# ASSEMBLY INSTRUCTIONS

FOR

# DYNAPRO 6 FRONT BRAKE KIT FOR WILWOOD PROSPINDLE WITH 11.00” DIAMETER VENTED ROTOR*

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

BASE PART NUMBER

## 140-18662

## 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!

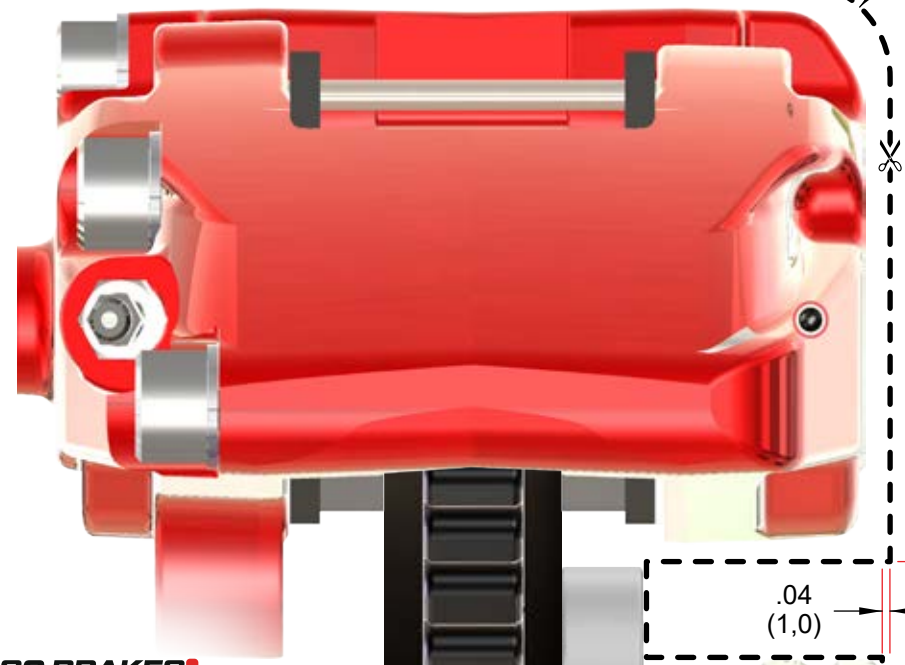
**SEE MINIMUM TEST PROCEDURE WITHIN**

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.

# WHEEL CLEARANCE DIAGRAM






DISC BRAKES wilwood

PART NUMBER

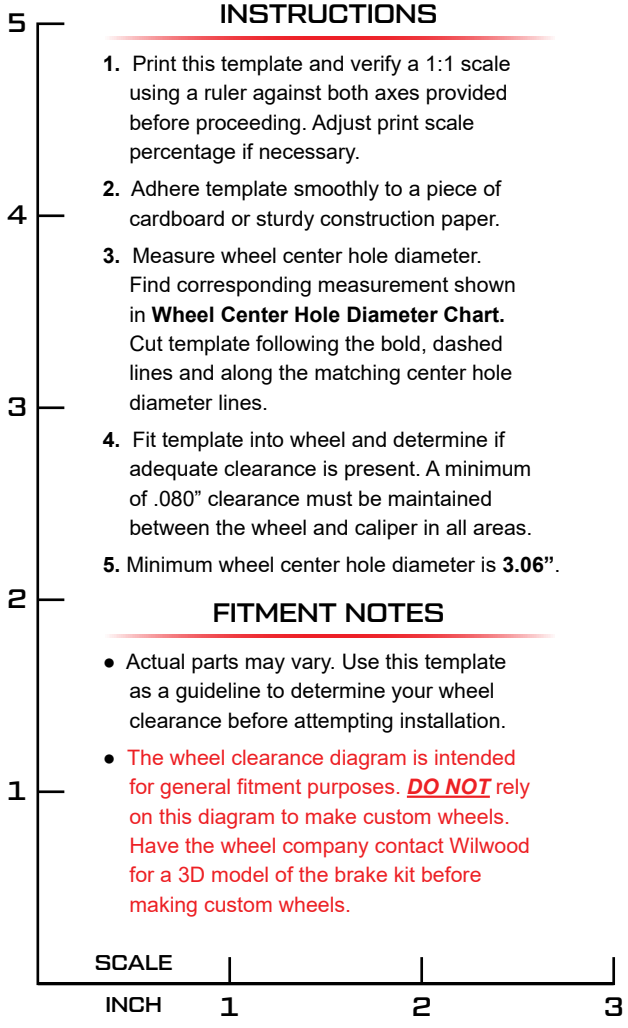
**140-18662**

## 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 **3.06"**.

## FITMENT NOTES

- Actual parts may vary. Use this template as a guideline to determine your wheel clearance before attempting installation.
- The wheel clearance diagram is intended for general fitment purposes. ***DO NOT*** rely on this diagram to make custom wheels. Have the wheel company contact Wilwood for a 3D model of the brake kit before making custom wheels.



## Exploded Assembly Diagram

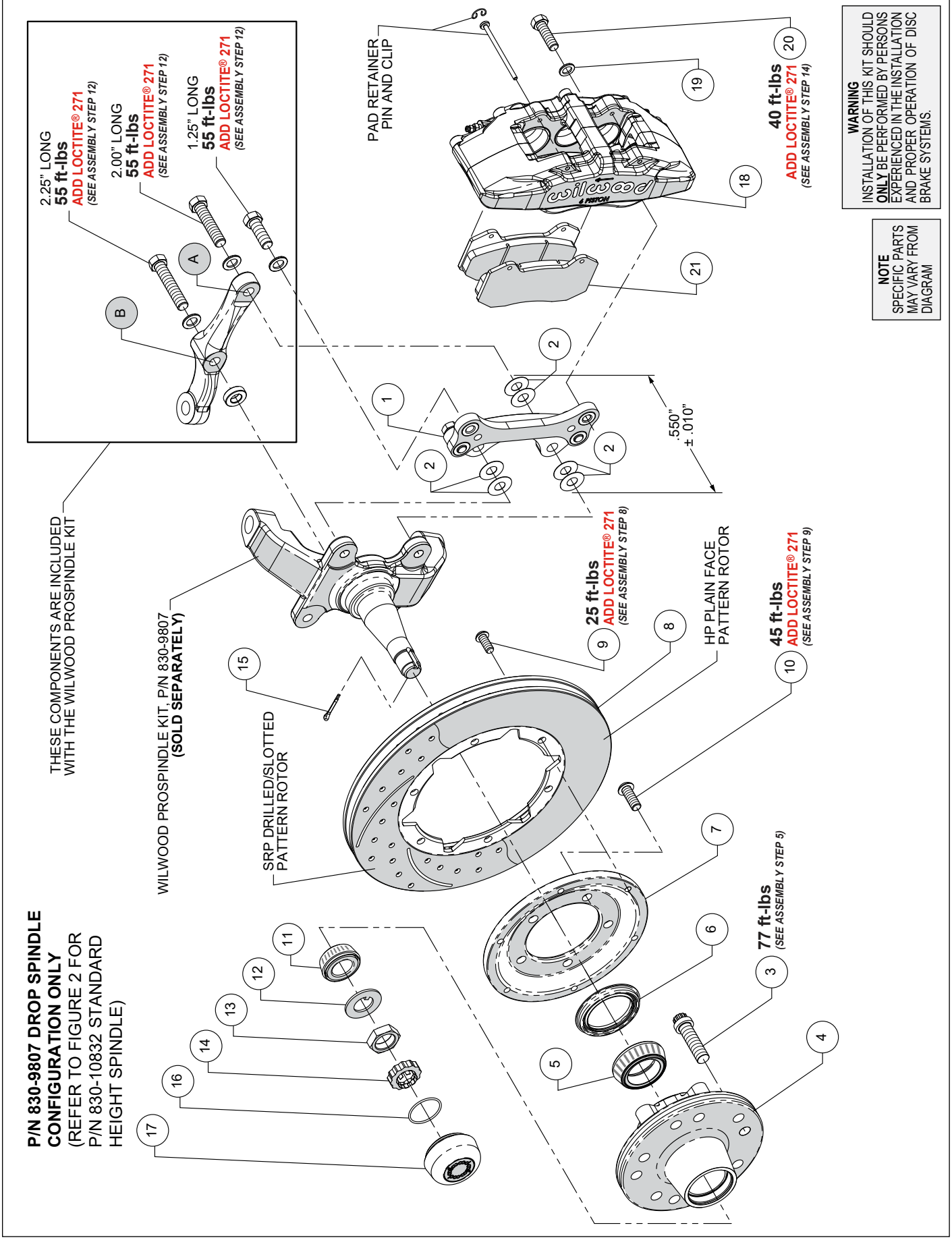



**Figure 1. Installation Configuration For Drop Spindle, P/N 830-9807**

## Exploded Assembly Diagram

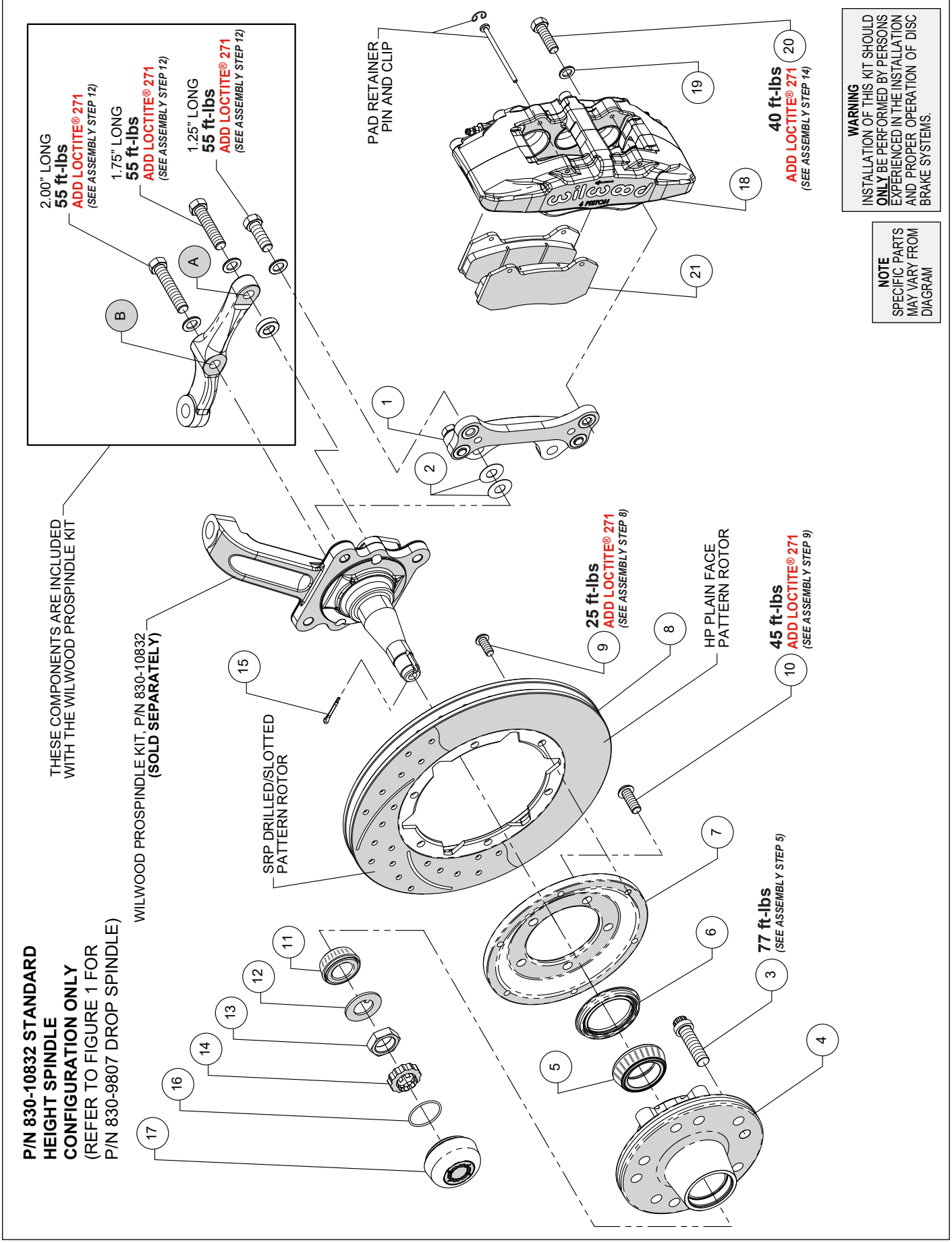



**Figure 2. Installation Configuration For Standard Height Spindle, P/N 830-10832**

## Important Notice - Read This First

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

- **Review the wheel clearance diagram on Page 2 to verify 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.**
- **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 | 249-14619/20 | Bracket Assembly, Caliper Mounting (one each, right & left) | 2 |
| 2 | 240-3902 | Shim, .016" Thick | 16 |
| 3 | 230-2187 | Stud, 1/2-20 x 1.75" Long, 12 Point | 10 |
| 4 | 270-10044 | Hub Assembly | 2 |
| 5 | 370-0884 | Cone, Inner Bearing | 2 |
| 6 | 380-0885 | Seal, Grease | 2 |
| 7 | 300-3307 | Adapter, Rotor | 2 |
| 8 | 160-5840 | Rotor, .81" Thick x 11.00" Dia, 8 x 7.00" Bolt Circle | 2 |
| 8A | 160-7099/7100-BK | Rotor, SRP Drilled and Slotted (one each, right & left) | 2 |
| 9 | 230-11934 | Bolt, 5/16-18 x .75" Long, Torx Button Head | 12 |
| 10 | 230-11239 | Bolt, 3/8-16 x 1.00" Long, Torx Button Head | 10 |
| 11 | 370-0882 | Cone, Outer Bearing | 2 |
| 12 | 240-2444 | Washer, 7/8" Spindle | 2 |
| 13 | 230-9548 | Nut, Spindle | 2 |
| 14 | 300-9549 | Retainer, Nut | 2 |
| 15 | 180-9541 | Pin, Cotter | 2 |
| 16 | 211-1674 | O-ring | 2 |
| 17 | 270-2158 | Cap, Dust | 2 |
| 18 | 120-13428/29-BK | Caliper, DP6, Black | 2 |
| 18A | 120-13428/29-RD | Caliper, DP6, Red | 2 |
| 19 | 240-10190 | Washer, .391" I.D. x .625" O.D. x .063" Thick | 4 |
| 20 | 230-10025 | Bolt, 3/8-24 x 1.00" Long, Hex Head | 4 |
| 21 | 150-10006K | Pad, BP-10, Axle Set | 1 |

NOTES: P/N 230-15369 Bolt Kit, wheel studs, includes part number 230-2187
P/N 230-3829 Bolt Kit, adapter plate to hub, includes part number 230-11239
P/N 230-12121 Bolt Kit, rotor to adapter plate, includes part number 230-11934
P/N 230-10141 Bolt Kit, caliper to bracket, includes part numbers 230-10025, 240-10190
P/N 249-14619/20 Bracket Kit, bracket to spindle/caliper to bracket, includes p/n's 240-3902
P/N 370-10090-2 Locknut Kit, includes part numbers 180-9541, 230-9548, 240-2444 and 300-9549
Item 8A is an optional item and is included in the (D) drilled rotor kits. Add -D to end of part number when ordering.
Item 18A is an optional item and is included in 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 match the Wilwood ProSpindle which was purchased separately.
- ***NOTE:** Refer to the correct diagram and instructions for your application. This kit fits both the standard height ProSpindle (P/N 830-10832), and the 2" drop ProSpindle (P/N 830-9807). However, some instruction steps differ between the two spindle types.*
- Verify the hub stud pattern in this kit (5 x 4.50 or 5 x 4.75) matches the stud pattern of the vehicle's wheels.

## General Information

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

•Verify your wheel clearance using Page 2.

•***WARNING:*** *The wheel contact surfaces must seat completely on the face of the hub.* If any contact surfaces overhang the outside diameter of the hub face, a 6.60" diameter x .20" thick steel spacer (Wilwood P/N 300-11961, sold separately) MUST be used between the wheel and the hub.

•To prevent damage to the hub face, a 6.15" diameter x .09" thick hub shield (Wilwood P/N 300-10716, sold separately) should be used with any *stamped steel wheels* that do NOT overhang the outside diameter of the hub face.

•Always tighten lug nuts to the wheel manufacturer's specifications.

•Always recheck the lug nuts after test driving the vehicle at safe speeds. If they are NOT still tight, inspect the wheel-to-hub contact surfaces for damage and/or incomplete contact.

•As routine maintenance, periodically remove the wheels and inspect the wheel-to-hub contact surfaces for damage.

•It is the installer's responsibility to ensure that the wheels used with this hub kit are properly and securely installed. Some wheels may NOT be compatible with the hub in this kit.

## Assembly Instructions

***NOTE:*** *Numbers in parenthesis refer to the parts list and Figures 1 and 2 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.

***NOTE:*** *Rear hole refers to the part of the spindle that would be facing the back of the vehicle, front is facing the front of the vehicle.*

***NOTE:*** *Each Wilwood ProSpindle kit includes bolts, washers, and a spacer to mount the steering arm and caliper bracket. The various bolts are identified by length in the following instructions and in Figures 1 and 2.*

**For 2" Drop ProSpindle (P/N 830-9807):** The caliper bracket assembly (1) should initially be installed with clean, dry threads on the mounting bolts.

**STEP 1** Orient the bracket as shown in Figure 1 and Photo 1. Install at top spindle hole using 1.25" long bolt and .06" thick washer (from ProSpindle kit), and two .016" thick shims (2) between the bracket and spindle, Figure 1.

**STEP 2** Orient the steering arm, and identify the hole marked 'A', as shown in Figure 1. Install at bottom spindle hole using 2.00" long bolt, .06" thick washer (from ProSpindle kit), two .016" thick shims (2) between the steering arm and the bracket, and two more ,016" thick shims (2) between the bracket and spindle, Figure 1. The bracket is located between the steering arm and spindle. ***NOTE:*** *The bracket and shim washers must add up to a total thickness of .550" ± .010", Figure 1.*

**STEP 3** Finish attaching the steering arm through the hole marked 'B', as shown in Figure 1. Install using 2.25" long bolt, .06" thick washer, and .25" thick spacer (all from ProSpindle kit), Figure 1.

**STEP 4** Temporarily tighten all mounting bolts. ***NOTE****: The bracket and steering arm must fit squarely against the*



**Photo 1**
**2.00" Drop ProSpindle P/N 830-9807**



**Photo 2**
**Standard Height ProSpindle P/N 830-10832**

## Assembly Instructions (Continued)

*mounting points on the spindle.* 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.

**For Standard Height ProSpindle (P/N 830-10832):** The caliper bracket assembly (1) should initially be installed with clean, dry threads on the mounting bolts.

**STEP 1** Orient the bracket as shown in Figure 2 and Photo 2. Install using 1.25" long bolts and .06" thick washers (from ProSpindle kit), and two .016" thick shims (2) on each bolt between the bracket and spindle, Figure 2. Temporarily tighten mounting bolts. ***NOTE:*** *The bracket must fit squarely against the mounting points on the spindle.* 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.

**STEP 2** Orient the steering arm, and identify the hole marked 'A', as shown in Figure 2. Install using 1.75" long bolt, .06" thick washer, and .30" thick spacer (all from ProSpindle kit), Figure 2.

**STEP 3** Finish attaching the steering arm through the hole marked 'B', as shown in Figure 2. Install using 2.00" long bolt and .06" thick washer (from ProSpindle kit), Figure 2.

**STEP 4** Temporarily tighten mounting bolts. ***NOTE:*** *The steering arm must fit squarely against the mounting points on the spindle.* 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.

**STEP 5** Install wheel studs (3) into the hub (4), Photo 3. Torque to value shown in Figure 1 or 2. ***NOTE:*** *There are two lug patterns of five holes each in the hub (5 x 4.50 and 5 x 4.75).* Make sure of the correct hole pattern for the wheel application before installing the studs into the hub.

**STEP 6** Pack the large inner bearing cone (5) with high temperature disc brake bearing grease (available from your local auto parts store) and install into the backside of the hub (4).

**STEP 7** Install the grease seal (6) by pressing into the backside of the hub (4), flush with the end of the hub, Photo 4.

**STEP 8** Orient the rotor (8) and the rotor adapter (7) as shown in Figure 1 or 2 and Photo 5. Attach the rotor to the adapter using bolts (9). Apply red *Loctite*® 271 to the bolt threads and torque to value shown in Figure 1 using a criss-cross pattern.

**STEP 9** Mount the adapter/rotor assembly (7 and 8) to the hub (4) using bolts (10), as shown in Figure 1 or 2 and Photo 6. Apply red *Loctite*® 271 to the bolt threads and torque to value shown in Figure 1 using a criss-cross pattern.

**STEP 10** Pack the small outer bearing cone (11) with high temperature disc brake bearing grease and install into front of hub



**Photo 3**



**Photo 4**

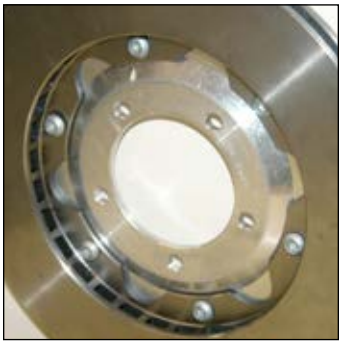


**Photo 5**



**Photo 6**

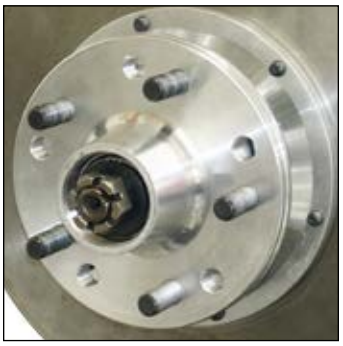


**Photo 7**



**Photo 8**

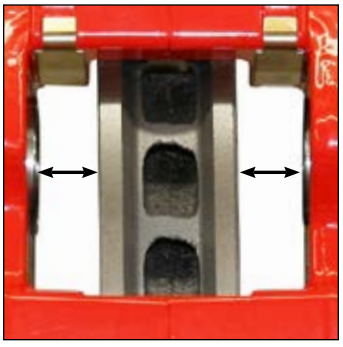


**Photo 9**



**Photo 10**

## Assembly Instructions (Continued)

(4). Slide the hub assembly onto the spindle. Secure using spindle washer (12) and spindle nut (13), Photo 7. Bearing adjustment: Tighten the nut while turning the hub. When there is a slight bind on the bearings, they are seated correctly. Back the nut off about 1/6 of a turn, or sufficiently to allow .001" to .007" end play. ***WARNING:*** *Failure to back off adjusting nut could cause bearing to run hot and be damaged, which could cause the wheel to lock or come off.* Install spindle nut retainer (14) and cotter pin (15).

**STEP 11** Screw dust cap (17) into hub (4), Photo 8. Friction created by the o-ring (16) on the dust cap keeps it from unscrewing.

**STEP 12** ***NOTE:*** *This kit contains distinct right and left hand calipers that must be mounted in a specific direction, as described below.* Mount the caliper (18) onto the caliper mounting bracket (1) using bolts (20) and washers (19), as shown in Figure 1 or 2. Ensure that the caliper is mounted so the largest pistons are at the rotor exit end of the caliper, in relation to the direction of forward rotor rotation. Temporarily tighten the mounting bolts and view the rotor (8) through the top opening of the caliper. The rotor should be centered in the caliper, Photo 9. If not, proceed as follows:

**For 2" Drop ProSpindle (P/N 830-9807)**

- Adjust by adding or substracting shims (2) between the bracket and the spindle. Always use the same amount of shims on each of the two bolts between bracket and spindle.

- For the lower bracket mount bolt, if a shim was added between the bracket and spindle, then a shim must be removed between the steering arm and bracket, such that the total thickness of bracket and shims remain equal to .550 ± .010", Figure 1.

- Conversely, if a shim was removed between bracket and spindle, one must be added between steering arm and bracket. Again, maintaining a total thickness of .550 ± .010".

**For Standard Height ProSpindle (P/N 830-10832)**

- Adjust by adding or substracting shims (2) between the bracket and the spindle. Always use the same amount of shims on each of the two mounting bolts.

- Once the caliper alignment is correct, remove the three ProSpindle supplied bolts one at a time, apply red *Loctite*® 271 to the threads, and torque to value shown in Figure 1 or 2.

**STEP 13** Remove the two pad retaining pins from the caliper, Figure 1 or 2, by carefully popping out the pin retaining clips and sliding out the pad retainer pins. Insert the brake pads (21) into the caliper from the bottom, Photo 10, with the friction material facing the rotor. Secure the brake pads in place with the pad retaining pins and clips, Photo 11.

**STEP 14** Reinstall the caliper onto the caliper mounting bracket. ***NOTE:*** *The end of each caliper mount 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 (2) between washer (19) and caliper mounting ear to achieve the proper clinch nut



**Photo 11**

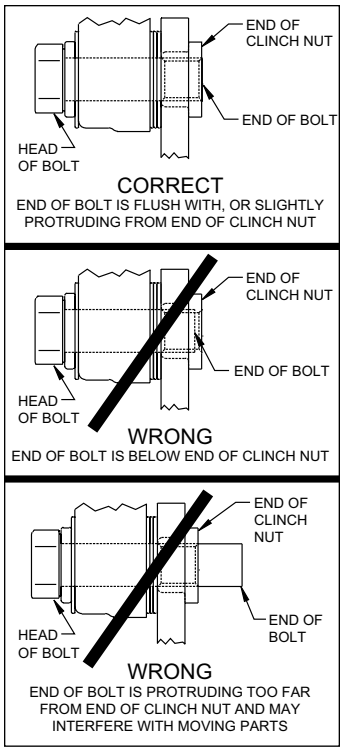



**Figure 3. Clinch Nut Engagement Diagram**

engagement. Apply red *Loctite*® 271 to bolt threads (20), and torque to value shown in Figure 1 or 2.

**STEP 15** Temporarily install wheel and torque lug nuts to manufacturer's specification. Ensure that the wheel rotates freely without any interference. ***NOTE:*** *Wheel spacer (Wilwood P/N 300-11961) MUST be used if any wheel contact surfaces overhang the outside diameter of the hub face. See warning on page 6.* Remove wheel for next step.

**STEP 16** Attach brake line to caliper. ***NOTE****: OEM rubber brake hoses generally cannot be adapted to Wilwood calipers.* The caliper inlet fitting is a 1/8-27 NPT. The preferred method is to use steel adapter fittings at the caliper, either straight, 45 or 90 degree (use PTFE tape on pipe threads of adapter fitting for proper sealing to caliper) and enough steel braided line to allow for full suspension travel and turning radius, lock to lock. **Ensure hoses are routed to prevent contact with moving suspension, brake or wheel components.** Wilwood offers universal brake flex line hose kits (sold separately).

P/N 220-7056 for the 14 inch length domestic, 3/8-24 IF
P/N 220-7699 for the 16 inch length domestic, 3/8-24 IF
P/N 220-8307 for the 18 inch length domestic, 3/8-24 IF
P/N 220-8338 for the 14 inch length metric, 10mm x 1.0
P/N 220-6856 for the 18 inch length metric, 10mm x 1.0
Hose kits include hoses, fitting, etc., all in one package for this application.

- ***NOTE:*** *Wilwood hose kits are designed for use in many different vehicle applications and it is the installer's responsibility to*

## Assembly Instructions (Continued)

*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 17** Bleed the brake system, referring to the '**Additional Information and Recommendations**' on page 8 for proper bleeding instructions. Check system for leaks after bleeding.

**STEP 18** Install the wheel and torque the lug nuts to manufacturer's specifications.

- ***NOTE:** Wheel spacer (Wilwood P/N 300-11961) MUST be used if any wheel contact surfaces overhang the outside diameter of the hub face. See warning on page 6.*

- ***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 19** Bed-in the brake pads per the procedure on page 9.

## Balancing the Brake Bias on 4 Wheel Disc Vehicles

- **OE Style or Single Mount Race Pedal with Tandem Outlet Master Cylinder:**

Front to rear caliper piston sizes, rotor diameters, and pad compounds must be initially configured to provide the correct range of vehicle bias when using a single bore / tandem outlet master cylinder. If excessive rear brake bias is experienced, an inline adjustable proportioning valve can be used to decrease the rear line pressure to help bring the vehicle into balance. If excessive front brake bias is experienced, first consideration should be given to increasing the rear brake bias to bring the vehicle into overall balance.

- **Race Pedal with Dual Master Cylinders and Balance Bar:**

Master cylinders must be sized to match the calipers and allow the pedal balance bar to operate near the center of its travel. If it is not possible to fine tune the bias within the adjustable range of the balance bar, then consideration must be given to changing a master cylinder bore size or some other aspect of the brake system to bring the car into balance. Larger bore master cylinders will generate less pressure while decreasing pedal travel. Smaller bores master cylinders will generate higher line pressures with an increase in pedal travel.

## 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 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.

## Additional Information and Recommendations (Continued)

•***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. Additional information is available on Wilwood’s web site at www.wilwood.com or e-mail info@wilwood.com.

## 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.

## Pad and Rotor Bedding (Continued)

**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.*

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