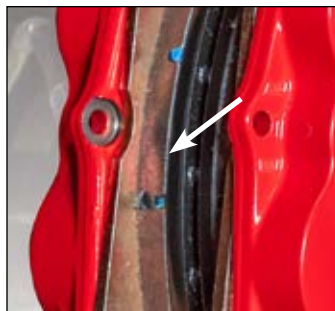


Photo 7



Photo 8

•**NOTE:** Wilwood hose kits are designed for use in many different vehicle applications and it is the installer's responsibility to properly route and provide adequate clearance and retention for brake hose components.

•**NOTE:** Specified brake hose kits may not work with all Years, Makes and Models of vehicle that this brake kit is applicable to, due to possible OEM manufacturing changes during a production vehicle's life.

•**CAUTION:** In absence of specific instructions for brake line routing, the installer must use his best professional judgment on correct routing and retention of lines to ensure safe operation. It is the installer's responsibility to ensure that all fittings and hoses are the correct size and length, properly seal, and that they will not be subject to crimping, strain and abrasion from vibration or interference with suspension components, brake rotor or wheel.

STEP 10 Bleed the brake system, referring to the 'Additional Information and Recommendations' on page 9 for proper bleeding instructions. Check system for leaks after bleeding.

•**NOTE:** This brake kit will not work with the OEM rear "hoop" style upper control arm. A "non hoop" style aftermarket control arm is required for proper parking brake cable routing. See Figure 3 for an example of a "non hoop" style control arm. Install the aftermarket "non hoop" style upper control arm on the **forward** side of the suspension strut.

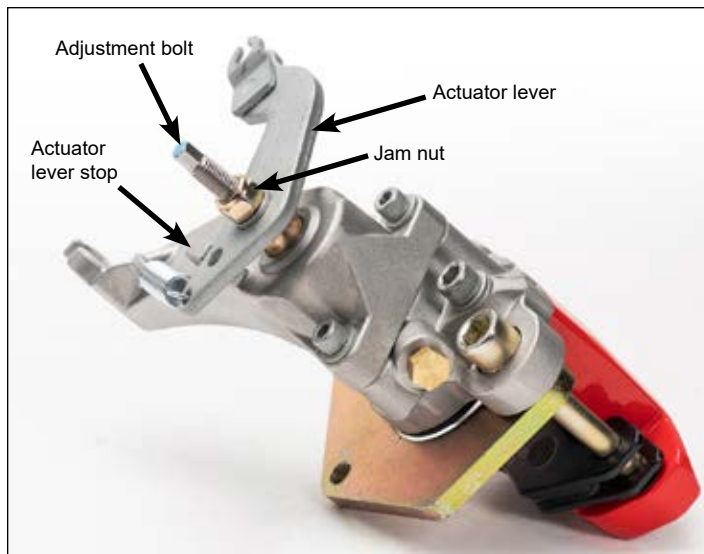


Photo 9

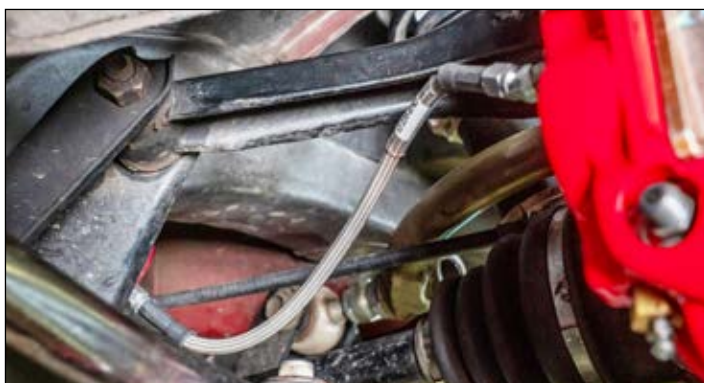


Photo 10

STEP 11 Install parking brake cables. **NOTE:** The OEM parking brake cables will not work with the Wilwood parking brake caliper. Wilwood offers the following parking brake cable kits, **sold separately**:

- For 1989-1994 Nissan 240SX: P/N 330-18324
- For 1995-1998 Nissan 240SX: P/N 330-18325

STEP 12 Begin by installing the new Wilwood cable mounting bracket in the OEM location using the supplied hardware. Note the orientation of the bracket as shown in Photos 11 and 12. Mount



Figure 3.
Example of "Non hoop" style rear upper control arm

Assembly Instructions (Continued)

the parking brake cables to the new bracket and attach each cable clevis to OEM parking brake balance bar using supplied hardware.

STEP 13 Follow OEM cable routing toward rear of vehicle and secure cable to top of subframe using supplied cushion clamp at existing OEM locations, Photo 13 (arrow A).

NOTE: An additional cable mounting location is used for 1989-1994 model years (S13). Attach cable to indicated location of undercarriage as shown in Photo 13 (arrow B) using the supplied cushion clamps and self drilling machine screws.

STEP 14 Follow final cable routing as shown in Photo 14 and attach barrel end of cable into brake actuator lever of Wilwood parking brake caliper. Secure cable to caliper using the included E-clip.

Adjust Parking Brake Cables:

1. Verify cables are even at balance bar assembly underneath vehicle.
2. With the parking brake hand lever inside the vehicle fully released, loosen the jam nut (located on front side of bracket underneath vehicle), Photo 15.
3. Turn the adjustment nut (located at rear of bracket) until the actuator lever at parking brake caliper comes off of its stop. Then back off adjustment nut so lever just touches the stop. Tighten jam nut to secure the cable in place, Photo 15.
4. Repeat steps 1 thru 3 for other parking brake cable/caliper.

STEP 15 Install the wheel and torque the lug nuts to manufacturer's specifications.

•**CAUTION:** Test vehicle brake system per the '**Minimum Test Procedure**' stated within this document before driving. After road testing, inspect for leaks and interference. Initially after install and testing, perform frequent checks of the vehicle brake system and lines before driving, to confirm that there is no undue wear or interference not apparent from the initial test. Afterwards, perform periodic inspections for function, leaks and wear in an interval relative to the usage of vehicle.

STEP 16 Bed-in the brake pads per the procedure on page 10.

CAUTION: After bleeding and bedding the brakes per the brake kit installation instructions, carefully test the holding power of the parking brakes. Test parking brake in a safe area, first on a flat surface by pushing on the vehicle, then on a slight incline by applying and releasing handle multiple times. See **Warning** on last page of this document.



Photo 11
P/N 330-18324
1989-1994 240sx (S13)

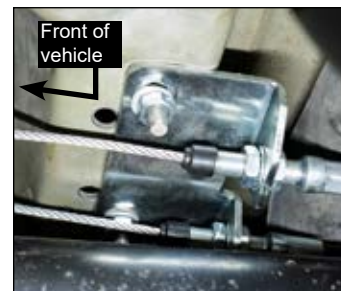


Photo 12
P/N 330-18325
1995-1998 240sx (S14)

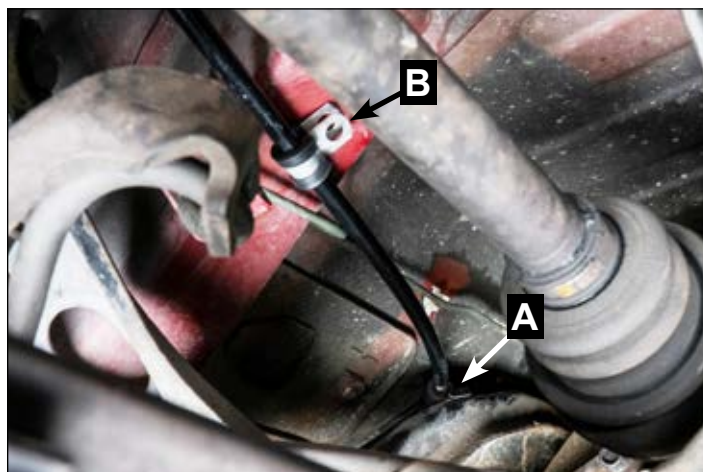


Photo 13



Photo 14

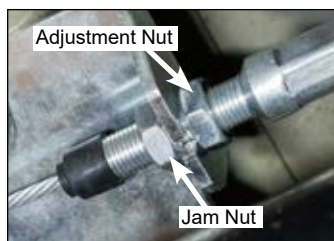


Photo 15

Additional Information and Recommendations

•First, reference the manufacturer's service manual for the proper flushing and bleeding procedures for your vehicle, and then consult the additional information and recommendations below for proper bleeding instructions.

•Please read the following concerning balancing the brake bias.

This kit can be operated using the stock OEM master cylinder. However, as with most suspension and tire modifications (from OEM specifications), changing the brakes may alter the front to rear brake bias. Rear brakes should not lock up before the front. Brake system evaluation and tests should be performed by persons experienced in the installation and proper operation of brake systems. Evaluation and tests should be performed under controlled conditions. Start by making several stops from low speeds then gradually work up to higher speeds. Always utilize safety restraint systems while operating vehicle.

•For optimum performance, fill and bleed the new system with Wilwood Hi-Temp° 570 grade fluid, EXP 600 Plus, or XR Race-Only brake fluid. For severe braking or sustained high heat operation, use Wilwood EXP 600 Plus Racing Brake Fluid. For extreme braking temperatures of endurance racing, use Wilwood XR Race-Only Brake Fluid (not DOT approved, off-highway use only). 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.*

•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) may 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.*

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; Curb 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.

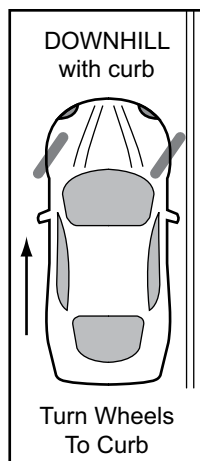


Diagram A

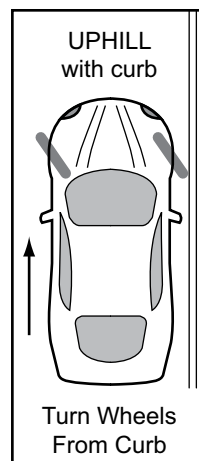


Diagram B

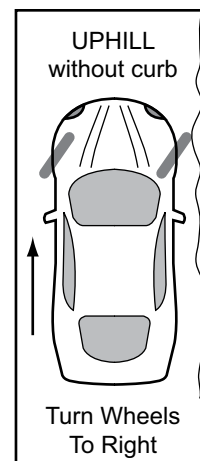


Diagram C

Connect with Wilwood

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Wilwood X



Wilwood YouTube

