ASSEMBLY INSTRUCTIONS

FOR

DPHA CALIPER FRONT UPGRADE BRAKE KIT WITH
262MM (10.32”) DIAMETER ROTOR AND SPINDLES

NOTE: This kit will not work with vehicles equipped with OE 240mm rotors and spindles (even if upgraded to 262mm rotors) due to the lower height of the caliper mount points on these spindles. This kit will require a minimum of 15” diameter wheels and may not fit all OE or aftermarket 15” rims without spacers or special offset replacement wheels. Please verify your wheel clearance using Figure 2, on page 3 of this instruction sheet before attempting installation of this kit.

HONDA / ACURA
BASE PART NUMBER
140-12996

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.

RACING EQUIPMENT AND BRAKES MUST BE MAINTAINED AND SHOULD BE CHECKED REGULARLY FOR FATIGUE, DAMAGE, AND WEAR.

WARNING
DO NOT OPERATE ANY VEHICLE ON UNTESTESTED 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.

Need Additional Information?
Use Your Smartphone and Jump to Our Technical Tips Section on Our Web Site.
Important Notice - Read This First

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

• Review the Wheel Clearance Diagram (Figure 2, page 3) to verify that there is adequate clearance with the wheels you will be using with the installation.

• 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.

Exploded Assembly Diagram

Figure 1. Typical Installation Configuration
### Parts List

<table>
<thead>
<tr>
<th>ITEM NO.</th>
<th>PART NO.</th>
<th>DESCRIPTION</th>
<th>QTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>160-12959</td>
<td>Rotor, .83&quot; Thick x 10.32&quot; Diameter</td>
<td>2</td>
</tr>
<tr>
<td>1A</td>
<td>160-12838/39-BK</td>
<td>Rotor, Black, SRP Drilled and Slotted (one each, right and left)</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>120-12949-BK</td>
<td>Caliper, DynaPro HA (DPHA), Black</td>
<td>2</td>
</tr>
<tr>
<td>2A</td>
<td>120-12949-RD</td>
<td>Caliper, DynaPro HA (DPHA), Red</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>150-9136K</td>
<td>Pad, BP-10, Axle Set</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>300-9635</td>
<td>Retainer, Pad Clip</td>
<td>2</td>
</tr>
<tr>
<td>5</td>
<td>240-5227</td>
<td>Washer, .406 I.D. x .625 O.D. x .063 Thick</td>
<td>2</td>
</tr>
<tr>
<td>6</td>
<td>230-13073</td>
<td>Bolt, M12-1.50 x 25mm, Hex Head</td>
<td>4</td>
</tr>
<tr>
<td>7</td>
<td>230-12094</td>
<td>Bolt, M10-1.50 x 24mm, Banjo, Hex Head</td>
<td>2</td>
</tr>
</tbody>
</table>

**NOTES:**
- Part Numbers 230-12094 and 240-5227 are included with the calipers.
- Part Number 230-13074, Caliper Mounting Bolt Kit, includes part number 230-13073
- Item 1A is an optional item and included in the (D) drilled rotor kits. Add -D to end of part number when ordering.
- Item 2A is an optional item and included in the (R) red caliper kits. Add -R to end of part number when ordering.

### General Information, Disassembly, 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 this Wilwood disc brake kit, double check the following to ensure a trouble free installation.
- Make sure this is the correct kit to fit the exact make and model year. This kit is specifically designed as a direct bolt-on Original Equipment (OE) replacement for Honda/Acura with 262mm (10.32") diameter rotors.
- Verify the hole pattern in this kit matches the lug pattern of the vehicle’s axle hub.
- Verify your wheel clearance using Figure 2.
- Inspect the package contents against the parts list to ensure that all components are included.

#### Disassembly Instructions

- Disassemble the original equipment front brakes:
  - Raise the front wheels off the ground and support the suspension according to the vehicle manufacturer’s instructions.
  - Remove the front wheels, calipers, rotors and brake hoses (if installing replacements). **NOTE:** It is recommended that the brake hoses be replaced for all applications with braided steel hoses.
  - Remove all nicks or burrs on the axle hub face, and caliper mounting bosses on the upright that may interfere with the installation of the new components.
  - Clean and de-grease the axle hub, upright, and saved components.

#### Assembly Instructions (numbers in parenthesis refer to the parts list and Figure 1 on the preceding page):

- Slide the hat/rotor (1) 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 (finger tight) to keep the hat/rotor in place while continuing with the installation.
- Mount the new Wilwood caliper (2) onto the axle hub caliper mounting bosses using bolts (6) as shown in Figure 1. Apply red Loctite® 271 to the bolt threads and torque to 60 ft-lbs.
- Install the disc brake pads (3) into the caliper, with the friction material facing the rotor (1), and secure in place using pad clip retainer (4), Figure 1.
• Remove the lug nuts that were holding the rotor in place. Temporarily install the wheel and torque the lug nuts to the manufacturer’s specification. Ensure that the wheel rotates freely without any interference.

• Connect the OE rubber hose to the Wilwood caliper (2) using new crush washers (5) and banjo bolts (7). The preferred method is to use steel adapter fittings at the caliper, either straight, 45 or 90 degree and enough steel braided line to allow for full suspension travel and turning radius, lock to lock. Carefully route hoses to prevent contact with moving suspension, brake or wheel components. It is the installer’s responsibility to ensure that all fittings and hoses are the correct size and length, to ensure proper sealing and that they will not be subject to crimping, strain and abrasion from vibration or interference with suspension components, brake rotor or wheel.

• Do not lubricate banjo bolt. With two new crush washers installed, torque bolt to 96 - 120 in-lbs. (do not exceed 144 in-lbs). Torque to lighter specification and check for leakage, increasing torque only to stop leakage without exceeding maximum specification. Replace crush washers and banjo bolt whenever re-assembly is required.

• 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. 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 a interval relative to the usage of vehicle.

• Bleed the brake system, referring to the additional information and recommendations below for proper bleeding instructions. Check system for leaks after bleeding.

• Install the wheel and torque the lug nuts to the manufacturer’s specification.

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**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.

• Properly bleed the brake system according to the vehicle manufacturer’s instructions, generally beginning with the caliper farthest from 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.

  **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.

• 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.
Brake Testing

WARNING • DO NOT DRIVE ON UNTESTESTED 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 obtains 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.
Pad and Rotor Bedding (Continued)

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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Associated Components

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<thead>
<tr>
<th>PART NO.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>260-1874</td>
<td>Wilwood Residual Pressure Valve (2 lb for disc brakes)</td>
</tr>
<tr>
<td>260-1876</td>
<td>Wilwood Residual Pressure Valve (10 lb for drum brakes)</td>
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<tr>
<td>260-8419</td>
<td>Wilwood Proportioning Valve</td>
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<tr>
<td>290-0632</td>
<td>Wilwood Racing Brake Fluid (Hi-Temp° 570) (12 oz)</td>
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<tr>
<td>290-6209</td>
<td>Wilwood Racing Brake Fluid (EXP 600 Plus) (16.9 oz)</td>
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<tr>
<td>340-1285</td>
<td>Wilwood Floor Mount Brake Pedal (with balance bar)</td>
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<td>340-1287</td>
<td>Wilwood Swing Mount Brake Pedal (with balance bar)</td>
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<tr>
<td>260-6764</td>
<td>Wilwood 3/4 inch High Volume Aluminum Master Cylinder</td>
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<tr>
<td>260-6765</td>
<td>Wilwood 7/8 inch High Volume Aluminum Master Cylinder</td>
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<tr>
<td>260-6766</td>
<td>Wilwood 1 inch High Volume Aluminum Master Cylinder</td>
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<tr>
<td>260-4893</td>
<td>1-1/16 inch Tandem Master Cylinder (aluminum housing)</td>
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<td>250-2406</td>
<td>Mounting Bracket Kit (tandem master cylinder)</td>
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<td>260-8555</td>
<td>Wilwood 1 inch Aluminum Tandem Chamber Master Cylinder</td>
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<tr>
<td>260-8556</td>
<td>Wilwood 1-1/8 inch Aluminum Tandem Chamber Master Cylinder</td>
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<tr>
<td>350-2038</td>
<td>1971 - 1973 Pinto Rack and Pinion (new, not rebuilt)</td>
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<tr>
<td>270-2016</td>
<td>Quick Release Steering Hub (3/4 inch shaft)</td>
</tr>
<tr>
<td>270-2017</td>
<td>Quick Release Steering Hub (5/8 inch shaft)</td>
</tr>
</tbody>
</table>