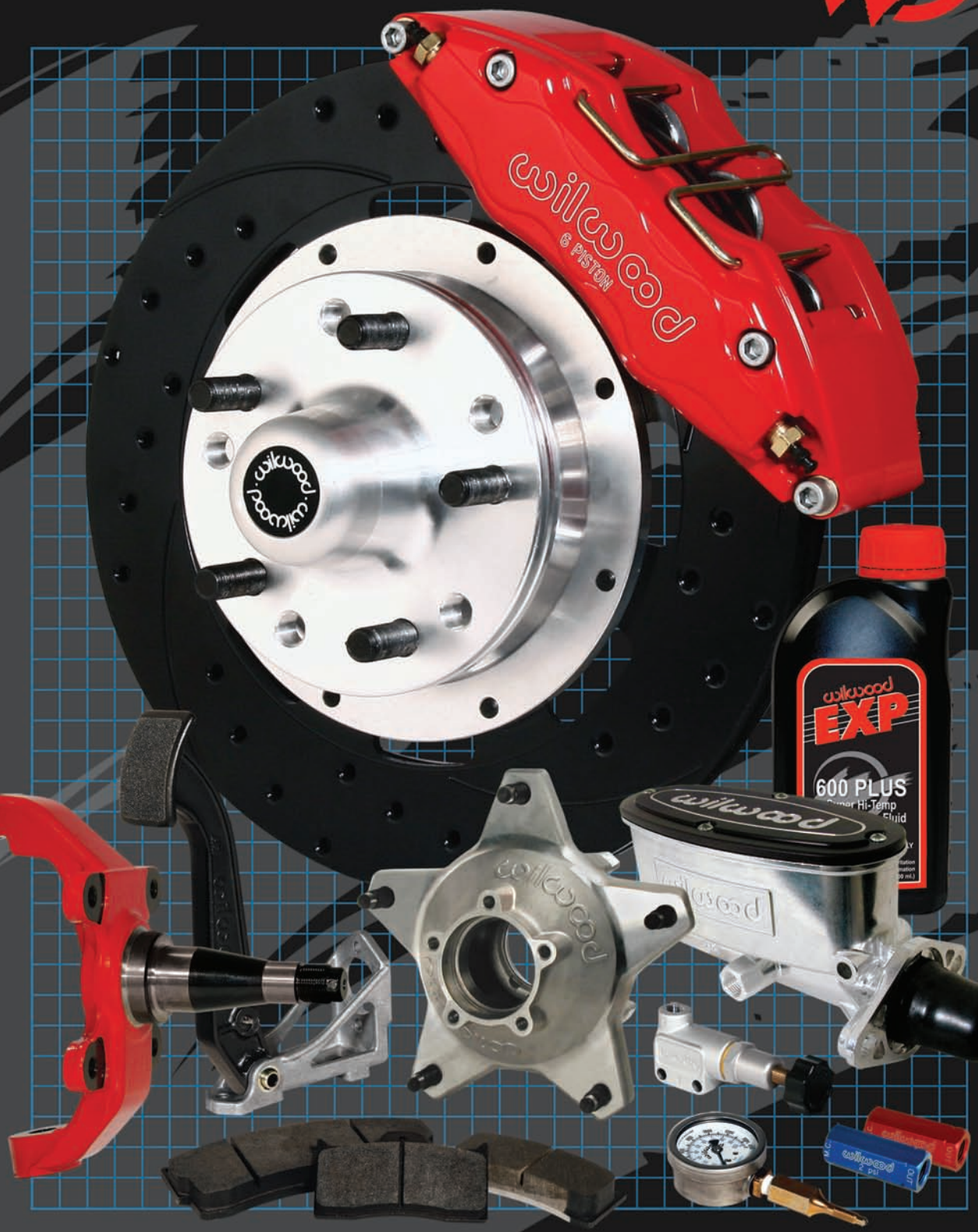
WILWOOD DISC BRAKES
TECHNICAL & PARTS GUIDE



www.wilwood.com

WHAT'S NEW AT WILWOOD

Wilwood never rests. We have been designing, testing and manufacturing new and improved items to enhance your performance automotive needs. On these pages are some of the highlights and where to find detailed information on each product.

DynaPro Calipers - The next generation of full detail machined forged billet calipers with common mounting to upgrade from the traditional Dynalite series.

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GM Metric - Cast Iron D154 Replacement Calipers Page 51

W4AR - W6AR - W6AR/ST
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CPB - Combination Parking Brake Hydra-Mechanical Caliper Page 45

GP 310 Color Motorcycle Calipers - Page 52

Stealth - “Invisible” Motorcycle Brakes - Page 55

MPR - Mirror Polished Stainless Rotors for Harley-Davidson Motorcycles - Page 54

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ProSpindle - 2” Drop Forged Steel Spindle for Mustang II Based Suspensions - Page 112

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INTRODUCTION

Wilwood's technical and parts manual represents our "in stock" product line. It has been designed to make your purchasing easier with expanded part number listings, photos, dimensional drawings and technical assistance. If you have a disc brake application that is not included in this manual, please do not hesitate to call as we are continuously adding to our product line. To place an order or for technical assistance, call 805 / 388-1188, Monday through Friday, 7:30 A.M. - 4:30 P.M. PST, or fax 805 / 388-4938.

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.

A few helpful hints when using this manual:

- Dimensions are given in decimal (or fractional) and metric equivalents. Metric dimensions are indicated by (xx,x) on the drawings and tables.
- Disc and Rotor are used interchangeably throughout the catalog, they both refer to the same part.
- For orientation purposes, calipers (non-differential bore) are designated left and right based upon being mounted on the rear side of the rotor. If calipers are to be mounted on the front of the rotor, simply criss-cross the calipers, i.e., the right side now becomes the left, and the left side becomes the right. Differential bore calipers are unique for each mounting position and are so designated. Wilwood's external crossover tubes should be mounted with the crossover tube down, and the bleed screws in the up position.
- Brake pads sets with a "K" suffix are packaged and sold in axle sets, 4 pads to a box unless otherwise noted.
- Calipers that are available with optional finishes will be identified by the icons illustrated below. They can be found adjacent to the photographs on the individual product pages.

Black Red Blue Polished Chrome Silver

- Non-standard abbreviations used throughout the manual:
  - C = Coarse
  - CDP = Chrysler, Dodge, Plymouth
  - F = Fine
  - FS = Front Side Mount
  - H/D = Heavy Duty
  - LG = Long
  - LH = Left Hand
  - MTG = Mounting
  - PM = ProMatrix
  - RH = Right Hand
  - RS = Rear Side Mount
  - SI = Side Inlet
  - SM = Sintered Metallic
  - SQ = Square
  - ST = Short Track
  - UL = Ultralight

DOT APPROVAL FOR HIGHWAY USE

With the exception of brake hoses and brake fluid, there are no State or Federal DOT specifications regarding the materials, processes, or style for the other components within a brake system. Specifications that would regulate calipers, rotors, hats, hubs, brake pads, and the other individual components within the brake system do not exist. It is the responsibility of the vehicle manufacturer to configure a vehicle's brake system to perform within Federal Motor Vehicle Safety Standards. It is therefore NOT accurate to identify any brake system component other than hoses or fluid as "DOT approved".

WARNING • DO NOT OPERATE ANY VEHICLE ON UNTESTED BRAKES!

BEFORE OPERATING VEHICLE, TEST THE BRAKES UNDER CONTROLLED CONDITIONS IN A SAFE AREA. TEST THE SYSTEM IN STATIC CONDITIONS FOR PROPER PEDAL HEIGHT AND THE ABILITY TO HOLD PRESSURE BEFORE ATTEMPTING TO MOVE THE VEHICLE. MAKE SEVERAL STOPS IN A SAFE AREA AT SLOW SPEEDS AND GRADUALLY WORK UP TO NORMAL OPERATING CONDITIONS. **ALWAYS** UTILIZE SAFETY RESTRAINT SYSTEMS AND ALL OTHER REQUIRED SAFETY EQUIPMENT WHILE OPERATING THE VEHICLE.

IMPORTANT: READ THE DISCLAIMER OF WARRANTY INSIDE THE BACK COVER.

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

CALIPER INFORMATION:


FORGED TC 6R


STR


P6R


INTEGRA 6R


W6A


GN III


BILLET SUPERLITE 6R


FORGED BILLET SUPERLITE


DYNAPRO NDL


IRGT-4R


BILLET DYNAPRO RADIAL MOUNT


BILLET POWERLITE


FORGED BILLET DYNALITE


BILLET DYNAPRO LUG


GM III


GP 320


BILLET DYNAPRO SINGLE


KART / JR. DRAGSTER

Wilwood manufactures brake calipers covering a range of applications from world class professional motorsports to the weekend sports driver and recreational vehicle enthusiast. The overall pad size, shape, and available friction material volume are key factors in the caliper selection process. The caliper section of this catalog is generally arranged by pad capacity from the largest to the smallest.

Wilwood calipers are manufactured from specific and proprietary aluminum alloys. Calipers may be **forged** from premium grade alloy billets, machined from **billet** stock, or formed using close tolerance **casting** processes.

Many caliper models are offered with a choice of piston sizes, construction and materials. Combined piston area, not caliper size, is the primary influence on a caliper's clamping power. The piston volume must match the master cylinder bore size and pedal leverage to realize peak performance. Rotor diameter will also impact the system's effectiveness. Different piston sizes provide the car builder with options to maximize the overall balance and brake system performance.

Piston material is selected based on the caliper's intended operating environment. **Stainless steel** pistons are used most often in calipers intended for high performance or competition applications. Stainless steel is selected for its low heat transfer properties and high resistance to corrosion. For extreme temperature environments, Wilwood's exclusive multi-piece insulated **Thermlock® pistons** provide ultimate protection against heat transfer from the brake pads into the caliper body, piston seals, and brake fluid. Aluminum pistons are only used in low to medium temperature applications, usually in conjunction with rubber piston boots that protect the pistons from corrosion and debris.

Wilwood incorporates a variety of innovative and time proven performance enhancements in its caliper designs. They include, radial mounting, differential piston bores, high temperature seals, SRS Squeal Reduction and bridge reinforcement plates, internal heat shields, quick access pad retention, shock dampened fluid tubes, and center bridge bolts. A durable black anodized finish is standard, with some available in red or a polished finish for show car applications. The availability and benefits of these features are discussed further in the individual product listings.

STR RADIAL MOUNT CALIPER

Caliper Highlights:

Wilwood's **STR** radial mount caliper is the result of extensive testing and development focused on overcoming racing's most demanding high temp conditions. There are no brake tests tougher than stock cars racing on the legendary short tracks and road courses like Martinsville and Watkins Glen. The **STR** caliper is engineered to maximize braking under these extreme conditions.

The development of the **STR** caliper began with FEA structural design and stress analysis. The goal was to achieve a highly efficient clamping force with the lowest amount of deflection and fluid displacement resulting in a firm, consistent pedal feel for the driver. The caliper accommodates the widest, most thermally efficient rotor ever built. Extensive prototype testing and development has minimized structural deflection and volume displacement on this caliper and support components. The **STR** easily outperforms other short track systems in comparison testing with vastly superior heat management.

Weighing just 10.38 pounds, the **STR** features a six piston differential bore configuration that is easily matched with common pedal ratios and master cylinder bore sizes. The size, and location of each piston effectively varies the pressure load to compensate for natural temperature changes that occur over the length of the pad. This assures flat pad wear during extreme heat build-up on long green flag runs. Wilwood's exclusive **Thermlock® T2** pistons dramatically reduce heat transfer from the pads to the caliper body, piston seals, and fluid. This not only maintains safe and manageable caliper operating temperatures, it also keeps the heat in the pads where it can be properly removed by the rotor. A total of ten pre-loaded bridge bolts provide unmatched strength. The center bridge bar provides additional strength, and also accommodates quick and easy pad changes without caliper removal. Two-piece bleed assemblies enable hot bleeding without the risk of seat damage in the caliper body. All fluid tubes are vibration dampened to resist stress fractures and reduce the possibility of damage from track debris. Not only is this caliper stronger than mono-block designs, it is far easier and faster to service at the track.

The STR caliper uses PolyMatrix 9330 type brake pads in the compounds most suited to severe duty competition.

THERMLOCK T2 SHORT TRACK PISTON:

Wilwood's unique **Thermlock® T2** Short Track Piston is standard in our **STR** calipers, for complete details and a cross-section line drawing, please refer to page 109.

1.62" (41,9 mm) Diameter - Order P/N: 200-7398
1.25" (31,8 mm) Diameter - Order P/N: 200-7402

CALIPER ORDERING INFORMATION:(1)

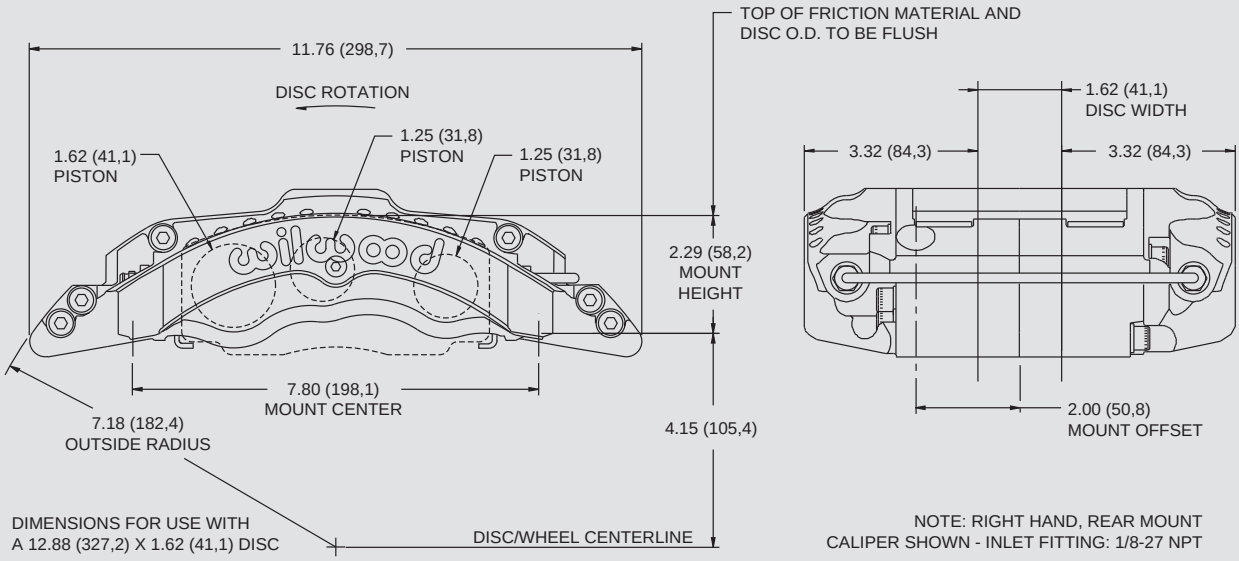
BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.25 / 1.25" 41,1 / 31,8 / 31,8 mm	1.62" 41,1 mm	120-7482-FS	120-7483-FS	120-7482-RS	120-7483-RS

CALIPER MOUNTING BRACKET KIT 7.80" (198,1) RADIAL TO 5.25" (133,4) GT LUG - P/N: 250-7426

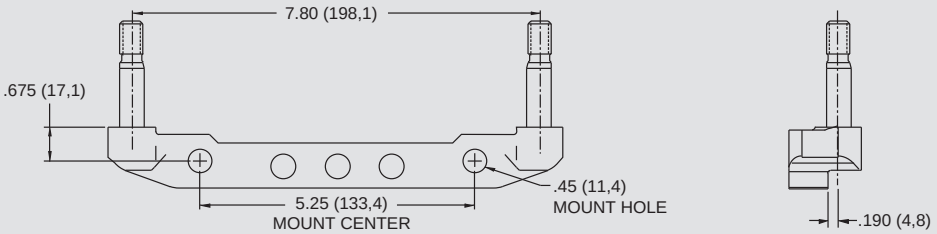
NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

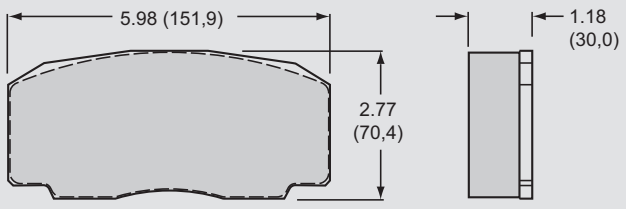
STR CALIPER, MOUNTING DIMENSIONS:



RADIAL CALIPER TO LUG MOUNT ADAPTER BRACKET, PART NUMBER 250-7426 - STEEL:



STR BRAKE PAD TYPE 9330 - PAD VOLUME = 13.2 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 7509K	9330 A PolyMatrix
15H - 8119K	9330 H PolyMatrix

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	THERMLOCK PISTON	SQ RING KIT (6 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (2 PK)	SELF-BLEED TUBE (EA)	BRIDGE BAR KIT	BRIDGE WEAR PLATE (EA)	MOUNT BOLT AND SHIM KIT
120-7482	200-7402 (1.25") 200-7398 (1.62")	130-5660	220-6069	190-7547	190-7507	300-7546	300-7490	230-7031
120-7483	200-7402 (1.25") 200-7398 (1.62")	130-5660	220-6069	190-7547	190-7507	300-7546	300-7490	230-7031

P6R RADIAL MOUNT CALIPER

Caliper Highlights:

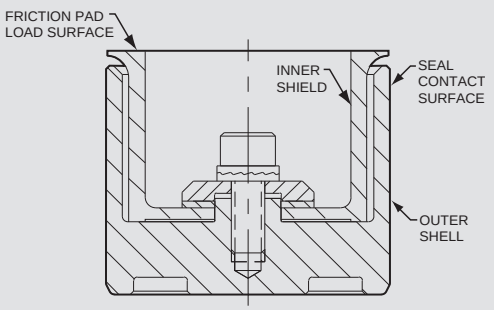
Wilwood's six piston **P6R** caliper leads the pack in Short Track and Road Course braking technology. **Thermlock® T2** insulated short track pistons come standard in the **P6R** and are positioned employing our proven exclusive stagger pattern resulting in unmatched caliper rigidity and balanced pad load characteristics. Holding a large 13.2 cubic inch pad, it is designed with heat management technology derived from years of short track experience combined with the latest in solid modeling and stress simulation programs. Brake pad distortion and taper is virtually eliminated. Pedal feel is responsive, predictable and consistent.

Weighing just 7.2 pounds, this ultra-stiff radial mount caliper comes with **Thermlock® T2** pistons and is fully heat shielded for maximum seal life and brake fluid protection. Additional features include dual bridge bolts, heavy duty pad load plates and protected two-piece bleed screws and crossover tube. We also offer a lightweight mounting bracket from 7.80" (198,1) radial to 5.25" (133,4) **GT** lug mount pattern. Self bleed lines are available for the **P6R**.

THERMLOCK T2 SHORT TRACK PISTON:

Wilwood's **Thermlock® T2** pistons incorporate a stainless steel shield and coated aluminum shell configuration to provide a highly efficient thermal barrier between the brake pads and the caliper body, seals, and fluid. Lower operating temperatures eliminate seal crystallization and localized fluid boiling while providing longer caliper service life through decreased distortion in the caliper body and piston bores. **Thermlock® T2** pistons are standard equipment in all P6R calipers.

1.62" (41,1 mm) Diameter - Order P/N: 200-7398
1.25" (31,8 mm) Diameter - Order P/N: 200-7402



THERMLOCK T2 PISTON CROSS-SECTION

CALIPER ORDERING INFORMATION:(1)

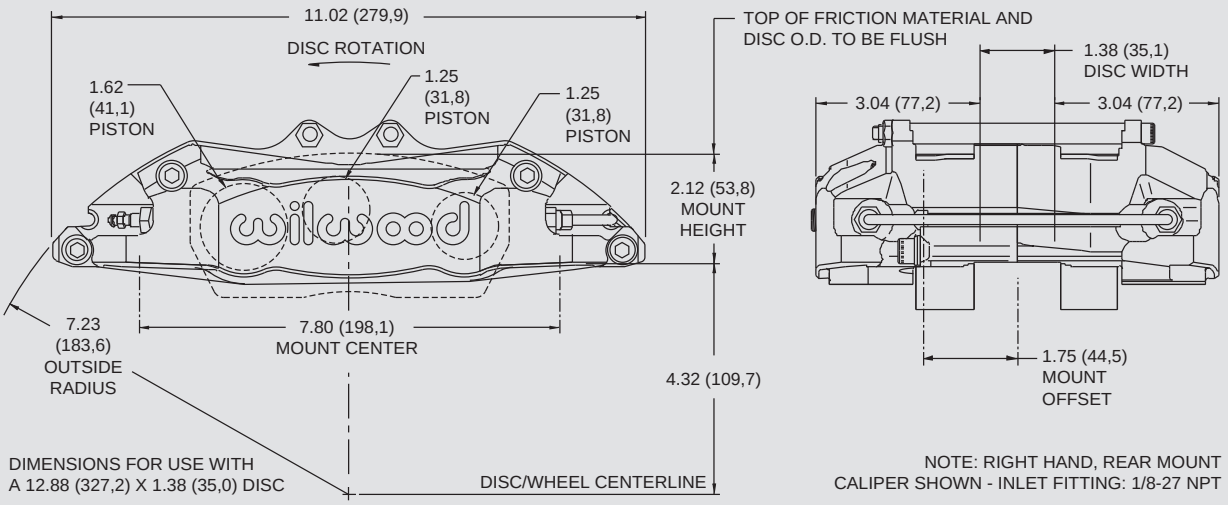
BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.25 / 1.25" 41,1 / 31,8 / 31,8 mm	1.38" 35,1 mm	120-7604-FS	120-7605-FS	120-7604-RS	120-7605-RS

CALIPER MOUNTING BRACKET KIT 7.80" (198,1) RADIAL TO 5.25" (133,4) GT LUG - P/N: 250-7426

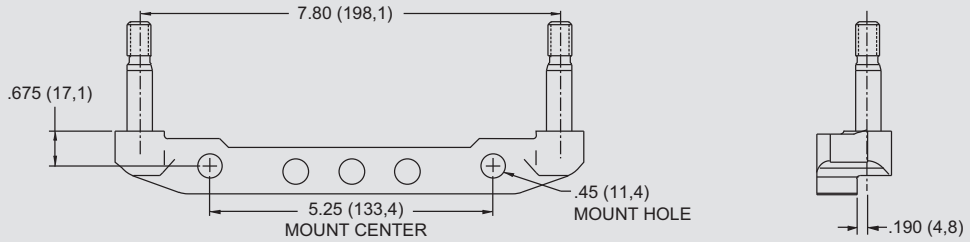
NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(FS = FRONT SIDE MOUNT, RS = REAR SIDE MOUNT)

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

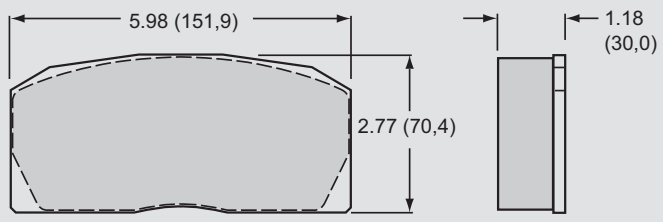
P6R RADIAL MOUNT CALIPER, MOUNTING DIMENSIONS:



RADIAL CALIPER TO LUG MOUNT ADAPTER BRACKET, PART NUMBER 250-7426 - STEEL:



P6R BRAKE PAD TYPE 9930 - PAD VOLUME = 13.2 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5742K	9930 A PolyMatrix
15H - 8107K	9930 H PolyMatrix

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	THERMLOCK PISTON	SQ RING KIT (6 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (2 PK)	SELF-BLEED TUBE (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)	MOUNT BOLT AND SHIM KIT
120-7604	200-7402 (1.25") 200-7398 (1.62")	130-5660	220-0627	190-5669	190-5604	230-6819	300-5712 (R/H) 300-5713 (L/H)	230-7031
120-7605	200-7402 (1.25") 200-7398 (1.62")	130-5660	220-0627	190-5669	190-5604	230-6819	300-5712 (R/H) 300-5713 (L/H)	230-7031

Brakes are critical safety components, see warnings and disclaimer on page 129

INTEGRA 6R RADIAL MOUNT CALIPER

Caliper Highlights:

Wilwood's six piston **Integra 6R** caliper utilizes sophisticated Finite Element Analysis, Stress Simulation and Heat Management programs to provide a powerhouse of stopping performance weighing just 5.50 pounds. The **Integra 6R** caliper employs our proven exclusive piston stagger pattern resulting in unmatched caliper rigidity and balanced pad load characteristics; brake pad distortion and taper is virtually eliminated. The fully heat shielded design provides phenomenal heat protection for a consistent, responsive pedal throughout the longest races.

Black

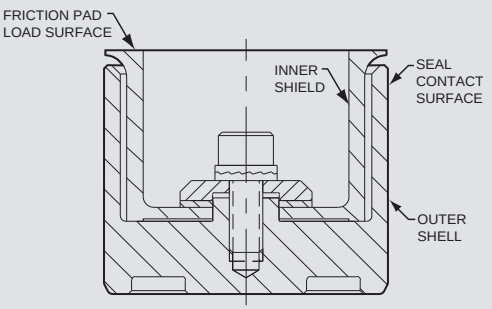
Three different pad and rotor combinations are utilized with this caliper depending on race requirements: short track/ road course, intermediate track and super speedways or qualifying. With the **Integra 6R** caliper, brake performance is maximized while maintaining the lowest possible unsprung weight. All Wilwood **Integra** calipers come standard with **Thermlock® T2** insulated short track pistons for maximum heat protection.

We also offer a lightweight mounting bracket, either aluminum or steel from 7.09" (180,0) radial to 5.25" (133,4) **GT** lug mount pattern. Self bleed lines are also available for these calipers.

THERMLOCK T2 SHORT TRACK PISTON:

Wilwood's **Thermlock® T2** pistons incorporate a stainless steel shield and coated aluminum shell configuration to provide a highly efficient thermal barrier between the brake pads and the caliper body, seals, and fluid. Lower operating temperatures eliminate seal crystallization and localized fluid boiling while providing longer caliper service life through decreased distortion in the caliper body and piston bores. **Thermlock® T2** pistons are standard equipment in all Integra calipers.

1.62" (41,1 mm) Diameter - Order P/N: 200-7398
1.25" (31,8 mm) Diameter - Order P/N: 200-7402



THERMLOCK T2 PISTON CROSS-SECTION

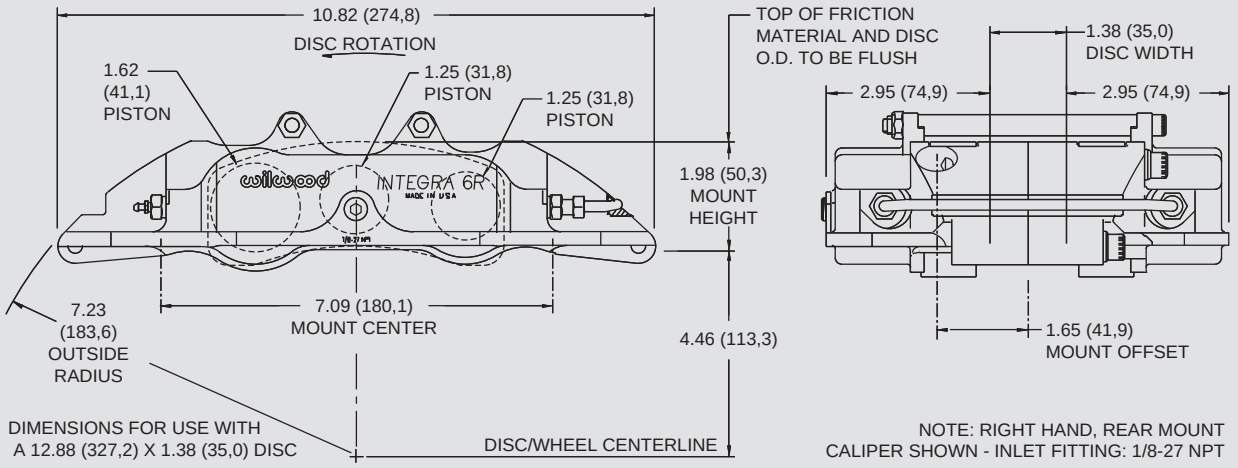
CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.25 / 1.25" 41,1 / 31,8 / 31,8 mm	1.38 / 1.31 / 1.25" 35,1 / 33,3 / 31,8 mm	120-5690-FS	120-5691-FS	120-5690-RS	120-5691-RS

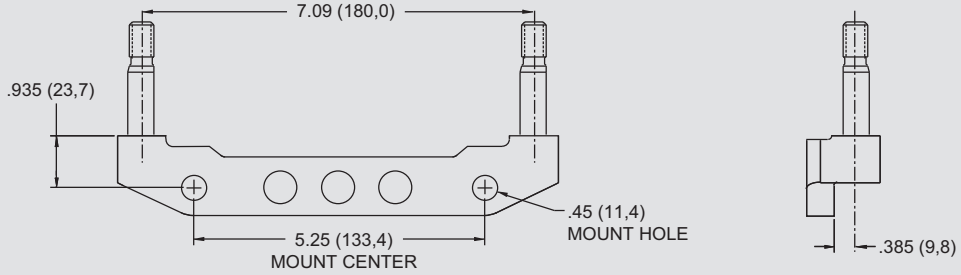
CALIPER MOUNTING BRACKET KIT 7.09" (180,0) RADIAL TO 5.25" (133,4) GT LUG
ALUMINUM BRACKET P/N: 250-5687
STEEL BRACKET P/N: 250-7423

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(FS = FRONT SIDE MOUNT, RS = REAR SIDE MOUNT)

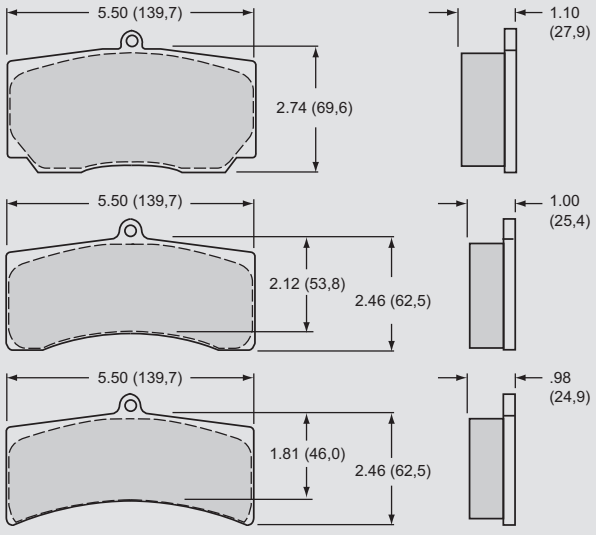
INTEGRA 6R RADIAL MOUNT CALIPER, MOUNTING DIMENSIONS:



RADIAL CALIPER TO LUG MOUNT ADAPTER BRACKET, P/N 250-5687 - ALUMINUM, OR 250-7423 - STEEL:



INTEGRA 6R BRAKE PAD TYPE 9625 - VOLUME = 7.2 CU. IN. / 9725 - VOLUME = 8.0 CU. IN. / 9828 - VIOLUME = 10.4 CU. IN.:



HP CONFIGURATION

AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5741K	9828 A PolyMatrix
15H - 8110K	9828 H PolyMatrix

IP CONFIGURATION

AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5740K	9725 A PolyMatrix
15H - 8109K	9725 H PolyMatrix

LP CONFIGURATION

AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5765K	9625 A PolyMatrix

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	THERMLOCK PISTON	SQ RING KIT (6 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (2 PK)	SELF-BLEED TUBE (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)	MOUNT BOLT AND SHIM KIT
120-5690	200-7402 (1.25") 200-7398 (1.62")	130-5660	220-0627	190-5310	190-5144	230-5004	300-5710 (R/H) 300-5711 (L/H)	230-7031
120-5691	200-7402 (1.25") 200-7398 (1.62")	130-5660	220-0627	190-5310	190-5144	230-5004	300-5710 (R/H) 300-5711 (L/H)	230-7031

Brakes are critical safety components, see warnings and disclaimer on page 129

GN III AND GN III/ST CALIPERS

Caliper Highlights:

Wilwood's **GN III** is a time proven caliper that has been widely used with 5 on 5 hubs for stock car, road course, and off-road competition. The 3.50" mount configuration (also available in 6.00" mount) incorporates this legacy of enduring performance, with options available for the latest brake system heat management technology.

Black

3.50" mount with taller height for 12.19" rotors. The new generation GN III uses the same popular 3.50" mounting pattern found on the Superlite caliper series, but are built with a taller mounting height. This feature accommodates the installation of 12.19" diameter rotors on the same spindle brackets used with a Superlite caliper and 11.75" diameter rotor. The GN III can be run with either a 1.25" or 1.38" thick rotor. This makes it possible to run three different bolt-on brake setups, without the need for bracket changes on the spindle.

High strength, low deflection, and superior stopping power. Each GN III is manufactured from a precision casting using a tight grained, high-density aircraft alloy. It is a two-piece, closed bridge design with grade 8 thru-bolts and external stiffening ribs. The GN III utilizes a unique six-piston configuration that generates high clamping force with balanced loading for extremely even pad wear. The 1.75" / 1.38" / 1.38" bore pattern contains a total of 5.44 square inches of effective piston clamp area. This makes the GN III one of the largest calipers available, with weights starting at 5.94 pounds. The caliper bridges are fitted with stainless steel plates to reduce wear and provide smooth pad operation. Dual center bridge bolts add to the overall caliper strength and provide positive retention for the top loaded pads. Dollar for dollar, this combination is unmatched for high strength, low deflection, and superior stopping power.

Thermlock® or stainless steel pistons. The standard GN III uses six stainless steel cup pistons. Stainless is used for its slow heat transfer properties and high corrosion resistance. The GN III/ST models feature Wilwood's exclusive **Thermlock®** pistons to minimize the direct heat transfer from the pads. These pistons can reduce caliper temperatures by more than 30% over stainless steel pistons, without the need for fluid recirculation systems. Fluid temperatures are reduced, seal life is extended, and caliper service life is prolonged with less distortion and reduced wear in the piston bores. Cooler temperatures translate into maximum performance and ultimate reliability over the longest run. **Thermlock® pistons are also available for the 6.00" mount, see page 119 for details**. Using EXP 600 Plus racing brake fluid will guarantee success with trouble free performance in all extreme conditions.

Big pad volume. The 3.50" or 6.00" mount GN III calipers use the 7520 style pad. The longer and wider pad face provides a full two cubic increase in pad volume over a 7320 style Superlite pad. Larger pads mean longer wear and additional heat resistance in extreme duty conditions. Four brake compounds are available to match brake torque and heat range requirements on any application.

3.50" MOUNT GN III WITH STAINLESS STEEL PISTONS ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.75 / 1.38 / 1.38"	1.25 - 1.38"	120-6478-FS	120-6479-FS	120-6478-RS	120-6479-RS
47,8 / 44,5 / 44,5 mm	31,8 - 35,1 mm				

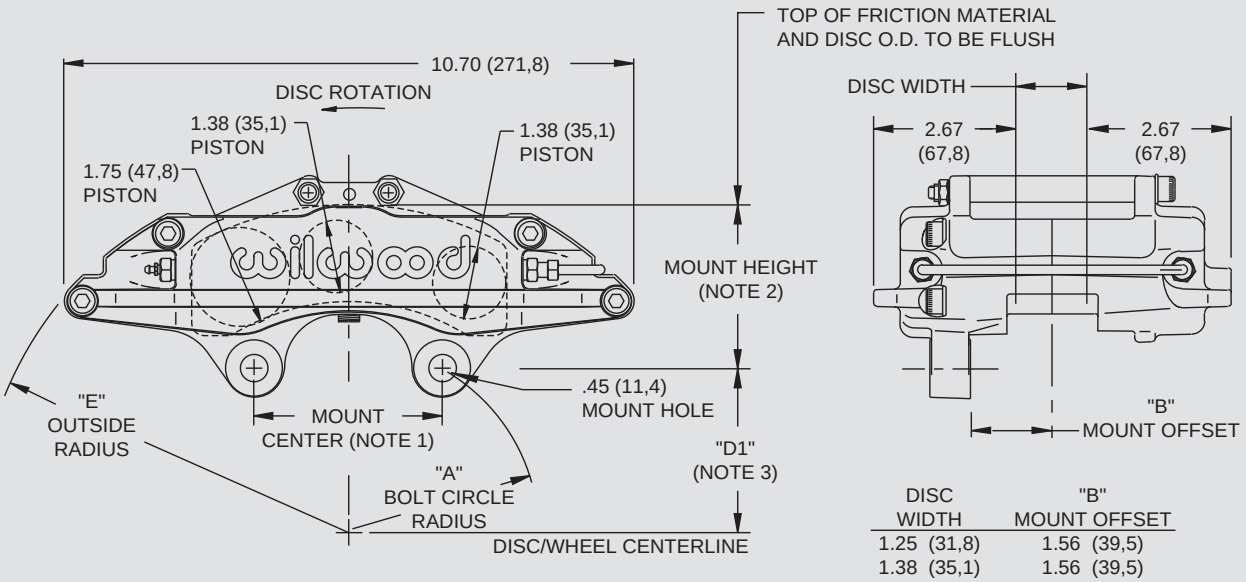
6.00" MOUNT GN III WITH STAINLESS STEEL PISTONS ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.75 / 1.38 / 1.38"	1.38"	120-3030-FS	120-3031-FS	120-3030-RS	120-3031-RS
47,8 / 44,5 / 44,5 mm	35,1 mm				

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION (FS = FRONT SIDE MOUNT, RS = REAR SIDE MOUNT)

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

GN III CALIPER, MOUNTING DIMENSIONS:



DISC WIDTH	"B" MOUNT OFFSET
1.25 (31,8)	1.56 (39,5)
1.38 (35,1)	1.56 (39,5)

NOTE 1: MOUNT CENTERS 3.50" (88,9) OR 6.00" (152,4)

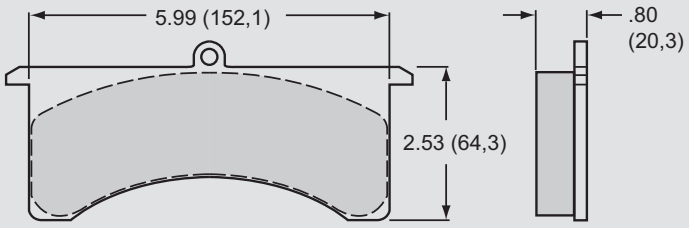
NOTE 2: 3.07" (77,9) FOR 3.50" MOUNT CENTER MODELS
3.11" (79,0) FOR 6.00" MOUNT CENTER MODELS

NOTE 3: 3.50" MOUNT "D1" = (DISC DIAMETER/2) - 3.07 (77,9)
6.00" MOUNT "D1" = (DISC DIAMETER/2) - 3.11 (79,0)

NOTE 4: RIGHT HAND, REAR MOUNT CALIPER SHOWN
INLET FITTING: 1/8-27 NPT

DISC DIAMETER	"A" BOLT CIRCLE RADIUS 3.50" MOUNT	6.00" MOUNT	"E" OUTSIDE RADIUS
12.19 (309,6)	3.50 (88,9)	4.23 (107,4)	6.92 (175,8)
12.72 (323,1)		4.42 (112,3)	7.10 (180,3)
13.00 (330,2)		4.53 (115,1)	7.19 (182,6)

GN III BRAKE PAD TYPE 7520 - PAD VOLUME = 6.9 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5736K	7520 A PolyMatrix
15B - 3993K	7520 B PolyMatrix
15E - 6101K	7520 E PolyMatrix
15Q - 6879K	7520 Q PolyMatrix
150 - 9425K	7520 10 BP-10 Smart Pad
150 - 9417K	7520 20 BP-20 Smart Pad

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (6 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	SELF-BLEED TUBE (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)	COTTER PINS (10 PK)
120-3030	200-7516 (1.38") 200-7531 (1.75")	130-3084	220-0627	190-3664	190-3615	230-3029	300-3053	180-0053
120-3031	200-7516 (1.38") 200-7531 (1.75")	130-3084	220-0627	190-3664	190-3615	230-3029	300-3053	180-0053
120-6478	200-7516 (1.38") 200-7531 (1.75")	130-3084	220-0627	190-3664	190-3615	230-3029	300-3053	180-0053
120-6479	200-7516 (1.38") 200-7531 (1.75")	130-3084	220-0627	190-3664	190-3615	230-3029	300-3053	180-0053

TC 6R FORGED RADIAL MOUNT CALIPER

Caliper Highlights:

The **TC 6R** Radial Mount Caliper represents a complete new generation of refinement in Big Brake Technology from Wilwood. Six stainless pistons captured within a massive high strength forged aluminum body generate the stopping power and durability to stylishly handle the heavy loads of custom late model trucks and sport utility vehicles.

TC 6R calipers are stress flow forged from premium grade, billet aluminum alloy blanks. FEA structural analysis technology was employed to develop a design that minimizes weight, and maximizes rigidity against deflection. The expanded bridge radius easily accommodates 1.38" thick rotors up to a full 16 inches in diameter. The bodies are joined and reinforced through the bridge with six high strength coated steel alloy bolts. Cross bridge bolts add strength against deflection and body separation at high pressures and heavy loads. Steel insert plates protect the bridges against wear and gouging from the load bearing edges of the brake pads.

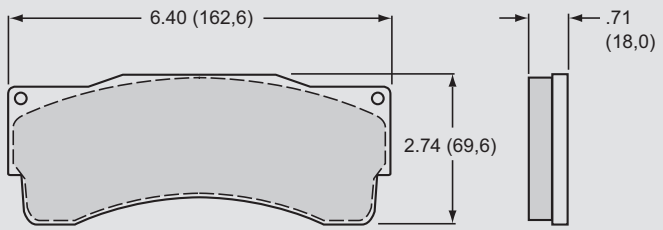
The **TC 6R**, starting at 8.66 pounds, generates unmatched pad clamping efficiency through six thick walled stainless steel pistons. Heavier piston walls add a measure of strength against deflection or distortion in heavy load conditions. Stainless steel is used to resist corrosion and reduce the heat being transferred from the pads into the caliper body, seals, and fluid. The differential piston bore design is taken from Wilwood racing caliper technology. Clamping pressure is proportionately distributed to provide balanced pad loading with even wear properties at all loads and temperatures. The piston bore volumes are configured for matched compatibility with the output capacities of the OE master cylinder and power boost systems.

The total **TC 6R** package is capped off with rubber dampened fluid transfer tubes, recessed two-piece bleed screws, and bridge mounted pad-dampening springs. Pad dampening springs reduce vibration, road rattle, and many of the engagement harmonics that can cause squeal or other harsh brake noise. Choices of either a signature high luster anodized Wilwood black, or a special multi-process gloss red coating, enhance the pure stopping power of the **TC 6R** with high tech style and a total custom look inside the wheels.

CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.88 / 1.62 / 1.62” 47,8 / 41,1 / 41,1 mm	1.38” 35,1 mm	120-8909-FS(2)	120-8910-FS(2)	120-8909-RS(2)	120-8910-RS(2)
1.75 / 1.38 / 1.38” 44,5 / 35,1 / 35,1 mm	1.38” 35,1 mm	120-8907-FS(2)	120-8908-FS(2)	120-8907-RS(2)	120-8908-RS(2)
1.62 / 1.12 / 1.12” 41,1 / 28,4 / 28,4 mm	1.25” 31,8 mm	120-9138-FS(2)	120-9139-FS(2)	120-9138-RS(2)	120-9139-RS(2)

BILLET TC 6R BRAKE PAD TYPE 6318 - PAD VOLUME = 6.3 CU. IN.:

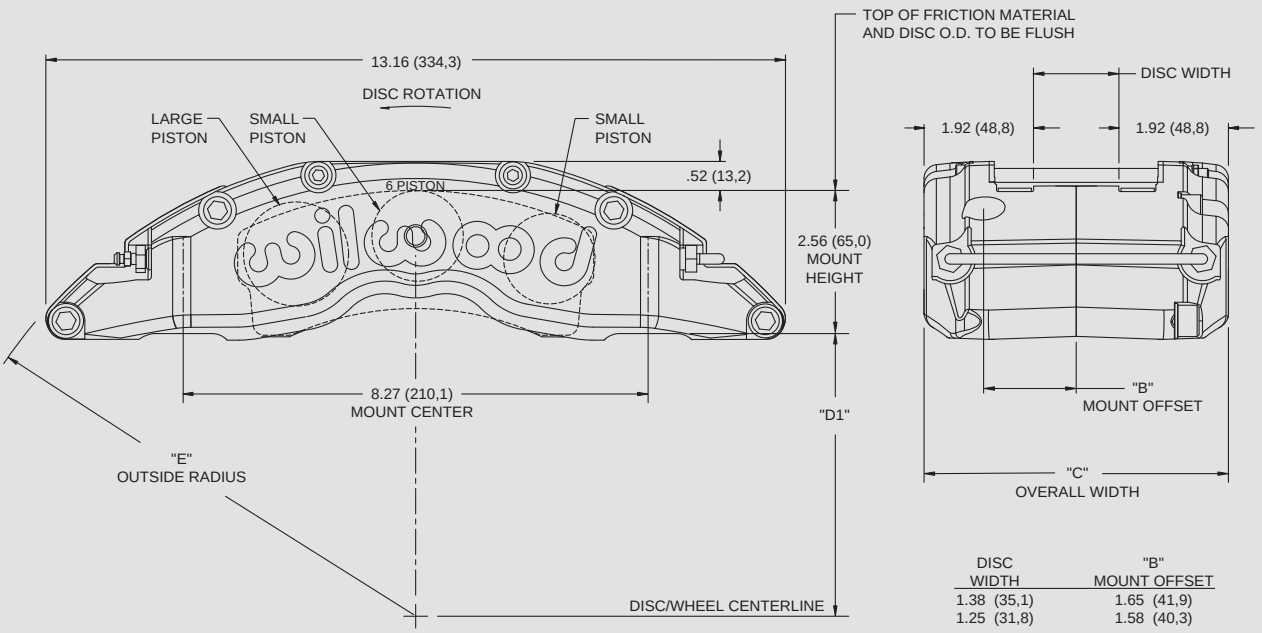


AXLE SET P/N	PAD TYPE / COMPOUND
15Q-8823K	6318 Q PolyMatrix
150-9118K	6318 10 BP-10 Smart Pad
150-9411K	6318 20 BP-20 Smart Pad

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) AVAILABLE RED, ADD “R” TO END OF PART NUMBER WHEN ORDERING

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

BILLET TC 6R CALIPER, MOUNTING DIMENSIONS:



DISC WIDTH	"B" MOUNT OFFSET
1.38 (35,1)	1.65 (41,9)
1.25 (31,8)	1.58 (40,3)

DIMENSIONS "D1" = (DISC DIAMETER/2) - 2.56 (65,0)

NOTE:
RIGHT HAND REAR MOUNT CALIPER SHOWN
INLET FITTING: 1/8-27 NPT

DISC DIAMETER	"E" OUTSIDE RADIUS	"C" OVERALL WIDTH
16.00 (406,4)	8.81 (223,8)	5.41 (137,4)
14.00 (355,6)	8.14 (206,8)	5.29 (134,4)

RADIAL CALIPER ADAPTER BRACKETS:

Radial mount adapter brackets are used in Wilwood brake kits to provide a secure and precise method of attaching the TC 6R caliper to the factory mount bosses on the original spindle. For a list of specific available applications, consult the Wilwood Bolt-On Brake Kit catalog, or visit the kit section of our website @ www.wilwood.com.

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (6 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)
120-8907	200-7528 (1.75") 200-7518 (1.38")	130-3084	220-6069	190-9172	230-9171	300-8893 (R/H) 300-8894 (L/H)
120-8908	200-7528 (1.75") 200-7518 (1.38")	130-3084	220-6069	190-9172	230-9171	300-8893 (R/H) 300-8894 (L/H)
120-8909	200-9060 (1.88") 200-7520 (1.62")	130-9173	220-6069	190-9172	230-9171	300-8893 (R/H) 300-8894 (L/H)
120-8910	200-9060 (1.88") 200-7520 (1.62")	130-9173	220-6069	190-9172	230-9171	300-8893 (R/H) 300-8894 (L/H)
120-9138	200-7520 (1.62") 200-8439 (1.12")	130-5972	220-6069	190-9201	230-9200	300-8893 (R/H) 300-8894 (L/H)
120-9139	200-7520 (1.62") 200-8439 (1.12")	130-5972	220-6069	190-9201	230-9200	300-8893 (R/H) 300-8894 (L/H)

Brakes are critical safety components, see warnings and disclaimer on page 129

W6A / W4A RADIAL MOUNT CALIPERS

Caliper Highlights:

The **W6A** forged six piston caliper and **W4A** four piston caliper deliver heavy duty stopping power for the road or track. Both calipers incorporate race technology into a body design with widespread adaptability. Radial mounting, two options for piston volume, and a rotor diameter ranging from 12.19" to 14.25" give these calipers the versatility necessary to suit all types of heavy weight braking requirements.

Black Red

The **W6A/W4A** body is the product of FEA computer design and stress flow forging technology. FEA technology allows the designer to test the prototype in a computer environment to determine the optimal structural design within the dimensional parameters of the component. Stress flow forging produces a part with the internal grain structure of the metal aligned in the direction of the flow of the body contour. The results are a caliper with superior clamping efficiency and ultimate strength against fatigue, stresses, and distortion under load.

These calipers generates big brake clamping force with six or four differential bore stainless steel pistons. Stainless steel is used for its high resistance to corrosion and low thermal conductivity that reduces the heat transfer from the pads. The differential bore pattern balances pad loading to help maintain even pad wear. High temperature bore seals provide long service life and maintain their resilience to provide positive piston retraction on release. Two options for overall piston volume make it simple to match the calipers with master cylinder output and rear caliper size for correct bias proportioning.

The performance of the **W6A/W4A** is enhanced with SRS bridge plates, snap-ring locked pad retainer pins, recessed two-piece bleed screw assemblies and dampen mounted fluid transfer tubes. SRS bridge plates eliminate all bridge wear caused by pad gouging. The spring-loaded action of the plates also eliminates pad rattle. Snap ring clips lock the pad pins in place to provide positive retention and allow easy service without caliper removal. The bleed screws are recess mounted for protection against impact and debris. The fluid tubes are dampen mounted to protect them from fatigue or damage from vibration or debris. Calipers are anodized in high luster black to protect from corrosion and maintain their high-tech appearance. The **W6A/W4A** is also available with a gloss red finish or other custom Wilwood color by order.

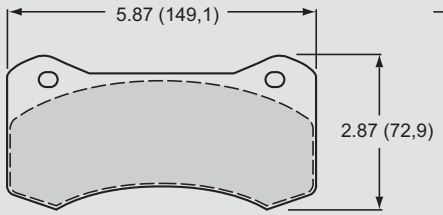
W6A CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	REAR MOUNT PART NUMBER RH	REAR MOUNT PART NUMBER LH
1.75 / 1.38 / 1.38” 44,5 / 35,1 / 35,1 mm	1.25” 31,8 mm	120-9398-RS(2)	120-9399-RS(2)
1.62 / 1.12 / 1.12” 41,1 / 28,4 / 28,4 mm	1.25” 31,8 mm	120-9402-RS(2)	120-9403-RS(2)
1.62 / 1.12 / 1.12” 41,1 / 28,4 / 28,4 mm	1.25” 31,8 mm	120-10224-RS(2,3)	120-10225-RS(2,3)

W4A CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	REAR MOUNT PART NUMBER RH	REAR MOUNT PART NUMBER LH
1.88 / 1.62” 47,8 / 41,1 mm	1.25” 31,8 mm	120-9679-RS(2)	120-9680-RS(2)
1.62 / 1.38” 41,1 / 35,1 mm	1.25” 31,8 mm	120-9681-RS(2)	120-9682-RS(2)

W6A / W4A BRAKE PAD TYPE 6617 - PAD VOLUME = 5.2 CU. IN.:

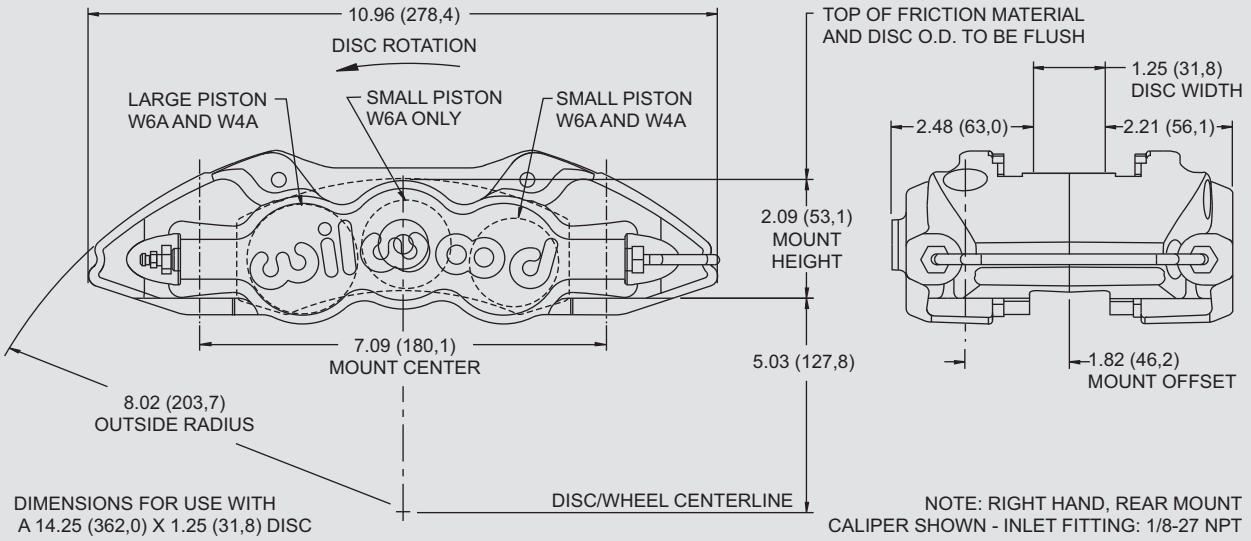


AXLE SET P/N	PAD TYPE / COMPOUND
15A - 9977K	6617 A PolyMatrix
15B - 9978K	6617 B PolyMatrix
15H - 9979K	6617 H PolyMatrix
150 - 9488K	6617 10 BP-10 Smart Pad
150 - 9489K	6617 20 BP-20 Smart Pad
150 - 9980K	6617 30 BP-30 Smart Pad

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) AVAILABLE RED, ADD “R” TO END OF PART NUMBER WHEN ORDERING. FOR OTHER CUSTOM WILWOOD COLORS, CONTACT THE FACTORY.
(3) THESE CALIPERS COME WITH THERMLOCK PISTONS.

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

W6A / W4A CALIPER, MOUNTING DIMENSIONS:



RADIAL CALIPER ADAPTER BRACKETS:

Radial mount adapter brackets are used in Wilwood brake kits to provide a secure and precise method of attaching the W6A / W4A caliper to the factory mount bosses on the original spindle. For a list of specific available applications, consult the Wilwood Bolt-On Brake Kit catalog, or visit the kit section of our website @ www.wilwood.com.

W6A CALIPER SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (6 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (2 PK)	PAD RETAINING KIT (2 PK)	BRIDGE WEAR PLATE (EA)
120-9398	200-7531 (1.75") 200-7516 (1.38")	130-3084	220-6069	190-9875	180-9874	300-5876
120-9399	200-7531 (1.75") 200-7516 (1.38")	130-3084	220-6069	190-9875	180-9874	300-5876
120-9402	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-9875	180-9874	300-5876
120-9403	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-9875	180-9874	300-5876
120-10224	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-9875	180-9874	300-5876
120-10225	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-9875	180-9874	300-5876

W4A CALIPER SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (2 PK)	PAD RETAINER KIT (2 PK)	BRIDGE WEAR PLATE (EA)
120-9679	200-7521 (1.88") 200-7519 (1.62")	130-5100	220-6069	190-9875	180-9874	300-5876
120-9680	200-7521 (1.88") 200-7519 (1.62")	130-5100	220-6069	190-9875	180-9874	300-5876
120-9681	200-7519 (1.62") 200-7516 (1.38")	130-9873	220-6069	190-9875	180-9874	300-5876
120-9682	200-7519 (1.62") 200-7516 (1.38")	130-9873	220-6069	190-9875	180-9874	300-5876

BILLET SUPERLITE SL6R RADIAL MOUNT CALIPERS

Caliper Highlights:

The billet **SL6R** series adds the versatility and convenience of radial mounting to this widely popular caliper group. Radial mounting simplifies adaptation and provides two planes of adjustment for accurate alignment over the disc. These calipers integrate "Big Brake" style with Wilwood's latest technology to generate big stopping power in extreme environments over a broad range of vehicle applications.

The key to the superior performance of the **SL6R** comes from the extremely durable and efficient body design. Starting at 4.84 pounds it is the product of computer generated solid modeling and FEA stress analysis technology. Full length stiffening ribs and a reinforced radial transition from the piston bore housings to the closed end bridges has produced the strongest SL caliper bodies ever built. When compared to open bridge calipers that use tube or stand spacers between the body halves, the closed end bridge design is measurably stronger with less separation or deflection under load. Additional strength and resistance to deflection comes from the four high-strength steel end bridge bolts. A fifth center bridge bolt provides even more overall strength and easy access to the pads without the need to remove the caliper from the mount.

A unique six-piston differential bore configuration provides balanced loading for even pad wear in sustained high heat environments. The standard **SL6R** calipers feature one-piece stainless steel pistons. Stainless is used for its slow heat transfer properties and high resistance to corrosion. The **SL6R/ST** models feature Wilwood's exclusive Thermlock pistons. This multi-part piston design creates a highly efficient thermal barrier to further reduce heat transfer from the pads to caliper body, seals, and fluid. Cooler temperatures translate to longer service life and less chance for heat induced pedal fade.

In addition, each **SL6R** is equipped with SRS bridge plates. SRS plates eliminate all bridge wear caused by pad gouging and extend the service life of the caliper. The spring-loaded action of the SRS plates also eliminates pad rattle and dampens the harmonic vibrations that contribute to pad squeal. Two piece bleed screws and dampened fluid tubes are recess mounted to shield them from track debris and other potential damage sources. High temperature, square faced bore seals provide the largest possible sealing area and controlled piston retraction on release. The full range of Wilwood pad compounds is available to match the brake response and heat range of any competition or sports driving application.

BILLET SL6R AND SL6R/ST:

Black Red

Calipers in this group feature a full width reinforced rib outboard body for maximum strength when caliper to hub or caliper to wheel clearance is not an issue. These calipers are primarily used for asphalt stock cars, road racing, and other competition applications with small 5 on 5 or other OE type lug patterns. The caliper bridge radius will clear rotors from 11.75" to 13.00" in overall diameter. Each caliper in this group uses 7420 type 20mm thick pads. Specific mounting and body width dimensions can be found in the chart on page 16.

SL6R WITH STAINLESS STEEL PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.25" 31,8 mm	120-6115-FS(2,3)	120-6116-FS(2,3)	120-6115-RS(2,3)	120-6116-RS(2,3)
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.00" 25,4 mm	120-6113-FS	120-6114-FS	120-6113-RS	120-6114-RS
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.25" 31,8 mm	120-6111-FS(3)	120-6112-FS(3)	120-6111-RS(3)	120-6112-RS(3)

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) AVAILABLE IN RED, ADD "R" TO END OF PART NUMBER WHEN ORDERING
(3) THESE CALIPERS MAY ALSO BE USED WITH 1.10" THICK ROTORS AND 7416 TYPE 16MM THICK PADS
FS = FRONT SIDE MOUNT, RS = REAR SIDE MOUNT, SI = SIDE INLET

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

SL6R/ST WITH THERMLOCK® PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.25" 31,8 mm	120-6143-FS	120-6144-FS	120-6143-RS	120-6144-RS
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.25" 31,8 mm	—	—	—	120-6201-SI
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.00" 25,4 mm	120-6141-FS	120-6142-FS	120-6141-RS	120-6142-RS

BILLET SL6R AND SL6R/ST WITH NARROWED OUTBOARD BODY:

Calipers in this group feature a reduced width outboard body to provide additional clearance between the caliper face and the wheel or hub. These calipers were originally built for use with wide 5 hubs, but have found their way to OE performance "Big Brake" conversions, road racing, and other close fit wheel applications. The caliper bridge radius will clear rotors from 11.75" to 13.00" in overall diameter. Each caliper in this group uses 7420 type 20mm thick pads. Specific mounting and body width dimensions can be found in the chart on page 16.

Black

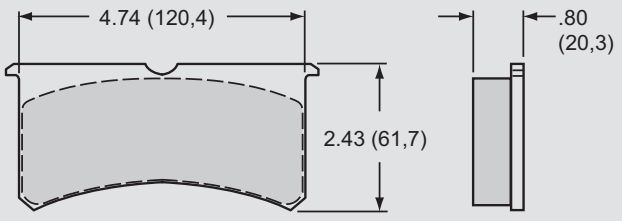
NARROW SL6R WITH STAINLESS STEEL PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.25" 31,8 mm	120-7761-FS	120-7762-FS	120-7761-RS	120-7762-RS

NARROW SL6R WITH THERMLOCK® PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.25" 31,8 mm	120-6385-FS	120-6386-FS	120-6385-RS	120-6386-RS

SL6R BRAKE PAD TYPE 7420 - PAD VOLUME = 4.9 CU. IN.:

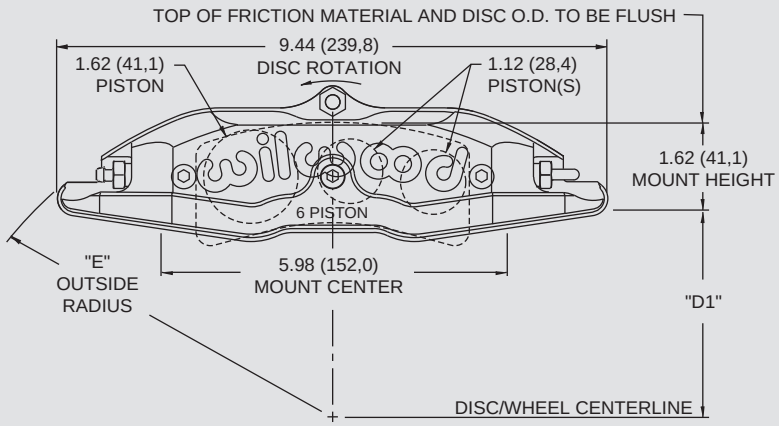


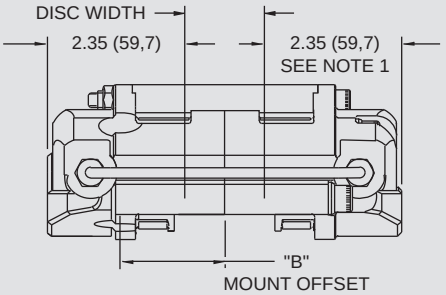
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5938K	7420 A PolyMatrix
15B - 5939K	7420 B PolyMatrix
15C - 6853K	7420 C PolyMatrix
15E - 6084K	7420 E PolyMatrix
15H - 8114K	7420 H PolyMatrix
15Q - 6829K	7420 Q PolyMatrix
150 - 8854K	7420 10 BP-10 Smart Pad
150 - 9416K	7420 20 BP-20 Smart Pad
150 - 9864K	7420 30 BP-30 Smart Pad
150 - 8323K	7420 SM For Titanium Rotor

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) THESE CALIPERS MAY ALSO BE USED WITH 1.10" THICK ROTORS AND 7416 TYPE 16MM THICK PADS
FS = FRONT SIDE MOUNT, RS = REAR SIDE MOUNT, SI = SIDE INLET

BILLET SUPERLITE SL6R RADIAL MOUNT CALIPERS

SL6R CALIPER, MOUNTING DIMENSIONS:





DISC WIDTH	"B" MOUNT OFFSET
1.38 (35,1)	1.80 (45,7)
1.25 (31,8)	1.80 (45,7)
1.10 (27,9)	1.70 (43,2)
1.00 (25,4)	1.70 (43,2)
.81 (20,6)	1.58 (40,1)

DISC DIAMETER	"E" OUTSIDE RADIUS
11.75 (298,5)	6.65 (168,9)
12.19 (309,6)	6.81 (173,0)
12.72 (323,1)	7.00 (177,8)
12.88 (327,2)	7.07 (179,6)
13.00 (330,2)	7.13 (181,1)

DIMENSION "D1" = (DISC DIAMETER/2) - 1.62 (41,1)

NOTE 1: DIMENSION FOR WIDE 5 HUB APPLICATION IS 2.13 (54,1)

NOTE 2: RIGHT HAND REAR MOUNT CALIPER SHOWN.

INLET FITTING: 1/8-27 NPT
RADIAL MOUNT BRACKETS ARE AVAILABLE

THERMLOCK T2 SHORT TRACK PISTON:

Wilwood's unique **Thermlock® T2** Short Track Piston is standard in our **STR** calipers, for complete details and a cross-section line drawing, please refer to page 109.

1.62" (41,9 mm) Diameter - Order P/N: 200-7553
1.12" (28,4 mm) Diameter - Order P/N: 200-7556

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (6 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	SELF-BLEED TUBE (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)
120-6111	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5973	—	230-5976	300-5922 (R/H) 300-5923 (L/H)
120-6112	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5973	—	230-5976	300-5922 (R/H) 300-5923 (L/H)
120-6113	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5974	—	230-5977	300-5922 (R/H) 300-5923 (L/H)
120-6114	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5974	—	230-5977	300-5922 (R/H) 300-5923 (L/H)
120-6115	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6116	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6141	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5974	—	230-5977	300-5922 (R/H) 300-5923 (L/H)
120-6142	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5974	—	230-5977	300-5922 (R/H) 300-5923 (L/H)
120-6143	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6144	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6201-SI	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6385	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6386	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-7761	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-7762	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)

BILLET SUPERLITE 4R/ST RADIAL MOUNT CALIPER

Caliper Highlights:

The **Billet Superlite 4R/ST** is an extremely rigid, four piston, radial mount design that incorporates Wilwood's latest technology in brake system heat management. With its small piston volumes and large pad capacity, it is ideally suited for rear brake applications in severe duty oval track and road course competition.

Black

The **BSL4R/ST** body is a product of FEA design and stress analysis technology. It is configured for use with 1.25" thick rotors and the substantial pad volume of the 7420 style brake pad. Starting at 5.32 pounds it is the perfect balance between high strength, low deflection, and overall lightweight. Each caliper is fitted with stainless steel pad load plates to reduce wear and provide the smoothest pad operation. A center bridge bolt adds to overall caliper strength and gives easy access to the top loaded pads.

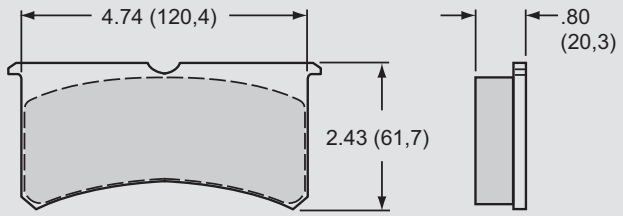
Thermlock® **T1** pistons are used to minimize the direct heat transfer from the brake pads. This configuration has been documented to reduce caliper temperatures by more than 30% without the need for fluid recirculation systems. Use EXP 600 Plus racing brake fluid to guarantee trouble free performance in all extreme conditions.

BSLR bracket kits are used to install the **BSLR4/ST** calipers in place of most 3.50" lug mount calipers. Radial mounting simplifies service in the field and the bracket kits provide two planes of adjustment for precise alignment over the disc.

CALIPER ORDERING INFORMATION:(1)

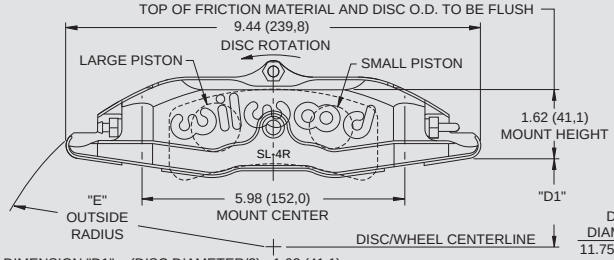
BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.3 /1.12" (44,5/28,4)	1.25" 31,8 mm	120-6541-FS	120-6542-FS	120-6541-RS	120-6542-RS
1.25/1.12" (31,8/28,4)	1.25" 31,8 mm	120-6543-FS	120-6544-FS	120-6543-RS	120-6544-RS

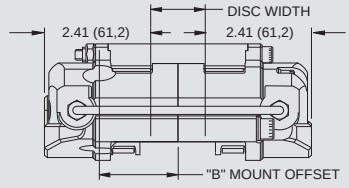
SL4R/ST BRAKE PAD TYPE 7420 - PAD VOLUME = 4.9 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5938K	7420 A PolyMatrix
15B - 5939K	7420 B PolyMatrix
15C - 6853K	7420 C PolyMatrix
15E - 6084K	7420 E PolyMatrix
15H - 8114K	7420 H PolyMatrix
15Q - 6829K	7420 Q PolyMatrix
150 - 8854K	7420 10 BP-10 Smart Pad
150 - 9416K	7420 20 BP-20 Smart Pad
150 - 9864K	7420 30 BP-30 Smart Pad
150 - 8323K	7420 SM For Titanium Rotor

BILLET SUPERLITE 4R/ST RADIAL MOUNT CALIPER, MOUNTING DIMENSIONS:





DIMENSION "D1" = (DISC DIAMETER/2) - 1.62 (41,1)

NOTE: RIGHT HAND REAR MOUNT CALIPER SHOWN. LEFT HAND CALIPER HAS BLEED SCREW AND CROSSOVER TUBE REVERSED.

INLET FITTING: 1/8-27 NPT

DISC DIAMETER	"E" OUTSIDE RADIUS	DISC WIDTH	"B" MOUNT OFFSET
11.75 (298,5)	6.65 (168,9)	1.25 (31,8)	1.80 (45,7)
12.19 (309,6)	6.81 (173,0)		
12.72 (323,1)	7.00 (177,8)		
12.88 (327,2)	7.07 (179,6)		
13.00 (330,2)	7.13 (181,1)		

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	SELF-BLEED TUBE (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)
120-6541	200-7554 (1.38") 200-7556 (1.12")	130-7218	220-6069	190-5975	190-8310	230-5976	300-5922 (R/H) 300-5923 (L/H)
120-6542	200-7554 (1.38") 200-7556 (1.12")	130-7218	220-6069	190-5975	190-8310	230-5976	300-5922 (R/H) 300-5923 (L/H)
120-6543	200-7555 (1.25") 200-7556 (1.12")	130-7221	220-6069	190-5975	190-8310	230-5976	300-5922 (R/H) 300-5923 (L/H)
120-6544	200-7555 (1.25") 200-7556 (1.12")	130-7221	220-6069	190-5975	190-8310	230-5976	300-5922 (R/H) 300-5923 (L/H)

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION

BILLET SL6R/4R RADIAL MOUNT CALIPERS FOR 14" DISCS

Caliper Highlights:

These specially configured **Superlite SL6R/4R** narrow body caliper features an increased bridge radius to allow proper pad alignment and bridge clearance for use with 13.00" to 14.00" diameter rotors. A special body design is used with 16mm pads to provide the narrowest possible profile for tight clearance applications. Radial mounting simplifies adaptation and provides two planes of adjustment for accurate alignment over the disc.

SL6R Caliper Shown

Black Red Blue

A key to the superior performance of the **SL6R/4R** comes from the extremely durable, efficient and lightweight body design. Starting at 4.50 pounds it is the product of computer generated solid modeling and FEA stress analysis technology. A reinforced radial transition from the piston bore housings to the closed end bridges has produced the strongest SL caliper bodies ever built. Additional strength and resistance to deflection comes from the four high-strength steel end bridge bolts. A fifth center bridge bolt provides even more overall strength and easy access to the pads without the need to remove the caliper from the mount.

SL6R calipers are assembled with one-piece stainless steel pistons and high temperature, square faced bore seals. Stainless pistons are used for their slow heat transfer properties and high resistance to corrosion. Slow heat transfer reduces the potential for heat related pedal fade and increases the service life of the fluid and seals. The high temperature square faced bore seals have the largest possible sealing area and provide controlled piston retraction on release. The differential bore six-piston configuration distributes the clamping load over the length of the pad to promote even pad wear in the highest temperature environments. This is especially beneficial to vehicles that often realize high temperatures during hard braking.

SL4R calipers come with machined aluminum pistons and rubber dust boots. Aluminum is lightweight with high resistance to corrosion and fast heat dissipation. The dust boots seal out debris to keep the pistons and caliper bores running smooth. High temperature square faced bore seals have the largest possible sealing area and provide controlled piston retraction. Three piston bore options are available to match the fluid and brake clamping bias requirements of any custom vehicle application.

In addition, each **SL6R/4R** is equipped with SRS bridge plates. SRS plates eliminate bridge wear caused by pad gouging. The spring-loaded action of the SRS plates also eliminates pad rattle and dampens pad squeal. Two piece bleed screws and dampened fluid tubes are recess mounted to shield them from track debris and other potential damage sources. A full range of brake pad compounds is available to match the brake response and heat range of any competition or sports driving application.

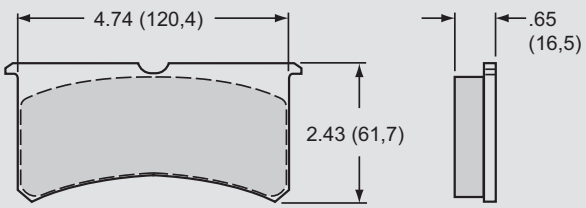
SL6R CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.25" 31,8 mm	120-8000-FS(2,3)	120-8001-FS(2,3)	120-8000-RS(2,3)	120-8001-RS(2,3)
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.10" 27,9 mm	120-8079-FS(2,3)	120-8080-FS(2,3)	120-8079-RS(2,3)	120-8080-RS(2,3)

SL4R CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	PART NUMBER
1.75" 44,5 mm	1.25" 31,8 mm	120-8071-R/L(2)
1.75" 44,5 mm	1.10" 27,9 mm	120-8070-R/L(2)
1.38" 35,0 mm	1.25" 31,8 mm	120-8065-R/L
1.38" 35,0 mm	1.10" 27,9 mm	120-8064-R/L(2)
1.25" 31,8 mm	1.25" 31,8 mm	120-8063-R/L
1.25" 31,8 mm	1.10" 27,9 mm	120-8062-R/L(2,3)

SL6R / SL4R BRAKE PAD TYPE 7416 - PAD VOLUME = 3.8 CU. IN.:

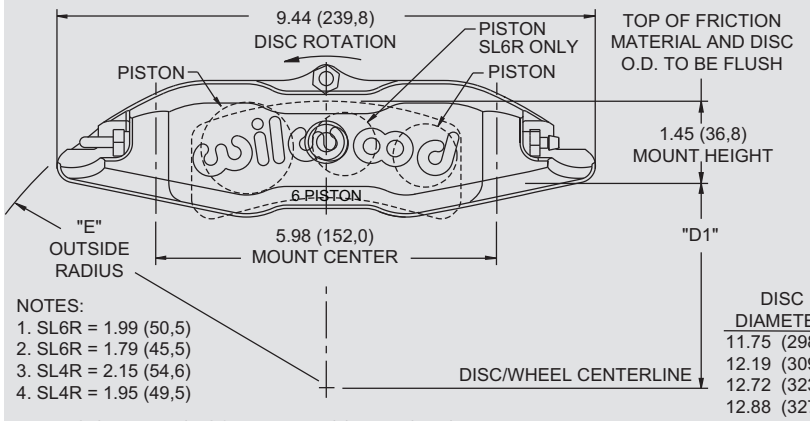


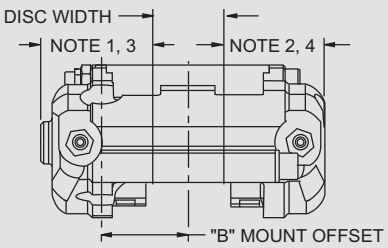
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 6704K	7416 A PolyMatrix
15B - 6705K	7416 B PolyMatrix
15E - 6707K	7416 E PolyMatrix
15H - 8546K	7416 H PolyMatrix
15Q - 6828K	7416 Q PolyMatrix
150 - 8855K	7416 10 BP-10 Smart Pad
150 - 9415K	7416 20 BP-20 Smart Pad

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) AVAILABLE RED, ADD "R" TO END OF PART NUMBER WHEN ORDERING
(3) AVAILABLE BLUE, ADD "B" TO END OF PART NUMBER WHEN ORDERING

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

BILLET NARROW SUPERLITE 6R / SUPERLITE 4R CALIPER, MOUNTING DIMENSIONS:





NOTES:
1. SL6R = 1.99 (50,5)
2. SL6R = 1.79 (45,5)
3. SL4R = 2.15 (54,6)
4. SL4R = 1.95 (49,5)

DISC DIAMETER	"E" OUTSIDE RADIUS	DISC WIDTH	"B" MOUNT OFFSET
11.75 (298,5)	6.77 (172,0)	1.25 (31,8)	1.52 (38,7)
12.19 (309,6)	6.94 (176,3)	1.10 (27,9)	1.43 (36,3)
12.72 (323,1)	7.16 (141,1)		
12.88 (327,2)	7.23 (183,6)		
13.00 (330,2)	7.29 (185,2)		
14.00 (355,6)	7.75 (196,8)		

DIMENSION "D1" = (DISC DIAMETER/2) - 1.45 (36,8)
RIGHT HAND REAR MOUNT CALIPER SHOWN. INLET FITTING: 1/8-27 NPT
RADIAL MOUNT BRACKETS ARE AVAILABLE

RADIAL CALIPER ADAPTER BRACKETS:

Radial mount adapter brackets are used in Wilwood brake kits to provide a secure and precise method of attaching the SL 6R / SL 4R caliper to the factory mount bosses on the original spindle. For a list of specific available applications, consult the Wilwood Bolt-On Brake Kit catalog, or visit the kit section of our website @ www.wilwood.com.

SL6R CALIPER SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (6 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)
120-8000	200-7520 (1.62") 200-8439 (1.12")	130-5972	220-6069	190-8369	230-7049	300-6595 (R/H) 300-6596 (L/H)
120-8001	200-7520 (1.62") 200-8439 (1.12")	130-5972	220-6069	190-8369	230-7049	300-6595 (R/H) 300-6596 (L/H)
120-8079	200-7520 (1.62") 200-8439 (1.12")	130-5972	220-6069	190-7711	230-7710	300-6595 (R/H) 300-6596 (L/H)
120-8080	200-7520 (1.62") 200-8439 (1.12")	130-5972	220-6069	190-7711	230-7710	300-6595 (R/H) 300-6596 (L/H)

SL4R CALIPER SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	DUST BOOT (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)
120-8062	200-7318 (1.25")	130-2479	220-6069	190-7711	210-7210	230-7710	300-6595 (R/H) 300-6596 (L/H)
120-8063	200-7318 (1.25")	130-2479	220-6069	190-8369	210-7210	230-7049	300-6595 (R/H) 300-6596 (L/H)
120-8064	200-7319 (1.38")	130-2658	220-6069	190-7711	210-7210	230-7710	300-6595 (R/H) 300-6596 (L/H)
120-8065	200-7319 (1.38")	130-2658	220-6069	190-8369	210-7210	230-7049	300-6595 (R/H) 300-6596 (L/H)
120-8070	200-7322 (1.75")	130-2655	220-6069	190-7711	210-7210	230-7710	300-6595 (R/H) 300-6596 (L/H)
120-8071	200-7322 (1.75")	130-2655	220-6069	190-8369	210-7210	230-7049	300-6595 (R/H) 300-6596 (L/H)

BILLET SUPERLITE SL6 LUG MOUNT CALIPERS

Caliper Highlights:

The billet **SL6** series integrates "Big Brake" style and Wilwood's latest technology into the traditional 3.50" centered lug mount Superlite caliper category. Each caliper is precision CNC machined from high strength billet into three specialized configurations that cover a broad range of competition and sports driving applications.

The key to the superior performance of the **SL6** comes from the extremely durable, efficient and lightweight body design. Starting at 5.06, pounds it is the product of computer generated solid modeling and FEA stress analysis technology. Full length stiffening ribs and a reinforced radial transition from the piston bore housings to the closed end bridges have produced the strongest Superlite caliper bodies ever built. When compared to open bridge calipers that use tube or stand spacers between the body halves, the closed end bridge design is measurably stronger with less separation or deflection under load. Additional strength and resistance to deflection comes from the four high-strength steel end bridge bolts. A fifth center bridge bolt provides even more overall strength and easy access to the pads without the need to remove the caliper from the mount.

A unique six-piston differential bore configuration provides balanced loading for even pad wear in sustained high heat environments. The standard **SL6** calipers feature one-piece stainless steel pistons. Stainless is used for its slow heat transfer properties and high resistance to corrosion. The **SL6/ST** models feature Wilwood's exclusive **Thermlock®** pistons. This multi-part piston design creates a highly efficient thermal barrier to further reduce heat transfer from the pads to the caliper body, seals, and fluid. Cooler temperatures translate to longer service life and less chance for heat induced pedal fade.

In addition, each **SL6** is equipped with SRS bridge plates. SRS plates eliminate all bridge wear caused by pad gouging and extend the service life of the caliper. The spring-loaded action of the SRS plates also eliminates pad rattle and dampens the harmonic vibrations that contribute to pad squeal. Two piece bleed screws and dampened fluid tubes are recess mounted to shield them from track debris and other potential damage sources. High temperature, square faced bore seals provide the largest possible sealing area and controlled piston retraction on release. The full range of Wilwood pad compounds is available to match the brake response and heat range of any competition or sports driving application.

BILLET SL6 AND SL6/ST:

Black

Calipers in this group feature a full width reinforced rib outboard body for maximum strength when caliper to hub or caliper to wheel clearance is not an issue. These calipers are primarily used for asphalt stock cars, road racing, and other competition applications with small 5 on 5 or other OE type lug patterns. The caliper bridge radius will clear rotors from 11.75" to 13.00" in overall diameter. Each caliper in this group uses 7420 type 20mm thick pads. Specific mounting and body width dimensions can be found in the chart on page 22.

SL6 WITH STAINLESS STEEL PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.25" 31,8 mm	120-5960-FS	120-5961-FS	120-5960-RS	120-5961-RS
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.00" 25,4 mm	120-5958-FS	120-5959-FS	120-5958-RS	120-5959-RS
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	.81" 20,6 mm	120-5956-FS	120-5957-FS	120-5956-RS	120-5957-RS

SL6 WITH THERMLOCK® PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.25" 31,8 mm	120-6094-FS	120-6095-FS	120-6094-RS	120-6095-RS

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION • FS = FRONT SIDE MOUNT, RS = REAR SIDE MOUNT, SI = SIDE INLET

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

BILLET SL6 AND SL6/ST WITH NARROWED OUTBOARD BODY:

Calipers in this group feature a reduced width outboard body to provide additional clearance between the caliper face and the wheel or hub. These calipers were originally built for use with wide 5 hubs, but have found their way to other close fit wheel and hub applications. The caliper bridge radius will clear rotors from 11.75" to 13.00" in overall diameter. Each caliper in this group uses 7420 type 20mm thick pads. Specific mounting and body width dimensions can be found in the chart on page 26, with dimensional variations outlined in note 1.

Black

NARROWED SL6 WITH STAINLESS STEEL PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.25" 31,8 mm	120-6584-FS	120-6585-FS	120-6584-RS	120-6585-RS

SL6 WITH THERMLOCK® PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.25" 31,8 mm	120-6387-FS	120-6388-FS	120-6387-RS	120-6388-RS

NARROWED BODY SL6 FOR 16MM PADS:

Black Red Polished

Calipers in this group have the narrowest profile in the entire SL6 category. They are designed for use with 16mm thick 7416 type pads over 1.10" width rotors between 11.75" and 13.00" in diameter. These calipers are primarily used in OE performance "Big Brake" conversion kits and other custom applications with extreme space limitations. Fully polished calipers are also available for custom show car applications. Specific mounting and body width dimensions can be found in the chart on page 22, with dimensional variations outlined in note 2.

NARROWED BODY SL6 FOR 16MM PADS - BLACK CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.10" 27,9 mm	120-7228-FS(2)	120-7229-FS(2)	120-7228-RS(2)	120-7229-RS(2)

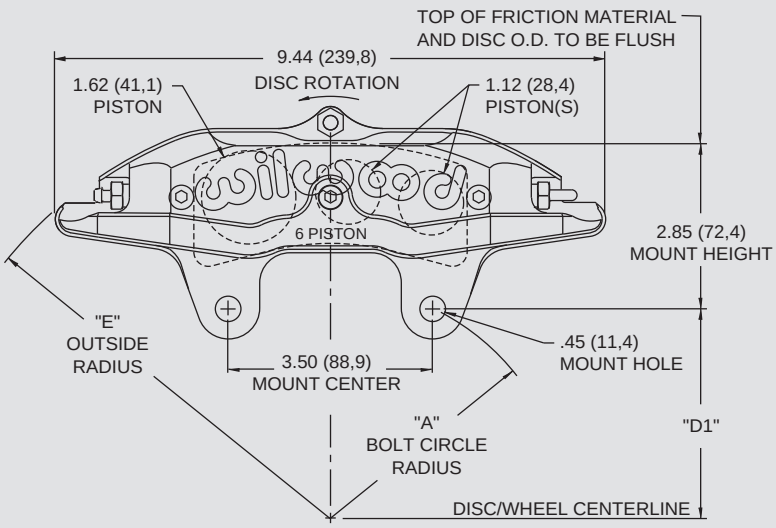
NARROWED BODY SL6 FOR 16MM PADS - POLISHED CALIPER ORDERING INFORMATION:(1)

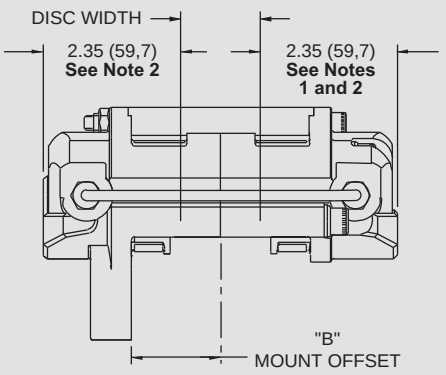
BORE SIZE	DISC WIDTH	REAR MOUNT PART NUMBER RH	REAR MOUNT PART NUMBER LH
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.10" 27,9 mm	120-7259-RSP	120-7260-RSP

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) AVAILABLE RED, ADD "R" TO END OF PART NUMBER WHEN ORDERING
FS = FRONT SIDE MOUNT, RS = REAR SIDE MOUNT, SI = SIDE INLET

BILLET SUPERLITE SL6 LUG MOUNT CALIPERS

SUPERLITE 6 LUG MOUNT CALIPER, MOUNTING DIMENSIONS:





DISC WIDTH	"B" MOUNT OFFSET	
1.38 (35,1)	1.54 (39,1)	
1.25 (31,8)	1.54 (39,1)	
1.10 (27,9)	1.44 (36,6)	Note 3
1.00 (25,4)	1.44 (36,6)	
.81 (20,6)	1.32 (33,5)	

DIMENSION "D1" = (DISC DIAMETER/2) - 2.85 (72,4)

NOTE 1: WIDTH DIMENSION ON NARROW OUTBOARD BODY CALIPER IS 2.13 (54,1)

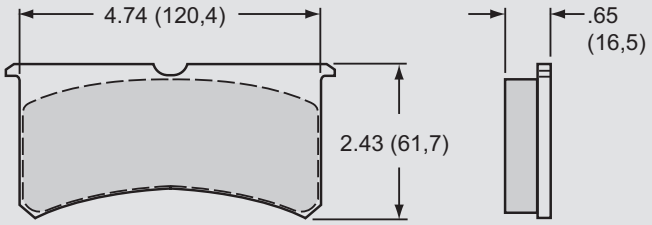
NOTE 2: WIDTH DIMENSION FOR NARROW BODY CALIPER FOR 16mm PADS IS 1.91 (48,5)

NOTE 3: MOUNT OFFSET DIMENSION FOR NARROW BODY FOR 16mm PADS IS IS 1.23 (31,2)

RIGHT HAND, REAR MOUNT CALIPER SHOWN.
INLET FITTING: 1/8-27 NPT.

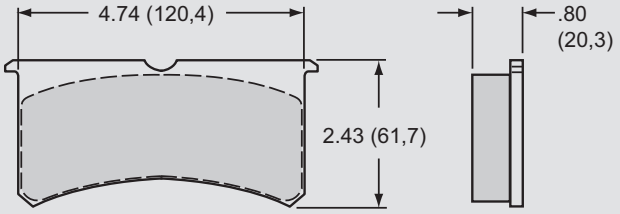
DISC DIAMETER	"A" BOLT CIRCLE RADIUS	"E" OUTSIDE RADIUS
11.75 (298,5)	3.49 (88,6)	6.65 (168,9)
12.19 (309,6)	3.69 (93,7)	6.81 (173,0)
12.72 (323,1)	3.92 (99,6)	7.00 (177,8)
12.88 (327,2)	3.99 (101,3)	7.08 (179,8)
13.00 (330,2)	4.05 (102,9)	7.13 (181,1)

SL6 BRAKE PAD TYPE 7416 - PAD VOLUME = 3.8 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 6704K	7416 A PolyMatrix
15B - 6705K	7416 B PolyMatrix
15E - 6707K	7416 E PolyMatrix
15H - 8546K	7416 H PolyMatrix
15Q - 6828K	7416 Q PolyMatrix
150 - 8855K	7416 10 BP-10 Smart Pad
150 - 9415K	7416 20 BP-20 Smart Pad

SL6 BRAKE PAD TYPE 7420 - PAD VOLUME = 4.9 CU. IN.:

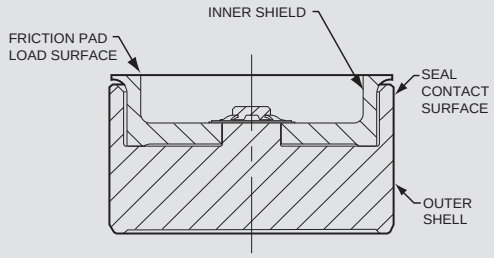


AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5938K	7420 A PolyMatrix
15B - 5939K	7420 B PolyMatrix
15C - 6853K	7420 C PolyMatrix
15E - 6084K	7420 E PolyMatrix
15H - 8114K	7420 H PolyMatrix
15Q - 6829K	7420 Q PolyMatrix
150 - 8854K	7420 10 BP-10 Smart Pad
150 - 9416K	7420 20 BP-20 Smart Pad
150 - 9864K	7420 30 BP-30 Smart Pad
150 - 8323K	7420 SM For Titanium Rotor

THERMLOCK T1 SHORT TRACK PISTON:

Wilwood's **Thermlock® T1** pistons incorporate a stainless steel shield and coated aluminum shell configuration to provide a highly efficient thermal barrier between the brake pads and the caliper body, seals, and fluid. Lower operating temperatures eliminate seal crystallization and localized fluid boiling while providing longer caliper service life through decreased distortion in the caliper body and piston bores. **Thermlock® T1** pistons are standard equipment in all "ST" designated calipers. They can also be ordered separately to update any existing stainless steel piston equipped caliper built for 7420 type 20mm pads. **Thermlock® T1** pistons are not compatible with the special narrow body calipers built for use with the 7416 type 16mm pads.

1.62" (41,1 mm) Diameter - Order P/N: 200-7553
1.12" (28,4 mm) Diameter - Order P/N: 200-7556



THERMLOCK T1 PISTON CROSS-SECTION

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (6 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	SELF-BLEED TUBE (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)
120-5956	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5973	—	230-5976	300-5922 (R/H) 300-5923 (L/H)
120-5957	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5973	—	230-5976	300-5922 (R/H) 300-5923 (L/H)
120-5958	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5974	—	230-5977	300-5922 (R/H) 300-5923 (L/H)
120-5959	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5974	—	230-5977	300-5922 (R/H) 300-5923 (L/H)
120-5960	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-5961	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6094	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6095	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6198-SI	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5973	—	230-5976	300-5922 (R/H) 300-5923 (L/H)
120-6199-SI	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6387	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6388	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6584	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6585	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-7228	200-7520 (1.62") 200-8439 (1.12")	130-5972	220-6069	190-7711	—	230-7710	300-6595 (R/H) 300-6596 (L/H)
120-7229	200-7520 (1.62") 200-8439 (1.12")	130-5972	220-6069	190-7711	—	230-7710	300-6595 (R/H) 300-6596 (L/H)
120-7259	200-7520 (1.62") 200-8439 (1.12")	130-5972	220-6069	190-7711	—	230-7709	300-6595 (R/H) 300-6596 (L/H)
120-7260	200-7520 (1.62") 200-8439 (1.12")	130-5972	220-6069	190-7711	—	230-7709	300-6595 (R/H) 300-6596 (L/H)

BILLET SUPERLITE 4 AND 4/ST LUG MOUNT CALIPERS

Caliper Highlights:

The billet **SL4** and **SL4/ST** calipers incorporate Wilwood's latest technology in a conventional 3.50" centered lug mount design, with weights starting at 4.94 pounds. This caliper series has been structurally designed for high clamping efficiency and low deflection in a body width compatible with all wide 5 and 5 x 5 style hubs. It is a direct replacement for all other Superlite style calipers.

Black

The **SL4** series bodies are the products of FEA solid modeling and stress analysis technology. A reinforced radial transition between the piston housing body and the solid bridge is combined with a full body length reinforcement rib to give this caliper the highest resistance to deflection and separation under load of any Superlite style caliper available. Four high strength steel bridge bolts and a fifth center bridge bolt further add to the superior clamping efficiency while providing easy access to the 7420 style pads.

All **SL4** series calipers use a big differential bore four-piston design. The 1.88" / 1.75" piston sizes provide the largest effective piston clamping area of any model in the Superlite series. The differential bore pattern uses the pressure variance between the bore sizes to compensate for the natural temperature changes cross the face of the pad and the natural tendencies for the pad to "self load" on the leading edge. The split balance of the pad loading promotes even pad wear in the higher temperature applications. Standard **SL4** models use one piece stainless steel pistons for their low heat transfer properties and their high resistance to corrosion. For the ultimate protection in extreme sustained high heat competition, **SL4/ST** models are equipped with Wilwood's exclusive **Thermlock®** pistons. This multi-part piston assembly provides a highly effective thermal barrier that reduces heat transfer from the pads to the fluid, seals, and caliper body by as much as 30%. Seal life and fluid performance is increased proportionately. High temperature square faced seals provide the largest possible sealing surface area with controlled piston retraction on release.

Every **SL4** and **SL4/ST** caliper incorporates new and adapted performance features from other Wilwood designs. Each caliper is equipped with replaceable SRS stainless steel bridge wear plates. SRS plates eliminate the bridge wear caused by pad gouging to extend the service life of the caliper. The spring-loaded action of the SRS plates eliminates pad rattle and dampens the vibration harmonics that contribute to pad squeal. The bodies are machined with recesses to protect the fluid crossover tubes and bleed screws. The fluid tubes are dampen mounted and two piece bleed screw assemblies assure reliability in harsh conditions and round out the total performance package. The full range of Wilwood brake pad compounds is available in the 7420 type pads to match the brake response and heat range of any competition application.

SUPERLITE 4/ST WITH THERMLOCK® PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.88 / 1.75” 47,8 / 44,5 mm	1.25” 31,8 mm	120-7570-FS	120-7571-FS	120-7570-RS	120-7571-RS

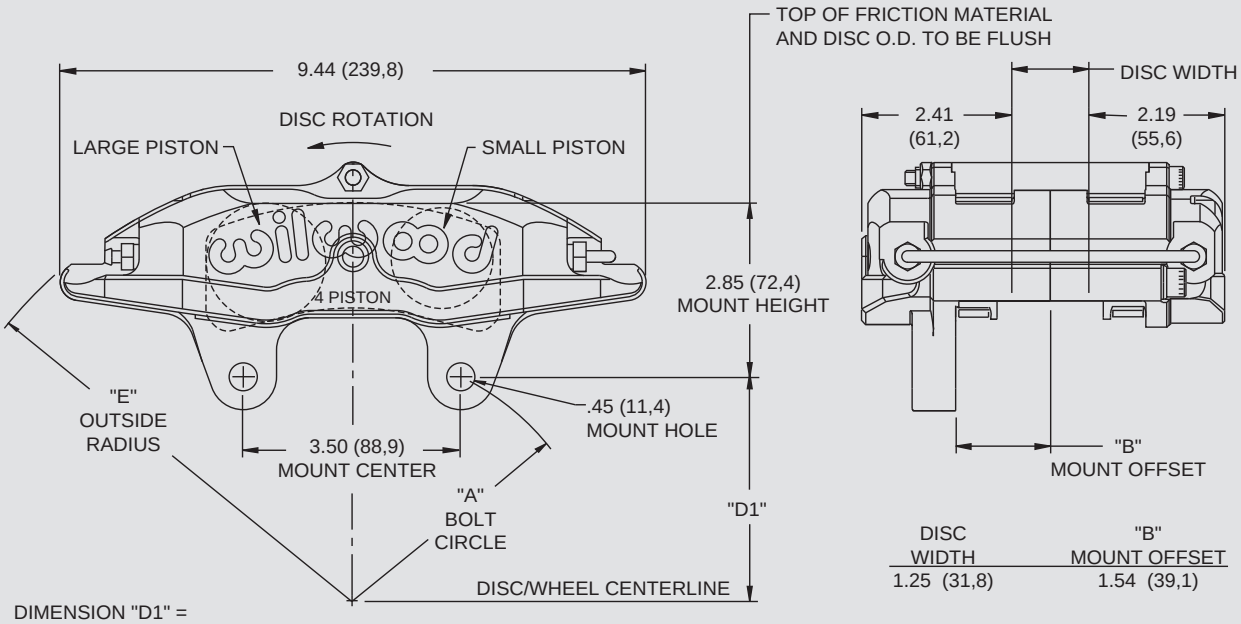
SUPERLITE 4/ST WITH STAINLESS STEEL PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.88 / 1.75” 47,8 / 44,5 mm	1.25” 31,8 mm	120-7568-FS	120-7569-FS	120-7568-RS	120-7569-RS

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

BILLET SUPERLITE 4 CALIPER, MOUNTING DIMENSIONS:



DISC WIDTH	"B" MOUNT OFFSET
1.25 (31,8)	1.54 (39,1)

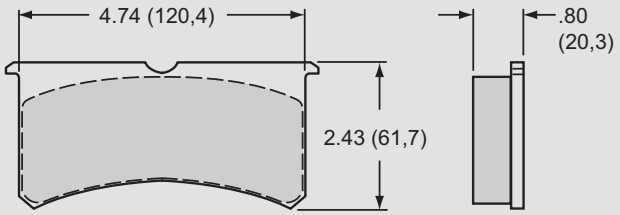
DIMENSION "D1" =
(DISC DIAMETER/2) - 2.85 (72,4)

NOTE: RIGHT HAND REAR MOUNT CALIPER SHOWN.
LEFT HAND CALIPER HAS BLEED SCREW
AND CROSSOVER TUBE REVERSED.

INLET FITTING: 1/8-27 NPT

DISC DIAMETER	"A" BOLT CIRCLE RADIUS	"E" OUTSIDE RADIUS
11.75 (298,5)	3.49 (88,6)	6.65 (168,9)
12.19 (309,6)	3.69 (93,7)	6.81 (173,0)
12.72 (323,1)	3.92 (99,6)	7.01 (178,0)
12.88 (327,2)	3.99 (101,3)	7.08 (179,8)
13.00 (330,2)	4.05 (102,9)	7.14 (181,4)

SUPERLITE 4 BRAKE PAD TYPE 7420 - PAD VOLUME = 4.9 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5938K	7420 A PolyMatrix
15B - 5939K	7420 B PolyMatrix
15C - 6853K	7420 C PolyMatrix
15E - 6084K	7420 E PolyMatrix
15H - 8114K	7420 H PolyMatrix
15Q - 6829K	7420 Q PolyMatrix
150 - 8854K	7420 10 BP-10 Smart Pad
150 - 9416K	7420 20 BP-20 Smart Pad
150 - 9864K	7420 30 BP-30 Smart Pad
150 - 8323K	7420 SM For Titanium Rotor

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	SELF-BLEED TUBE (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)
120-7568	200-7522 (1.88") 200-7532 (1.75")	130-2427	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-7569	200-7522 (1.88") 200-7532 (1.75")	130-2427	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-7570	200-7550 (1.88") 200-7551 (1.75")	130-2427	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-7571	200-7550 (1.88") 200-7551 (1.75")	130-2427	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)

Brakes are critical safety components, see warnings and disclaimer on page 129

FORGED BILLET SUPERLITE CALIPER

Caliper Highlights:

The Superlite caliper series has set the standard for many years in short track, late model, modified and open wheel competition. It has also enjoyed prominence in a variety of road-race, off-road, rally and sport driving applications. Starting at 4.40 pounds, the **Forged Billet Superlite (FSL)** is the newest innovation to this series from Wilwood. New and adaptive technologies have been applied providing substantial improvements in strength, fluid volume displacement, and overall performance.

Black Red

The most noteworthy feature of this new caliper design is the forging. Each body is stress-flow forged from premium grade aluminum alloy billets. Stress-flow forging re-aligns the metal's internal grain structure to flow within the contour of the caliper body. This process eliminates the stresses and interruptions to the internal grain structure that occur when machining a straight block billet. Simply stated, there is no better way to build a stronger aluminum caliper body.

The **FSL** body design is a highly efficient product of computer generated solid modeling and stress analysis technology. Each caliper features closed end bridges with a radial transition to the piston body housings. The elimination of machined steps and sharp shoulders in this critical area provides a measurable increase in overall body strength and resistance to deflection under load. Center bridge bolts replace cotter pins to provide additional support and allow quick access with positive brake pad retention. Clamping force, structural deflection, and volume displacement tests have proven the superior strength and efficiency of the **FSL**. On-track testing has proven driver satisfaction. The bottom line is better stopping power with less pedal travel.

The superior strength of this innovative new caliper is combined with proven performance features from other Wilwood designs. Each caliper is equipped with Wilwood's replaceable SRS stainless steel bridge plates. SRS plates eliminate the bridge wear caused by pad gouging and extend the service life of the caliper body. The spring-loading action of the SRS plates also eliminates pad rattle and dampens the vibration harmonics that contribute to squeal under braking. Other standard Wilwood features include high-temperature, square faced o-ring seals for positive sealing, controlled piston retraction, and long service life in high heat conditions. Stainless steel pistons are used to resist corrosion and retard heat transfer from the pads. Fluid tubes are vibration dampened to resist stress fractures and reduce damage caused by track debris. Two-piece bleed screw assemblies provide long, reliable service life and are easily replaced if necessary.

Forged Billet Superlite calipers are a direct replacement for all Wilwood Superlite and similar competitive brand calipers with 3.50" centered mounting tabs. Calipers are available in the popular 1.75", 1.62", 1.38", 1.25" and 1.12" piston sizes for .81", 1.10" and 1.25" rotor widths. **FSL** calipers use the same 7420 type bridge bolt brake pad used in all Superlite 6 piston calipers. The full range of PolyMatrix pad compounds is available to match brake response and heat range to any application.

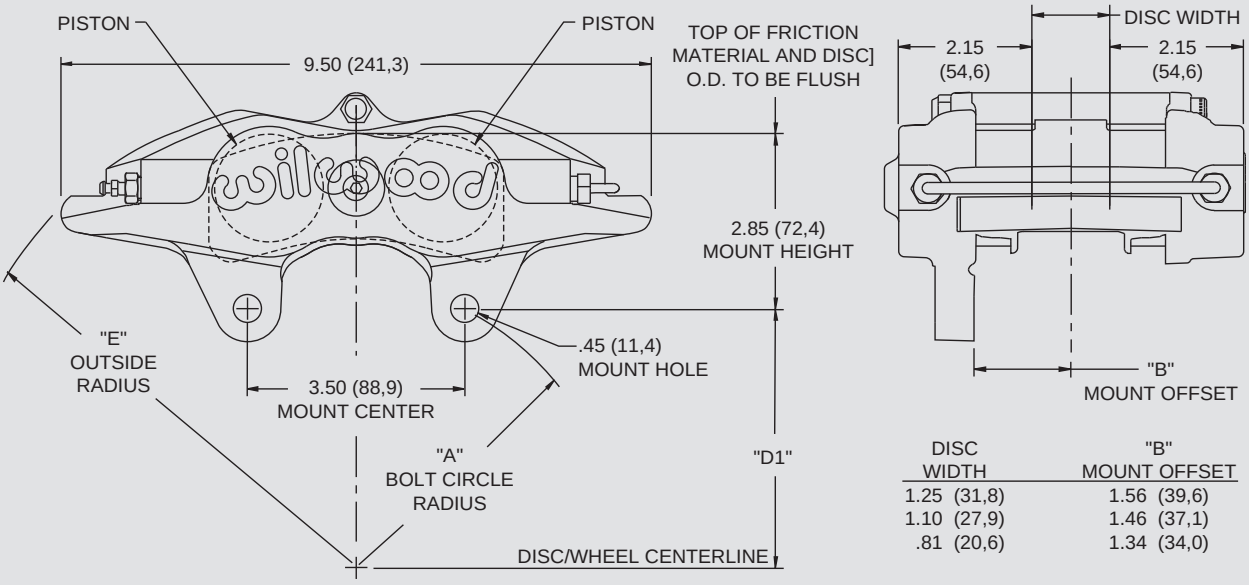
CALIPER ORDERING INFORMATION:(1)

BORE SIZE		DISC WIDTH		PART NUMBER
1.75”	44,5 mm	1.25”	31,8 mm	120-7429-R/L
1.75”	44,5 mm	1.10”	27,9 mm	120-7476-R/L
1.75”	44,5 mm	.81”	20,6 mm	120-7430-R/L
1.75”	44,5 mm	.81”	20,6 mm	120-7430-SI
1.62”	41,1 mm	1.25”	31,8 mm	120-8466-R/L
1.62”	41,1 mm	1.10	27,9 mm	120-8465-R/L
1.62”	41,1 mm	.81”	20,6 mm	120-8464-R/L(2)
1.38”	35,0 mm	1.25”	31,8 mm	120-7431-R/L
1.38”	35,0 mm	1.10”	27,9 mm	120-7477-R/L
1.38”	35,0 mm	.81”	20,6 mm	120-7432-R/L(2)
1.25”	31,8 mm	1.25”	31,8 mm	120-7792-R/L
1.25”	31,8 mm	.81”	20,6 mm	120-7794-R/L
1.12”	28,4 mm	1.25”	31,8 mm	120-8282-R/L
1.12”	28,4 mm	.81”	20,6 mm	120-8283-R/L

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION (SI = SIDE INLET)
(2) AVAILABLE RED, ADD “RD” TO END OF PART NUMBER WHEN ORDERING

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

FORGED BILLET SUPERLITE CALIPER, MOUNTING DIMENSIONS:



DISC WIDTH	"B" MOUNT OFFSET
1.25 (31,8)	1.56 (39,6)
1.10 (27,9)	1.46 (37,1)
.81 (20,6)	1.34 (34,0)

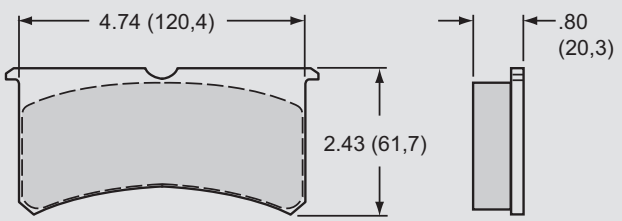
DIMENSION "D1" = (DISC DIAMETER/2) - 2.85 (72,4)

NOTE: RIGHT HAND CALIPER SHOWN. LEFT HAND CALIPER HAS BLEED SCREW AND CROSSOVER TUBE REVERSED.

INLET FITTING: 1/8-27 NPT

DISC DIAMETER	"A" BOLT CIRCLE RADIUS	"E" OUTSIDE RADIUS
11.75 (298,5)	3.50 (88,9)	6.69 (169,9)
12.19 (309,6)	3.69 (93,7)	6.85 (174,0)
12.72 (323,1)	3.92 (99,6)	7.05 (179,1)
12.88 (327,2)	4.00 (101,6)	7.12 (180,8)
13.00 (330,2)	4.05 (102,9)	7.18 (182,4)

FORGED BILLET SUPERLITE BRAKE PAD TYPE 7420 - PAD VOLUME = 4.9 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5938K	7420 A PolyMatrix
15B - 5939K	7420 B PolyMatrix
15C - 6853K	7420 C PolyMatrix
15E - 6084K	7420 E PolyMatrix
15H - 8114K	7420 H PolyMatrix
15Q - 6829K	7420 Q PolyMatrix
150 - 8854K	7420 10 BP-10 Smart Pad
150 - 9416K	7420 20 BP-20 Smart Pad
150 - 9864K	7420 30 BP-30 Smart Pad
150 - 8323K	7420 SM For Titanium Rotor

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	SELF BLEED TUBE (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE-R/L (EA)
120-7429	200-7531 (1.75")	130-2655	220-6069	190-5975	190-8310	230-7541	300-5922/23
120-7430	200-7531 (1.75")	130-2655	220-6069	190-5973	—	230-7539	300-5922/23
120-7431	200-7516 (1.38")	130-2658	220-6069	190-5975	190-8310	230-7541	300-5922/23
120-7432	200-7516 (1.38")	130-2658	220-6069	190-5973	—	230-7539	300-5922/23
120-7476	200-7531 (1.75")	130-2655	220-6069	190-5974	—	230-7540	300-5922/23
120-7477	200-7516 (1.38")	130-2658	220-6069	190-5974	—	230-7540	300-5922/23
120-7792	200-7514 (1.25")	130-2479	220-6069	190-5975	190-8310	230-7541	300-5922/23
120-7794	200-7514 (1.25")	130-2479	220-6069	190-5973	—	230-7539	300-5922/23
120-8282	200-7513 (1.12")	130-2579	220-6069	190-5975	190-8310	230-7541	300-5922/23
120-8283	200-7513 (1.12")	130-2579	220-6069	190-5973	—	230-7539	300-5922/23
120-8464	200-7519 (1.62")	130-4346	220-6069	190-5973	—	230-7539	300-5922/23
120-8465	200-7519 (1.62")	130-4346	220-6069	190-5974	—	230-7540	300-5922/23
120-8466	200-7519 (1.62")	130-4346	220-6069	190-5975	190-8310	230-7541	300-5922/23

FSL4 & FSL4/ST DIFFERENTIAL PISTON BORE CALIPER

Caliper Highlights:

The Superlite caliper series once again has a cutting-edge performer in the new differential piston bore version. Differential piston bores compensate for leading-edge mechanical loading and temperature variance across the pad face to reduce pad taper wear in sustained high temperature applications. **Thermlock®** pistons in the **FSL4/ST** and heavy wall stainless steel pistons in the **FSL4** models provide choices for two levels of protection against conductive heat transfer to the seals, fluid, and caliper body. Both the **FSL4** and **FSL4/ST** start at just 4.40 pounds.

Black

This caliper was designed for maximum structural efficiency utilizing computer generated solid modeling and FEA stress analysis design technology. The stress flow forging process aligns the internal grain structure for improved strength and durability over simple block billet machined components. Full width bridges featuring a radial transition from the piston housings are combined with center bridge bolts for maximum resistance against body deflection and separation under load.

The extreme duty **FSL4/ST** caliper model features **Thermlock®** pistons for the highest degree of protection against conductive heat transfer from the pads to the fluid, seals, and body. Average caliper temperatures are reduced by 25% over stainless pistons. The standard duty **FSL4** model is equipped with the industry's heaviest wall stainless steel pistons. These pistons eliminate high-pressure deflection while providing full resistance to corrosion and slower heat transfer over common steel or aluminum pistons.

The superior strength of this innovative new caliper is combined with proven performance features from other Wilwood designs. Each caliper is equipped with Wilwood's replaceable SRS stainless steel bridge plates. SRS plates eliminate the bridge wear caused by pad gouging and extend the service life of the caliper body. The spring-loading action of the SRS plates also eliminates pad rattle and dampens the vibration harmonics that contribute to squeal under braking. Other standard Wilwood features include high-temperature, square faced piston seals which provide a full contact sealing surface and maintain their resilience through long service cycles for effective and controlled piston retraction. Fluid transfer tubes are dampened and recess mounted to eliminate fatigue from vibration while adding protection against damage from track or road born debris. Center bridge bolts provide positive pad retention with easy access for service without caliper removal. Two-piece bleed screw assemblies provide long, reliable service life and are easily replaced if necessary.

Forged Billet Superlite differential piston bore calipers are a direct replacement for all Wilwood Superlite and similar competitive brand calipers with 3.50" centered mounting tabs. Calipers are available in the popular 1.88/1.75" piston sizes for .81", and 1.25" rotor widths. **FSL4/ST** calipers use the same 7420 type bridge bolt brake pad used in all Superlite 6 piston calipers. The full range of PolyMatrix and Wilwood BP series pad compounds are available to match brake response and heat range to any application.

FSL4 WITH THERMLOCK® PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.88 / 1.75" 47,8 / 44,5 mm	1.25" 31,8 mm	120-9579-RS	120-9580-RS
1.88 / 1.75" 47,8 / 44,5 mm	0.81" 20,6 mm	120-9577-RS	120-9578-RS

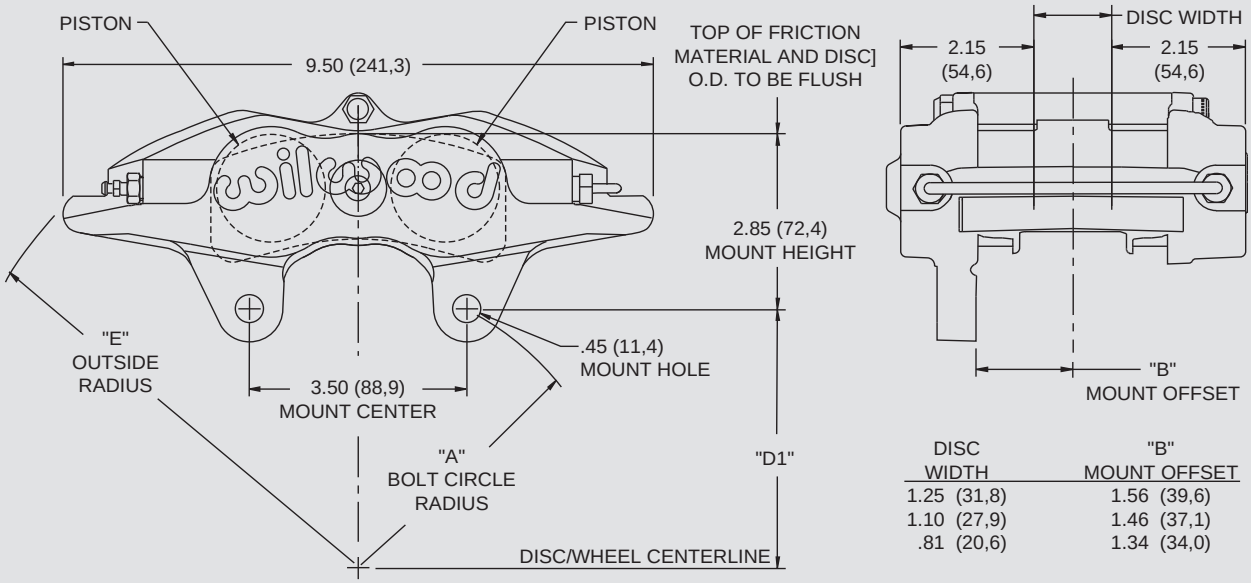
FSL4 WITH STAINLESS STEEL PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.88 / 1.75" 47,8 / 44,5 mm	1.25" 31,8 mm	120-9575-RS	120-9576-RS
1.88 / 1.75" 47,8 / 44,5 mm	0.81" 20,6 mm	120-9573-RS	120-9574-RS

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

FORGED BILLET SUPERLITE 4 CALIPER, MOUNTING DIMENSIONS:



DISC WIDTH	"B" MOUNT OFFSET
1.25 (31,8)	1.56 (39,6)
1.10 (27,9)	1.46 (37,1)
.81 (20,6)	1.34 (34,0)

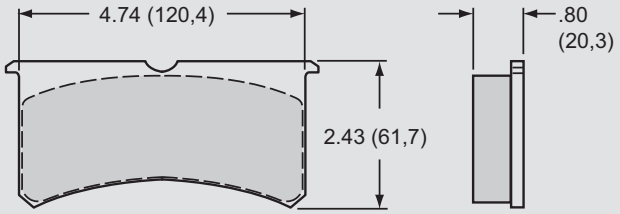
DIMENSION "D1" = (DISC DIAMETER/2) - 2.85 (72,4)

NOTE: RIGHT HAND CALIPER SHOWN. LEFT HAND CALIPER HAS BLEED SCREW AND CROSSOVER TUBE REVERSED.

INLET FITTING: 1/8-27 NPT

DISC DIAMETER	"A" BOLT CIRCLE RADIUS	"E" OUTSIDE RADIUS
11.75 (298,5)	3.50 (88,9)	6.69 (169,9)
12.19 (309,6)	3.69 (93,7)	6.85 (174,0)
12.72 (323,1)	3.92 (99,6)	7.05 (179,1)
12.88 (327,2)	4.00 (101,6)	7.12 (180,8)
13.00 (330,2)	4.05 (102,9)	7.18 (182,4)

FORGED BILLET SUPERLITE 4 BRAKE PAD TYPE 7420 - PAD VOLUME = 4.9 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5938K	7420 A PolyMatrix
15B - 5939K	7420 B PolyMatrix
15C - 6853K	7420 C PolyMatrix
15E - 6084K	7420 E PolyMatrix
15H - 8114K	7420 H PolyMatrix
15Q - 6829K	7420 Q PolyMatrix
150 - 8854K	7420 10 BP-10 Smart Pad
150 - 9416K	7420 20 BP-20 Smart Pad
150 - 9864K	7420 30 BP-30 Smart Pad
150 - 8323K	7420 SM For Titanium Rotor

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	SELF-BLEED TUBE (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)
120-9573	200-7521 (1.88") 200-7531 (1.75")	130-2427	220-6069	190-5973	—	230-7539	300-5922 (R/H) 300-5923 (L/H)
120-9574	200-7521 (1.88") 200-7531 (1.75")	130-2427	220-6069	190-5973	—	230-7539	300-5922 (R/H) 300-5923 (L/H)
120-9575	200-7521 (1.88") 200-7531 (1.75")	130-2427	220-6069	190-5975	190-8310	230-7541	300-5922 (R/H) 300-5923 (L/H)
120-9576	200-7521 (1.88") 200-7531 (1.75")	130-2427	220-6069	190-5975	190-8310	230-7541	300-5922 (R/H) 300-5923 (L/H)
120-9577	200-7550 (1.88") 200-7551 (1.75")	130-2427	220-6069	190-5973	—	230-7539	300-5922 (R/H) 300-5923 (L/H)
120-9578	200-7550 (1.88") 200-7551 (1.75")	130-2427	220-6069	190-5973	—	230-7539	300-5922 (R/H) 300-5923 (L/H)
120-9579	200-7550 (1.88") 200-7551 (1.75")	130-2427	220-6069	190-5975	190-8310	230-7541	300-5922 (R/H) 300-5923 (L/H)
120-9580	200-7550 (1.75") 200-7551 (1.75")	130-2427	220-6069	190-5975	190-8310	230-7541	300-5922 (R/H) 300-5923 (L/H)

Brakes are critical safety components, see warnings and disclaimer on page 129

IR-GT4R RADIAL MOUNT CALIPER

Caliper Highlights:

The **IR-GT4R Radial Mount Caliper** is a rigid, lightweight, four piston radial mount design. With smaller piston volumes and thick pad capability, it is suited for a variety of rear brake applications.

The body is a product of FEA design and stress analysis technology. The fully CNC machined billet body features a closed bridge with grade 8 though bolts. Starting at 2.66 pounds it is the perfect balance between strength, low deflection, and lightweight. Caliper is fitted with steel pad load plates to reduce wear and provide smooth pad operation. A center bridge bolt adds strength and gives easy access to the top loaded pads.

Black

PolyMatrix pads are available in several compounds to match brake torque and heat requirement to any competition application.

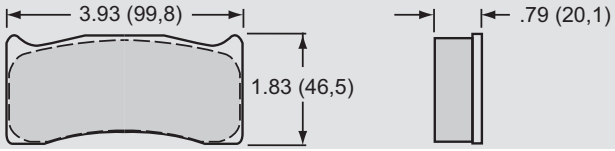
Stainless steel pistons are used for their slow heat transfer properties and high corrosion resistance. For extreme heat conditions, the **IR-GT4R** can be fitted with Wilwood's exclusive design. Using EXP 600 Plus racing brake fluid will guarantee the best performance in all conditions.

Bracket kits are used to install the calipers in place of most 3.50" lug mount calipers. Radial mounting simplifies service and the bracket kits provide two planes of adjustment for precise alignment over the disc. Bracket kits include the radial mount bracket, studs, locknuts, and caliper alignment shims.

CALIPER ORDERING INFORMATION:(1, 2, 3)

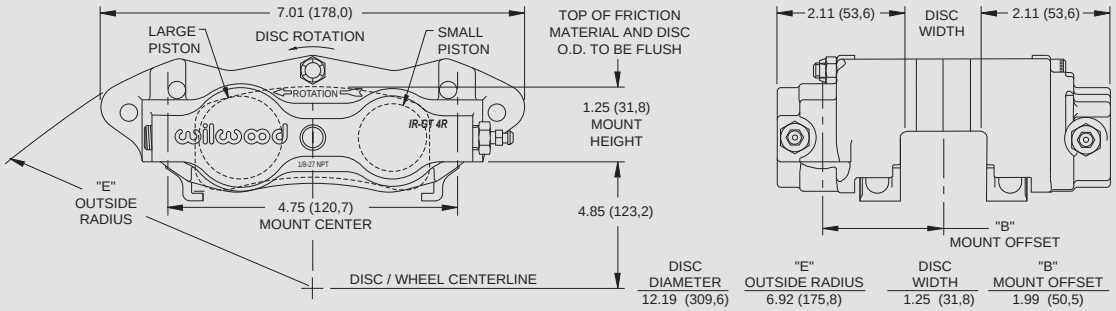
BORE SIZE	DISC WIDTH	FRONT MOUNT PART NUMBER RH	FRONT MOUNT PART NUMBER LH
1.38 / 1.12" (35,1 / 28,4 mm)	1.25" 31,8 mm	120-6604	120-6605
1.25 / 1.00" (31,8 / 25,4 mm)	1.25" 31,8 mm	120-6606	120-6607

IR-GT4R BRAKE PAD TYPE 7620 - PAD VOLUME = 3.5 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5772K	7620 A PolyMatrix
15C - 4721K	7620 C PolyMatrix
15H - 8112K	7620 H PolyMatrix
150 - 4717K	7620 Rapco Pad (.34"Thick)

IR-GT4R RADIAL MOUNT CALIPER, MOUNTING DIMENSIONS:



DISC DIAMETER	"E" OUTSIDE RADIUS	DISC WIDTH	"B" MOUNT OFFSET
12.19 (309,6)	6.92 (175,8)	1.25 (31,8)	1.99 (50,5)

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	BODY SEAL (EA)	BRIDGE WEAR PLATE (EA)
120-6604	200-7516 (1.38") 200-7513 (1.12")	130-7218	220-0627	210-2582	300-5066 (R/H) 300-5067 (L/H)
120-6605	200-7516 (1.38") 200-7513 (1.12")	130-7218	220-0627	210-2582	300-5066 (R/H) 300-5067 (L/H)
120-6606	200-4655 (1.25") 200-4657 (1.00")	130-7219	220-0627	210-2582	300-5066 (R/H) 300-5067 (L/H)
120-6607	200-4655 (1.25") 200-4657 (1.00")	130-7219	220-0627	210-2582	300-5066 (R/H) 300-5067 (L/H)

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) CALIPERS CAN BE CONVERTED FOR REAR MOUNTING BY EXCHANGING THE POSITION OF THE BLEED SCREWS AND PIPE PLUGS
(3) USE RADIAL MOUNT CALIPER BRACKET PART NUMBER 250-6625 FOR MOUNTING TO 3.50" BOLT SPACING AXLE MOUNTS

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

BILLET POWERLITE CALIPER

Caliper Highlights:

The **Powerlite** four piston radial mount caliper starts at 2.26 pounds with a sleek profile, superior strength, lightweight and durable in higher temperature situations. Easily adapted to a wide range of sports, rally, and off road driving applications.

Black

Strength comes from a combination of process and design. The process of stress-flow forging re-aligns the metal's grain structure within the contour of the caliper body. This eliminates the stresses and interruptions to the internal grain structure that occur when machining a straight block billet. The FEA generated radial transition design eliminates steps and shoulders in the area between the piston housing body and the caliper bridges. Incorporating a radius in this critical area substantially increases resistance to deflection and caliper separation under load.

The **Powerlite** uses a new 7912 type brake pad that is supported from the top by Quick-clip pad retainers. This eliminates the need for a pad support step in the bottom of the caliper and adds additional clearance for mounting closer to the hub on small wheel and rotor applications. The pad radius matches to rotor diameters between 9.45" (240,0 mm) and 11.75" (298,5 mm), and the caliper fits easily inside many 13.00" (330,2) wheel applications. The Quick-Clips also accommodate easy pad access without caliper removal. Brake pad compounds are available for the full range of sport and competition applications.

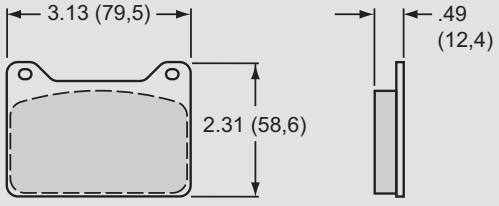
Every caliper is equipped with Wilwood's SRS stainless steel bridge plates. The SRS plates eliminate the bridge wear caused by pad gouging. The spring-loading action of the SRS plates also eliminates pad rattle and dampens the vibration harmonics that contribute to squeal under braking. Internal fluid passages eliminate the need for external tubes. Four corner bleed screws assure simple and effective air evacuation and allow one caliper to be mounted in of four positions.

Bracket kits are used to install the calipers in place of most lug mount calipers. Radial mounting simplifies service and the bracket kits provide two planes of adjustment for precise alignment over the disc. Bracket kits include the radial mount bracket, studs, locknuts, and caliper alignment shims.

CALIPER ORDERING INFORMATION:(1)

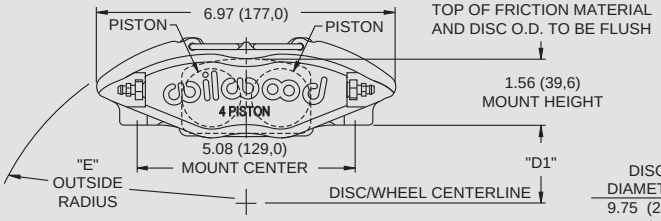
BORE SIZE		DISC WIDTH		PART NUMBER
1.38"	35,1 mm	.79" - .86"	20,1 - 21,8 mm	120-8729
1.38"	35,1 mm	.35" - .50"	8,9 - 12,7 mm	120-8726
1.25"	31,8 mm	.79" - .86"	20,1 - 21,8 mm	120-8728
1.25"	31,8 mm	.35" - .50"	8,9 - 12,7 mm	120-8725
1.00"	25,4 mm	.79" - .86"	20,1 - 21,8 mm	120-8727
1.00"	25,4 mm	.35" - .50"	8,9 - 12,7 mm	120-8724

POWERLITE BRAKE PAD TYPE 7912 - PAD VOLUME = 1.8 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 8809K	7912 A PolyMatrix
15B - 8949K	7912 B PolyMatrix
15E - 8810K	7912 E PolyMatrix
15H - 8811K	7912 H PolyMatrix
15Q - 8812K	7912 Q PolyMatrix
150 - 8813K	7912 10 BP-10 Smart Pad
150 - 9420K	7912 20 BP-20 Smart Pad

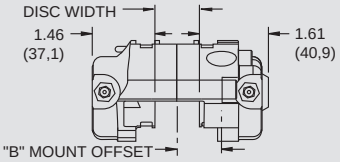
POWERLITE CALIPER, MOUNTING DIMENSIONS:



DIMENSION "D1" =
(DISC DIAMETER/2) - 1.56 (39,6)

INLET FITTING:1/8-27 NPT

DISC WIDTH	"B" MOUNT OFFSET
.35/.50 (8,9/12,7)	.85 (21,5)
.79/.85 (20,0/22,0)	1.03 (26,2)



DISC DIAMETER	"E" OUTSIDE RADIUS	"D1" DIMENSION
9.75 (247,7)	5.59 (142,0)	3.32 (84,3)
10.25 (260,4)	5.81 (147,5)	3.57 (90,7)
10.50 (266,7)	5.93 (150,5)	3.69 (93,7)
10.75 (273,0)	6.04 (153,5)	3.82 (97,0)
11.00 (279,4)	6.16 (156,5)	3.94 (100,1)

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING (4 PK)	BLEED SCREW KIT (4 PK)	BODY SEAL (EA)	BRIDGE WEAR PLATE (EA)	PAD RETAINER CLIP PIN (EA)
120-8724	200-8845 (1.00")	130-4320	220-6069	210-2582	300-5875	300-8697
120-8725	200-8844 (1.25")	130-2479	220-6069	210-2582	300-5875	300-8697
120-8726	200-8843 (1.38")	130-2658	220-6069	210-2582	300-5875	300-8697
120-8727	200-8845 (1.00")	130-4320	220-6069	210-2582	300-5875	300-8697
120-8728	200-8844 (1.25")	130-2479	220-6069	210-2582	300-5875	300-8697
120-8729	200-8843 (1.38")	130-2658	220-6069	210-2582	300-5875	300-8697

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION

Brakes are critical safety components, see warnings and disclaimer on page 129

DYNAPRO FORGED BILLET RADIAL MOUNT CALIPERS

Caliper Highlights:

DynaPro four piston radial mount calipers combine pure race technology with a new generation of Wilwood performance enhancements. The DynaPro combines the versatility of radial mounting with a sleek profile, superior strength, and extreme durability in adverse conditions. With an overall weight as light as 3.58 pounds, the DynaPro has become a favored choice for a broad range of sports, rally, and off-road driving applications.

Black Red

The strength of the DynaPro is a combination of process and design. The process of stess-flow forging re-aligns the internal grain structure of the metal to flow within the contour of the caliper body. This produces a part with superior strength over machined block billet parts or castings. The FEA generated body design features a radial transition between the piston bores and caliper bridges. This eliminates macined steps and shoulders in this critical strength area and substantially increases the resistance against deflection and body separation under high load. Structural deflection and volume displacement testing have proven the efficiency of this innovative design. The bottom line is a firm pedal with outstanding stopping power.

The DynaPro is available in four configurations. Standard calipers for rotors up to 12.19" feature dust-booted aluminum pistons for maximum protection against track or road born debris in low to intermediate temperature applications. A long radius version is available to accommodate rotors up to 13.00". Competition models use heavy wall stainless pistons to provide addition protection against corrosion and heat transfer from the pads. All DyanPro calipers can also be optioned with Thermlock pistons for maximum thermal protection in sustained high-heat applications. Optional side inlet calipers are available to simplify plumbing with inboard mounted brakes on live axles and independent suspension rears.

DynaPro calipers use type 7816 pads that are supported from the top by Quick-Clip pad retainers. Quick-Clips allow fast access to the pads for service without the need to dismount the caliper. The Quick-Clip design also allows additional inside radial clearance between the caliper body and the lug hub by eliminating the bottom pad support feet found on other caliper models. Side inlet DynaPros use additionally fortified bridge bolts in place of the Quick-Clips for the ultimate in secure pad retention within high load environments on sprint cars and other extreme duty applications.

The DynaPro incorporates other exclusive Wilwood performance enhancements. Stainless SRS bridge plates eliminate caliper bridge wear from pad gouging while dampening noise and vibration during engagement. Internal fluid passages eliminate the need for external crossover tubes and four corner bleed screws allow effective gas evacuation regardless of mounting location.

CALIPER ORDERING INFORMATION, DPR W/DUST BOOTED PISTONS FOR ROTORS UP TO 12.19":(1)

BORE SIZE		DISC WIDTH		PART NUMBER
1.75"	44,5 mm	1.00"	25,4 mm	120-7381
1.75"	44,5 mm	.81"	20,6 mm	120-7380
1.75"	44,5 mm	.38" - .50"	9,7 - 12,7 mm	120-7726
1.62"	41,1 mm	1.00"	25,4 mm	120-7379(2)
1.62"	41,1 mm	.81"	20,6 mm	120-7378(2)
1.62"	41,1 mm	.38" - .50"	9,7 - 12,7 mm	120-7725
1.50"	38,1 mm	1.00"	25,4 mm	120-7328
1.50"	38,1 mm	.81"	20,6 mm	120-7327(2)
1.50"	38,1 mm	.38" - .50"	9,7 - 12,7 mm	120-7722
1.38"	35,1 mm	1.00"	25,4 mm	120-7377
1.38"	35,1 mm	.81"	20,6 mm	120-7376
1.38"	35,1 mm	.38" - .50"	9,7 - 12,7 mm	120-7724
1.25"	31,8 mm	1.00"	25,4 mm	120-7375
1.25"	31,8 mm	.81"	20,6 mm	120-7374(2)
1.25"	31,8 mm	.38" - .50"	9,7 - 12,7 mm	120-7723(2)

CALIPER ORDERING INFORMATION, DPR-13 W/DUST BOOTED PISTONS FOR ROTORS UP TO 13.00":(1)

BORE SIZE		DISC WIDTH		PART NUMBER
1.75"	44,5 mm	1.10"	27,9 mm	120-9748
1.25"	31,8 mm	1.10"	27,9 mm	120-9749
1.00"	25,4 mm	1.10"	27,9 mm	120-9750(2)

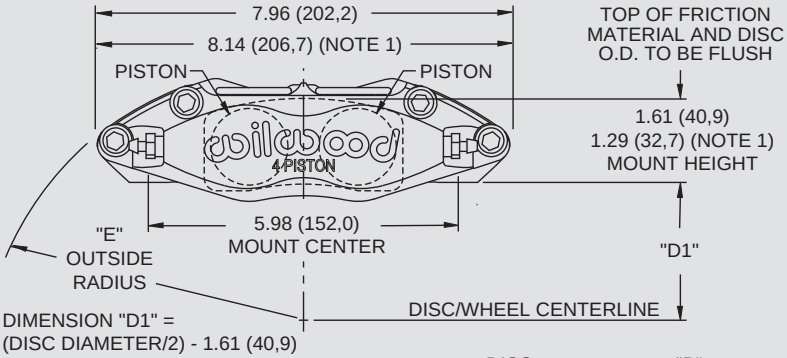
CALIPER ORDERING INFORMATION, DPR COMPETITION CALIPERS W/STAINLESS STEEL PISTONS:(1)

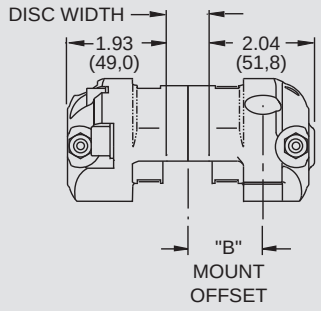
BORE SIZE		DISC WIDTH		PART NUMBER
1.75"	44,5 mm	1.00"	25,4 mm	120-8545
1.75"	44,5 mm	.81"	20,6 mm	120-8544
1.75"	44,5 mm	.81"	20,6 mm	120-8544-SI
1.75"	44,5 mm	.38" - .50"	9,7 - 12,7 mm	120-8543
1.75"	44,5 mm	.38" - .50"	9,7 - 12,7 mm	120-8543-SI
1.62"	41,1 mm	1.00"	25,4 mm	120-8542
1.62"	41,1 mm	.81"	20,6 mm	120-8541
1.62"	41,1 mm	.38" - .50"	9,7 - 12,7 mm	120-8540
1.38"	35,1 mm	1.00"	25,4 mm	120-8539
1.38"	35,1 mm	.81"	20,6 mm	120-8538
1.38"	35,1 mm	.38" - .50"	9,7 - 12,7 mm	120-8537
1.25"	31,8 mm	1.00"	25,4 mm	120-8536
1.25"	31,8 mm	.81"	20,6 mm	120-8535
1.25"	31,8 mm	.38" - .50"	9,7 - 12,7 mm	120-8534

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) AVAILABLE RED, ADD "RD" TO END OF PART NUMBER WHEN ORDERING

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

DYNAPRO RADIAL MOUNT CALIPER, MOUNTING DIMENSIONS:





DIMENSION "D1" =
(DISC DIAMETER/2) - 1.61 (40,9)
(DISC DIAMETER/2) - 1.29 (32,7) (NOTE 1)
INLET FITTING: 1/8-27 NPT

NOTE 1: DIMENSIONS FOR USE WITH A 12.90 (327,7) x 1.10 (27,9) DISC ON A DPR-13 CALIPER ONLY

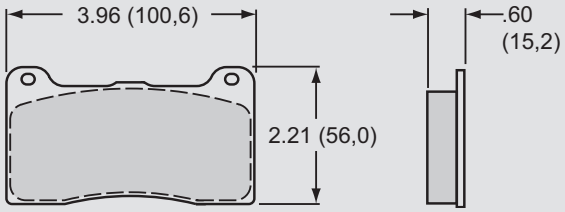
DISC WIDTH	"B" MOUNT OFFSET
.38/.50 (9,7-12,7)	1.28 (32,5)
.81 (20,6)	1.45 (36,8)
1.00 (25,4)	1.53 (38,9)
1.10 (27,9)	1.58 (40,1)

DISC DIAMETER	"E" OUTSIDE RADIUS
10.75 (273,0)	6.15 (156,2)
11.75 (298,4)	6.57 (166,9)
12.19 (309,6)	6.77 (172,0)
12.90 (327,7)	7.12 (180,8)

RADIAL CALIPER ADAPTER BRACKETS:

Radial mount adapter brackets are used in Wilwood brake kits to provide a secure and precise method of attaching the Dynapro caliper to the factory mount bosses on the original spindle. For a list of specific available applications, consult the Wilwood Bolt-On Brake Kit catalog, or visit the kit section of our website @ www.wilwood.com.

DYNAPRO BRAKE PAD TYPE 7816 - PAD VOLUME = 3.0 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 7263K	7816 A PolyMatrix
15B - 7264K	7816 B PolyMatrix
15E - 7266K	7816 E PolyMatrix
15Q - 7268K	7816 Q PolyMatrix
150 - 8946K	7816 10 BP-10 Smart Pad
150 - 9419K	7816 20 BP-20 Smart Pad
150 - 9865K	7816 30 BP-30 Smart Pad
150 - 9753K	7816 SM For Titanium Rotor
150 - 10290K	7816 SM For Titanium Rotor(1)

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	DUST BOOT (EA)	BODY SEAL (EA)	BRIDGE WEAR PLATE (EA)	PAD RETAINER CLIP (EA)
120-7327	200-7320 (1.50")	130-8372	220-6069	210-7210	210-2582	300-5876	300-7316
120-7328	200-7320 (1.50")	130-8372	220-6069	210-7210	210-2582	300-5876	300-7316
120-7374	200-7318 (1.25")	130-2479	220-6069	210-7210	210-2582	300-5876	300-7316
120-7375	200-7318 (1.25")	130-2479	220-6069	210-7210	210-2582	300-5876	300-7316
120-7376	200-7319 (1.38")	130-2658	220-6069	210-7210	210-2582	300-5876	300-7316
120-7377	200-7319 (1.38")	130-2658	220-6069	210-7210	210-2582	300-5876	300-7316
120-7378	200-7321 (1.62")	130-4346	220-6069	210-7210	210-2582	300-5876	300-7316
120-7379	200-7321 (1.62")	130-4346	220-6069	210-7210	210-2582	300-5876	300-7316
120-7380	200-7322 (1.75")	130-2655	220-6069	210-7210	210-2582	300-5876	300-7316
120-7381	200-7322 (1.75")	130-2655	220-6069	210-7210	210-2582	300-5876	300-7316
120-7722	200-7320 (1.50")	130-8372	220-6069	210-7210	210-2582	300-5876	300-7315
120-7723	200-7318 (1.25")	130-2479	220-6069	210-7210	210-2582	300-5876	300-7315
120-7724	200-7319 (1.38")	130-2658	220-6069	210-7210	210-2582	300-5876	300-7315
120-7725	200-7321 (1.62")	130-4346	220-6069	210-7210	210-2582	300-5876	300-7315
120-7726	200-7322 (1.75")	130-2655	220-6069	210-7210	210-2582	300-5876	300-7315
120-8534	200-7514 (1.25")	130-2479	220-6069	—	210-2582	300-5876	300-7316
120-8535	200-7514 (1.25")	130-2479	220-6069	—	210-2582	300-5876	300-7316
120-8536	200-7514 (1.25")	130-2479	220-6069	—	210-2582	300-5876	300-7316
120-8537	200-7516 (1.38")	130-2658	220-6069	—	210-2582	300-5876	300-7315
120-8538	200-7516 (1.38")	130-2658	220-6069	—	210-2582	300-5876	300-7316
120-8539	200-7516 (1.38")	130-2658	220-6069	—	210-2582	300-5876	300-7316
120-8540	200-7519 (1.62")	130-4346	220-6069	—	210-2582	300-5876	300-7315
120-8541	200-7519 (1.62")	130-4346	220-6069	—	210-2582	300-5876	300-7316
120-8542	200-7519 (1.62")	130-4346	220-6069	—	210-2582	300-5876	300-7316
120-8543	200-7531 (1.75")	130-2655	220-6069	—	210-2582	300-5876	300-7315(2)
120-8544	200-7531 (1.75")	130-2655	220-6069	—	210-2582	300-5876	300-7316(2)
120-8545	200-7531 (1.75")	130-2655	220-6069	—	210-2582	300-5876	300-7311
120-9748	200-7322 (1.75")	130-2655	220-6069	210-7210	210-2582	300-5876	300-7316
120-9749	200-7318 (1.25")	130-2479	220-6069	210-7210	210-2582	300-5876	300-7316
120-9750	200-9771 (1.00")	130-4320	220-6069	210-7210	210-2582	300-5876	300-7316

NOTES: (1) THIS PAD IS MODIFIED FOR -SI CALIPERS
(2) -SI CALIPERS USE BRIDGE BOLT ASSEMBLIES INSTEAD OF PAD RETAINER CLIPS

Brakes are critical safety components, see warnings and disclaimer on page 129

BILLET DYNAPRO 6 LUG MOUNT CALIPER

Caliper Highlights:

The DP6 marks a noteworthy step in the evolution of the DynaPro caliper series. DP6 calipers offer the performance advantages of a larger pad and a six piston differential bore configuration, with complete bolt-on interchange ability to the four piston 5.25" lug mount DynaPro models, and the long standing Dynalite caliper series.

Black Red Polished Silver

As with the previous DynaPro models, the strength of the DP6 is a combination of process and design. Premium grade alloy billets are stress-flow forged resulting in a highly efficient, high strength body. Stress flow forging re-aligns the internal grain structure of the metal within the contour of the caliper body. This process is proven to provide superior strength over any other process derived from castings or straight billet block machining. FEA assisted solid modeling design technology was employed to find the optimum balance between lightweight with superior strength against deflection and body separation under high load.

In addition to the sturdy, yet stylish body, the DP6 incorporates race proven technology and the latest Wilwood performance enhancements. Pad clamping force is generated by six heavy wall stainless pistons configured in a leading to trailing edge differential bore pattern. The heavy wall pistons have been re-engineered to fully resist backside deflection at high pressures while maintaining balanced pad loading for even wear over the length of the pad. Stainless steel resists corrosion while inhibiting direct heat transfer from the pads to caliper body, seals, and fluid. Two choices for overall piston volume provide options to match caliper size with master cylinder output and bias requirements.

The DP6 uses the upgraded type 6712 pad that provide the larger overall volume size from the previous Dynalite and DynaPro four-piston models. The pads are retaining with exclusive Wilwood Quick-E clips for simplified pad service and maintenance without caliper removal. Stainless steel SRS bridge plates are used to dampen engagement harmonics, eliminate pad rattle, and protect the caliper bridges from gouging by the pad edges. Four corner bleeds and internal fluid passages accommodate front or rear mounting and simplified gas evacuation regardless of mounting position.

Standard DP6 calipers feature a high gloss black finish. Bright polished, high gloss red, and other custom Wilwood colors can be ordered to add personalized style for custom applications.

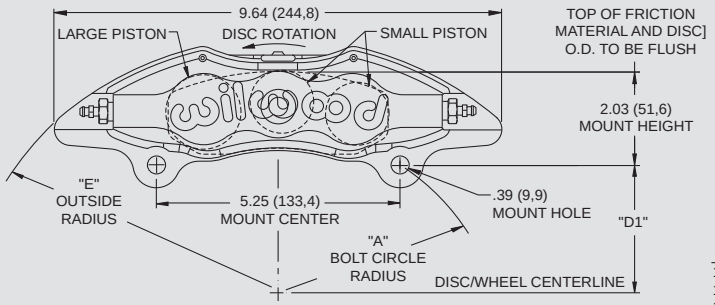
CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	RH	LH
1.62 / 1.38 / 1.38” 41,1 / 35,1 / 35,1 mm	1.10” 27,9 mm	120-10120 (2,3)	120-10121 (2,3)
1.62 / 1.38 / 1.38” 41,1 / 35,1 / 35,1 mm	.81” 20,1 mm	120-10122 (2,3)	120-10123 (2,3)
1.62 / 1.38 / 1.38” 41,1 / 35,1 / 35,1 mm	.38” 9,6 mm	120-10124 (2,3)	120-10125 (2,3)
1.62 / 1.12 / 1.12” 41,1 / 28,4 / 28,4 mm	1.10” 27,9 mm	120-10126 (2,3)	120-10127 (2,3)
1.62 / 1.12 / 1.12” 41,1 / 28,4 / 28,4 mm	.81” 20,1 mm	120-10128 (4)	120-10129 (2,3,4)
1.62 / 1.12 / 1.12” 41,1 / 28,4 / 28,4 mm	.38” 9,6 mm	120-10130 (2,3)	120-10131 (2,3)
1.38 / 1.00 / 1.00” 35,1 / 25,4 / 25,4 mm	1.10” 27,9 mm	120-10132 (2,3)	120-10133 (2,3)
1.38 / 1.00 / 1.00” 35,1 / 25,4 / 25,4 mm	.81” 20.1 mm	120-10134 (2,3)	120-10135 (2,3,4)
1.38 / 1.00 / 1.00” 35,1 / 25,4 / 25,4 mm	.38” 9,6 mm	120-10136 (2,3)	120-10137 (2,3)

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) AVAILABLE RED, ADD “RD” TO END OF PART NUMBER WHEN ORDERING
(3) AVAILABLE SILVER, ADD “S’ TO END OF PART NUMBER WHEN ORDERING
(4) AVAILABLE POLISHED, ADD ‘’P’ TO END OF PART NUMBER WHEN ORDERING

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

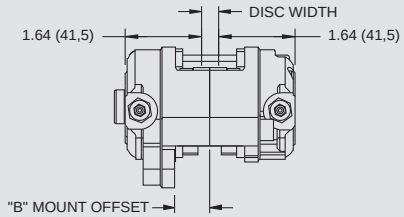
DYNAPRO 6 LUG MOUNT CALIPER, MOUNTING DIMENSIONS:



DIMENSION "D1" = (DISC DIAMETER/2) - 2.03 (51,6)

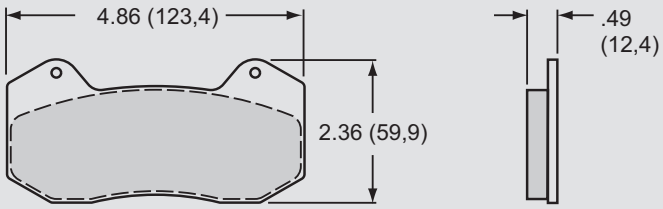
NOTE: RIGHT HAND CALIPER SHOWN.
INLET FITTING: 1/8-27 NPT

DISC WIDTH	"B" MOUNT OFFSET
1.10 (27,9)	1.13 (28,7)
.81 (20,6)	.98 (25,0)
.38 (9,7)	.76 (19,3)



DISC DIAMETER	"A" BOLT CIRCLE RADIUS	"E" OUTSIDE RADIUS
10.00 (254,0)	3.96 (100,7)	6.18 (156,9)
10.50 (266,7)	4.16 (105,5)	6.34 (161,1)
10.75 (273,1)	4.25 (108,0)	6.43 (163,2)
11.00 (279,4)	4.35 (110.5)	6.51 (165,4)
11.44 (290,5)	4.53 (115,0)	6.67 (169,3)
11.75 (298,5)	4.66 (118,3)	6.78 (172,1)
12.19 (309,6)	4.84 (122,9)	6.94 (176,1)
12.90 (327,7)	5.14 (130,6)	7.20 (182,9)

DYNAPRO 6 BRAKE PAD TYPE 6712 - PAD VOLUME = 2.4 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
150 - 10006K	6712 10 BP-10 Smart Pad
150 - 10007K	6712 20 BP-20 Smart Pad

DYNAPRO 6 LUG MOUNT CALIPER SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (6 PK)	BLEED SCREW KIT (4 PK)	BODY SEAL (EA)	BRIDGE WEAR PLATE (EA)	PAD RETAINER CLIP PIN (EA)
120-10120	200-7520 (1.62") 200-7518 (1.38")	130-3084	220-0627	210-2582	300-9707	300-7316
120-10121	200-7520 (1.62") 200-7518 (1.38")	130-3084	220-0627	210-2582	300-9707	300-7316
120-10122	200-7520 (1.62") 200-7518 (1.38")	130-3084	220-0627	210-2582	300-9707	300-7316
120-10123	200-7520 (1.62") 200-7518 (1.38")	130-3084	220-0627	210-2582	300-9707	300-7316
120-10124	200-7520 (1.62") 200-7518 (1.38")	130-3084	220-0627	210-2582	300-9707	300-7315
120-10125	200-7520 (1.62") 200-7518 (1.38")	130-3084	220-0627	210-2582	300-9707	300-7315
120-10126	200-7520 (1.62") 200-7439 (1.12")	130-5972	220-0627	210-2582	300-9707	300-7316
120-10127	200-7520 (1.62") 200-7439 (1.12")	130-5972	220-0627	210-2582	300-9707	300-7316
120-10128	200-7520 (1.62") 200-7439 (1.12")	130-5972	220-0627	210-2582	300-9707	300-7316
120-10129	200-7520 (1.62") 200-7439 (1.12")	130-5972	220-0627	210-2582	300-9707	300-7316
120-10130	200-7520 (1.62") 200-7439 (1.12")	130-5972	220-0627	210-2582	300-9707	300-7315
120-10131	200-7520 (1.62") 200-7439 (1.12")	130-5972	220-0627	210-2582	300-9707	300-7315
120-10132	200-7518 (1.38") 200-7438 (1.00")	130-10169	220-0627	210-2582	300-9707	300-7316
120-10133	200-7518 (1.38") 200-7438 (1.00")	130-10169	220-0627	210-2582	300-9707	300-7316
120-10134	200-7518 (1.38") 200-7438 (1.00")	130-10169	220-0627	210-2582	300-9707	300-7316
120-10135	200-7518 (1.38") 200-7438 (1.00")	130-10169	220-0627	210-2582	300-9707	300-7316
120-10136	200-7518 (1.38") 200-7438 (1.00")	130-10169	220-0627	210-2582	300-9707	300-7315
120-10137	200-7518 (1.38") 200-7438 (1.00")	130-10169	220-0627	210-2582	300-9707	300-7315

BILLET DYNAPRO LUG MOUNT CALIPER

Caliper Highlights:

The **DynaPro Lug Mount** (DP) forged billet caliper represents the newest generation of calipers available as an upgrade or replacement for applications previously using the long-standing Dynalite model series. **DP** calipers combine pure race technology with several new exclusive Wilwood performance enhancements. A sleek profile with superior strength and a fully detail machined finish provide the performance and looks for competition or show.

Black Red

The strength of the **DynaPro** is a combination of process and design. The **DynaPro** is stress-flow forged from premium grade billet. Stress-flow forging realigns the grain structure of the metal within the contour of the body design. This process produces a part with superior strength over parts simply machined from straight grained blocks of billet. The FEA generated body design incorporates a highly fortified radial transition that eliminates steps and shoulders between the piston housings and the bridges. Incorporating a radius in this critical area substantially increases resistance to deflection and caliper body separation under load. Structural deflection and volume displacement testing have proven the efficiency of this innovative design. Reductions in overall deflection, and the subsequent decreases in fluid volume displacement, translate to increased clamping efficiency with less pedal travel. The bottom line is a firm, responsive pedal with outstanding stopping power.

The **DynaPro** is loaded with other enhancements for performance and wider application. The calipers feature Quick-E-Clip pad retainers that support a 7812 type brake pad from the top. Not only does it allow for fast pad service without caliper removal, the bottom pad supports have been removed to create a slimmer profile that can be more easily fitted into tight clearance applications.

Heavy wall stainless steel pistons are used to resist corrosion and slow the heat transfer from the pads. The heavy wall sectional thickness also provides additional strength against backside deflection to provide a firm pedal feel and efficient clamping, even at the high pressures generated by power boost systems.

For additional strength, all **DP** calipers can be fitted with a center bridge bolt kit to provide even greater resistance against body separation under high load. Center bridge bolts are included with all side inlet "SI" models and available as an upgrade option on all other models.

Each **DynaPro** is also fitted with Wilwood exclusive SRS bridge plates. SRS plates eliminate the bridge wear caused by pad gouging to extend the service life of the caliper body. The spring-loading action of the SRS plates also eliminates pad rattle and dampens the vibration harmonics that contribute to squeal during engagement. The package is completed with internal fluid passages and four corner bleed screws that allow mounting in any front, rear, left, or right side position.

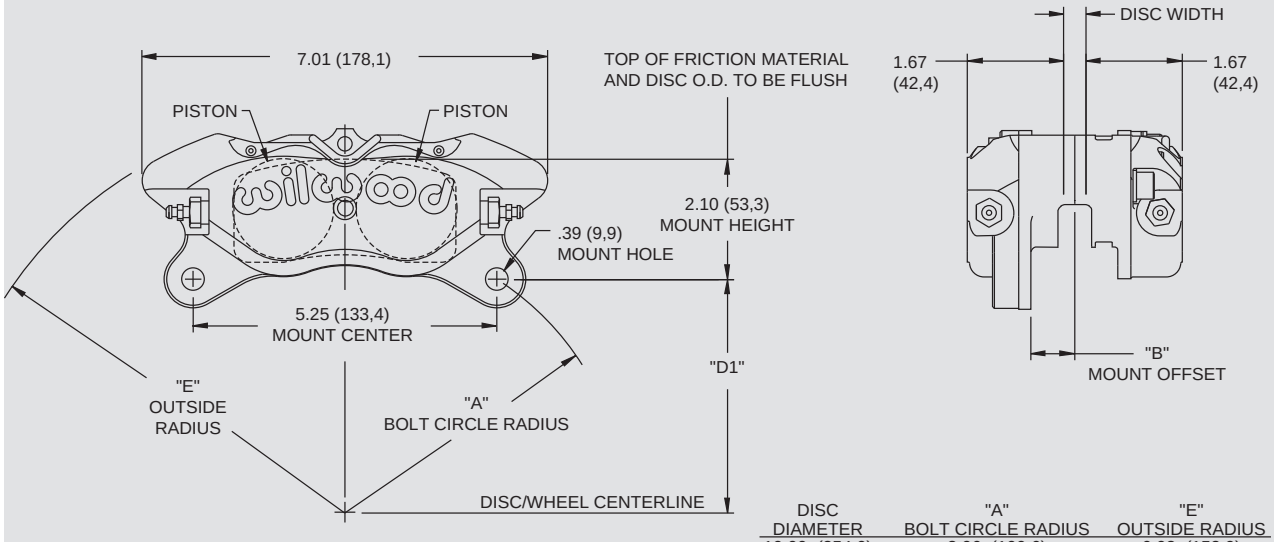
CALIPER ORDERING INFORMATION:(1)

BORE SIZE		DISC WIDTH		PART NUMBER(2)
1.75”	44,5 mm	1.25”	31,8 mm	120-9691
1.75”	44,5 mm	1.25”	31,8 mm	120-9691-SI
1.75”	44,5 mm	1.00”	25,4 mm	120-9692
1.75”	44,5 mm	.81”	20,6 mm	120-9693
1.75”	44,5 mm	.81”	20,6 mm	120-9693-SI
1.75”	44,5 mm	.50”	12,7 mm	120-9694
1.75”	44,5 mm	.38”	9,7 mm	120-9695
1.75”	44,5 mm	.38”	9,7 mm	120-9695-SI
1.38”	35,1 mm	1.25”	31,8 mm	120-9701
1.38”	35,1 mm	1.25”	31,8 mm	120-9701-SI
1.38”	35,1 mm	1.00”	25,4 mm	120-9702
1.38”	35,1 mm	.81”	20,6 mm	120-9703
1.38”	35,1 mm	.81”	20,6 mm	120-9703-SI
1.38”	35,1 mm	.50”	12,7 mm	120-9704
1.38”	35,1 mm	.38”	9,7 mm	120-9705
1.38”	35,1 mm	.38”	9,7 mm	120-9705-SI
1.00”	25,4 mm	.81”	20,6 mm	120-9706(3)

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) BRIDGE BOLT KIT OPTIONAL, EXCEPT ON -SI (SIDE INLET) WHERE IT IS STANDARD
(3) AVAILABLE RED, ADD “RD” TO END OF PART NUMBER WHEN ORDERING

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

DYNAPRO LUG MOUNT CALIPER, MOUNTING DIMENSIONS:



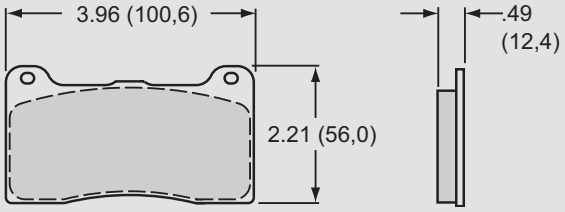
DIMENSION "D1" =
(DISC DIAMETER/2) - 2.03 (51,6)

INLET FITTING: 1/8-27 NPT

DISC WIDTH	"B" MOUNT OFFSET
.38 (9,7)	.76 (19,3)
.50 (12,7)	.82 (20,8)
.81 (20,6)	.98 (24,9)
1.00 (25,4)	1.08 (27,4)
1.25 (31,8)	1.20 (30,5)

DISC DIAMETER	"A" BOLT CIRCLE RADIUS	"E" OUTSIDE RADIUS
10.00 (254,0)	3.96 (100,6)	6.02 (152,9)
10.50 (266,7)	4.15 (105,4)	6.23 (158,2)
10.75 (273,1)	4.25 (108,0)	6.34 (161,0)
11.00 (279,4)	4.35 (110,5)	6.44 (163,6)
11.44 (290,6)	4.53 (115,1)	6.63 (168,4)
11.75 (298,5)	4.66 (118,4)	6.76 (171,7)
12.19 (309,6)	4.84 (122,9)	6.97 (177,0)

DYNAPRO BRAKE PAD TYPE 7812 - PAD VOLUME = 2.1 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 9835K	7812 A PolyMatrix
15B - 9836K	7812 B PolyMatrix
15E - 9837K	7812 E PolyMatrix
15Q - 10385K	7812 Q PolyMatrix
150 - 9136K	7812 10 BP-10 Smart Pad
150 - 9418K	7812 20 BP-20 Smart Pad
150 - 10020K	7812 CM For Titanium Rotor

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING (4 PK)	BLEED SCREW KIT (4 PK)	BODY SEAL (EA)	BRIDGE WEAR PLATE (EA)	PAD RETAINER CLIP PIN (EA)	BRIDGE BOLT KIT (EA)
120-9691	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	300-9638	230-10119
120-9692	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	300-9637	—
120-9693	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	300-9636	230-10118
120-9694	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	300-9635	—
120-9695	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	300-9634	230-10117
120-9701	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	300-9638	230-10119
120-9702	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	300-9637	—
120-9703	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	300-9636	230-10118
120-9704	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	300-9635	—
120-9705	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	300-9634	230-10117
120-9706	200-6979 (1.00")	130-4320	220-0627	210-2582	300-5875	300-9636	230-10118

BILLET NARROW MOUNT DYNAPRO CALIPER

Caliper Highlights:

Narrow Mount DynaPro (NDP) forged billet calipers represent the next generation of calipers available as an upgrade or direct replacement for the popular Narrow Mount Dynalite model series with 3.50" mounting. **NDP** calipers combine superior strength with several new performance enhancements to make these the best "Dyna" series calipers ever built.

Black

The strength of the new **DynaPro** is a combination of process and design. **NDP** calipers are stress-flow forged from premium grade billet. Stress-flow forging realigns the grain structure of the metal within the contour of the body design. This process produces a part with superior strength over parts simply machined from straight grained blocks of billet. The FEA generated body design incorporates a highly fortified radial transition that eliminates steps and shoulders between the piston housings and the bridges. Incorporating a radius in this critical area substantially increases resistance to deflection and caliper body separation under load. For additional strength, all **NDP** calipers are fitted with center bridge bolts to provide additional resistance against separation over the center of the pads. Structural deflection and volume displacement testing have proven the efficiency of this innovative design. Reductions in overall deflection, and the subsequent decreases in fluid volume displacement, translate to increased clamping efficiency with less pedal travel. The bottom line is a firm, responsive pedal with outstanding stopping power.

The **DynaPro** is loaded with other enhancements for performance and wider application. The calipers feature Quick-E-Clip pad retainers that support a 7816 type brake pad from the top. Not only does it allow for fast pad service without caliper removal, the bottom pad supports common to the earlier **NDL** models have been removed to create a slimmer profile with more bottom side clearance and easier mounting in tight clearance applications.

Heavy wall stainless steel pistons are used to resist corrosion and slow the heat transfer from the pads. The heavy wall sectional thickness also provides additional strength against backside deflection to provide a firm pedal feel with efficient clamping at all pressures.

Each **NDP** is also fitted with replaceable stainless steel SRS bridge plates. SRS plates eliminate the bridge wear caused by pad gouging to extend the service life of the caliper body. The spring-loading action of the SRS plates also eliminates pad rattle and dampens the vibration harmonics that contribute to squeal during engagement. The package is completed with internal fluid passages and four corner bleed screws that simplify bleeding regardless of the mounting location.

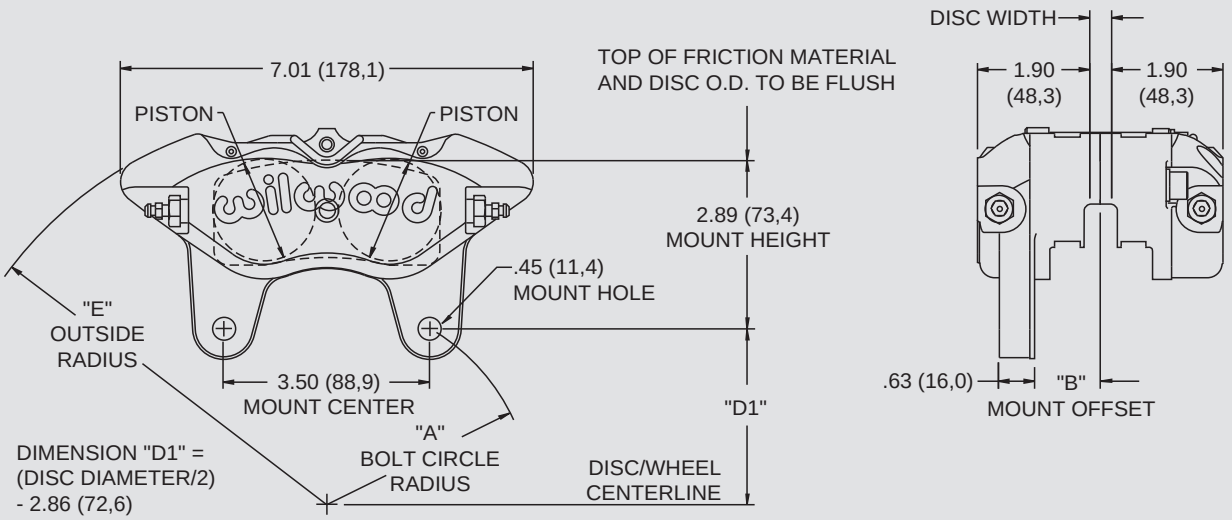
CALIPER ORDERING INFORMATION:(1)

BORE SIZE		DISC WIDTH		PART NUMBER
1.75”	44,5 mm	1.25”	31,8 mm	120-9737
1.75”	44,5 mm	.81”	20,6 mm	120-9736
1.75”	44,5 mm	.81”	20,6 mm	120-9736-SI(2)
1.75”	44,5 mm	.50”	12,7 mm	120-9735
1.75”	44,5 mm	.38”	9,7 mm	120-9734
1.75”	44,5 mm	.38”	9,7 mm	120-9734-SI(2)
1.62”	41,1 mm	1.25”	31,8 mm	120-9733
1.62”	41,1 mm	.81”	20,6 mm	120-9732
1.62	41,1 mm	.50	12,7 mm	120-9731
1.62”	44,5 mm	.38”	9,7 mm	120-9730
1.38”	35,1 mm	1.25”	31,8 mm	120-9729
1.38”	35,1 mm	.81”	20,6 mm	120-9728
1.38”	35,1 mm	.50”	12,7 mm	120-9727
1.38”	35,1 mm	.38”	9,7 mm	120-9726
1.12”	28,4 mm	1.25”	31,8 mm	120-9725
1.12”	28,4 mm	.81”	20,6 mm	120-9724
1.12”	28,4 mm	.38”	9,7 mm	120-9722
1.00”	25,4 mm	1.25”	31,8 mm	120-9721
1.00”	25,4 mm	.81”	20,6 mm	120-9720
1.00”	25,4 mm	.38”	9,7 mm	120-9718

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) SIDE INLET

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

BILLET NARROW MOUNT DYNAPRO CALIPER, MOUNTING DIMENSIONS:



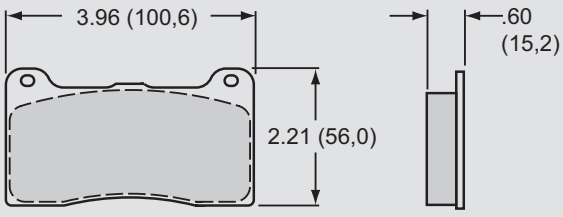
DIMENSION "D1" =
(DISC DIAMETER/2)
- 2.86 (72,6)

INLET FITTING:
1/8-27 NPT

DISC WIDTH	"B" MOUNT OFFSET
1.25 (31,8)	1.55 (39,4)
.81 (20,6)	1.33 (33,8)
.50 (12,7)	1.17 (29,7)
.38 (9,6)	1.11 (28,2)

DISC DIAMETER	"A" BOLT CIRCLE RADIUS	"E" OUTSIDE RADIUS
11.75 (298,5)	3.49 (88,6)	6.73 (170.9)
12.19 (309,6)	3.68 (93,5)	6.93 (176,0)
12.72 (323,1)	3.91 (99,3)	7.18 (182,4)

BILLET NARROW MOUNT DYNAPRO BRAKE PAD TYPE 7816 - PAD VOLUME = 3.0 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 7263K	7816 A PolyMatrix
15B - 7264K	7816 B PolyMatrix
15E - 7266K	7816 E PolyMatrix
15Q - 7268K	7816 Q PolyMatrix
150 - 8946K	7816 10 BP-10 Smart Pad
150 - 9419K	7816 20 BP-20 Smart Pad
150 - 9865K	7816 30 BP-30 Smart Pad
150 - 9753K	7816 SM For Titanium Rotor

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	BODY SEAL (EA)	BRIDGE WEAR PLATE (EA)	PAD RETAINER CLIP PIN (EA)	BRIDGE BOLT KIT (EA)
120-9718	200-4657 (1.00")	130-4320	220-0627	210-2582	300-5876	300-9634	230-9982
120-9720	200-4657 (1.00")	130-4320	220-0627	210-2582	300-5876	300-9636	230-9983
120-9721	200-4657 (1.00")	130-4320	220-0627	210-2582	300-5876	300-9638	230-10116
120-9722	200-7513 (1.12")	130-2579	220-0627	210-2582	300-5876	300-9634	230-9982
120-9724	200-7513 (1.12")	130-2579	220-0627	210-2582	300-5876	300-9636	230-9983
120-9725	200-7513 (1.12")	130-2579	220-0627	210-2582	300-5876	300-9638	230-10116
120-9726	200-7516 (1.38")	130-2658	220-0627	210-2582	300-5876	300-9634	230-9982
120-9727	200-7516 (1.38")	130-2658	220-0627	210-2582	300-5876	300-9635	230-10115
120-9728	200-7516 (1.38")	130-2658	220-0627	210-2582	300-5876	300-9636	230-9983
120-9729	200-7516 (1.38")	130-2658	220-0627	210-2582	300-5876	300-9638	230-10116
120-9730	200-7519 (1.62")	130-4346	220-0627	210-2582	300-5876	300-9634	230-9982
120-9731	200-7519 (1.62")	130-4346	220-0627	210-2582	300-5876	300-9635	230-10115
120-9732	200-7519 (1.62")	130-4346	220-0627	210-2582	300-5876	300-9636	230-9983
120-9733	200-7519 (1.62")	130-4346	220-0627	210-2582	300-5876	300-9638	230-10116
120-9734	200-7531 (1.75")	130-2655	220-0627	210-2582	300-5876	300-9634	230-9982
120-9735	200-7531 (1.75")	130-2655	220-0627	210-2582	300-5876	300-9635	230-10115
120-9736	200-7531 (1.75")	130-2655	220-0627	210-2582	300-5876	300-9634	230-9982
120-9737	200-7531 (1.75")	130-2655	220-0627	210-2582	300-5876	300-9638	230-10116

NARROW MOUNT DYNALITE CALIPER

Caliper Highlights:

Wilwood's **Narrow Mount Dynalite (NDL)** calipers are ideal for and widely used in many competition applications including late models, modifieds, sprints, off road and road racing. Computer generated design and stress analysis technology, modern permanent mold manufacturing techniques, and time proven performance features have been combined in the newest version of this popular caliper configuration.

Black

NDL calipers are manufactured using a high strength yet lightweight aircraft alloy. Caliper weights starting at 3.28 pounds. The **NDL** body features an FEA generated radial transition design that eliminates steps and shoulders in the area between the piston housing body and the caliper bridges. Incorporating a radius in this transition area substantially increases resistance to deflection and caliper separation under severe load. Structural deflection and volume displacement tests have proven the **NDL** to outperform all existing styles of this popular caliper size. Lower deflection and the resulting decrease in fluid volume displacement translate to increased clamping efficiency with less pedal travel. The bottom line is better stopping power with a solid pedal.

The superior strength of the **NDL** is combined with proven performance features from other Wilwood designs. Every **NDL** caliper is equipped with Wilwood's SRS stainless steel bridge plates. The SRS plates eliminate the bridge wear caused by pad gouging and extend the service life of the caliper body. The spring-loading action of the SRS plates also eliminates pad rattle and dampens the vibration harmonics that contribute to squeal under braking.

Internal fluid passages eliminate the need for external tubes. Four corner bleed screws assure simple and effective air evacuation from the system and allow one caliper to be mounted in any front, rear, right or left position. Other standard Wilwood features include stainless steel pistons to eliminate corrosion and retard heat transfer from the pads, high temperature seals, and an attractive high luster black anodized finish.

NDL calipers are a direct replacement for all previous Wilwood **NDL's** and similar competitive brands with 3.50" centered mounting tabs. A total of five bolts provide superior bridge strength and positive retention of the top loaded 7216 type brake pads. The full range of Wilwood pad compounds is available to match the brake response and heat range requirements of any competition application.

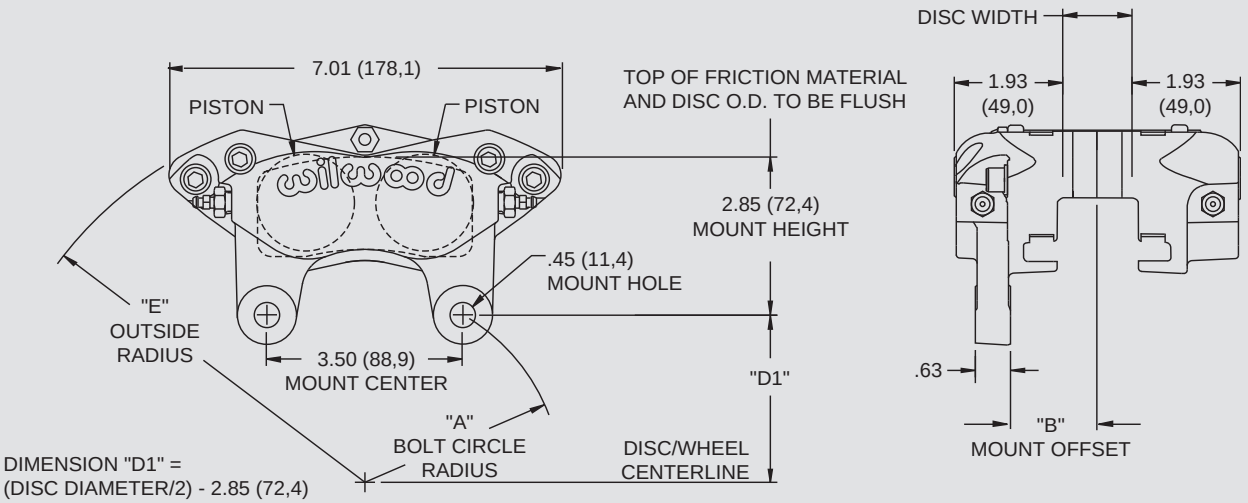
CALIPER ORDERING INFORMATION:(1)

BORE SIZE		DISC WIDTH		PART NUMBER
1.75”	44,5 mm	1.25”	31,8 mm	120-6500
1.75”	44,5 mm	.81”	20,6 mm	120-6501
1.75”	44,5 mm	.81”	20,6 mm	120-6501-SI
1.75”	44,5 mm	.50”	12,7 mm	120-6502
1.75”	44,5 mm	.38”	9,7 mm	120-6503
1.75”	44,5 mm	.38”	9,7 mm	120-6503-SI
1.62”	41,1 mm	1.25”	31,8 mm	120-6504
1.62”	41,1 mm	.81”	20,6 mm	120-6505
1.62”	41,1 mm	.50”	12,7 mm	120-6506
1.62”	41,1 mm	.38”	9,7 mm	120-6507
1.38”	35,1 mm	1.25”	31,8 mm	120-6508
1.38”	35,1 mm	.81”	20,6 mm	120-6509
1.38”	35,1 mm	.50”	12,7 mm	120-6510
1.38”	35,1 mm	.38”	9,7 mm	120-6511

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

NDL CALIPER, MOUNTING DIMENSIONS:



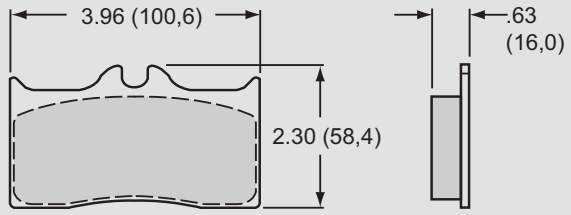
DIMENSION "D1" =
(DISC DIAMETER/2) - 2.85 (72,4)

INLET FITTING: 1/8-27 NPT

DISC WIDTH	"B" MOUNT OFFSET
1.25 (31,8)	1.55 (39,4)
.81 (20,6)	1.33 (33,8)
.50 (12,7)	1.17 (29,7)
.38 (9,6)	1.11 (28,2)

DISC DIAMETER	"A" BOLT CIRCLE RADIUS	"E" OUTSIDE RADIUS
11.75 (298,5)	3.49 (88,6)	6.74 (171,2)
12.19 (309,6)	3.69 (93,7)	6.94 (176,3)

NDL BRAKE PAD TYPE 7216 - PAD VOLUME = 3.0 CU. IN.:



Can also use pad type 7816 for this application. See pad section page 63

AXLE SET P/N(1)	PAD TYPE / COMPOUND
15A - 5769K	7216 A PolyMatrix
15B - 4410K	7216 B PolyMatrix
15C - 4959K	7216 C PolyMatrix
15E - 6099K	7216 E PolyMatrix
15H - 8290K	7216 H PolyMatrix
15Q - 6826K	7216 Q PolyMatrix
150 - 8858K	7216 10 BP-10 Smart Pad
150 - 9419K	7216 20 BP-20 Smart Pad
150 - 7504K	7216 SM For Titanium Rotor

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	BODY SEAL (EA)	BRIDGE WEAR PLATE (EA)
120-6500	200-7531 (1.75")	130-2655	220-0627	210-2582	300-5876
120-6501	200-7531 (1.75")	130-2655	220-0627	210-2582	300-5876
120-6502	200-7531 (1.75")	130-2655	220-0627	210-2582	300-5876
120-6503	200-7531 (1.75")	130-2655	220-0627	210-2582	300-5876
120-6504	200-7519 (1.62")	130-4346	220-0627	210-2582	300-5876
120-6505	200-7519 (1.62")	130-4346	220-0627	210-2582	300-5876
120-6506	200-7519 (1.62")	130-4346	220-0627	210-2582	300-5876
120-6507	200-7519 (1.62")	130-4346	220-0627	210-2582	300-5876
120-6508	200-7516 (1.38")	130-2658	220-0627	210-2582	300-5876
120-6509	200-7516 (1.38")	130-2658	220-0627	210-2582	300-5876
120-6510	200-7516 (1.38")	130-2658	220-0627	210-2582	300-5876
120-6511	200-7516 (1.38")	130-2658	220-0627	210-2582	300-5876

NOTES: (1) SUBJECT TO AVAILABLE INVENTORY, PAD TYPE 7216 MAY BE REPLACED WITH PAD TYPE 7816. SEE PAGE 63 FOR ORDERING INFORMATION.

FORGED BILLET DYNALITE CALIPER

Caliper Highlights:

The **Forged Billet Dynalite** has wide spread application over many forms over motorsports. It serves as the base model in the majority of Wilwood's Bolt-On Disc Brake Kits. The latest applied developments and innovations in caliper design and manufacturing processes have resulted in substantial improvements in strength and performance over all comparable models.

Black Red Blue Polished

Forged Dynalites are the strongest calipers in the class, with weights starting at 2.80 pounds. The process of stress-flow forging re-aligns the metal's grain structure within the contour of the caliper body. This process eliminates the breaks and interruptions to the internal grain structure that occur when machining a straight block billet. The FEA generated radial transition design eliminates steps and shoulders in the area between the piston housing body and the caliper bridges. Incorporating a radius in this transition area substantially increases resistance to deflection and caliper separation under load. Structural deflection and volume displacement tests have proven the **Forged Dynalite** to outperform all existing styles of this popular caliper size. Without even considering the overall greater strength and reliability of the forging, the reduced deflection tendencies and the resulting decrease in fluid volume displacement translate to increased clamping efficiency with less pedal travel. The bottom line is a taller pedal and better stopping power.

The superior strength of this innovative design is combined with proven performance features from Wilwood's earlier designs. Each caliper is equipped with Wilwood's SRS stainless steel bridge plates. The SRS plates eliminate the bridge wear caused by pad gouging and extend the service life of the caliper body. The spring-loading action of the SRS plates also eliminates pad rattle and dampens the vibration harmonics that contribute to squeal under braking. Other standard Wilwood features include high temperature seals and stainless steel pistons to eliminate corrosion and retard heat transfer from the pads. Internal fluid passages eliminate the need for external tubes. Four corner bleed screws assure simple and effective air evacuation from the system and allow one caliper to be mounted in any front, rear, right or left position. Standard race calipers feature Wilwood's signature bright black anodized finish to resist corrosion and maintain their high tech style. Polished calipers (shown at right) are also available for custom show car applications.

Forged Dynalite calipers are a direct replacement for all Wilwood Dynalite and similar competitive brand calipers with 5.25" centered mounting lugs. The **Forged Dynalite** uses the same 7112 type brake pad used in all earlier versions of this caliper. The full range of Wilwood pad compounds is available to match brake response and heat range to any application.

THERMLOCK T1 SHORT TRACK PISTON:

Wilwood's unique **Thermlock®** **T1** Short Track Piston is an optional feature on our **Billet Dynalite** calipers, for complete details, please refer to page 109.

1.75" (44,5 mm) Diameter - Order P/N: 200-7552

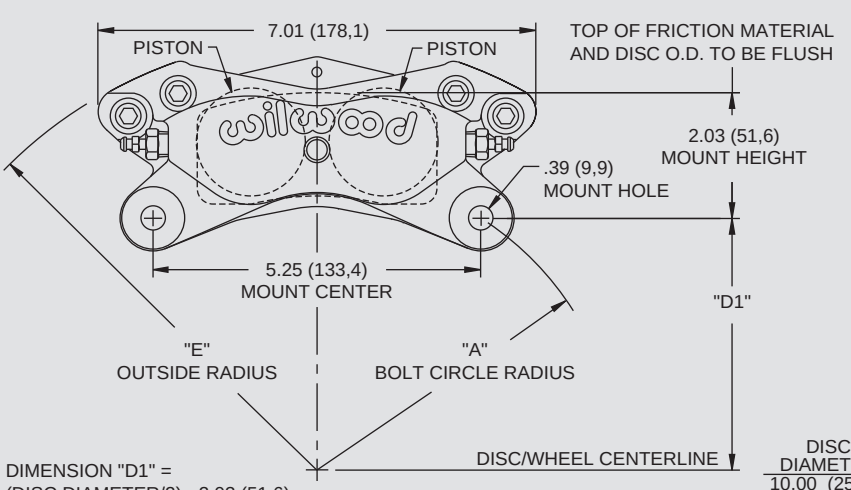
CALIPER ORDERING INFORMATION:(1)

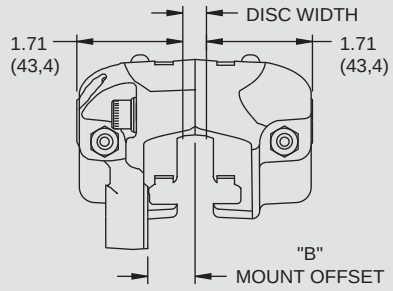
BORE SIZE		DISC WIDTH		BLACK PART NUMBER	POLISHED PART NUMBER
1.75"	44,5 mm	1.25"	31,8 mm	120-6814	—
1.75"	44,5 mm	1.00"	25,4 mm	120-6815	—
1.75"	44,5 mm	.81"	20,6 mm	120-6816(2,3)	—
1.75"	44,5 mm	.50"	12,7 mm	120-6817	—
1.75"	44,5 mm	.38"	9,7 mm	120-6818	—
1.62"	41,1 mm	1.25"	31,8 mm	120-6809	120-6794-P
1.62"	41,1 mm	1.00"	25,4 mm	120-6810	120-6795-P
1.62"	41,1 mm	.81"	20,6 mm	120-6811(2)	120-6796-P
1.62"	41,1 mm	.50"	12,7 mm	120-6812	120-6797-P
1.62"	41,1 mm	.38"	9,7 mm	120-6813	120-6798-P
1.38"	35,1 mm	1.25"	31,8 mm	120-6804	120-6789-P
1.38"	35,1 mm	1.00"	25,4 mm	120-6805	120-6790-P
1.38"	35,1 mm	.81"	20,6 mm	120-6806(2,3)	120-6791-P
1.38"	35,1 mm	.50"	12,7 mm	120-6807	120-6792-P
1.38"	35,1 mm	.38"	9,7 mm	120-6808	120-6793-P

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) AVAILABLE RED, ADD "RD" TO END OF PART NUMBER WHEN ORDERING
(3) AVAILABLE BLUE, ADD "B" TO END OF PART NUMBER WHEN ORDERING

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

FORGED DYNALITE CALIPER, MOUNTING DIMENSIONS:





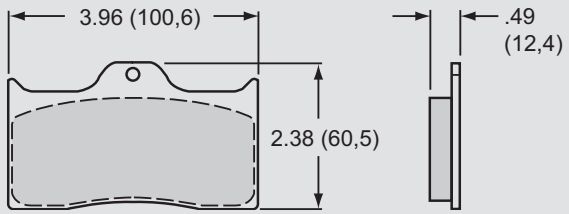
DIMENSION "D1" =
(DISC DIAMETER/2) - 2.03 (51,6)

INLET FITTING: 1/8-27 NPT

DISC WIDTH	"B" MOUNT OFFSET
.38 (9,7)	.76 (19,3)
.50 (12,7)	.82 (20,8)
.81 (20,6)	.98 (24,9)
1.00 (25,4)	1.08 (27,4)
1.25 (31,8)	1.20 (30,5)

DISC DIAMETER	"A" BOLT CIRCLE RADIUS	"E" OUTSIDE RADIUS
10.00 (254,0)	3.96 (100,6)	6.02 (152,9)
10.50 (266,7)	4.15 (105,4)	6.23 (158,2)
10.75 (273,1)	4.25 (108,0)	6.34 (163,3)
11.00 (279,4)	4.35 (110,5)	6.44 (161,0)
11.44 (290,6)	4.53 (115,1)	6.63 (168,4)
11.75 (298,5)	4.66 (118,4)	6.76 (171,7)
12.19 (309,6)	4.84 (122,9)	6.97 (177,0)

DYNALITE BRAKE PAD TYPE 7112 - PAD VOLUME = 2.1 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5734K	7112 A PolyMatrix
15B - 3991K	7112 B PolyMatrix
15C - 4415K	7112 C PolyMatrix
15E - 6096K	7112 E PolyMatrix
15H - 8291K	7112 H PolyMatrix
15Q - 6824K	7112 Q PolyMatrix
150 - 8850K	7112 10 BP-10 Smart Pad
150 - 9413K	7112 20 BP-20 Smart Pad
150 - 9863K	7112 30 BP-30 Smart Pad
150 - 8450K	7112 SM For Titanium Rotor

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	BODY SEAL (EA)	BRIDGE WEAR PLATE (EA)	COTTER PIN (10 PK)
120-6789-P	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0056
120-6790-P	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0056
120-6791-P	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0055
120-6792-P	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0055
120-6793-P	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0054
120-6794-P	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0056
120-6795-P	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0056
120-6796-P	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0055
120-6797-P	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0055
120-6798-P	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0054
120-6804	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0056
120-6805	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0056
120-6806	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0055
120-6807	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0055
120-6808	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0054
120-6809	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0056
120-6810	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0056
120-6811	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0055
120-6812	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0055
120-6813	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0054
120-6814	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-0056
120-6815	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-0056
120-6816	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-0055
120-6817	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-0055
120-6818	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-0054

BILLET DYNAPRO SINGLE CALIPER

Caliper Highlights:

The **DynaPro Single** (DPS) billet caliper is the newest generation of calipers available as an upgrade or replacement for applications previously using the Dynalite Single (DLS) series. **DPS** calipers combine superior strength with performance enhancements to make these the best "Dyna" series calipers ever.

Calipers are fully CNC machined from premium grade alloy billet. The FEA generated body design incorporates a fortified transition between the piston housings and the bridges. Strengthening this critical area has substantially increased its resistance to deflection and body separation under load. Reductions in overall deflection, and the subsequent decreases in fluid volume displacement, translate to increased clamping efficiency with less pedal travel.

The **DPS** is loaded with exclusive Wilwood performance enhancements. The calipers feature Quick-E-Clip pad retainers that support a 6812 type brake pad from the top. In addition to fast pad service without caliper removal, this feature provides substantially stronger retention over the single Quick-Clip pin and 7012 type pads used in the previous DLS models.

The **DPS** uses heavy wall stainless steel pistons to resist corrosion and slow the heat transfer from the pads. The heavy wall sectional thickness improves pedal firmness and adds to the overall clamping efficiency by eliminating piston backside deflection.

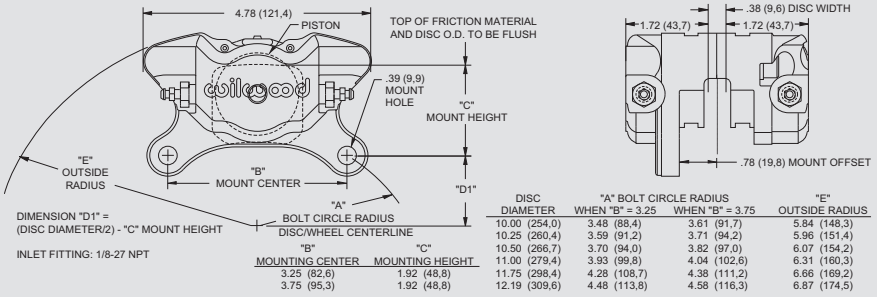
Black Polished

Calipers are fitted with replaceable stainless steel SRS bridge plates. SRS plates eliminate bridge wear caused by pad gouging. The spring-loading action of the SRS plates eliminates pad rattle and dampens the vibration harmonics that contribute to squeal during engagement. The package is completed with internal fluid passages and four corner bleed screws that allow mounting in any front, rear, left, or right side position.

CALIPER ORDERING INFORMATION:(1, 2)

BORE SIZE		DISC WIDTH		MOUNTING		BLACK PART NUMBER	POLISHED PART NUMBER
1.75”	44,5 mm	.38”	9,7 mm	3.75”	95,3 mm	120-9689	—
1.75”	44,5 mm	.38”	9,7 mm	3.25”	82,6 mm	120-9687	120-9687-P
1.75”	44,5 mm	.38”	9,7 mm	3.25”	82,6 mm	120-10188(3)	—
1.75”	44,5 mm	.19”	4,8 mm	3.75”	95,3 mm	120-9689-LP	120-9689-PLP
1.38”	35,1 mm	.38”	9,7 mm	3.75”	95,3 mm	120-9690	—
1.38”	35,1 mm	.38”	9,7 mm	3.25”	82,6 mm	120-9688	—
1.38”	35,1 mm	.19”	4,8 mm	3.25”	82,6 mm	120-9688-LP	—

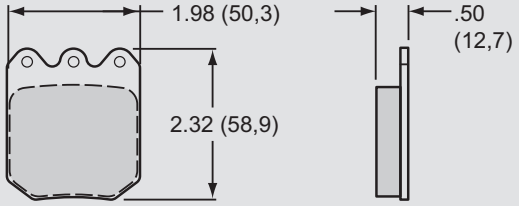
BILLET DYNAPRO SINGLE CALIPER, MOUNTING DIMENSIONS:



"B" MOUNTING CENTER	"C" MOUNTING HEIGHT
3.25 (82,6)	1.92 (48,8)
3.75 (95,3)	1.92 (48,8)

DISC DIAMETER	"A" BOLT CIRCLE RADIUS WHEN "B" = 3.25	"A" BOLT CIRCLE RADIUS WHEN "B" = 3.75	"E" OUTSIDE RADIUS
10.00 (254,0)	3.48 (88,4)	3.61 (91,7)	5.84 (148,3)
10.25 (260,4)	3.59 (91,2)	3.71 (94,2)	5.96 (151,4)
10.50 (266,7)	3.70 (94,0)	3.82 (97,0)	6.07 (154,2)
11.00 (279,4)	3.93 (99,8)	4.04 (102,6)	6.31 (160,3)
11.75 (298,4)	4.28 (108,7)	4.38 (111,2)	6.66 (169,2)
12.19 (309,6)	4.48 (113,8)	4.58 (116,3)	6.87 (174,5)

DYNAPRO SINGLE BRAKE PAD TYPE 6812 - PAD VOLUME = 1.1 CU. IN.:



*Can be used on aluminum rotors

AXLE SET P/N	PAD TYPE / COMPOUND
15A - 10142K	6812 A PolyMatrix
15B - 9819K	6812 B PolyMatrix
15E - 9820K	6812 E PolyMatrix
15Q - 10144K*	6812 Q PolyMatrix
150 - 9764K	6812 10 BP-10 Smart Pad
150 - 9765K	6812 20 BP-20 Smart Pad
150 - 9862K	6812 30 BP-30 Smart Pad
150 - 9756K	6812 CM For Titanium Rotor
150 - 9766K	6812 For Aluminum Rotor

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	BODY SEAL (EA)	BRIDGE WEAR PLATE (EA)	PAD RETAINER CLIP PIN (EA)
120-9689	200-7528 (1.75”)	130-2655	220-0627	210-2582	300-5875	300-9786
120-9687	200-7528 (1.75”)	130-2655	220-0627	210-2582	300-5875	300-9786
120-9689-LP	200-7530 (1.75”)	130-2655	220-0627	210-2582	300-5875	300-9786
120-9690	200-7518 (1.38”)	130-2658	220-0627	210-2582	300-5875	300-9786
120-9688	200-7518 (1.38”)	130-2658	220-0627	210-2582	300-5875	300-9786
120-9688-LP	200-7568 (1.38”)	130-2658	220-0627	210-2582	300-5875	300-9786
120-10188	200-7530 (1.75”)	130-2655	220-0627	210-2582	300-5875	300-9786

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) PART NUMBERS ARE THE SAME FOR BOTH LEFT AND RIGHT HAND, SPECIFY WHEN ORDERING
(3) LIGHT WEIGHT FOR SPRINT CARS

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

COMBINATION PARKING BRAKE CALIPER

Caliper Highlights:

Wilwood's **Combination Parking Brake (CPB) Hydra-Mechanical Caliper** uses hydraulic pressure for stopping and a mechanical locking mechanism for a parking brake. This redesigned unit provides new options for drum brake conversions and disc upgrades on rear axles that are not conducive to internal shoe systems. This caliper, when matched with the correctly proportionate rotor diameter, provides balanced bias and brake performance for use in conjunction with front wheel brake upgrades.

Black Red

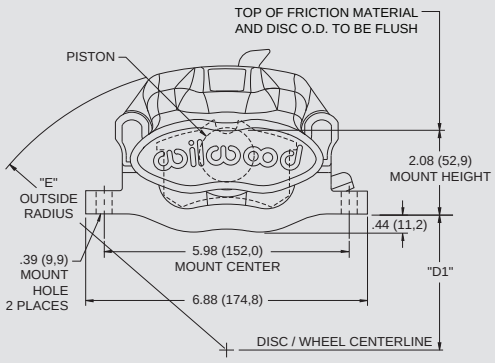
The **CPB** is a single piston floating design that attaches to a fixed radial mount bracket. The floating mount allows the caliper to maintain perfect alignment when the cable actuated mechanical parking brake lock is engaged and then released. The floating mount also keeps the caliper in correct alignment over the disc and prevents excessive pad knock-back on c-clip rear axles with measurable side play. As the pads wear, the caliper remains centered over the disc. Radial mounting provides nearly unlimited attachment options. Axle flange brackets can be configured to mount the caliper at any height within the compatible rotor diameter range, or lateral position relative the hat and rotor offset. The caliper is compatible with rotor diameters from 11.00" to 13.00" and is available in two models for either .81" or 1.00" width discs.

The parking brake lock is cable actuated. Connections are made with common cable ends that use a 1/2" cable housing end on the stop bracket, and a 1/8" to 9/64" cable with a crimped or welded ball end. The caliper will accept the OE cable on some vehicles. For other vehicles, new cable ends can be ordered to adapt the caliper to the vehicle's original cable system. For custom installations, aftermarket hand brake kit suppliers can easily configure the cable with the correct attachment end.

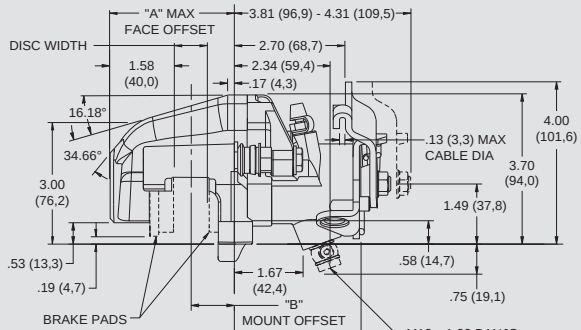
CALIPER ORDERING INFORMATION:(1)

BORE SIZE		DISC WIDTH		PART NUMBER (2,3)
1.61"	40,9 mm	1.00"	25,4 mm	120-10110 -L/H
1.61"	40,9 mm	1.00"	25,4 mm	120-10111 -R/H
1.61"	40,9 mm	.81"	20,6 mm	120-10112 -L/H
1.61"	40,9 mm	.81"	20,6 mm	120-10113 -R/H
1.34"	34,0 mm	1.00"	25,4 mm	120-9650 -L/H
1.34"	34,0 mm	1.00"	25,4 mm	120-9793 -R/H
1.34"	34,0 mm	.81"	20,6 mm	120-9808 -R/H
1.34"	34,0 mm	.81"	20,6 mm	120-9809 -L/H

COMBINATION PARKING BRAKE CALIPER, MOUNTING DIMENSIONS:



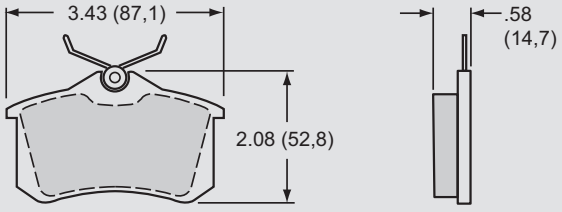
DIMENSION "D1" = (DISC DIAMETER/2) - 2.08 (52,8)
NOTE: RIGHT HAND REAR MOUNT CALIPER SHOWN. LEFT HAND REAR MOUNT HAS BLEED SCREW & P-BRAKE BRACKETS REVERSED.
INLET FITTING: M10 BANJO



DISC DIAMETER	"E" OUTSIDE RADIUS
11.00 (279,4)	7.08 (179,8)
11.75 (298,5)	7.45 (189,2)
12.19 (309,6)	7.67 (194,8)
12.72 (323,1)	7.94 (201,7)
12.88 (327,2)	8.02 (203,7)
13.00 (330,2)	8.08 (205,2)

DISC WIDTH	"A" MAX FACE OFFSET	"B" MOUNT OFFSET
1.00 (25,4)	3.00 (76,2)	1.06 (26,9)
.81 (20,6)	3.20 (81,3)	1.14 (28,9)

COMBINATION PARKING BRAKE CALIPER BRAKE PAD TYPE D340 - PAD VOLUME = 1.5 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15Q - 10254K	D340 Q PolyMatrix
150 - 9184K	D340 10 BP-10 Smart Pad

SERVICE PARTS ORDERING INFORMATION - PLEASE CONTACT YOUR SALES REPRESENTATIVE:

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) AVAILABLE RED, ADD "RD" TO END OF PART NUMBER WHEN ORDERING
(3) AVAILABLE BLUE, ADD "B" TO END OF PART NUMBER WHEN ORDERING

GP 320 CALIPER

Caliper Highlights:

The **GP 320** billet four piston caliper is a compact, high efficiency performer. Weighing just 1.70 pounds, it was purpose built as an upgrade with increased pad size over two piston calipers on lightweight open wheeled racecars. The **GP 320** is also well suited to other performance and racing applications including, but not limited to karts, motorcycles, mini-sprints, and formula sports racers. The **GP 320** bridge configuration will accommodate rotors between .19" and .25" thick, with overall diameters between 9.00" and 11.50".

Black

Caliper is full CNC detail machined from premium alloy billet. FEA structural analysis technology was employed to develop a design that minimizes weight and maximizes rigidity against deflection. Full width bridges are reinforced with four, high strength steel cross bridge bolts. The cross bridge bolts are coated for corrosion resistance and provide added resistance to deflection and body separation under high loads. Internal fluid ports with a single outboard bleeder provide quick and effective evacuation of gasses and spent fluid.

Clamping force is generated by four, 1.25" diameter, stainless steel pistons. The clamping force is spread evenly over the length of the pad to minimize backing plate deflection and promote balanced pad wear. The overall piston bore area provides an increase in clamping force over similar range two piston calipers. Stainless steel is used to resist corrosion and retard the heat transfer from the brake pad to the caliper body, seals, and fluid.

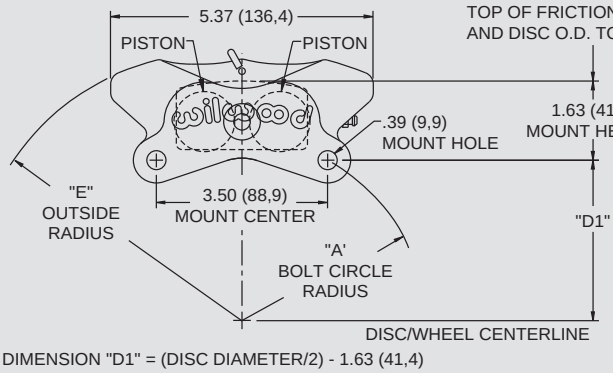
The **GP 320** uses Wilwood type 6211 brake pads. The pads measure .44" (11,2mm) thick with an overall length of 2.74" (69,6mm). This represents nearly a 50% increase in pad area over some of the popular two piston calipers used on similar applications. The 6211 pad is available in PolyMatrix "H" compound which provides predictable engagement, high friction, long wear, and extreme high temperature fade resistance in the harshest conditions.

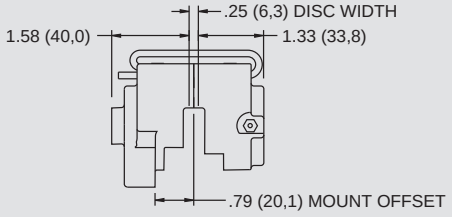
Other Wilwood performance enhancements include high temperature square faced bore seals that provide a wide sealing area with positive piston retraction on release. Quick-Clip retention pins provide easy access for pad service without caliper removal. The calipers are finished in signature Wilwood high luster black anodizing for protection against corrosion and the elements.

CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	RH PART NUMBER (2)	LH PART NUMBER (2)
1.25" 31,8 mm	.19 - .24" 4,8 - 6,1 MM	120-8524	120-8525

GP 320 CALIPER, MOUNTING DIMENSIONS:

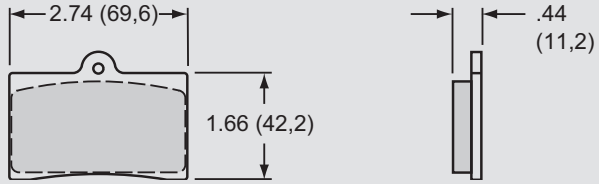




DISC DIAMETER	"E" OUTSIDE RADIUS	"D1" HEIGHT	"A" BOLT CIRCLE RADIUS
9.00 (228,6)	4.84 (122,7)	2.87 (72,9)	3.36 (85,3)
9.88 (251,0)	5.27 (133,9)	3.31 (84,1)	3.74 (94,9)
10.00 (254,0)	5.33 (135,4)	3.37 (85,6)	3.80 (96,5)
11.50 (292,1)	6.08 (154,4)	4.12 (104,6)	4.48 (113,8)

DIMENSION "D1" = (DISC DIAMETER/2) - 1.63 (41,4)
INLET FITTING: 1/8-27 NPT

GP 320 BRAKE PAD TYPE 6211 - PAD VOLUME = 1.03 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15H - 8596K	6211 H PolyMatrix
150 - 10396K	6211 CM For Titanium Rotor

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEE(D SCREW EA)	BODY SEAL (EA)	PAD RETAINER CLIP PIN (4 PK)
120-8524	200-8488 (1.25")	130-3602	220-7496	210-2582	180-3861
120-8425	200-8488 (1.25")	130-3602	220-7496	210-2582	180-3861

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) RH AND LH ORIENTATION ARE BASED ON REAR (TRAILING) MOUNT STANDARDS FOR FRONT MOUNT APPLICATIONS, EXCHANGE THE CALIPERS RIGHT TO LEFT TO MAINTAIN AN UPRIGHT BLEED ORIENTATION

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

DYNALITE SINGLE FLOATER

Caliper Highlights:

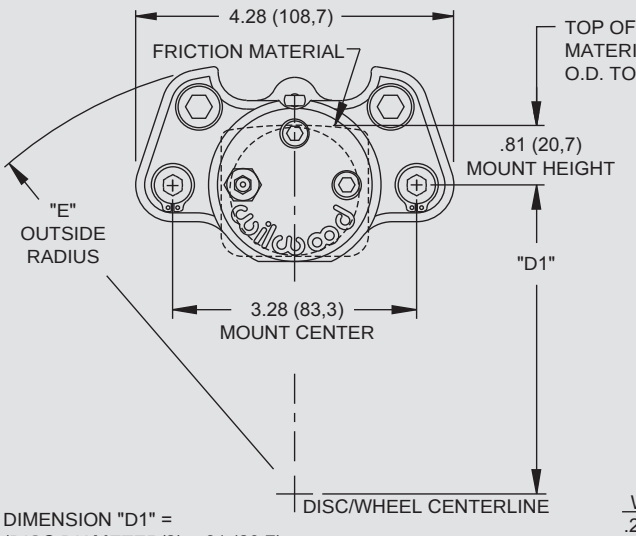
Wilwood's **Dynalite Single Floater** is a single piston billet caliper designed for Open Wheel, Drag Race, Karting and Motorcycle applications. The rigid outboard anvil half's low profile design allows it to fit in tight clearance situations where opposed piston designs will not. Weighing just 1.40 pounds, the caliper uses the same .49" thick, 1.1 cubic inch Dynalite Single quick change pads. Multiple 1/8-27 NPT inlet and bleed screw locations allow for versatile mounting positions. It comes with precision machined dry lubricated slide pins for bind-free operation. The **Dynalite Single Floater** is black anodized to resist corrosion and fits rotors from .25" to .38" wide and diameters from 6.00" to 13.00".

Black

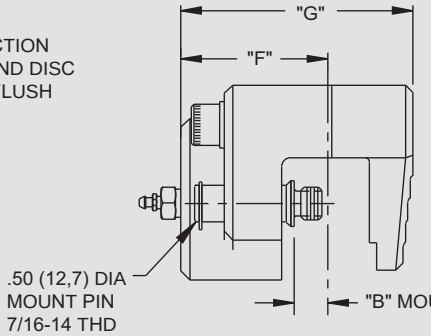
CALIPER ORDERING INFORMATION:(1)

BORE SIZE		DISC WIDTH		PART NUMBER
1.75"	44,5 mm	.38"	9,6 mm	120-3277
1.75"	44,5 mm	.25"	6,4 mm	120-2498

DYNALITE SINGLE FLOATER, MOUNTING DIMENSIONS:(2)



DIMENSION "D1" =
(DISC DIAMETER/2) - .81 (20,7)



DISC DIAMETER	"E" OUTSIDE RADIUS
10.00 (254,5)	5.91 (150,0)
10.25 (260,4)	6.03 (153,1)
10.50 (266,7)	6.15 (156,2)
11.00 (279,4)	6.39 (162,4)

DISC WIDTH	"B" MOUNT OFFSET	"F" INBOARD WIDTH	"G" CALIPER WIDTH
.25 (6,4)	.66 (16,6)	2.01 (50,9)	3.15 (80,0)
.38 (9,6)	.70 (17,8)	2.05 (52,1)	3.24 (82,3)

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	SLIDE PIN (EA)	SLIDE PIN SNAP-RING (EA)	COTTER PIN (10 PK)
120-2498	200-7532 (1.75")	130-2655	220-0627	230-2747	310-1218	180-0054
120-3277	200-7532 (1.75")	130-2655	220-0627	230-2747	310-1218	180-0054

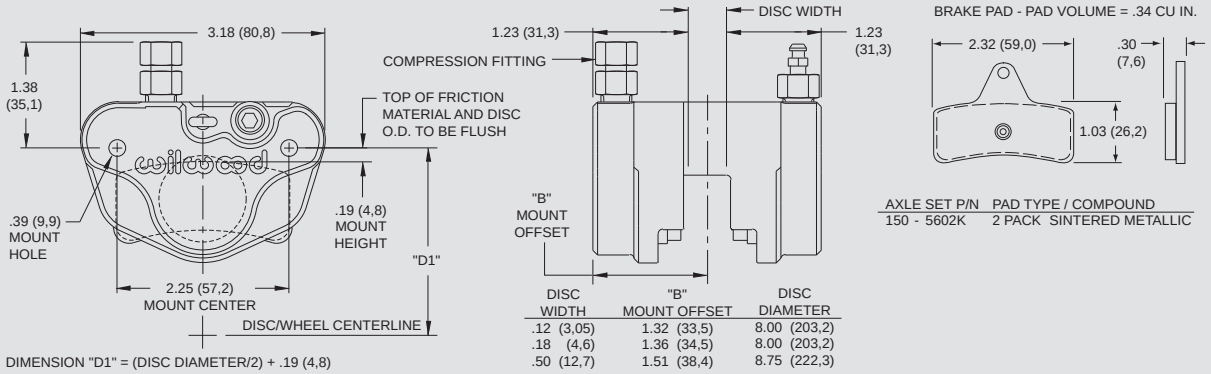
NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) THE DYNALITE SINGLE FLOATER UTILIZES BRAKE PAD TYPE 7012.
PLEASE REFER TO PAGE 60 FOR THE PHYSICAL CONFIGURATION OF THIS PAD

KART/JR. DRAGSTER CALIPER • PS-1 CALIPER

Kart/Jr. Dragster Highlights:

Our **Kart/Jr. Dragster Caliper** is designed specifically for racing. A unique self retracting and adjusting piston system has been incorporated which enables the piston to retract as the brake line pressure is reduced. The caliper can be mounted on either side of the vehicle and comes in three rotor widths. At just 1.20 pounds, the caliper comes with high performance, high friction brake pads. Additional features include deep cup stainless steel piston for reduced heat transfer, cotter pin, pad retainer, internal fluid passage and blue anodized finish. A specifically designed master cylinder is also available for use with this caliper (see page 105).

KART/JR. DRAGSTER CALIPER(1)

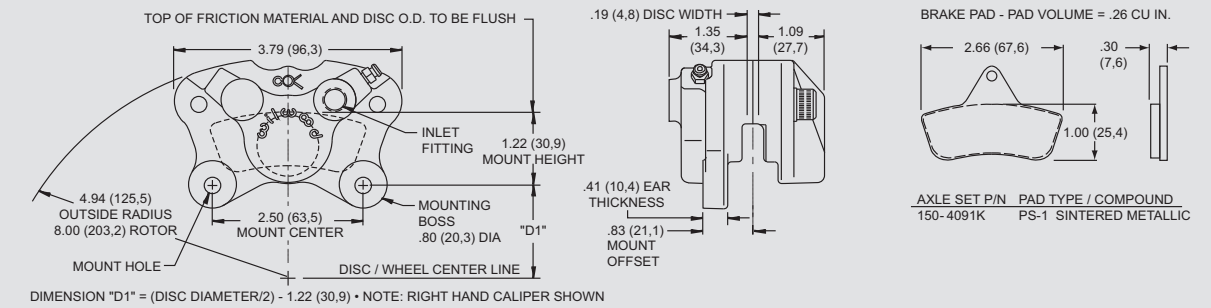


BORE SIZE		DISC WIDTH		PART NUMBER
1.00”	25,4 mm	.12”	3,0 mm	120-5498
1.00”	25,4 mm	.18”	4,6 mm	120-5750
1.00”	25,4 mm	.50”	12,7 mm	120-5499

PS-1 Highlights:

The **PS-1 Caliper** is compact, lightweight (.93 pounds) and combines the strength of cast aluminum construction with a sleek low profile design. This caliper utilizes two stainless steel deep cup pistons to minimize heat transfer from the .30” thick pad to the brake fluid while employing high temperature square piston seals to control piston retraction. Internal crossover brake fluid passages eliminate the use of external crossover tubes. The PS-1 fits rotors with diameters ranging from 6.00” to 9.00”, thickness sizes from .15” to .20”.

PS-1 CALIPER(1)



BORE SIZE		DISC WIDTH		MOUNT HOLE	INLET	P/N • RH	P/N • LH
1.12”	28,4 mm	.20”	5,1 mm	M8 x 1.25	M10 x 1.25	120-8373	120-8374
1.00”	25,4 mm	.20”	5,1 mm	.32”	1/8-27 NPT	120-5453	120-5456

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

GM III CALIPER

Caliper Highlights:

Wilwood's **GM III** caliper represents the latest refinements in caliper design and manufacturing through solid modeling and stress simulation programs. The result is the most rigid, highest torque, lightweight aluminum caliper with weights starting at 3.36 pounds.

The real strength comes from its exclusive triple bridge configuration which provides a tremendous increase in clamping force over other twin bridge calipers. Efficient designs further maximize weight savings: material is properly placed to fortify all load bearing points. Each caliper model has its own unique casting: 2.38" diameter piston calipers incorporate a smaller external contour than the larger 2.75" diameter piston calipers. Any material that did not contribute to strength, was eliminated for weight reduction.

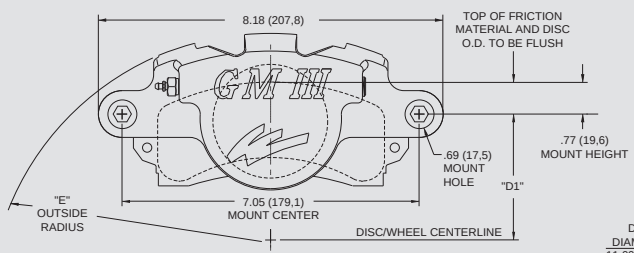
The **GM III** incorporates standard Wilwood features like stainless steel pistons for increased fluid protection and high temperature seals for controlled retraction which provides improved driver feel. The **GM III** for 1.00" width rotor is machined and fitted with OEM type slide pin vibration dampeners for a direct OEM caliper interchange.

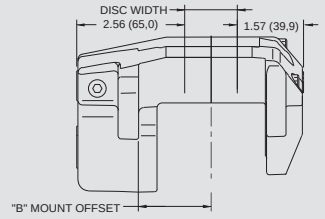
These tight grained, high density aircraft alloy aluminum castings are fully machined, assembled and tested in-house by fully trained technicians at Wilwood to assure top quality and peak performance.

CALIPER ORDERING INFORMATION:(1)

BORE SIZE		DISC WIDTH		PART NUMBER (2, 3)
2.75"	69,8 mm	1.25"	31,8 mm	120-5289
2.75"	69,8 mm	1.00"	25,4 mm	120-5861(4)
2.75"	69,8 mm	1.00"	25,4 mm	120-5862-P(4)
2.75"	69,8 mm	.81"	20,6 mm	120-5288
2.38"	60,4 mm	1.25"	31,8 mm	120-5344
2.38"	60,4 mm	.81"	20,6 mm	120-5343

GM III CALIPER, MOUNTING DIMENSIONS:

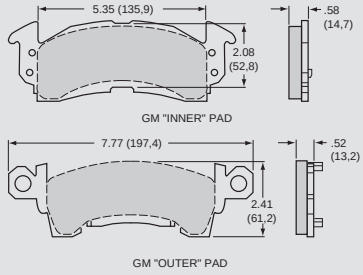




DISC DIAMETER	"E" OUTSIDE RADIUS	DISC WIDTH	"B" MOUNT OFFSET
11.00 (279,4)	6.69 (169,9)	.81 (20,6)	1.50 (38,1)
11.75 (298,5)	7.04 (178,8)	1.00 (25,4)	1.72 (43,7)
		1.25 (31,8)	1.72 (43,7)

DIMENSION "D1" = (DISC DIAMETER/2) - .77 (19,6) CALIPER MOVES INWARD AS PAD WEARS, .35 (8,9) MAX
NOTE: R/H CALIPER SHOWN, L/H HAS BLEED SCREW REVERSED. INLET FITTING: 1/8-27 NPT

GM III BRAKE PAD TYPE D52 - PAD VOLUME "INNER" = 3.9 CU. IN. / PAD VOLUME "OUTER" = 3.8 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5737K	D52 A PolyMatrix
15B - 3994K	D52 B PolyMatrix
15C - 4419K	D52 C PolyMatrix
15E - 6102K	D52 E PolyMatrix
15H - 8232K	D52 H PolyMatrix
15Q - 6830K	D52 Q PolyMatrix
150 - 8939K	D52 10 BP-10 Smart Pad
150 - 9421K	D52 20 BP-20 Smart Pad
150 - 9866K	D52 30 BP-30 Smart Pad

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	O-RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	SLIDE PIN KIT (4 PK)
120-5288	200-6633 (2.75") (5)	130-4955	220-0627	230-0619
120-5289	200-6633 (2.75") (5)	130-4955	220-0627	230-0619
120-5343	200-1119 (2.38")	130-4956	220-0627	230-0619
120-5344	200-1119 (2.38")	130-4956	220-0627	230-0619
120-5861	200-6633 (2.75") (5)	130-4955	220-0627	230-0619
120-5862-P	200-6633 (2.75") (5)	130-4955	220-0627	230-0619

NOTES:
(1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) THE BASE PART NUMBER CAN BE RIGHT HAND OR LEFT HAND MOUNTED
(3) SLIDE PIN KIT P/N 230-0619 IS REQUIRED FOR INSTALLATION AND MUST BE ORDERED SEPARATELY
(4) INCLUDES SLIDE PIN VIBRATION DAMPENERS
(5) THIS PISTON IS NOT COMPATIBLE WITH THE EARLIER BLACK ANODIZED VERSIONS OF THE GM II AND GM III CALIPERS. ALL BLACK ANODIZED 2.75" BORE CALIPERS REQUIRE PISTON P/N 200-1120

Brakes are critical safety components, see warnings and disclaimer on page 129

GM METRIC CALIPER

Caliper Highlights:

Wilwood's **GM Metric Caliper** is a direct replacement for the 1978 and later D154 type GM metric caliper. Weights starting at 2.92 pounds, it provides a substantial weight savings over cast iron OE calipers.

This competition caliper represents the latest refinements in caliper design and manufacturing through the use of computer based FEA solid modeling and stress simulation programs. The real strength of this caliper comes from its triple bridge configuration, and its lightness is a result of efficient design.

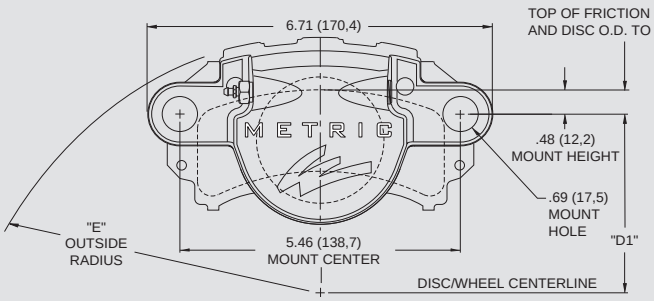
The triple bridge provides higher clamping efficiency through lower deflection over all twin bridge models. All load bearing and stress points are fortified to maximize strength, and all unnecessary material is removed to maximize weight reduction. The results are the strongest, lightest, and most efficient aluminum caliper in its class.

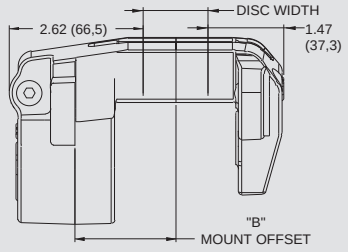
The caliper body is a precision casting using a tight grained, high density aircraft alloy. Stainless steel pistons provide improved fluid protection with high resistance to corrosion and low heat transfer. Each caliper is fully machined, assembled with high temperature seals, and tested in-house.

CALIPER ORDERING INFORMATION:(1)

BORE SIZE		DISC WIDTH		PART NUMBER (2,3)
2.38"	60,4 mm	1.25"	31,8 mm	120-6427
2.38"	60,4 mm	1.00"	25,4 mm	120-7197 (4)
2.38"	60,4 mm	.81"	20,6 mm	120-6426

GM METRIC CALIPER, MOUNTING DIMENSIONS:

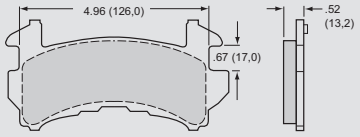




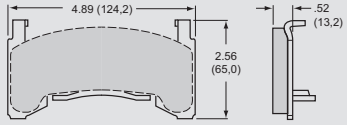
DIMENSION "D1" = (DISC DIAMETER/2) - .48 (12,2)
CALIPER MOVES INWARD AS PAD WEARS, .35 (8,9) MAX
NOTE: RIGHT HAND CALIPER SHOWN, LEFT HAND HAS BLEED SCREW REVERSED
INLET FITTING: 1/8-27 NPT

DISC DIAMETER	"E" OUTSIDE RADIUS	DISC WIDTH	"B" MOUNT OFFSET
11.00 (279,4)	6.55 (166,4)	.81 (20,6)	1.74 (44,2)
11.75 (298,5)	6.90 (175,3)	1.00 (25,4)	1.84 (46,7)
		1.25 (31,8)	1.96 (49,8)

GM METRIC BRAKE PAD TYPE D154 - PAD VOLUME "INNER" = 2.7 CU. IN. / - PAD VOLUME "OUTER" = 3.2 CU. IN.:



GM "INNER" PAD



GM "OUTER" PAD

AXLE SET P/N	PAD TYPE / COMPOUND
15A - 6219K	D154 A PolyMatrix
15B - 3998K	D154 B PolyMatrix
15C - 4420K	D154 C PolyMatrix
15E - 6103K	D154 E PolyMatrix
15Q - 6831K	D154 Q PolyMatrix
150 - 8936K	D154 10 BP-10 Smart Pad
150 - 9422K	D154 20 BP-20 Smart Pad

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	O-RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	SLIDE PIN KIT (4 PK)
120-6426	200-1119 (2.38")	130-4956	220-0627	230-0619
120-6427	200-1119 (2.38")	130-4956	220-0627	230-0619
120-7197	200-1119 (2.38")	130-4956	220-0627	230-0619

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) THE BASE PART NUMBER CAN BE RIGHT HAND OR LEFT HAND MOUNTED
(3) SLIDE PIN KIT P/N 230-0619 IS REQUIRED FOR INSTALLATION AND MUST BE ORDERED SEPARATELY
(4) INCLUDES SLIDE PIN VIBRATION DAMPENERS

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

GM IRON METRIC CALIPER

Caliper Highlights:

These all new cast, not rebuilt iron calipers are bolt-on replacements for 1978 and later **GM Metric** calipers widely used in "spec" racing categories and low cost disc brake conversions.

Wilwood iron **GM Metric** calipers combine new part quality with modern machining precision. There are two piston size options to assist builders with properly building static bias into a car. Previously, builders using the metric calipers generally had to mount the same size calipers on all four wheels. This drastically limited the tuning options and often created front to rear bias ratios that were not conducive to good handling and stability under hard braking. Some builders, and other brake suppliers, chose to offer re-machined OE calipers to provide a bias tuning option. Unfortunately, re-machining a used casting that was never designed for the larger bore size, can create real compromises in strength, reliability, and performance.

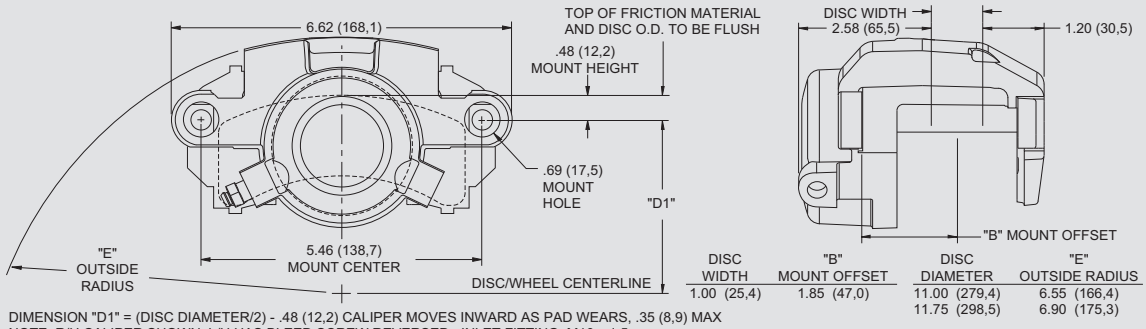
To address these needs, Wilwood has tooled two separate castings that are fitted with either 2.75" or 2.00" stainless steel pistons and high temperature bore seals. Each casting is designed specific for its intended bore size. The calipers are strong and precise, without unnecessary added weight from oversized castings. The stainless steel pistons resist corrosion while helping to slow the heat transfer from the pads. The high temperature seals provide long service life when used in hard braking applications and maintain their resilience to provide positive piston retraction on release. In addition to the optional piston sizes, two models are available with slide pin vibration dampers installed to help reduce rattle and other noise.

All Wilwood **GM Metric** Calipers use the standard D154 type brake pads. The complete range of Wilwood high performance and racing pad compounds is available to match response, friction, and temperature range to any application.

CALIPER ORDERING INFORMATION:(1)

BORE SIZE		DISC WIDTH		WEIGHT (LBS)	PART NUMBER (2,3)
2.75”	69,9 mm	1.00”	24,4 mm	4.4	120-8924
2.75”	69,9 mm	1.00”	25,4 mm	4.4	120-8926(4)
2.00”	50,8 mm	1.00”	25,4 mm	4.1	120-9333
2.00”	50,8 mm	1.00”	25,4 mm	4.1	120-9487(4)

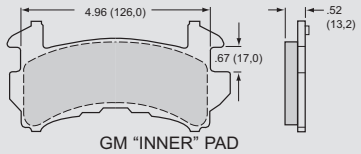
GM IRON METRIC CALIPER, MOUNTING DIMENSIONS:



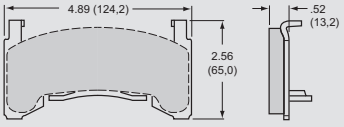
DISC WIDTH	"B" MOUNT OFFSET	DISC DIAMETER	"E" OUTSIDE RADIUS
1.00 (25,4)	1.85 (47,0)	11.00 (279,4)	6.55 (166,4)
		11.75 (298,5)	6.90 (175,3)

DIMENSION "D1" = (DISC DIAMETER/2) - .48 (12,2) CALIPER MOVES INWARD AS PAD WEARS, .35 (8,9) MAX
NOTE: R/H CALIPER SHOWN, L/H HAS BLEED SCREW REVERSED. INLET FITTING: M10 x 1.5

GM IRON METRIC BRAKE PAD TYPE D154 - PAD VOLUME “INNER” = 2.7 CU. IN. / - PAD VOLUME “OUTER” = 3.2 CU. IN.:



GM “INNER” PAD



GM “OUTER” PAD

AXLE SET P/N	PAD TYPE / COMPOUND
15A - 6219K	D154 A PolyMatrix
15B - 3998K	D154 B PolyMatrix
15C - 4420K	D154 C PolyMatrix
15E - 6103K	D154 E PolyMatrix
15H - 8231K	D154 H PolyMatrix
15Q - 6831K	D154 Q PolyMatrix
150 - 8936K	D154 10 BP-10 Smart Pad
150 - 9422K	D154 20 BP-20 Smart Pad

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	O-RING KIT (4 PK)	BLEED SCREW KIT (EA)	SLIDE PIN KIT (4 PK)
120-8924	200-6633 (2.75”)	130-4955	220-8932	230-0619
120-8926	200-6633 (2.75”)	130-4955	220-8932	230-0619
120-9333	200-9342 (2.00”)	130-0777	220-8932	230-0619
120-9487	200-9342 (2.00”)	130-0777	220-8932	230-0619

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) THE CALIPER PART NUMBERS ARE THE SAME FOR LEFT OR RIGHT MOUNTING. BLEED SCREW AND INLET FITTINGS MUST BE INSTALLED IN THE CORRECT POSITION DURING ASSEMBLY ON THE VEHICLE.
(3) CALIPER SLIDE PIN BOLTS, P/N 230-0619 (4 BOLTS PER KIT) ARE REQUIRED FOR INSTALLATION AND MUST BE ORDERED SEPARATELY.
(4) THESE CALIPERS INCLUDE SLIDE PIN VIBRATION DAMPERS.

Brakes are critical safety components, see warnings and disclaimer on page 129

GP SERIES MOTORCYCLE CALIPERS

Caliper Highlights:

Wilwood's **GP 300, GP 300RT, GP 310 and GP 340** motorcycle disc brake calipers have been designed and engineered for use on 1984 - present Harley-Davidson® Motorcycles. Built around a 4-piston, high performance powerhouse, these billet aluminum calipers bring distinctive, bolt-on styling: Direct leg-mounted calipers are available for all single and dual disc models (except Springer and 4-speed FL models), as well as the 1983 XR 1000.

Polished
Chrome
Red
Black

Rear calipers are available for all Softail®, Dyna, and touring models, utilizing unique bracket designs that combine the right elements of strength and style.

The **GP 310** and **GP 300** calipers are available in polished, brilliant chrome or red finishes, with the added performance characteristics found in Wilwood's racing calipers: stainless steel pistons to reduce brake fade while resisting corrosion and high temperature piston seals for extended life, controlled retraction and drag free operation. Additional features include bright-finish bleed screws and hardware, exclusive pad anti-rattle clip, and brake pads designed to operate in the widest range of temperatures and environments, utilizing our industry leading stainless steel rotor compatible formulation.

GP 300 FRONT / REAR MOTORCYCLE CALIPER ORDERING INFORMATION:

DESCRIPTION		POLISHED	CHROME	BLACK
Front Left Hand Caliper (single)	1984-1999	120-3933-P	120-4243	
Front Right Hand Caliper	1984-1999	120-3945-P	120-4242	
Optional Mounting Bolt Kit, P/N: 230-4237				
Rear Caliper (bracket not included)		120-3935-P	120-4244	
Rear Softail® Bracket Kit (shown with caliper lower right)	1984-1999			250-4235

GP 300 Front Caliper

GP 300 Rear Caliper with Bracket (not included)

GP 300RT FRONT / REAR MOTORCYCLE CALIPER ORDERING INFORMATION:

DESCRIPTION		POLISHED	CHROME
Front Right Hand Caliper	2000-Up	120-10369-P	120-10369
Front Left Hand Caliper	2000-Up	120-10370-P	120-10370
Rear Caliper	2000-Up	120-10001-P	120-10001r

GP 300 RT Rear Caliper Shown

SERVICE PARTS ORDERING INFORMATION:

DESCRIPTION	PART NUMBER
GP 300 and GP 310 Brake Pads (caliper set)	150-8733-2
GP 300 and GP 310 Seal Kit	130-3602

NOTES: HARLEY-DAVIDSON® MOTORCYCLES SPECIFIES USE OF DOT 5 SILICONE BRAKE FLUID BECAUSE OF ITS MINIMIZED IMPACT ON PAINTED SURFACES. WILWOOD DISC BRAKE CALIPERS WILL WORK WITH EITHER FLUID, **BUT NEVER** MIX DOT 5 SILICONE BRAKE FLUID WITH DOT 3, 4, OR 5.1 FLUIDS.

GP 310 FRONT / REAR MOTORCYCLE CALIPER ORDERING INFORMATION:

FRONT DESCRIPTION		POLISHED	CHROME	RED	BLACK
Front Left Hand Caliper (single)	1984-1999	120-7737-P	120-7737	120-7737-RD	120-7737-BK
Front Right Hand Caliper	1984-1999	120-7736-P	120-7736	120-7736-RD	120-7736-BK
Optional Mounting Bolt Kit, P/N: 230-4237					
Front Left Hand Caliper (single)	2000-Present	120-7739-P	120-7739	120-7739-RD	120-7739-BK
Front Right Hand Caliper	2000-Present	120-7738-P	120-7738	120-7738-RD	120-7738-BK
Optional Mounting Bolt Kit, P/N: 230-6330					
Front Left Hand Caliper -Sprocket Brake		120-10174-P	120-10174	120-10174-RD	120-10174-BK
Front Right Hand Caliper -Sprocket Brake		120-10175-P	120-10175	120-10175-RD	120-10175-BK
REAR DESCRIPTION (Bracket Not Includedd)					
Rear Right Hand Caliper (Std 3.50" Mount)		120-7740-P	120-7740	120-7740-RD	120-7740-BK
Rear Left Hand Caliper (Std 3.50" Mount) (1)		120-7741-P	120-7741	120-7741-RD	120-7741-BK
Optional Mounting Bolt Kit, P/N: 230-4236					

NOTE: (1) USE WITH DYNA "BOTTOM" BRACKET

GP 310 Front Caliper

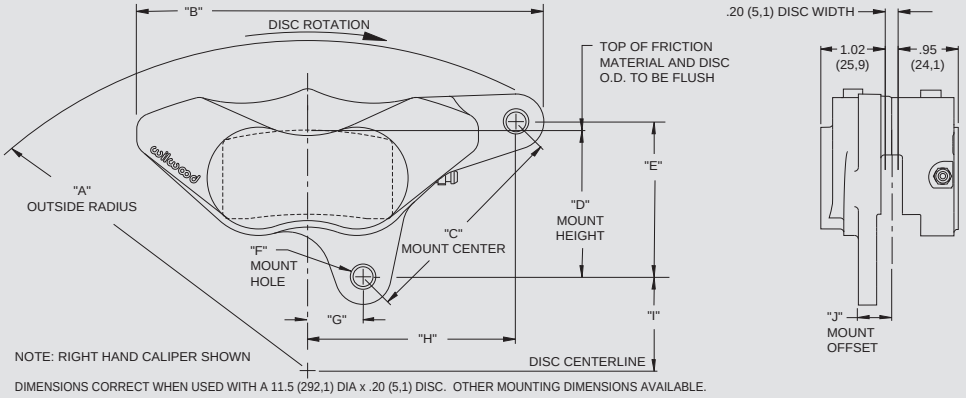
GP 310 Rear Caliper

GP 340 FRONT / REAR MOTORCYCLE CALIPER ORDERING INFORMATION:

DESCRIPTION		POLISHED	CHROME
Front Right Hand Caliper	1984-99	—	120-10473
Front Left Hand Caliper	1984-99	—	120-10474
Front Right Hand Caliper	2000-Up	—	120-10099
Front Left Hand Caliper	2000-Up	—	120-10100
Rear Caliper	1984-Up	—	120-10101

GP 340 RT Front Caliper Shown

GP 310, GP 300RT, GP 340 FRONT, GP 300 FRONT/REAR, MOTORCYCLE CALIPER, MOUNTING DIMENSIONS:



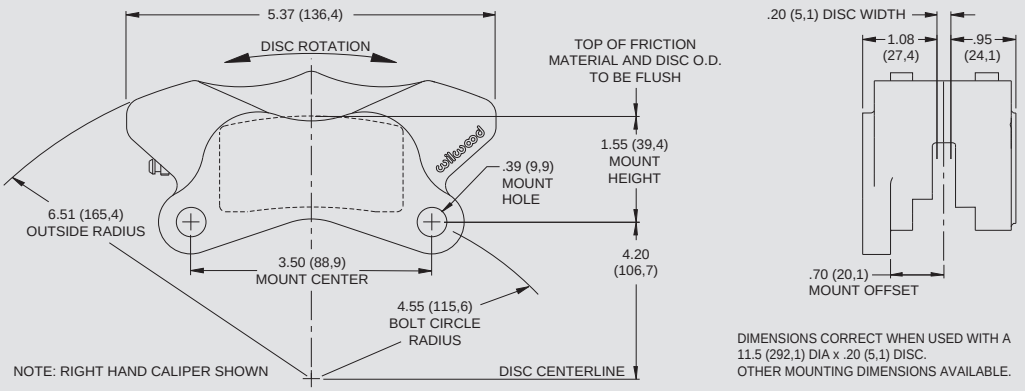
DIMENSIONS CORRECT WHEN USED WITH A 11.5 (292,1) DIA x .20 (5,1) DISC. OTHER MOUNTING DIMENSIONS AVAILABLE.

CALIPER	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"
GP 300 (1984-99)	7.21 (183,1)	6.48 (164,1)	3.44 (87,4)	2.33 (59,2)	2.46 (62,5)	3/8-16 THD	.87 (22,1)	3.27 (83,1)	3.43 (86,7)	.53 (13,5)
GP 310 (1984-99)	7.17 (182,1)	6.39 (162,3)	3.44 (87,4)	2.33 (59,2)	2.46 (62,5)	3/8-16 THD	.87 (22,1)	3.27 (83,1)	3.42 (86,7)	.53 (13,5)
GP 310 (2000-UP)	6.83 (173,5)	6.28 (159,5)	2.72 (69,1)	2.18 (55,4)	1.99 (50,5)	M10 x 1.5	1.31 (33,3)	3.16 (80,3)	3.57 (90,7)	.78 (19,8)
GP 340*	6.83 (173,5)	6.31 (160,3)	2.72 (69,1)	2.18 (55,4)	1.99 (50,5)	M10 x 1.5	1.31 (33,3)	3.16 (80,3)	3.57 (90,7)	.78 (19,8)

*FRONT: 2000-UP, REAR: 1984-UP

GP SERIES MOTORCYCLE CALIPERS / ROTORS

GP 310, GP 300RT, GP 340 REAR MOTORCYCLE CALIPER, MOUNTING DIMENSIONS:



GP SERIES FRONT / REAR MIRROR POLISH ROTOR (MPR) ORDERING INFORMATION:

Wilwood mirror polished stainless (**MPS**) rotors combine the ultimate in performance and distinctive style for production bikes and full customs using OE dimension brake components. A proprietary finishing process on a select stainless alloy provides a second-to-none deep mirror finish, and the stopping power you expect from the world leader in high performance brake systems.

Front and rear rotors are available for most models from 1984 through 2006 that use 11.50" diameter discs with the 5.00" X 3.25" mounting pattern. Symmetrical front rotors can be used on single or twin front caliper models.

11.50 Front Rotor

11.50 Rear Rotor

MPS rotors can be used as a direct replacement with the OE calipers, or coupled with Wilwood GP calipers while providing a precision fit without run-out or knock-back for smooth engagement at all speeds.

MIRROR POLISH ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	LBS	MODEL YEAR	FRONT/ REAR	PART NUMBER
11.50" (292,1)	.196" (5,0)	5 x 3.25" (82,6)	.344"	4.5	1984-1999	FRONT	160-9913P
11.50" (292,1)	.196" (5,0)	5 x 3.25" (82,6)	.422"	4.5	1984-1999	REAR	160-9914P
11.50" (292,1)	.196" (5,0)	5 x 3.25" (82,6)	.344"	4.5	2000-UP	FRONT	160-9915P
11.50" (292,1)	.196" (5,0)	5 x 3.25" (82,6)	.422"	4.5	2000-UP	REAR	160-9916P

GP 310, GP 300RT, GP 340 REAR MOTORCYCLE CALIPER BRACKETS ORDERING INFORMATION:

GP 310 REAR BRACKET DESCRIPTION		POLISHED	CHROME
Softail® Bracket Kit	1984-1999	250-8035-P	250-8035
Softail® Bracket Kit	2000-Present	250-8036-P	250-8036
Dyna Bracket Kit	1984-1999	250-8034-P	250-8034
Dyna Bracket Kit	2000-Present	250-8033-P	250-8033
Dyna "Bottom" Bracket Kit (1)	1984-1999	250-8252-P	250-8252
FLH / FLT Bracket Kit	2000-2006	250-10165-P	250-10165

Optional Mounting Bolt Kit, P/N: 230-4236 is included with brackets

NOTE: (1) LOCATES CALIPER ON THE BOTTOM SIDE OF THE ROTOR
USE WITH LEFT HAND GP 310 REAR CALIPER

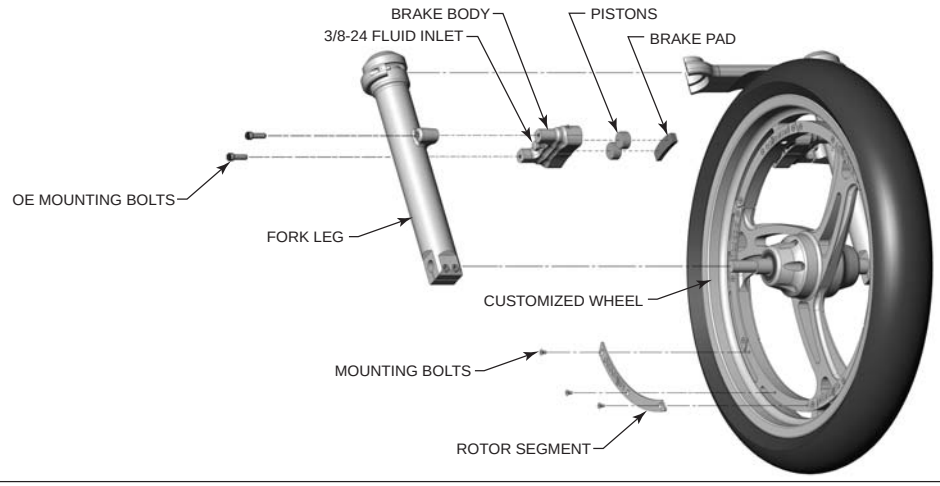
STEALTH BRAKE SYSTEM FOR V-TWIN FRONT ENDS

Stealth Brake System Highlights:

- Brakes mount up and inside the fork legs for “invisible” installation
- Billet brake bodies are available polished or chromed
- Large 18.75” diameter rotor offers great stopping power and suspension modulation
- No rotor or caliper to clutter your custom wheel
- Unlimited wheel design possibilities
- Works with, or without a fender
- Stealth is designed specifically for 21” diameter wheels
- Works with the original equipment master cylinder
- Patent pending design

Look Close to See the Stealth Brake System

STEALTH MOTORCYCLE FRONT ASSEMBLY:



STEALTH BRAKE SYSTEM ORDERING INFORMATION:

DESCRIPTION	PART NUMBER
Stealth Brake System for 41 mm Wide Glide front end - Polished	140-10107-P
Stealth Brake System for 41 mm Wide Glide front end - Chrome	140-10107

NOTES: HARLEY-DAVIDSON® MOTORCYCLES SPECIFIES USE OF DOT 5 SILICONE BRAKE FLUID BECAUSE OF ITS MINIMIZED IMPACT ON PAINTED SURFACES. WILWOOD DISC BRAKE CALIPERS WILL WORK WITH EITHER FLUID, **BUT NEVER** MIX DOT 5 SILICONE BRAKE FLUID WITH DOT 3, 4, OR 5.1 FLUIDS. CUSTOM WHEELS MUST BE DESIGNED TO ACCEPT STEALTH. REQUIRED FORK BRACE (TRUSS) IS NOT INCLUDED. CONTACT WILWOOD FOR DETAILS.

Brakes are critical safety components, see warnings and disclaimer on page 129

BRAKE PADS

PAD COMPOUND QUICK REFERENCE GUIDE:

Wilwood brake pad compounds are the results of three decades of experience and continual development to provide optimized braking and driver feel for all types of motor sport and competition applications. This selection guide is intended to provide general characteristics and applications for each compound. The graphs on page 58 illustrate the differences in friction values and temperature ranges. On-track testing and driver evaluation however, will always remain the determining factor to final pad selection.

Compound	Performance Range Data	General Characteristics and Popular Applications
A	Heat Range: Low to X-High Cold Torque: X-High Hot Torque: X-High Wear Rate: X-Low	• Immediate cold response with highest friction values at all temperatures • Severe duty use on oval tracks and road courses or other applications that require immediate high response at low temperatures • Long wear rate for severe duty, sustained high temperature braking • Compatible with all iron ,steel, and titanium rotors
H	Heat Range: Low to X-High Cold Torque: High Hot Torque: X-High Wear Rate: X-Low	• Slightly softer initial response with same high temperature friction as "A" with a steady rise in friction as temperature and pedal pressure increases • Severe duty use with long wear for oval tracks and road courses • Predictable smooth engagement at all temperatures and pedal pressures • Compatible with all iron, steel, and titanium rotors
B	Heat Range: Medium to X-High Cold Torque: Medium-High Hot Torque: High Wear Rate: Low	• Baseline pad for asphalt late models, modifieds, and sprints • Severe duty, high temperature dirt track applications • Intermediate duty road racing, autocross, and rally • Easily bedded without abrasion on new iron or steel rotors • Compatible with all iron, steel, and titanium rotors
C	Heat Range: Medium to X-High Cold Torque: Medium Hot Torque: Medium-High Wear Rate: X-Low	• Gradual rise from medium to medium high torque as temperatures increase • Long wear and high temperature fade resistance • Tuning pad for reduced response in medium to high temperature ranges • Reduced friction alternative to B • Compatible with all iron, steel, and titanium rotors
CM	Heat Range: Medium to High Cold Torque: Medium Hot Torque: Medium Wear Rate: Medium	• Medium to high friction sintered metallic compound with steadily increasing torque curve as temperatures rise • Good wear and friction properties with high fade resistance for special applications where intermittent high temperature spikes are observed between periods of moderate temperature braking • Best compound for specialized application titanium rotors
E	Heat Range: Low to Med-High Cold Torque: Medium-High Hot Torque: Medium-High Wear Rate: Medium	• Very consistent positive driver's feel over full temperature range • Baseline material for all dirt track application including super late models, modifieds, and rear inboard sprints using vented iron rotors • Standard equipment in all steel rotor drag race brake kits • Dual purpose street and track rally, auto-cross, and track day events

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

Compound	Performance Range Data	General Characteristics and Popular Applications
BP-10	Heat Range: Low to Med-High Cold Torque: Medium Hot Torque: Medium-High Wear Rate: Medium	• Heavy duty replacement pads with increased friction and temperature range over OE type compound pads • Standard equipment in many street performance disc conversion kits • Beds quickly and provides fast response without excessive abrasion on vented iron rotors
BP-20	Heat Range: Medium-High Cold Torque: Medium Hot Torque: High Wear Rate: Medium	• Medium to heavy braking dirt tracks • Advanced level track day and club sport competition • Extreme duty dual purpose street / track vehicle • High speed or heavy weight drag cars • Hobby or sportsman category asphalt racing
BP-30	Heat Range: Medium to X-High Cold Torque: Medium-High Hot Torque: High Wear Rate: Low	• Baseline pad for asphalt late models, modifieds, and sprints • Severe duty, high temperature dirt track applications • Intermediate duty road racing, autocross, and rally • Easily bedded without abrasion on new iron or steel rotors • Compatible with all iron, steel, and titanium rotors
Q	Heat Range: Low to Medium Cold Torque: Medium Hot Torque: Medium Wear Rate: Low	• Disc brake conversions on street rods, muscle cars, custom show cars and all moderate performance applications where low noise and dust are important • Best compound for specialized application aluminum rotors, and compatible with all vented iron rotors
PM	Heat Range: Low to Medium Cold Torque: Medium Hot Torque: Medium Wear Rate: Medium	• Speciality selected compounds for enhanced performance through increased friction properties and extended temperature range • Applicaton specific compounds are elements of Wilwood **ProMatrix** pad & rotor upgrade kits • Where available, **ProMatrix** compounds are designated for use in OE calipers on OE or performance upgraded rotors, please see our Kit Catalog for details

BRAKE PAD BEDDING:

Bedding is a "real conditions" heat cycle and the final step in preparing the pads for service. All pads, even OE stock replacement parts, will benefit from a proper bedding cycle. Bedding can be done either in the vehicle, or on a special bedding dyno that can realistically duplicate the torque loads, pressure, and temperature that will be realized in the vehicle.

The bedding process is the final "heat cure" for the pads. This final bedding cure differs from an oven heat cure in such that the oven heat cure does not include the pressure, torque, and elevated surface temperatures that are necessary to properly condition the pad for service. New pads must be gradually brought up to temperature and then slowly cooled. If the pads are put into hard service right from the start, damage from fractures or accelerated deterioration due to extreme temperature variations between the surface and the body of the pad can occur.

Once the brake system has been tested and determined safe to operate the vehicle, follow these steps for bedding of all pad materials.

1. Begin with a series of 8-10 light stops from approx. 30 MPH down to 15 MPH allowing 20-30 seconds for cooling between each stop.
2. Progress to series of 8-10 moderate stops from around 45 MPH down to 30 MPH allowing a 20-30 second cool down period between each stop.
3. Proceed with a series of 8-10 hard stops from 55-65 MPH down to 25 MPH allowing 20-30 seconds of cool down time between each stop.
4. 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.

During the bedding process, a more positive feel from the brakes should develop. This is an indication that the bed in process is working. If any level of brake fade is observed during the hard stops, it may be an indication that the brakes have been more than adequately heated. Begin cooling the brakes with light driving and without brake contact immediately.

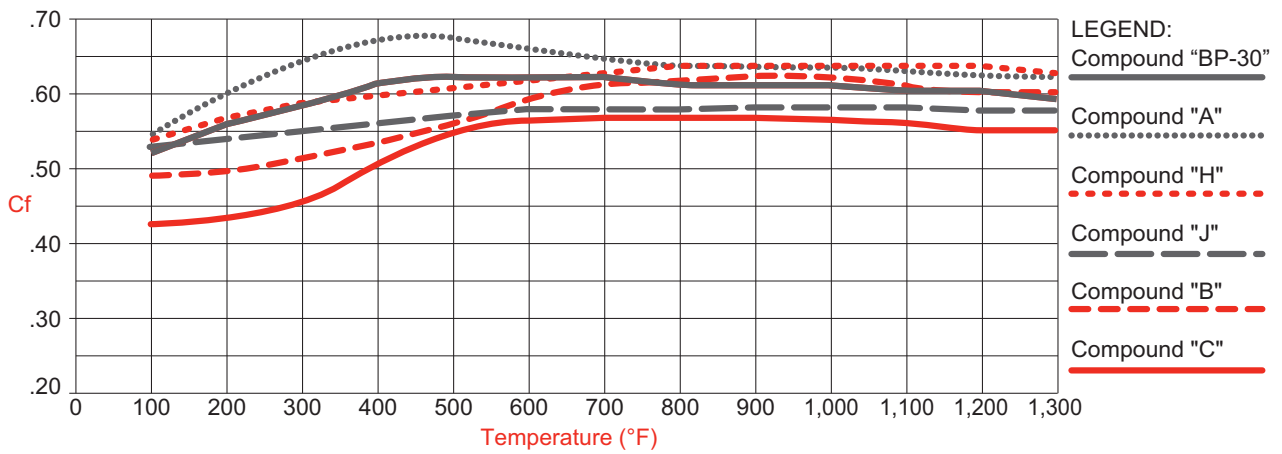
Wilwood Dyno Bedding Service: Wilwood offers computer controlled dyno bedding on many popular pads and rotors used in high temperature racing applications. Contact a dealer or factory representative for details.

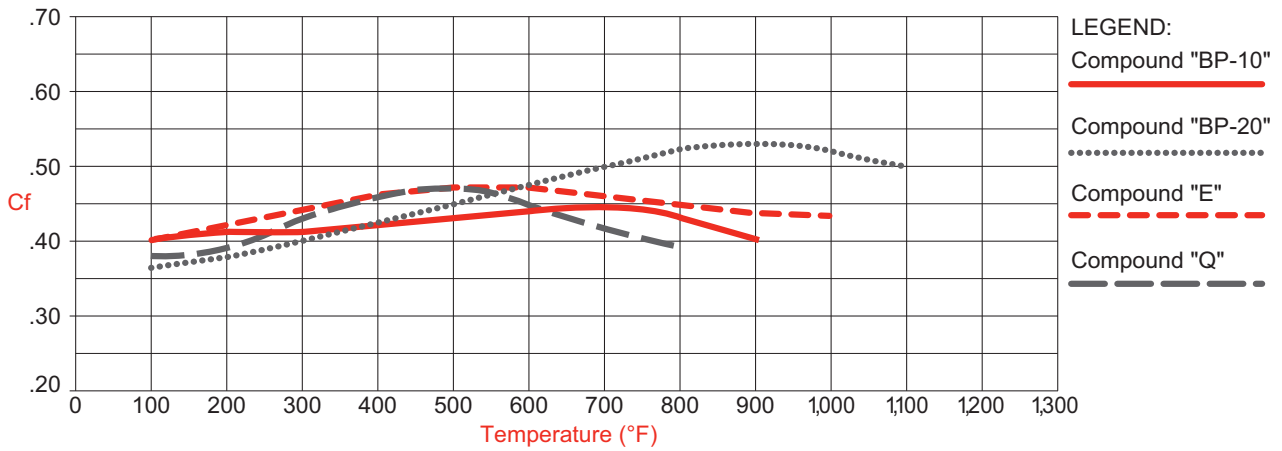
BRAKE PADS

FRICTION VALUES AND TEMPERATURE RANGES:

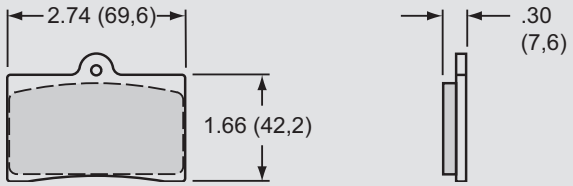
The graphs below illustrate the differences in friction values and temperature operating ranges for each pad compound. The graphs separate the compounds by similar operating temperature ranges. Pads in the high temperature group are normally used for sustained high temperature environments as observed on asphalt oval tracks, road courses, and endurance style competition. Pads from this group can be applied to applications that see short duration, but extreme high temperature spikes. Pads in the low to medium temperature group are often found on most any dirt track applications, drag cars, and high performance disc brake conversions on dual purpose street/track vehicles. Ultimately, the optimum pad compound for any given application and driver's preference can only be found after actual on-track testing and evaluation. First, use the performance characteristics and popular application guidelines on the preceding page to establish a baseline. Then, use the comparison charts below to make specific determinations regarding possible adjustments to your combination.

Compound types and ordering information for the pads used in Wilwood calipers can be found within the individual caliper pages. The pages that follow can also be used to identify and cross-reference the pad shapes and compounds used in all Wilwood calipers. Other compounds for a few specialized applications are also listed. A complete list of the Wilwood pads and compounds that are available for many OE calipers as well as other brands of racing calipers can be found in the Wilwood High Performance Disc Brake Pad catalog.



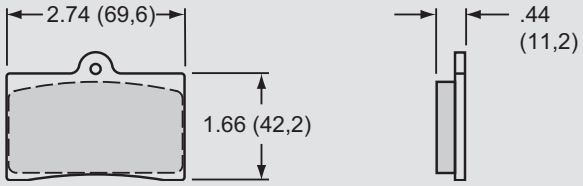


GP 300 / 310 BRAKE PAD TYPE 6208:



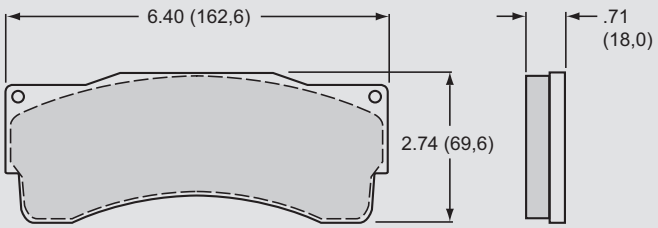
AXLE SET P/N	PAD TYPE / COMPOUND
150 - 8733-2	6208 10 BP-10 Smart Pad

GP 320 BRAKE PAD TYPE 6211:



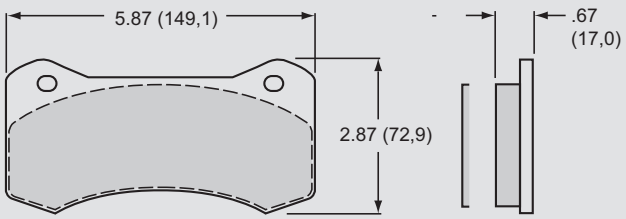
AXLE SET P/N	PAD TYPE / COMPOUND
15H - 8596K	6211 H PolyMatrix
150 - 10396K	6211 CM For Titanium Rotor

TC 6R TRUCK BRAKE PAD TYPE 6318:



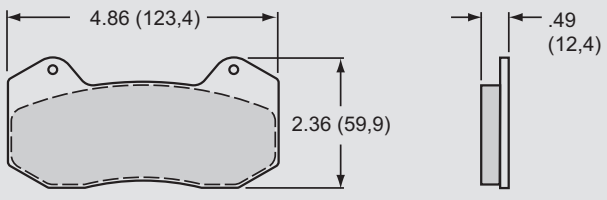
AXLE SET P/N	PAD TYPE / COMPOUND
15Q - 8823K	6318 Q PolyMatrix
150 - 9118K	6318 10 BP-10 Smart Pad
150 - 9411K	6318 20 BP-20 Smart Pad

W4A / W6A BRAKE PAD TYPE 6617:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 9977K	6617 A PolyMatrix
15B - 9978K	6617 B PolyMatrix
15H - 9979K	6617 H PolyMatrix
150 - 9488K	6617 10 BP-10 Smart Pad
150 - 9489K	6617 20 BP-20 Smart Pad
150 - 9980K	6617 30 BP-30 Smart Pad

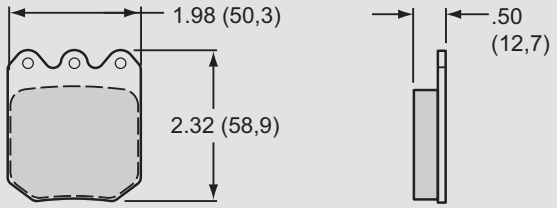
DYNAPRO 6 BRAKE PAD TYPE 6712:



AXLE SET P/N	PAD TYPE / COMPOUND
150 - 10006K	6712 10 BP-10 Smart Pad
150 - 10007K	6712 20 BP-20 Smart Pad

BRAKE PADS

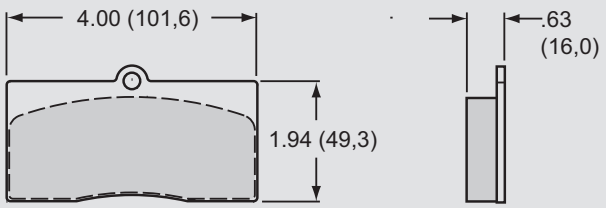
DYNAPRO SINGLE BRAKE PAD TYPE 6812:



NOTE: THIS PAD SHAPE CAN BE USED IN WILWOOD CALIPERS DESIGNED FOR TYPE 7012 PADS

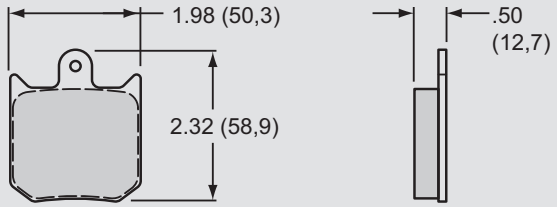
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 10142K	6812 A PolyMatrix
15B - 9819K	6812 B PolyMatrix
15E - 9820K	6812 E PolyMatrix
15Q - 10144K	6812 Q PolyMatrix
150 - 9764K	6812 10 BP-10 Smart Pad
150 - 9765K	6812 20 BP-20 Smart Pad
150 - 9862K	6812 30 BP-30 Smart Pad
150 - 9756K	6812 CM For Titanium Rotor
150 - 9766K	6812 Purple

ULTRALITE BRAKE PAD TYPE 6916:



AXLE SET P/N	PAD TYPE / COMPOUND
150 - 9904K	6916 CM For Titanium Rotor

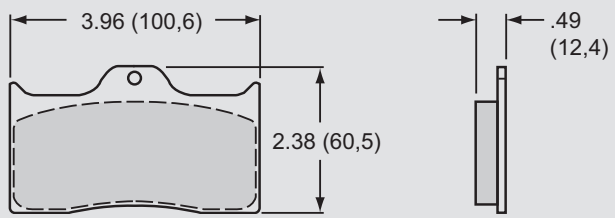
DYNALITE SINGLE BRAKE PAD TYPE 7012:



NOTE: PAD TYPE 6812 CAN BE USED AS A REPLACEMENT FOR PAD TYPE 7012

AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5733K	7012 A PolyMatrix
15B - 3990K	7012 B PolyMatrix
15C - 4414K	7012 C PolyMatrix
15E - 6083K	7012 E PolyMatrix
15Q - 6823K	7012 Q PolyMatrix
150 - 8937K	7012 10 BP-10 Smart Pad
150 - 9412K	7012 20 BP-20 Smart Pad
150 - 9862K	7012 30 BP-30 Smart Pad
150 - 9756K	7012 CM For Titanium Rotor
150 - 9683K	7012 Purple

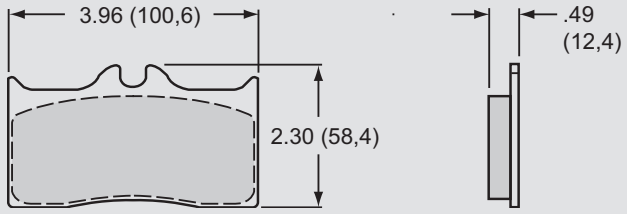
DYNALITE BRAKE PAD TYPE 7112:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5734K	7112 A PolyMatrix
15B - 3991K	7112 B PolyMatrix
15C - 4415K	7112 C PolyMatrix
15E - 6096K	7112 E PolyMatrix
15H - 8291K	7112 H PolyMatrix
15Q - 6824K	7112 Q PolyMatrix
150 - 8850K	7112 10 BP-10 Smart Pad
150 - 9413K	7112 20 BP-20 Smart Pad
150 - 9863K	7112 30 BP-30 Smart Pad
150 - 8450K	7112 CM For Titanium Rotor

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

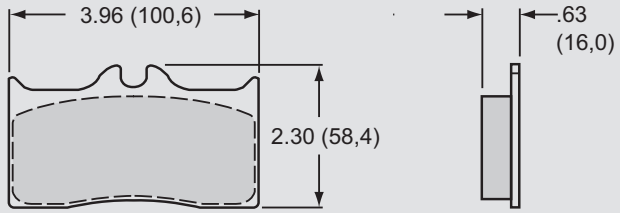
BILLET DYNALITE BRAKE PAD TYPE 7212:



NOTE: PAD SHAPE 7812 CAN BE USED AS A REPLACEMENT FOR PAD TYPE 7212

AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5909K	7212 A PolyMatrix
15B - 3999K	7212 B PolyMatrix
15E - 6098K	7212 E PolyMatrix
15Q - 6825K	7212 Q PolyMatrix
150 - 8857K	7212 10 BP-10 Smart Pad
150 - 9418K	7212 20 BP-20 Smart Pad
150 - 8451K	7212 CM For Titanium Rotor

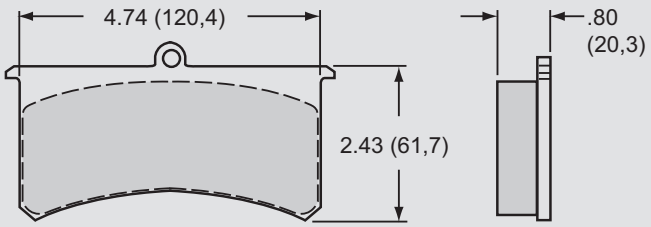
NDL BRAKE PAD TYPE 7216:



NOTE: PAD SHAPE 7816 CAN BE USED AS A REPLACEMENT FOR PAD TYPE 7216

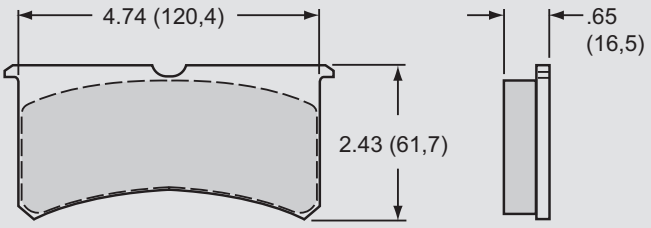
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5769K	7216 A PolyMatrix
15B - 4410K	7216 B PolyMatrix
15C - 4959K	7216 C PolyMatrix
15E - 6099K	7216 E PolyMatrix
15H - 8290K	7216 H PolyMatrix
15Q - 6826K	7216 Q PolyMatrix
150 - 8858K	7216 10 BP-10 Smart Pad
150 - 9419K	7216 20 BP-20 Smart Pad
150 - 7504K	7216 CM For Titanium Rotor

SUPERLITE II, SUPERLITE III, BILLETSUPERLITE W/COTTER PIN BRAKE PAD TYPE 7320:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5735K	7320 A PolyMatrix
15B - 3992K	7320 B PolyMatrix
15C - 4040K	7320 C PolyMatrix
15E - 6100K	7320 E PolyMatrix
15H - 8108K	7320 H PolyMatrix
15Q - 6827K	7320 Q PolyMatrix
150 - 8856K	7320 10 BP-10 Smart Pad
150 - 9414K	7216 20 BP-20 Smart Pad
150 - 8285K	7320 CM For Titanium Rotor
150 - 4909K	7320 Rapco

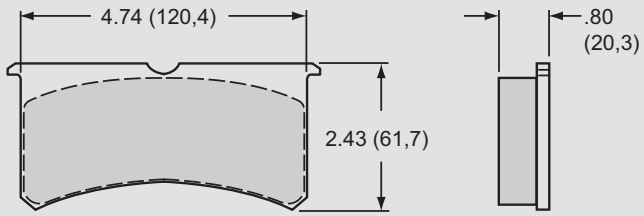
SL6R BRAKE PAD TYPE 7416:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 6704K	7416 A PolyMatrix
15B - 6705K	7416 B PolyMatrix
15E - 6707K	7416 E PolyMatrix
15H - 8546K	7416 H PolyMatrix
15Q - 6828K	7416 Q PolyMatrix
150 - 8855K	7416 10 BP-10 Smart Pad
150 - 9415K	7416 20 BP-20 Smart Pad

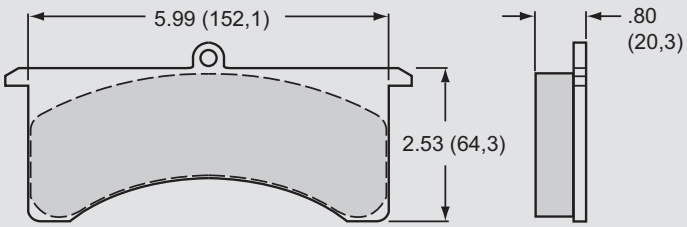
BRAKE PADS

SL6R BRAKE PAD TYPE 7420:



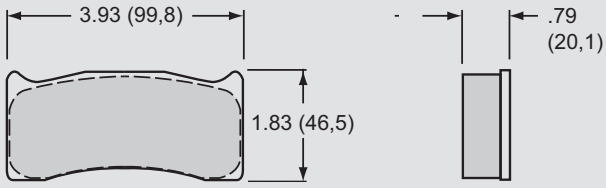
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5938K	7420 A PolyMatrix
15B - 5939K	7420 B PolyMatrix
15C - 6853K	7420 C PolyMatrix
15E - 6084K	7420 E PolyMatrix
15H - 8114K	7420 H PolyMatrix
15Q - 6829K	7420 Q PolyMatrix
150 - 8854K	7420 10 BP-10 Smart Pad
150 - 9416K	7420 20 BP-20 Smart Pad
150 - 9864K	7420 30 BP-30 Smart Pad
150 - 8323K	7320 CM For Titanium Rotor

GN III BRAKE PAD TYPE 7520:



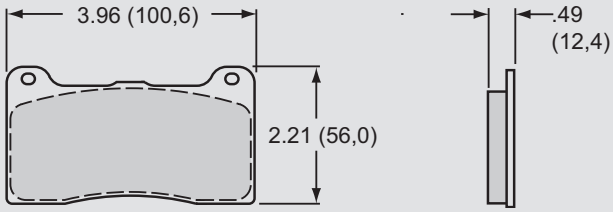
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5736K	7520 A PolyMatrix
15B - 3993K	7520 B PolyMatrix
15E - 6101K	7520 E PolyMatrix
15Q - 6879K	7520 Q PolyMatrix
150 - 9425K	7520 10 BP-10 Smart Pad
150 - 9417K	7520 20 BP-20 Smart Pad

IR-GT4R BRAKE PAD TYPE 7620:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5772K	7620 A PolyMatrix
15C - 4721K	7620 C PolyMatrix
15H - 8112K	7620 H PolyMatrix
150 - 4717K	7620 Rapco Pad (.34"Thick)

DYNAPRO BRAKE PAD TYPE 7812:

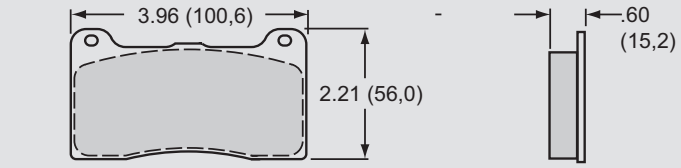


AXLE SET P/N	PAD TYPE / COMPOUND
15A - 9835K	7812 A PolyMatrix
15B - 9836K	7812 B PolyMatrix
15E - 9837K	7812 E PolyMatrix
15Q - 10385K	7812 Q PolyMatrix
150 - 9136K	7812 10 BP-10 Smart Pad
150 - 9418K	7812 20 BP-20 Smart Pad
150 - 10020K	7812 CM For Titanium Rotor

NOTE: THIS PAD SHAPE CAN BE USED IN WILWOOD CALIPERS DESIGNED FOR TYPE 7212 PADS

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

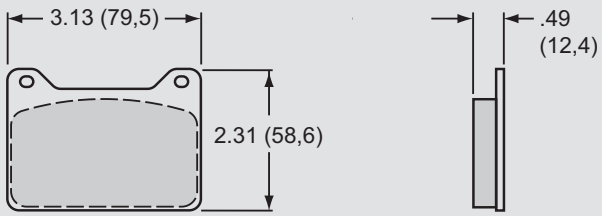
DYNAPRO AND NDL BRAKE PAD TYPE 7816:



NOTE: THIS PAD SHAPE CAN BE USED IN WILWOOD CALIPERS DESIGNED FOR TYPE 7216 PADS

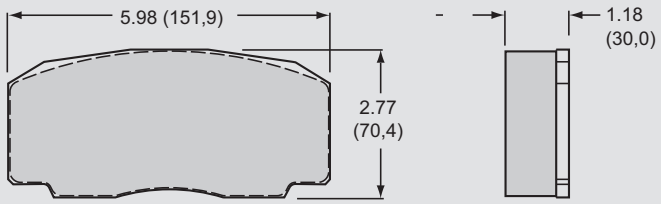
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 7263K	7816 A PolyMatrix
15B - 7264K	7816 B PolyMatrix
15E - 7266K	7816 E PolyMatrix
15Q - 7268K	7816 Q PolyMatrix
150 - 8946K	7816 10 BP-10 Smart Pad
150 - 9419K	7816 20 BP-20 Smart Pad
150 - 9865K	7816 30 BP-30 Smart Pad
150 - 9753K	7816 CM For Titanium Rotor
150 - 10290K	7816 CM Modified

POWERLITE BRAKE PAD TYPE 7912:



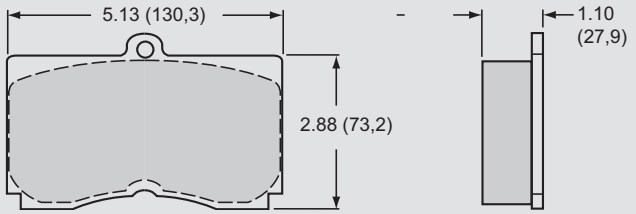
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 8809K	7912 A PolyMatrix
15B - 8949K	7912 B PolyMatrix
15E - 8810K	7912 E PolyMatrix
15H - 8811K	7912 H PolyMatrix
15Q - 8812K	7912 Q PolyMatrix
150 - 8813K	7912 10 BP-10 Smart Pad
150 - 9420K	7912 20 BP-20 Smart Pad

STR BRAKE PAD TYPE 9330:



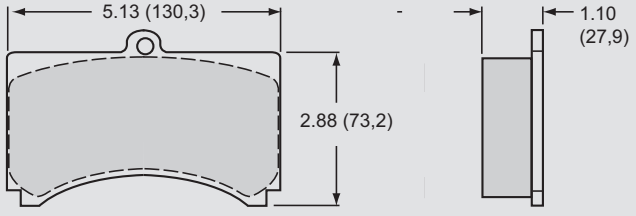
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 7509K	9330 A PolyMatrix
15H - 8119K	9330 H PolyMatrix

GT III/ST, GT III, GT 6000 BRAKE PAD TYPE 9428:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5739K	9428 A PolyMatrix

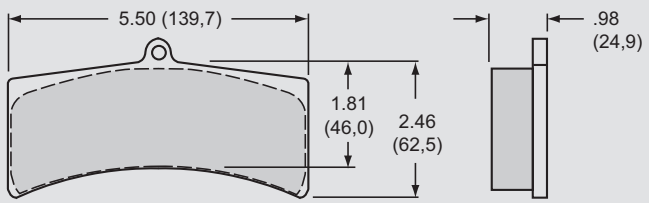
GT III/ST, GT III, GT 6000 SPECIAL RADIUS BRAKE PAD TYPE 9528:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 6225K	9528 A PolyMatrix
15H - 8125K	9528 H PolyMatrix

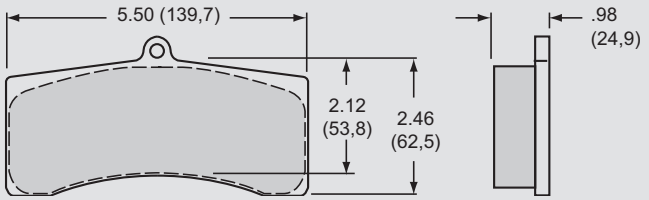
BRAKE PADS

INTEGRA WITH LG-GT ROTOR BRAKE PAD TYPE 9625:



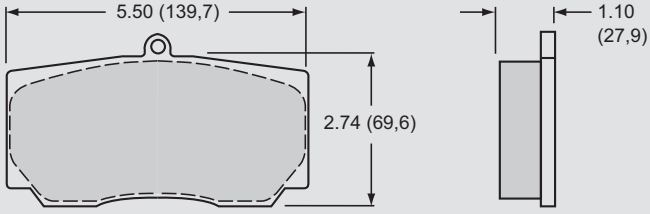
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5765K	9625 A PolyMatrix

INTEGRA WITH IP-GT ROTOR BRAKE PAD TYPE 9725:



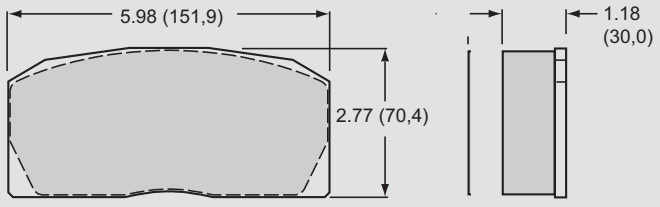
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 6225K	9725 A PolyMatrix
15H - 8125K	9725 H PolyMatrix

INTEGRA WITH HT-GT ROTOR BRAKE PAD TYPE 9828:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5741K	9828 A PolyMatrix
15H - 8110K	9828 H PolyMatrix

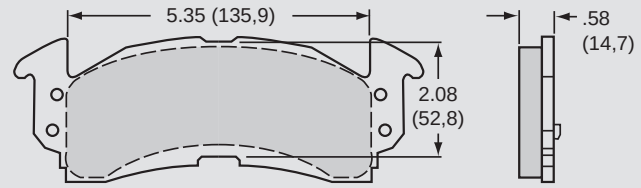
P6R BRAKE PAD TYPE 9930:



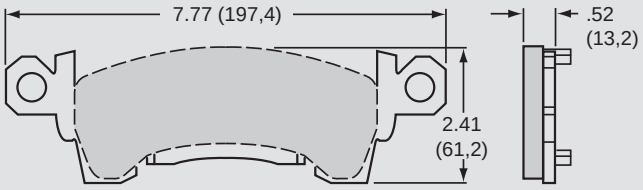
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5742K	9930 A PolyMatrix
15H - 8107K	9930 H PolyMatrix

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

GM III BRAKE PAD TYPE D52:



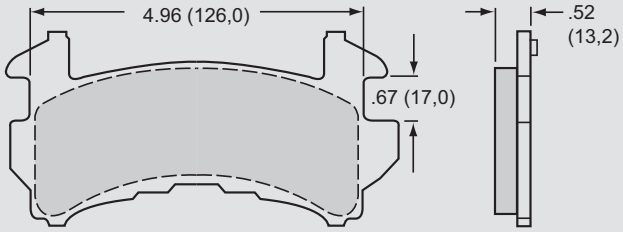
GM "INNER" PAD



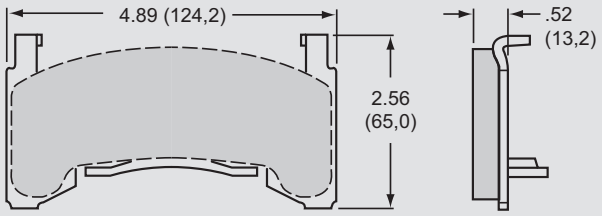
GM "OUTER" PAD

AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5737K	D52 A PolyMatrix
15B - 3994K	D52 B PolyMatrix
15C - 4419K	D52 C PolyMatrix
15E - 6102K	D52 E PolyMatrix
15H - 8232K	D52 H PolyMatrix
15Q - 6830K	D52 Q PolyMatrix
150 - 8939K	D52 10 BP-10 Smart Pad
150 - 9421K	D52 20 BP-20 Smart Pad
150 - 9866K	D52 30 BP-30 Smart Pad

GM METRIC BRAKE PAD TYPE D154:



GM "INNER" PAD



GM "OUTER" PAD

AXLE SET P/N	PAD TYPE / COMPOUND
15A - 6219K	D154 A PolyMatrix
15B - 3998K	D154 B PolyMatrix
15C - 4420K	D154 C PolyMatrix
15E - 6103K	D154 E PolyMatrix
15Q - 6831K	D154 Q PolyMatrix
150 - 8936K	D154 10 BP-10 Smart Pad
150 - 9422K	D154 20 BP-20 Smart Pad

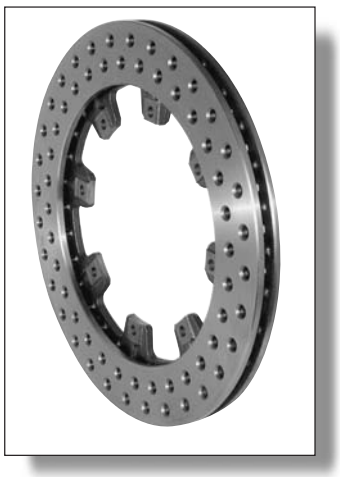
ROTOR INFORMATION

Rotor Performance:

Wilwood Engineering produces over 120 different types of premium rotors designed specifically for racing and high performance applications. Although a rotor's basic function is to disburse energy (in the form of heat) created by the brake pads clamping onto the rapidly rotating rotor, how well a rotor performs this job under the extremes of racing is why Wilwood rotors are considered the best in the industry.

The key elements involved in a high performance rotor are:

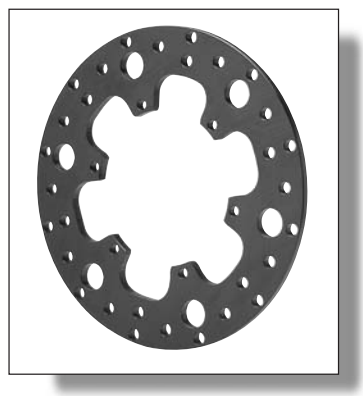
- •What is the mechanical advantage of the rotor (diameter)?
- •How stable (resistant to cracking) is the rotor material during thermal cycling (the continual process of heating and cooling)?
- •How stable is the rotor material when thermal shock occurs (the large, sudden, rapid change in rotor temperature)?
- •How efficient the rotor is at disbursing heat caused by friction between the rotor and brake pad?
- •How light the rotor can be made and still perform the task required (rotating weight not only contributes to unwanted unsprung weight, but also rotating weight)?



Wilwood Engineers address these and other critical questions when designing rotors. Because race cars differ in their braking requirements, Wilwood has developed both specific designs and specialized materials and manufacturing techniques to accommodate different performance criteria.

Wilwood vented rotors are designed for maximum cooling. The internal vanes pump cool air from the center of the wheel and take heat away from the rotor, allowing rotor temperatures to decrease. Wilwood has designed special curved vane and straight vane rotors to effectively move large volumes of air to rapidly disburse this heat (energy). Specially formulated iron is used to enhance the stability of the rotor, while allowing difficult castings in complex vane configurations to be produced. Wilwood's proprietary casting techniques are the result of over 30 years of vented rotor research and development combined with actual on-track performance evaluation. All rotors are precision machined to assure surfaces are flat and parallel.

Wilwood specialty steel rotors are used when rapid thermal inputs occur and material stability is required (i.e. when a dragster must brake from 300 mph). Under such conditions specialty steels are used, often cross drilled to reduce rotational weight. Wilwood also manufactures dynamic mount rotors for Super Speedway applications as well as special limited duty street rod and pro series solid rotors.



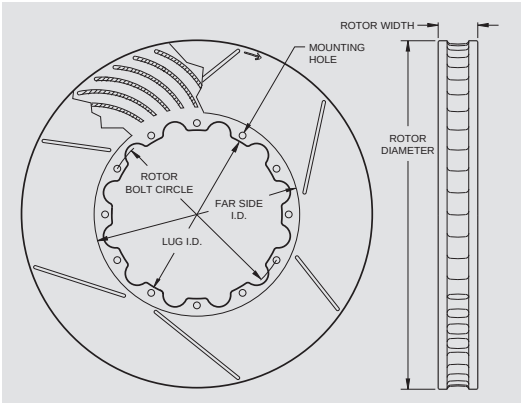
For all rotor designs, Wilwood conducts extensive in-house dynamometer testing to measure results of rotors under the most demanding conditions. This unique testing, teamed with extensive research and development and track testing assure the racer of the best quality high performance rotors available.

STAGGERED DIRECTIONAL VANE ROTORS

SV-GT SERIES DIRECTIONAL VANE ROTORS:

The **SV** series staggered vane rotor design has registered remarkable temperature reductions in severe duty, high heat environments. These advances have largely been the results of enhanced airflow through the center of the rotor. By staggering every other vane, from a full vane to two partial vanes, the airflow volume area was dramatically increased. Adding to the overall vane count also increased the surface cooling area. The face and vane wall sections were all increased without substantial weight gain. It is a simple matter of efficiency creating excellent heat exchange and high structural durability.

The **SV** rotor series is the next big step in brake system heat management. The **SV-GT** Series incorporates the increased cooling capacity and improved structural stability of the staggered vane design with Wilwood's premium GT machine preparation. Each rotor is cast from premium grade, long grain carbon iron. This material is used for its long wear, high thermal conductivity, and extreme resistance to distortion. Each rotor is fully detail machined to eliminate stress points and maintain less that .001"/.025mm flatness, parallelism, and run-out over the entire rotor. Wilwood's unique asymmetrical face groove pattern provides smoother engagement through reduced harmonics and even pad wear from improved thermal balance between the ID and OD of the rotor faces. Bed-in and interface gasses are effectively vented to achieve maximum performance from the pads. The clean and sweep action provided by this unique face slot pattern also minimizes any tendencies for irregular pad material build up or smearing over the rotor faces that can contribute to chatter during engagement. The minimal amount of material removed from the rotor faces during the slotting operation does not compromise the structural reliability or the wear rate of the rotor faces or pads. Finally, each rotor is individually spin balanced to assure vibration free performance at all speeds.



ROTOR ORDERING INFORMATION:

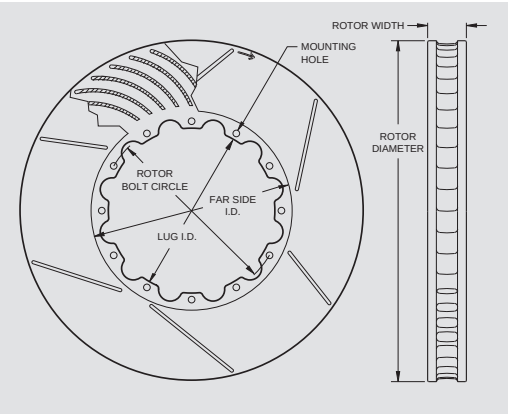
DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	RH / LH	PART NUMBER
16.00" (406,4)	1.38" (35,1)	12 x 10.75" (273,1)	.315"	11.76" (298,7)	10.00" (254,0)	22.5	RH	160-8953(1)
16.00" (406,4)	1.38" (35,1)	12 x 10.75" (273,1)	.315"	11.76" (298,7)	10.00" (254,0)	22.5	LH	160-8954(1)
14.25" (362,0)	1.25" (31,8)	12 x 9.18" (233,4)	.251"	10.00" (254,0)	8.63" (219,2)	18.7	RH	160-9787(1)
14.25" (362,0)	1.25" (31,8)	12 x 9.18" (233,4)	.251"	10.00" (254,0)	8.63" (219,2)	18.7	LH	160-9788(1)
14.00" (355,6)	1.25" (31,8)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	17.3	RH	160-8023(1)
14.00" (355,6)	1.25" (31,8)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	17.3	LH	160-8024(1)
14.00" (355,6)	1.25" (31,8)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	17.5	RH	160-8398(1)
14.00" (355,6)	1.25" (31,8)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	17.5	LH	160-8399(1)
14.00" (355,6)	1.10" (27,9)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	14.5	RH	160-8097(1)
14.00" (355,6)	1.10" (27,9)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	14.5	LH	160-8098(1)
14.00" (355,6)	1.10" (27,9)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	14.7	RH	160-8402(1)
14.00" (355,6)	1.10" (27,9)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	14.7	LH	160-8403(1)
12.90" (327,7)	1.62" (41,1)	12 x 6.75" (171,5)	.251"	7.55" (191,8)	6.25" (158,8)	20.3	RH	160-7305(1)
12.90" (327,7)	1.62" (41,1)	12 x 6.75" (171,5)	.251"	7.55" (191,8)	6.25" (158,8)	20.3	LH	160-7306(1)

NOTES: (1) FOR DYNO-BEDDED ROTORS, ADD -"B" TO THE END OF THE PART NUMBER WHEN ORDERING

DIRECTIONAL VANE ROTORS

GT SERIES DIRECTIONAL VANE ROTORS:

GT-36, HD-40, and **GT-48** vane rotors are built for the extreme conditions of professional motorsports. The superior heat absorption and dissipation characteristics of these heavy wall directional vane rotors are the keys to preventing heat fade and realizing long service life from the rotors and pads. All rotors are cast from premium grade, long grain carbon iron for long wear, thermal stability, and resistance to distortion. Every **GT** rotor is fully detail machined to eliminate stress points and unnecessary weight away from the pad sweep face. The faces and O.D. are precision turned to less than .001" for flatness, parallelism, and run-out. An asymmetrical face slot pattern provides smoother engagement through reduced harmonics and improved thermal balance between the I.D. and O.D. of the rotor. Every rotor is then individually dynamic balanced to provide vibration free performance at any speed. These rotors provide the highest cooling capacity and longest service life for extreme braking short tracks and road course competition.



12 Bolt Configuration

ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	RH / LH	PART NUMBER
14.00" (355,6)	1.25" (31,8)	12 x 8.75" (222,3)	.251"	10.00" (254,0)	8.25" (209,6)	17.5	RH	160-8398(1)
14.00" (355,6)	1.25" (31,8)	12 x 8.75" (222,3)	.251"	10.00" (254,0)	8.25" (209,6)	17.5	LH	160-8399(1)
14.00" (355,6)	1.10" (27,9)	12 x 8.75" (222,3)	.251"	10.00" (254,0)	8.25" (209,6)	14.7	RH	160-8402(1)
14.00" (355,6)	1.10" (27,9)	12 x 8.75" (222,3)	.251"	10.00" (254,0)	8.25" (209,6)	14.7	LH	160-8403(1)
13.06" (331,7)	1.38" (35,0)	8 x 7.00" (177,8)	.313"	9.21" (233,9)	6.53" (165,9)	16.0	RH	160-3584(1)
13.06" (331,7)	1.38" (35,0)	8 x 7.00" (177,8)	.313"	9.21" (233,9)	6.53" (165,9)	16.0	LH	160-3585(1)
13.06" (331,7)	1.25" (31,8)	12 x 8.75" (222,3)	.251"	9.46" (240,3)	8.25" (209,6)	12.3	RH	160-8165(1)
13.06" (331,7)	1.25" (31,8)	12 x 8.75" (222,3)	.251"	9.46" (240,3)	8.25" (209,6)	12.3	LH	160-8166(1)
13.00" (330,2)	1.10" (27,9)	12 x 7.00" (177,8)	.251"	8.57" (217,7)	6.38" (162,0)	14.6	RH	160-8508(1)
13.00" (330,2)	1.10" (27,9)	12 x 7.00" (177,8)	.251"	8.57" (217,7)	6.38" (162,0)	14.6	LH	160-8509(1)
12.91" (328,0)	1.38" (35,0)	12 x 7.17" (182,0)	8 mm	7.86" (199,7)	6.25" (158,8)	19.3	RH	160-6843(1)
12.91" (328,0)	1.38" (35,0)	12 x 7.17" (182,0)	8 mm	7.86" (199,7)	6.25" (158,8)	19.3	LH	160-6844(1)
12.91" (328,0)	1.26" (32,0)	10 x 8.11" (206,0)	8 mm	8.66" (220,0)	7.24" (184,0)	14.3	RH	160-7137(1)
12.91" (328,0)	1.26" (32,0)	10 x 8.11" (206,0)	8 mm	8.66" (220,0)	7.24" (184,0)	14.3	LH	160-7138(1)
12.90" (327,7)	1.38" (35,0)	12 x 7.00" (177,8)	.251"	8.05" (204,5)	6.55" (166,4)	18.6	RH	160-4932(1)
12.90" (327,7)	1.38" (35,0)	12 x 7.00" (177,8)	.251"	8.05" (204,5)	6.55" (166,4)	18.6	LH	160-4933(1)
12.90" (327,7)	1.38" (35,0)	12 x 6.75" (171,5)	.251"	7.55" (191,8)	6.25" (158,8)	19.4	RH	160-5122(1)
12.90" (327,7)	1.38" (35,0)	12 x 6.75" (171,5)	.251"	7.55" (191,8)	6.25" (158,8)	19.4	LH	160-5123(1)

NOTES: (1) FOR DYNO-BEDDED ROTORS, ADD -"B" TO THE END OF THE PART NUMBER WHEN ORDERING

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

ROTOR ORDERING INFORMATION:

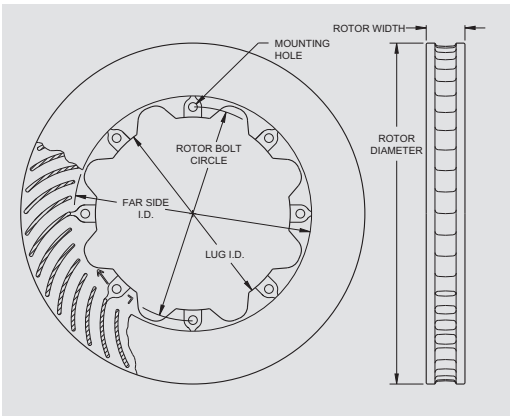
DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	RH / LH	PART NUMBER
12.90" (327,7)	1.31" (33,3)	12 x 8.38" (212,9)	.251"	8.92" (226,6)	7.87" (199,9)	14.3	RH	160-4702(1)
12.90" (327,7)	1.31" (33,3)	12 x 8.38" (212,9)	.251"	8.92" (226,6)	7.87" (199,9)	14.3	LH	160-4703(1)
12.90" (327,7)	1.25" (31,8)	12 x 8.75" (222,3)	.251"	9.46" (240,3)	8.25" (209,6)	11.7	RH	160-4564(1)
12.90" (327,7)	1.25" (31,8)	12 x 8.75" (222,3)	.251"	9.46" (240,3)	8.25" (209,6)	11.7	LH	160-4565(1)
12.90" (327,7)	1.10" (27,9)	12 x 8.75" (222,3)	.251"	9.46" (240,3)	8.25" (209,6)	12.3	RH	160-6833(1)
12.90" (327,7)	1.10" (27,9)	12 x 8.75" (222,3)	.251"	9.46" (240,3)	8.25" (209,6)	12.3	LH	160-6834(1)
12.90" (327,7)	1.00" (25,4)	12 x 8.75" (222,3)	.251"	9.46" (240,3)	8.25" (209,6)	10.5	RH	160-7597(1)
12.90" (327,7)	1.00" (25,4)	12 x 8.75" (222,3)	.251"	9.46" (240,3)	8.25" (209,6)	10.5	LH	160-7598(1)
12.90" (327,7)	.81" (20,6)	12 x 8.75" (222,3)	.251"	9.46" (240,3)	8.25" (209,6)	10.1	RH	160-9959(1)
12.90" (327,7)	.81" (20,6)	12 x 8.75" (222,3)	.251"	9.46" (240,3)	8.25" (209,6)	10.1	LH	160-9960(1)
12.80" (325,1)	1.25" (31,8)	12 x 7.06" (179,3)	.251"	8.41" (213,6)	6.53" (165,9)	15.0	RH	160-7742(1)
12.80" (325,1)	1.25" (31,8)	12 x 7.06" (179,3)	.251"	8.41" (213,6)	6.53" (165,9)	15.0	LH	160-7743(1)
12.72" (323,0)	1.38" (35,0)	12 x 6.75" (171,5)	.251"	7.69" (195,3)	6.25" (158,8)	18.7	RH	160-3314(1)
12.72" (323,0)	1.38" (35,0)	12 x 6.75" (171,5)	.251"	7.69" (195,3)	6.25" (158,8)	18.7	LH	160-3315(1)
12.72" (323,0)	1.25" (31,8)	8 x 7.62" (193,5)	5/16-24	8.88" (225,6)	7.13" (181,1)	13.0	RH	160-2978(1)
12.72" (323,0)	1.25" (31,8)	8 x 7.62" (193,5)	5/16-24	8.88" (225,6)	7.13" (181,1)	13.0	LH	160-2979(1)
12.72" (323,0)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.88" (225,6)	6.53" (165,9)	13.4	RH	160-2540(1)
12.72" (323,0)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.88" (225,6)	6.53" (165,9)	13.4	LH	160-2541(1)
12.60" (320,0)	1.29" (32,8)	12 x 7.00" (177,8)	.251"	7.69" (195,3)	6.38" (162,0)	15.6	RH	160-8746(1)
12.60" (320,0)	1.29" (32,8)	12 x 7.00" (177,8)	.251"	7.69" (195,3)	6.38" (162,0)	15.6	LH	160-8747(1)
12.40" (315,0)	1.10" (27,9)	12 x 6.75" (171,4)	.251"	8.41" (213,6)	6.18" (157,0)	14.2	RH	160-8704(1)
12.40" (315,0)	1.10" (27,9)	12 x 6.75" (171,4)	.251"	8.41" (213,6)	6.18" (157,0)	14.2	LH	160-8705(1)
12.31" (312,7)	1.26" (32,0)	10 x 8.11" (206,0)	8 mm	8.88" (225,6)	7.48" (190,0)	11.5	RH	160-7414(1)
12.31" (312,7)	1.26" (32,0)	10 x 8.11" (206,0)	8 mm	8.88" (225,6)	7.48" (190,0)	11.5	LH	160-7415(1)
12.19" (309,7)	1.25" (31,8)	8 x 8.50" (215,9)	.251"	9.10" (231,1)	7.88" (200,2)	10.7	RH	160-4576(1)
12.19" (309,7)	1.25" (31,8)	8 x 8.50" (215,9)	.251"	9.10" (231,1)	7.88" (200,2)	10.7	LH	160-4577(1)
12.19" (309,7)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.41" (213,6)	6.53" (165,9)	12.7	RH	160-2526(1)
12.19" (309,7)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.41" (213,6)	6.53" (165,9)	12.7	LH	160-2527(1)
12.19" (309,7)	.81" (20,6)	8 x 7.62" (193,5)	.325"	8.34" (211,8)	7.13" (181,1)	9.3	RH	160-8474(1)
12.19" (309,7)	.81" (20,6)	8 x 7.62" (193,5)	.325"	8.34" (211,8)	7.13" (181,1)	9.3	LH	160-8475(1)
12.19" (309,7)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	9.6	RH	160-8432(1)
12.19" (309,7)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	9.6	LH	160-8433(1)
12.00" (304,8)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.41" (213,6)	6.38" (162,0)	9.0	RH	160-8494(1)
12.00" (304,8)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.41" (213,6)	6.38" (162,0)	9.0	LH	160-8495(1)
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.34" (211,8)	6.38" (162,0)	10.9	RH	160-6902(1)
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.34" (211,8)	6.38" (162,0)	10.9	LH	160-6903(1)
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.325"	7.87" (199,9)	6.38" (162,0)	9.0	RH	160-9009(1)
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.325"	7.87" (199,9)	6.38" (162,0)	9.0	LH	160-9010(1)
11.66" (296,2)	.72" (18,3)	8 x 7.00" (177,8)	.325"	8.25" (209,6)	6.38" (162,0)	7.2	RH	160-8590(1)
11.66" (296,2)	.72" (18,3)	8 x 7.00" (177,8)	.325"	8.25" (209,6)	6.38" (162,0)	7.2	LH	160-8591(1)

NOTES: (1) FOR DYNO-BEDDED ROTORS, ADD -"B" TO THE END OF THE PART NUMBER WHEN ORDERING

DIRECTIONAL VANE ROTORS

HD SERIES DIRECTIONAL VANE ROTORS:

HD-48, HD-40, and **HD-36 Series** directional vane rotors provide superior thermal stability and long service for asphalt late models, modifieds, open wheel, and most other types of high heat competition applications. All **HD** rotors are cast from premium grade, long grain carbon iron for long wear, high thermal stability and resistance to distortion. Thick wall pad sweep faces with directional cooling vanes provide superior heat absorption and dissipation qualities to prevent heat fade and realize long service life from the pads and rotors. All **HD** rotor faces are precision turned to less than .001" for flatness, parallelism, and run-out for smoother engagement and reduced vibration.



ROTOR ORDERING INFORMATION:

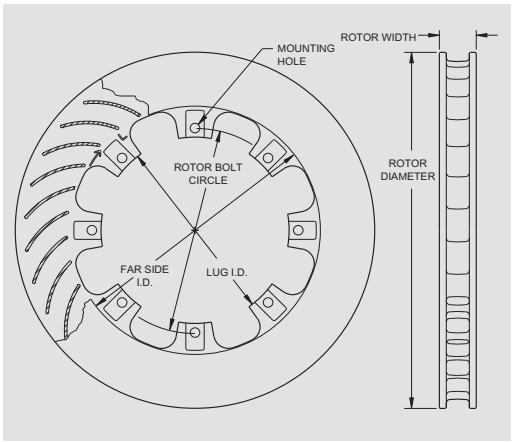
DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	RH / LH	PART NUMBER
12.19" (309,7)	1.38" (35,0)	8 x 7.62" (193,6)	5/16-24	8.41" (213,6)	6.90" (175,3)	14.8	RH	160-3874
12.19" (309,7)	1.38" (35,0)	8 x 7.62" (193,6)	5/16-24	8.41" (213,6)	6.90" (175,3)	14.8	LH	160-3875
12.19" (309,7)	1.25" (31,8)	8 x 7.62" (193,6)	5/16-24	8.41" (213,6)	6.90" (175,3)	12.7	RH	160-3872
12.19" (309,7)	1.25" (31,8)	8 x 7.62" (193,6)	5/16-24	8.41" (213,6)	6.90" (175,3)	12.7	LH	160-3873
12.19" (309,7)	1.38" (35,0)	8 x 7.00" (177,8)	.313"	8.41" (213,6)	6.53" (165,9)	13.5	RH	160-2684
12.19" (309,7)	1.38" (35,0)	8 x 7.00" (177,8)	.313"	8.41" (213,6)	6.53" (165,9)	13.5	LH	160-2685
12.19" (309,7)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.41" (213,6)	6.53" (165,9)	12.7	RH	160-3870
12.19" (309,7)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.41" (213,6)	6.53" (165,9)	12.7	LH	160-3871
12.19" (309,7)	.81" (20,6)	8 x 7.00" (177,8)	.313"	8.34" (211,8)	6.38" (162,0)	9.5	RH	160-7705(1)
12.19" (309,7)	.81" (20,6)	8 x 7.00" (177,8)	.313"	8.34" (211,8)	6.38" (162,0)	9.5	LH	160-7706(1)
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.34" (211,8)	6.38" (162,0)	10.9	RH	160-3846
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.34" (211,8)	6.38" (162,0)	10.9	LH	160-3847
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.313"	7.87" (199,9)	6.38" (162,0)	8.5	RH	160-7701(1)
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.313"	7.87" (199,9)	6.38" (162,0)	8.5	LH	160-7702(1)

NOTES: (1) THESE ARE 36 VANE ROTORS

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

UL-32 SERIES DIRECTIONAL VANE ROTORS:

Ultra-Light UL-32 and **ULHP-32** directional vane rotors provide an excellent balance of efficient cooling and lower rotating mass on hard braking dirt tracks or rear axle service on pavement cars. **UL** rotors are cast from premium grade, long grain carbon iron for long wear, high thermal stability, and resistance to distortion. **UL-32** rotors are production machined and well suited to a wide range of sportsman racing categories. **ULHP-32** rotors offered the added performance and smoother operation of precision turned faces with less than .001" variation in flatness, parallelism, or run-out.



ULHP-32 SERIES ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	RH / LH	PART NUMBER
12.19" (309,7)	1.25" (31,8)	8 x 8.50" (215,9)	.251"	9.10" (231,1)	7.88" (200,2)	8.7	RH	160-4574
12.19" (309,7)	1.25" (31,8)	8 x 8.50" (215,9)	.251"	9.10" (231,1)	7.88" (200,2)	8.7	LH	160-4575
12.19" (309,7)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	10.4	RH	160-5845
12.19" (309,7)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	10.4	LH	160-5846
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	9.6	RH	160-5847
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	9.6	LH	160-5848

UL-32 SERIES ROTOR ORDERING INFORMATION:

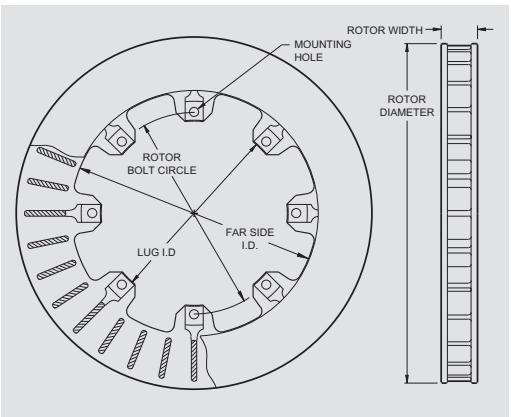
DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	RH / LH	PART NUMBER
12.19" (309,7)	1.25" (31,8)	8 x 7.62" (193,6)	5/16-24	8.50" (215,9)	7.13" (181,1)	10.1	RH	160-2900
12.19" (309,7)	1.25" (31,8)	8 x 7.62" (193,6)	5/16-24	8.50" (215,9)	7.13" (181,1)	10.1	LH	160-2901
12.19" (309,7)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	10.5	RH	160-2894
12.19" (309,7)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	10.5	LH	160-2895
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	9.6	RH	160-2898
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	9.6	LH	160-2899

STRAIGHT VANE ROTORS

UL SERIES STRAIGHT VANE ROTORS:

Ultra-Light UL and ULHP straight vane rotors provide high value performance and rugged durability for a wide range of competition, high performance, and sport driving applications. Don't confuse these rotors with bargain priced off-brand named parts. Wilwood's modern manufacturing capability, combined with large scale economies, make it possible to offer this level of quality and performance at such an affordable price.

Every Wilwood rotor is cast from premium grade, long grain carbon iron. This material exhibits long wear, high thermal stability, and excellent resistance to distortion in high heat. Modern foundry and machining techniques hold close tolerances on face and vane thickness. Combining the correct face thickness with a 30 or 32 vane casting provides superior heat management and long service life with low rotating and unsprung weight. The straight vane design also makes it possible to use the same rotor on left or right hand mounting locations.



8 Bolt Configuration

UL series rotors are production machined and will provide excellent service for many applications. **ULHP** series rotors provide the additional performance and smoother operation of precision machined faces with less than .001" variation in flatness, parallelism, and run-out.

UL-HP SERIES ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	ROTOR TYPE	PART NUMBER
12.19" (309,6)	.81" (20,6)	8 x 7.78" (197,6)	.251"	8.53" (216,7)	7.29" (185,2)	8.7	ULHP-32	160-6984
12.19" (309,6)	.81" (20,6)	8 x 7.78" (197,6)	.251"	8.53" (216,7)	7.29" (185,2)	8.7	ULHP-32	160-9585(1)
12.19" (309,6)	.81" (20,6)	8 x 7.78" (197,6)	.251"	8.53" (216,7)	7.29" (185,2)	8.7	ULHP-32	160-6984
12.19" (309,6)	.81" (20,6)	8 x 7.62" (193,6)	5/16-24	8.50" (215,9)	7.13" (181,1)	8.8	ULHP-32	160-5844
12.19" (309,6)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	8.9	ULHP-32	160-5843
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	8.1	ULHP-32	160-5841
11.00" (279,4)	.81" (20,6)	6 x 6.25" (158,8)	.325"	7.00" (177,8)	5.59" (142,0)	7.9	ULHP-30	160-5840
11.00" (279,4)	.81" (20,6)	6 x 6.25" (158,8)	.325"	7.00" (177,8)	5.59" (142,0)	7.9	ULHP-30	160-10358(1)
10.75" (273,1)	.81" (20,6)	6 x 6.25" (158,8)	.325"	7.00" (177,8)	5.59" (142,0)	7.4	ULHP-30	160-5839

UL SERIES ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	ROTOR TYPE	PART NUMBER
12.19" (309,6)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	8.9	UL-32	160-0277
12.00" (304,8)	1.20" (30,5)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	8.6	UL-32	160-0586
11.75" (298,5)	1.25" (31,8)	10 x 6.81" (173,0)	.325"	8.00" (203,2)	6.28" (159,5)	9.5	UL-30	160-0789
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	8.8	UL-32	160-0483
11.75" (298,5)	.81" (20,6)	10 x 6.81" (173,0)	.325"	8.00" (203,2)	6.28" (159,5)	9.1	UL-30	160-0790
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	8.1	UL-32	160-0471
11.75" (298,5)	.75" (19,6)	8 x 7.62" (193,6)	5/16-24	8.50" (215,9)	7.13" (181,1)	6.9	UL-32	160-1949
10.50" (266,7)	.75" (19,6)	6 x 5.50" (139,7)	.325"	6.75" (171,5)	4.94" (125,5)	6.6	UL-30	160-3450
10.25" (260,4)	.75" (19,6)	6 x 5.50" (139,7)	.325"	6.75" (171,5)	4.94" (125,5)	6.1	UL-30	160-3747

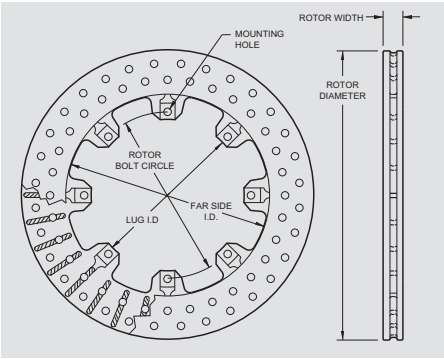
NOTES: (1) THIS ROTOR HAS A UNIQUE ASYMMETRICAL FACE GROOVE PATTERN

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

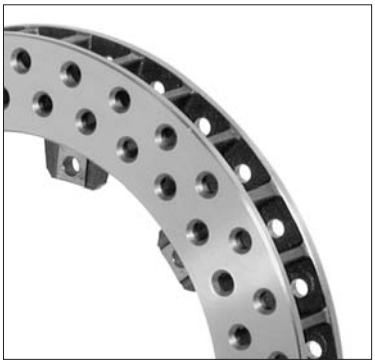
LIGHTENED STRAIGHT VANE ROTORS

When it comes to rotors, racers are constantly searching for the ultimate balance between the lowest weight and the ability to effectively manage heat. Decreased rotating weight in the drive line provides quicker deceleration under braking and quicker acceleration out of the corners. Lower weight also benefits handling with improved spring and shock control over the unsprung suspension mass. Wilwood's **ULD-32** drilled and **ULS-32** scalloped iron rotors provide two highly effective lightweight options for sprints, late models, modifieds, and other competition applications that race in low to medium temperature ranges.

ULD-32 SERIES DRILLED STRAIGHT VANE VENTED IRON ROTORS:



ULD-32 Series Drilled Straight Vane Vented Iron Rotors feature a two row, 64 hole pattern that alternates between and directly over each vane. Each hole is deeply chamfered to eliminate any stress points that could result in premature cracking at the drill holes. The drilling process removes an average of one pound from each rotor. Rotating and unsprung rotor mass is reduced by as much as 12%.

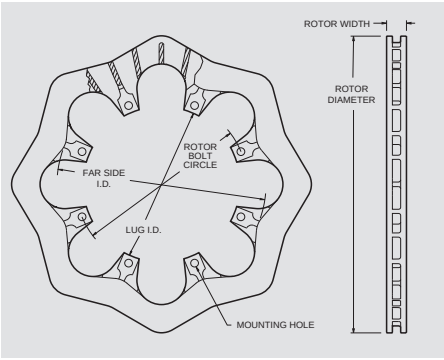


Caution on drilled rotors: There is a common mis-perception that rotors are drilled to improve cooling. The reduced mass of a drilled rotor will dissipate its retained heat quicker, but it also builds up heat a much faster rate. The decision to use drilled rotors should be solely based on the merits of the lower rotating and unsprung weight, and not for improved cooling. It is not wise to use drilled rotors in sustained high heat on hard braking tracks unless the team budget affords a high frequency of rotor and brake pad replacement.

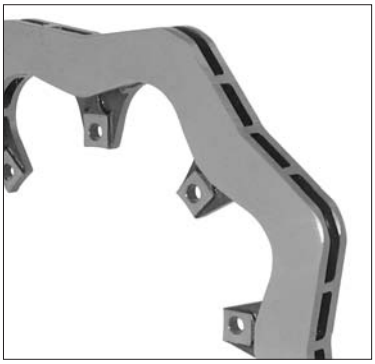
ULD-32 SERIES ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	ROTOR TYPE	PART NUMBER
12.19" (309,6)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	8.0	ULD-32	160-5865
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	7.7	ULD-32	160-5864
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	7.2	ULD-32	160-5863

ULS-32 SERIES SCALLOPED VENTED IRON ROTORS:



ULS-32 Series Scalloped Rotors feature a fully machined scallop configuration that provides the highest degree of weight reduction on a vented straight vane iron rotor. Scallop machining will remove as much as three pounds, or nearly 33% of the rotor mass. The vented castings provide increased cooling capacity over machined steel plate rotors, with improved structural durability over drilled rotor designs.



ULS-32 SERIES ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	ROTOR TYPE	PART NUMBER
12.19" (309,6)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	5.9	ULS-32	160-8136
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	5.8	ULS-32	160-8343
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.75" (222,2)	6.38" (162,0)	6.7	ULS-32	160-8814
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	5.4	ULS-32	160-8135
10.50" (266,7)	.81" (20,6)	6 x 5.50" (139,7)	.325"	7.30" (185,4)	4.94" (125,5)	2.9	ULS-24	160-9363(1)
10.50" (266,7)	.75" (19,1)	6 x 5.50" (139,7)	.325"	7.30" (185,4)	4.94" (125,5)	3.8	ULS-32	160-8427

NOTE: (1) THIS ROTOR IS TITANIUM POLYMETALLIC COATED

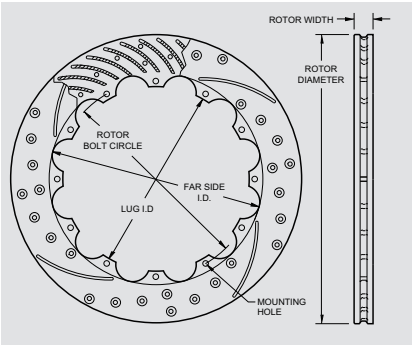
SRP DRILLED PERFORMANCE ROTORS

SRP BLACK ELECTRO COAT DRILLED PEFORMANCE SERIES ROTORS:

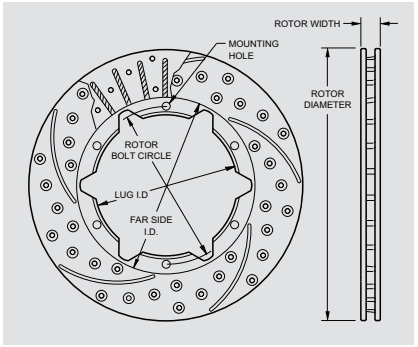
SRP Drilled Performance Rotors feature a specially engineered directional cross drill and face slot pattern that improve brake response and pad performance throughout the entire range of light to heavy braking. The venting and cleaning action of the holes and slots will reduce pad glaze and disperse gasses and heat generated during the pad to rotor interface. The holes and slots also inhibit irregular pad compound build-up on the rotor faces resulting in smoother engagement and improved pedal response in all conditions. The material removed also contributes to lower rotating and unsprung suspension weight.

Along with the excellent performance characteristics of this rotor design, each rotor is treated with a black electro coat to inhibit corrosion on all areas of the rotor. The high tech design, classic style, and aesthetic appeal of the **SRP** series are the perfect finishing touches to any wheel and tire detail.

SRP rotors are available in all popular sizes used in Wilwood's Pro Series and Big Brake conversion kits. Kits in these categories designated with the drilled rotor option get the SRP as standard equipment.



12 Bolt Configuration



6 Bolt Configuration

ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	RH / LH	PART NUMBER
16.00" (406,4)	1.38" (35,1)	12 x 10.75" (273,1)	.315"	11.76" (298,7)	10.00" (254,0)	22.4	RH	160-8955-BK
16.00" (406,4)	1.38" (35,1)	12 x 10.75" (273,1)	.315"	11.76" (298,7)	10.00" (254,0)	22.4	LH	160-8956-BK
14.25" (362,0)	1.25" (31,8)	12 x 9.19" (233,4)	.251"	10.00" (254,0)	8.63" (219,2)	18.7	RH	160-9762-BK
14.25" (362,0)	1.25" (31,8)	12 x 9.19" (233,4)	.251"	10.00" (254,0)	8.63" 219,2)	18.7	LH	160-9763-BK
14.00" (355,6)	1.25" (31,8)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	17.2	RH	160-8025-BK
14.00" (355,6)	1.25" (31,8)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	17.2	LH	160-8026-BK
14.00" (355,6)	1.25" (31,8)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	17.4	RH	160-8396-BK
14.00" (355,6)	1.25" (31,8)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	17.4	LH	160-8397-BK

ROTOR ORDERING INFORMATION:

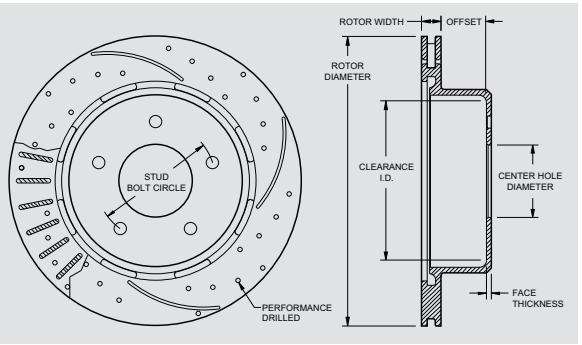
DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	RH / LH	PART NUMBER
14.00" (355,6)	1.10" (27,9)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	14.3	RH	160-8099-BK
14.00" (355,6)	1.10" (27,9)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	14.3	LH	160-8100-BK
14.00" (355,6)	1.10" (27,9)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	14.5	RH	160-8400-BK
14.00" (355,6)	1.10" (27,9)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	14.5	LH	160-8401-BK
13.06" (331,7)	1.25" (31,8)	12 x 8.75" (222,2)	.251"	9.46" (240,3)	8.25" (209,6)	12.3	RH	160-7798-BK
13.06" (331,7)	1.25" (31,8)	12 x 8.75" (222,2)	.251"	9.46" (240,3)	8.25" (209,6)	12.3	LH	160-7799-BK
13.00" (330,2)	1.10" (27,9)	12 x 7.00" (177,8)	.251"	8.57" (217,7)	6.38" (162,0)	14.4	RH	160-8510-BK
13.00" (330,2)	1.10" (27,9)	12 x 7.00" (177,8)	.251"	8.57" (217,7)	6.38" (162,0)	14.4	LH	160-8511-BK
12.90" (327,7)	1.25" (31,8)	12 x 8.75" (222,2)	.251"	9.46" (240,3)	8.25" (209,6)	11.5	RH	160-7172-BK
12.90" (327,7)	1.25" (31,8)	12 x 8.75" (222,2)	.251"	9.46" (240,3)	8.25" (209,6)	11.5	LH	160-7173-BK
12.90" (327,7)	1.10" (27,9)	12 x 8.75" (222,2)	.251"	9.46" (240,3)	8.25" (209,6)	11.9	RH	160-6835-BK
12.90" (327,7)	1.10" (27,9)	12 x 8.75" (222,2)	.251"	9.46" (240,3)	8.25" (209,6)	11.9	LH	160-6836-BK
12.90" (327,7)	1.00" (25,4)	12 x 8.75" (222,2)	.251"	9.46" (240,3)	8.25" (209,6)	10.4	RH	160-8006-BK
12.90" (327,7)	1.00" (25,4)	12 x 8.75" (222,2)	.251"	9.46" (240,3)	8.25" (209,6)	10.4	LH	160-8007-BK
12.90" (327,7)	.81" (20,6)	12 x 8.75" (222,2)	.251"	9.46" (240,3)	8.25" (209,6)	10.1	RH	160-9961-BK
12.90" (327,7)	.81" (20,6)	12 x 8.75" (222,2)	.251"	9.46" (240,3)	8.25" (209,6)	10.1	LH	160-9962-BK
12.80" (325,1)	1.25" (31,8)	12 x 7.06" (179,3)	.251"	8.41" (213,6)	6.53" (165,9)	14.5	RH	160-7744-BK
12.80" (325,1)	1.25" (31,8)	12 x 7.06" (179,3)	.251"	8.41" (213,6)	6.53" (165,9)	14.5	LH	160-7745-BK
12.80" (325,1)	1.25" (31,8)	5 x 4.75" (120,7)	–	8.53" (216,7)	– –	18.7	RH	160-9334-BK(1)
12.80" (325,1)	1.25" (31,8)	5 x 4.75" (120,7)	–	8.53" (216,7)	– –	18.7	LH	160-9335-BK(1)
12.40" (315,0)	1.10" (27,9)	12 x 6.75" (171,5)	.251"	8.41" (213,6)	6.18" (157,0)	14.0	RH	160-8706-BK
12.40" (315,0)	1.10" (27,9)	12 x 6.75" (171,5)	.251"	8.41" (213,6)	6.18" (157,0)	14.0	LH	160-8707-BK
12.19" (309,6)	.81" (20,6)	8 x 7.78" (197,6)	.251"	8.53" (216,7)	7.29" (185,2)	8.6	RH	160-6924-BK
12.19" (309,6)	.81" (20,6)	8 x 7.78" (197,6)	.251"	8.53" (216,7)	7.29" (185,2)	8.6	LH	160-6925-BK
12.19" (309,6)	.81" (20,6)	8 x 7.78" (197,6)	.251"	8.53" (216,7)	7.29" (185,2)	8.5	RH	160-6986-BK
12.19" (309,6)	.81" (20,6)	8 x 7.78" (197,6)	.215"	8.53" (216,7)	7.29" (185,2)	8.5	LH	160-6987-BK
12.19" (309,6)	.81" (20,6)	8 x 7.62" (193,6)	5/16-24	8.50" (215,9)	7.13" (181,1)	8.6	RH	160-7105-BK
12.19" (309,6)	.81" (20,6)	8 x 7.62" (193,6)	5/16-24	8.50" (215,9)	7.13" (181,1)	8.6	LH	160-7106-BK
12.19" (309,6)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	8.8	RH	160-7103-BK
12.19" (309,6)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	8.8	LH	160-7104-BK
12.00" (304,8)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.41" (213,6)	6.38" (162,0)	8.3	RH	160-8496-BK
12.00" (304,8)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.41" (213,6)	6.38" (162,0)	8.3	LH	160-8497-BK
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.34" (211,9)	6.38" (162,0)	8.0	RH	160-7101-BK
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.34" (211,9)	6.38" (162,0)	8.0	LH	160-7102-BK
11.66" (296,2)	.72" (18,3)	8 x 7.00" (177,8)	.325"	8.25" (209,6)	6.38" (162,0)	7.1	RH	160-8592-BK
11.66" (296,2)	.72" (18,3)	8 x 7.00" (177,8)	.325"	8.25" (209,6)	6.38" (162,0)	7.1	LH	160-8593-BK
11.00" (279,4)	.81" (20,6)	6 x 6.25" (158,8)	.325"	7.00" (177,8)	5.59" (142,0)	7.7	RH	160-709-BK
11.00" (279,4)	.81" (20,6)	6 x 6.25" (158,8)	.325"	7.00" (177,8)	5.59" (142,0)	7.7	LH	160-7100-BK
10.75" (273,1)	.81" (20,6)	6 x 6.25" (158,8)	.325"	7.00" (177,8)	5.59" (142,0)	7.2	RH	160-7097-BK
10.75" (273,1)	.81" (20,6)	6 x 6.25" (158,8)	.325"	7.00" (177,8)	5.59" (142,0)	7.2	LH	160-7098-BK
10.50" (266,7)	.75" (19,6)	6 x 5.50" (139,7)	.325"	6.75" (171,5)	4.94" (125,5)	6.4	RH	160-9249-BK
10.50" (266,7)	.75" (19,6)	6 x 5.50" (139,7)	.325"	6.75" (171,5)	4.94" (125,5)	6.4	LH	160-9250-BK

NOTES: (1) THESE ARE ONE PIECE HAT/ROTOR COMBINATION ROTORS UTILIZED AS OEM REPLACEMENTS FOR FRONT C-5, C-6 CORVETTE

DISC / DRUM ROTORS FOR INTERNAL PARKING BRAKES

SRP BLACK ELECTRO COAT DRILLED PEFORMANCE SERIES ROTORS:

For custom, show, and high performance sport driving, SRP rotors offer the high tech look and improved performance of a directional cross-drill and face slot pattern. In addition to the aesthetic appeal, the venting and cleaning action of the hole and slot pattern helps to reduce pad glaze and minimize irregular pad build-up on the rotor faces. The results are a smoother engagement feel at the pedal and consistent response from the pads. Each rotor is precision machined to less than .001" tolerance for overall flatness, parallelism, and radial run-out on long grain carbon iron castings. The rotors are finished with a black electro coat to provide corrosion resistance.



Typical Dimensional Reference Guide

SRP Drilled & Slotted .81" Vented Rotor

SRP BLACK ELECTRO COAT DRILLED PEFORMANCE ROTORS ORDERING INFORMATION:

DIAMETER	WIDTH	LUG PATTERN	STUD HOLE	OFFSET	SHOE I.D.	FACE THICKNESS	CENTER HOLE	ROTOR TYPE	PART NUMBER
13.70" (348,0)	.79" (20,1)	6 on 5.31"	.62"	3.16"	8.98"	.34"	3.55"	SRP-RH	160-9098-BK
13.70" (348,0)	.79" (20,1)	6 on 5.31"	.62"	3.16"	8.98"	.34"	3.55"	SRP-LH	160-9099-BK
12.75" (323,9)	.80" (20,3)	6 on 5.50"	.65"	2.30"	8.27"	.24"	3.10"	SRP-RH	160-8958-BK
12.75" (323,9)	.80" (20,3)	6 on 5.50"	.65"	2.30"	8.27"	.24"	3.10"	SRP-LH	160-8959-BK
12.27" (311,7)	.78" (19,8)	5 on 4.75"	.58"	2.08"	7.08"	.34"	2.96"	SRP-RH	160-8685-BK
12.27" (311,7)	.78" (19,8)	5 on 4.75"	.58"	2.08"	7.08"	.34"	2.96"	SRP-LH	160-8686-BK
12.19" (309,6)	.81" (20,6)	5 on 4.75"	.45/.48/.52"	2.32	7.24	.18"	2.78"	SRP-RH	160-10050-BK
12.19" (309,6)	.81" (20,6)	5 on 4.75"	.45/.48/.52"	2.32	7.24	.18"	2.78"	SRP-LH	160-10051-BK
12.19" (309,6)	.81" (20,6)	5 on 4.50/4.75/5.00"	.52"	2.32"	7.24"	.18"	3.06"	SRP-RH	160-6970-BK
12.19" (309,6)	.81" (20,6)	5 on 4.50/4.75/5.00"	.52"	2.32'	7.24"	.18"	3.06"	SRP-LH	160-6971-BK
12.19" (309,6)	.81" (20,6)	5 on 4.50/4.75/5.00"	.52"	1.91"	7.24"	.18"	3.12"	SRP-RH	160-9989-BK
12.19" (309,6)	.81" (20,6)	5 on 4.50/4.75/5.00"	.52"	1.91"	7.24"	.18"	3.12"	SRP-LH	160-9990-BK
12.19" (309,6)	.81" (20,6)	5 on 4.50/4.75/5.00"	.52"	1.91"	7.24"	.18"	2.78"	SRP-RH	160-9812-BK
12.19" (309,6)	.81" (20,6)	5 on 4.50/4.75/5.00"	.52"	1.91"	7.24"	.18"	2.78"	SRP-LH	160-9813-BK
12.19" (309,6)	.81" (20,6)	5 on 4.75"	.52"	2.31"	7.48"	.21"	2.76"	SRP-RH	160-8744-BK
12.19" (309,6)	.81" (20,6)	5 on 4.75"	.52"	2.31"	7.48"	.21"	2.76"	SRP-LH	160-8745-BK
12.19" (309,6)	.81" (20,6)	Undrilled	—	2.32"	7.24"	.18"	2.78"	SRP-RH	160-8866-BK
12.19" (309,6)	.81" (20,6)	Undrilled	—	2.32"	7.24"	.18"	2.78"	SRP-LH	160-8867-BK
12.19" (309,6)	.81" (20,6)	Undrilled	—	1.91"	7.24"	.18"	2.78"	SRP-RH	160-6972-BK
12.19" (309,6)	.81" (20,6)	Undrilled	—	1.91"	7.24"	.18"	2.78"	SRP-LH	160-6973-BK
12.19" (309,6)	.50" (12,7)	Undrilled	—	1.74"	7.24"	.18"	2.80"	SRP-RH	160-6964-BK
12.19" (309,6)	.50" (12,7)	Undrilled	—	1.74"	7.24"	.18"	2.80"	SRP-LH	160-6965-BK
12.00" (304,8)	1.03" (26,2)	5 on 4.75"	.53"	.64"	7.48"	.26"	2.78"	SRP-RH	160-7767-BK
12.00" (304,8)	1.03" (26,2)	5 on 4.75"	.53"	.64"	7.48"	.26"	2.78"	SRP-LH	160-7768-BK

HP PERFORMANCE SERIES ROTORS:

HP rotors are close tolerance machined with smooth turned pad faces. The additional mass of the HP series extends service life on heavier competition vehicles and other severe duty applications. They are also the base model for every day use.

Each rotor is precision machined to less than .001" tolerance for overall flatness, parallelism, and radial run-out on long grain carbon iron castings. Long grain carbon iron is used for its superior thermal conductivity and stability properties that resist distortion and fatigue.

HP Smooth Face Rotor

HP PERFORMANCE ROTORS ORDERING INFORMATION:

DIAMETER	WIDTH	LUG PATTERN	STUD HOLE	OFFSET	SHOE I.D.	FACE THICKNESS	CENTER HOLE	ROTOR TYPE	PART NUMBER
12.19" (309,6)	.81" (20,6)	5 on 4.50/4.75/5.00"	.52"	2.32"	7.24"	.18"	3.06"	HP-R/L	160-6865
12.19" (309,6)	.81" (20,6)	5 on 4.50/4.75/5.00"	.52"	2.32"	7.24"	.20"	2.78"	HP-R/L	160-9314
12.19" (309,6)	.81" (20,8)	5 on 4.50/4.75/5.00"	.52"	1.91"	7.24"	.18"	3.12"	HP-R/L	160-9987
12.19" (309,6)	.81" (20,6)	5 on 4.50/4.75/5.00"	.52"	1.91"	7.24"	.18"	2.78"	HP-R/L	160-7508
12.19" (309,6)	.81" (20,6)	5 on 4.75"	.45/.48/.52"	2.32"	7.24"	.18"	2.78"	HP-R/L	160-10049
12.19" (309,6)	.81" (20,6)	Undrilled	—	2.32"	7.24"	.18"	2.78"	HP-R/L	160-8865
12.19" (309,6)	.81" (20,6)	Undrilled	—	1.91"	7.24"	.18"	2.78"	HP-R/L	160-6868
12.19" (309,6)	.50" (12,7)	Undrilled	—	1.74"	7.24"	.18"	2.80"	HP-R/L	160-6722

GT COMPETITION SERIES ROTORS:

GT rotors feature Wilwood's ultimate competition preparation with full detail machining, asymmetrical face slotting, and individual dynamic balancing. Full detail machining eliminates unnecessary weight and potential stress points. The venting and cleaning action of the asymmetrical face slot pattern helps to reduce pad glaze, minimize irregular pad build-up on the rotor faces, and interrupt engagement harmonics.

GT rotors run smooth, true, and vibration free at all speeds with the highest levels of performance in sustained high heat conditions.

GT Slotted Rotor

GT COMPETITION ROTORS ORDERING INFORMATION:

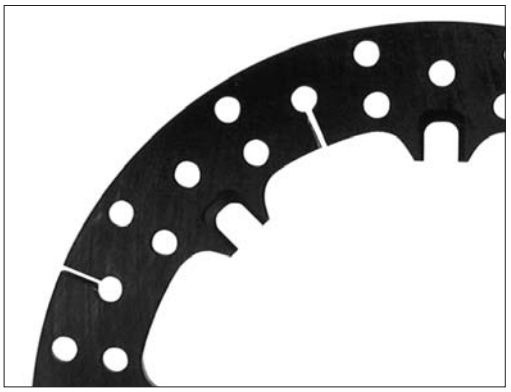
DIAMETER	WIDTH	LUG PATTERN	STUD HOLE	OFFSET	SHOE I.D.	FACE THICKNESS	CENTER HOLE	ROTOR TYPE	PART NUMBER
13.70" (348,0)	.79" (20,1)	6 on 5.31"	.62"	3.16"	8.98"	.34"	3.55"	GT-R/L	160-9097
13.00" (330,2)	1.15" (29,2)	8 on 6.50"	.63"	1.90"	8.12"	.32"	4.63"	GT-R/L	160-8875
12.75" (323,9)	.80" (20,3)	6 on 5.50"	.65"	2.30"	8.27"	.24"	3.10"	GT-R/L	160-8957
12.27" (311,7)	.78" (19,8)	5 on 4.75"	.58"	2.08"	7.08"	.34"	2.96"	GT-RH	160-8683
12.27" (311,7)	.78" (19,8)	5 on 4.75"	.58"	2.08"	7.08"	.34"	2.96"	GT-LH	160-8684
12.19" (309,6)	.81" (20,6)	5 on 4.75"	.52"	2.31"	7.48"	.21"	2.76"	GT-R/L	160-8743
12.00" (304,8)	1.03" (26,2)	5 on 4.75"	.53"	.64"	7.48"	.26"	2.78"	GT-RH	160-8013
12.00" (304,8)	1.03" (26,2)	5 on 4.75"	.53"	.64"	7.48"	.26"	2.78"	GT-LH	160-8014

Brakes are critical safety components, see warnings and disclaimer on page 129

STEEL ROTORS

Steel Rotors:

Steel rotors have applications in all types of motorsports. Steel rotors provide a durable lightweight option in applications where sustained temperatures remain in the low to moderate range, and high heat spikes are only observed on an intermittent basis. This could be anything from a hard stopping drag race car at the end of a quarter mile, or a high speed stock car coming in from a qualifier at a super speedway. Steel rotors can also be found in lighter weight open wheel cars such as sprints and modifieds, and a variety of light weight, open wheel road course racers. A special alloy and proprietary manufacturing processes give these rotors high resistance to thermal distortion with excellent friction and wear characteristics against the pads.

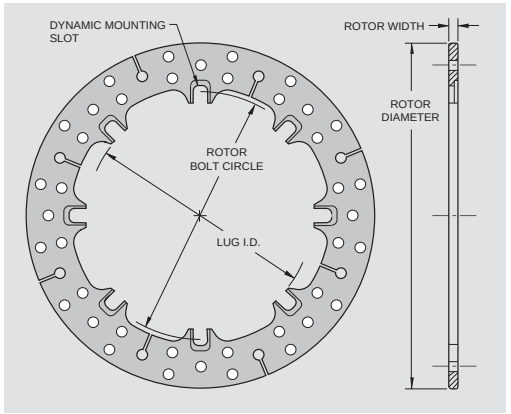


Dynamic Mount SSP Rotor

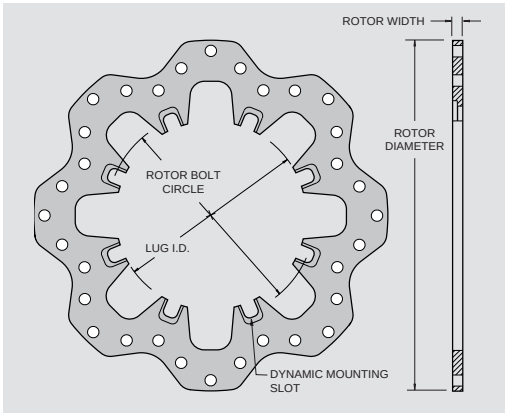
8 Hole Lug Mount Rotor

DYNAMIC MOUNT DRILLED STEEL ROTORS:

Dynamic mounting is the most effective method of eliminating all types of thermal stress and distortion in steel rotor applications. These rotors are machined with mounting slots that are used with special t-nuts and bolt kits. This mounting system allows the rotor to expand and contract independently of the mounting hat or hub as the rotor goes through temperature changes. This eliminates all strain or bind at the mounting points. The rotors run truer, last longer, and all undo stress on the hats or hubs is eliminated. Dynamic mounting is preferred in all applications where temporary, but extreme temperature spikes may cause high expansion rates in the steel. Wilwood also offers slotted dynamic mount hats and plates that are used to provide "float" with a standard hole mount rotor, but the rotors in this category are machined for use on "fixed" mounts that require the "float" to be placed within the rotor itself.



SSP Configuration



Scalloped Configuration

ROTOR ORDERING INFORMATION:

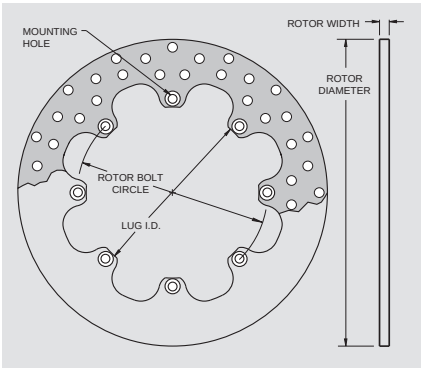
DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	LUG I.D.	BOLT KIT	WEIGHT LBS	ROTOR TYPE	PART NUMBER
12.90" (327,7)	.38" (9,7)	12 x 8.75" (222,3)	SLOT	8.25" (209,6)	230-4900	5.7	SSP	160-4766
12.19" (309,6)	.31" (7,9)	8 x 8.50" (215,9)	SLOT	8.00" (203,2)	230-4882	4.2	SSP	160-4880
12.19" (309,6)	.35" (8,9)	8 x 7.00" (177,8)	.325	6.38" (162,1)	(1, 2)	4.5	SCALLOP	160-9773
12.19" (309,6)	.35" (8,9)	8 x 7.00" (177,8)	SLOT	6.56" (166,6)	(1, 2)	4.8	SCALLOP	160-5538
11.75" (298,5)	.35" (8,9)	8 x 7.00" (177,8)	.325	6.38" (162,1)	(1, 2)	4.1	SCALLOP	160-9772
11.75" (298,5)	.35" (8,9)	8 x 7.00" (177,8)	SLOT	6.56" (166,6)	(1, 2)	4.5	SCALLOP	160-5855

NOTES: (1) TO MOUNT THIS ROTOR ON A 5/16-18 THREADED HAT OR HUB, USE BOLT AND T-NUT KIT 230-5308
(2) TO MOUNT THIS ROTOR ON A SPRINT CAR OR OPEN WHEEL AXLE MOUNT CLAMP, USE BOLT AND T-NUT KIT 230-5567

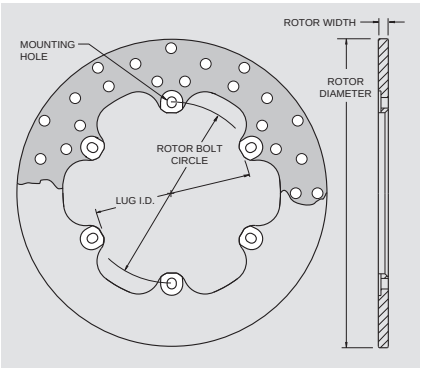
WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

STANDARD HOLE MOUNT STEEL ROTORS:

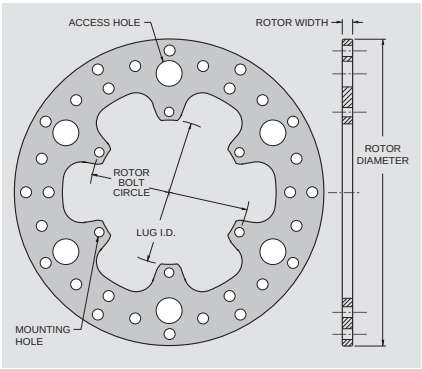
These rotors are most often directly mounted to "fixed" mount hats or mounting plates, but they can also be used with special dynamic slotted mount hats or plates that require the use of a standard hole mount disc. Each rotor size is available in the standard solid plate style, or weight drilled for lighter duty applications.



8 Bolt Lug Mount



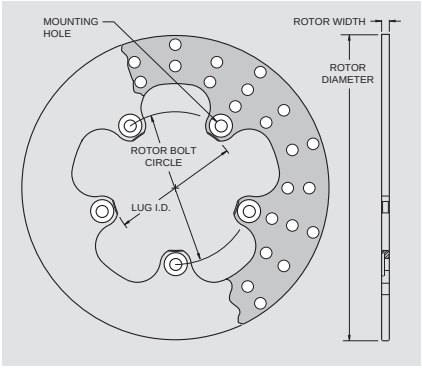
6 x 6.25" Lug Mount



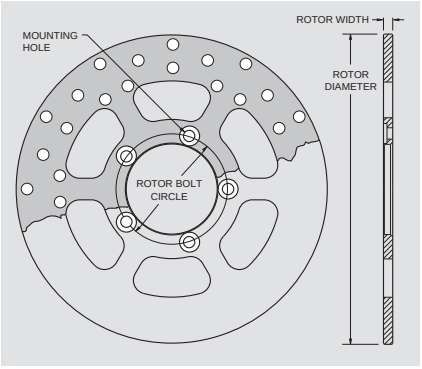
6 x 5.50" Lug Mount

6 AND 8 BOLT ROTOR ORDERING INFORMATION:

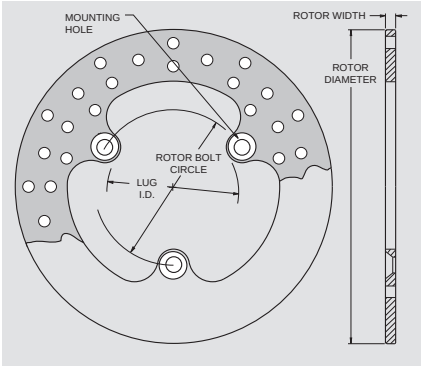
DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	LUG I.D.	WEIGHT LBS	ROTOR TYPE	PART NUMBER
12.00" (304,8)	.31" (7,9)	8 x 7.62" (193,6)	5/16-24	7.00" (177,8)	5.3	SOLID	160-0490
12.00" (304,8)	.31" (7,9)	8 x 7.62" (193,6)	5/16-24	7.00" (177,8)	4.6	DRILLED	160-0495
12.00" (304,8)	.35" (8,9)	8 x 7.00" (177,8)	.325"	6.38" (162,0)	6.0	SOLID	160-0524
12.00" (304,8)	.35" (8,9)	8 x 7.00" (177,8)	.325"	6.38" (162,0)	5.4	DRILLED	160-0525
11.75" (298,5)	.35" (8,9)	8 x 7.00" (177,8)	.325"	6.38" (162,0)	5.9	SOLID	160-3201
11.75" (298,5)	.35" (8,9)	8 x 7.00" (177,8)	.325"	6.38" (162,0)	5.3	DRILLED	160-3202
11.44" (290,6)	.35" (8,9)	8 x 7.00" (177,8)	.325"	6.38" (162,0)	5.4	SOLID	160-0201
11.44" (290,6)	.35" (8,9)	8 x 7.00" (177,8)	.325"	6.38" (162,0)	4.7	DRILLED	160-1601
11.44" (290,6)	.35" (8,9)	8 x 7.00" (177,8)	.316"	6.38" (162,0)	5.4	SOLID	160-7663
10.75" (273,1)	.35" (8,9)	6 x 6.25" (158,5)	.316"	5.54" (142,0)	5.2	SOLID	160-3305
10.75" (273,1)	.35" (8,9)	6 x 6.25" (158,5)	.316"	5.54" (142,0)	4.7	DRILLED	160-3306
10.50" (266,7)	.35" (8,9)	6 X 5.50" (139,7)	.325"	4.94" (125,5)	5.2	SOLID	160-10021
10.50" (266,7)	.35" (8,9)	6 X 5.50" (139,7)	.325"	4.94" (125,5)	4.7	DRILLED	160-3455
10.25" (260,4)	.35" (8,9)	6 X 5.50" (139,7)	.325"	4.94" (125,5)	4.6	DRILLED	160-3748



5 x 5.00" Lug Mount



5 x 3.88" Flange Window Mount



3 x 5.00" Lug Mount

3 AND 5 BOLT ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	LUG I.D.	WEIGHT LBS	ROTOR TYPE	PART NUMBER
11.00" (279,4)	.31" (7,9)	3 x 5.00" (127,0)	.500"	4.10" (104,1)	4.6	DRILLED	160-2084
10.25" (260,4)	.31" (7,9)	3 x 5.00" (127,0)	.500"	4.10" (104,1)	4.1	DRILLED	160-3458
10.00" (254,0)	.32" (8,2)	5 x 3.88" (98,6)	.391"	3.12" (79,2)	5.2	SOLID	160-2181
10.00" (254,0)	.32" (8,2)	5 x 3.88" (98,6)	.391"	3.12" (79,2)	4.8	DRILLED	160-2182
10.00" (254,0)	.25" (6,4)	5 x 5.00" (127,0)	.391"	4.10" (104,1)	3.6	SOLID	160-0867
10.00" (254,0)	.25" (6,4)	5 x 5.00" (127,0)	.391"	4.10" (104,1)	3.2	DRILLED	160-1602
9.88" (250,9)	.19" (4,8)	3 x 5.00" (127,0)	.500"	4.10" (104,1)	2.6	DRILLED	160-8621(1)

NOTES: (1) THIS ROTOR IS POLYMETALLIC PLASMA COATED

Brakes are critical safety components, see warnings and disclaimer on page 129

ALUMINUM ROTORS

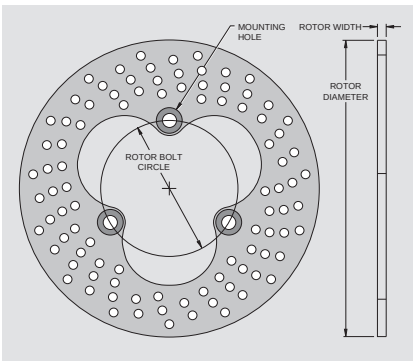
WARNING: SPECIAL RACING APPLICATION ONLY

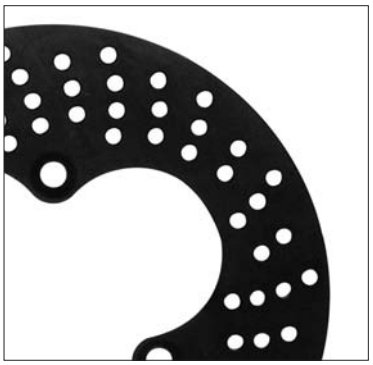
ALUMINUM ROTORS ARE UNSAFE FOR STREET USE • ALUMINUM ROTORS ARE NOT SUITABLE FOR MOST FORMS OF RACING AND CAN RESULT IN CATASTROPHIC FAILURE WHEN MISUSED

READ DISCLAIMER OF WARRANTY LOCATED AT THE REAR OF THE MANUAL

3 HOLE MOUNT ALUMINUN ROTORS:

Wilwood's 3 hole mount rotors are precision CNC machined from high strength billet plate. Full symmetrical machining provides perfect balance, perfect flatness and the truest rotation of any rotor being built. These rotors fit the popular 3 x 5.00" mount bolt circle found on most sprint and midget front hubs. Wilwood's engineered drill and relief slot pattern combines the highest degree of weight reduction with the highest resistance to thermal distortion in the contact faces. You get smooth engagement and a consistent full pedal from the low knock-back characteristics of this design. A durable black anodized finish prevents corrosion and simplifies the visual inspection of the contact faces. The best results are always achieved using PolyMatrix Q compound brake pads with these rotors.



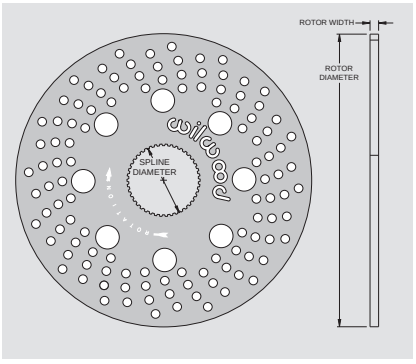


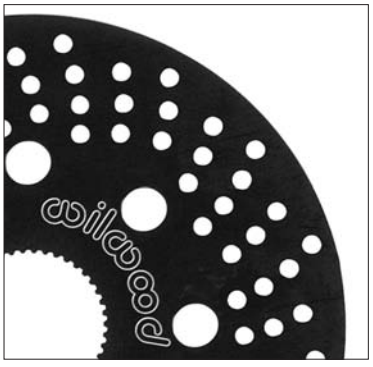
3 HOLE MOUNT ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	WEIGHT LBS	ROTOR TYPE	PART NUMBER
10.95" (278,1)	.31" (7,9)	3 x 5.00" (127,0)	.516"	1.8	DRILLED	160-3327
10.20" (259,1)	.31" (7,9)	3 x 5.00" (127,0)	.516"	1.6	DRILLED	160-3411

SPLINED AXLE MOUNT ALUMINUM ROTORS:

Wilwood's 3.00" x 42 splined axle mount rotors are manufactured from the same high strength billets with the same precision as our 3 hole mount front rotors. Full symmetrical machining provides perfect balance, perfect flatness and the truest rotation of any aluminum rotor being built. Wilwood's engineered drill and relief slot pattern combines the highest degree of weight reduction with the highest resistance to thermal distortion in the contact faces. You get smooth engagement and a consistent full pedal from the low knock-back characteristics of this design. A durable black anodized finish prevents corrosion and simplifies the visual inspection of the contact faces. The best results are always achieved using PolyMatrix Q compound brake pads with these rotors.





SPLINED MOUNT ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	WEIGHT LBS	ROTOR TYPE	PART NUMBER
10.95" (278,1)	.31" (7,9)	3 x 42 SPLINE	2.3	DRILLED	160-3275
10.20" (259,1)	.31" (7,9)	3 x 42 SPLINE	1.9	DRILLED	160-3270

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

ROTOR BEDDING-IN

ROTOR BEDDING:

All new iron rotors should be bedded-in before being used under racing conditions. Proper bedding-in will prepare the rotor surface, prolong the rotor's life and make it more resistant to thermal checking or cracking under severe braking conditions. The following procedures should be followed when bedding-in rotors:

- Thoroughly inspect all brake system components before proceeding to track. Check all bolt connections, make sure mounting bolts and rotor bolts are properly lockwired, that brake pads are properly secured by retaining clips or cotter pins, that master cylinders and brake pedals are working properly, that brakes are properly bled with plenty of fluid, and that proper engagement of brakes occur when pedal is depressed.

- Because the bedding process is different for rotors and pads, it is best to bed-in a new rotor (disc) using a used set of pads, preferably ones which will not create heat rapidly. Generating heat too quickly will thermal shock the rotors. Likewise, when bedding-in a new set of brake pads, use a used rotor. This new-used bedding process permits controlled bedding of each individual component.

- Make sure that the rotor surfaces are free from oils, grease and brake fluid.

- Close air ducts approximately 75% to expedite the bedding-in process.

- Run vehicle up to moderate speed and make several medium deceleration stops to heat up the rotor slowly. This will help reduce the chance of thermal shock caused by un-even heating of the rotor.

- Pull into the pits and allow the rotor to cool to ambient air temperature.

- Do not hold brakes on after performing the bedding-in procedure until cooling is completed. This will avoid "hot spotting" or un-even cooling which can damage the rotor.

ROTOR RUNOUT:

Rotor runout should be adjusted as soon as you receive your Wilwood components. Wilwood rotors are precision machined to ensure the rotor surfaces are flat and parallel. Sometimes hubs, bearings or other components have runout that cause the rotor to runout. As a rule of thumb, allowable runout should be .005" - .008". Adjust the runout by re-indexing the rotor or by placing shims between the rotor and hub or hat. Runout should be rechecked regularly. You can assume the runout to be acceptable as long as you are not experiencing brake drag, pedal oscillation or excessive piston knock back.

ROTOR WEAR:

Rotors will eventually start to show signs of wear; how fast depends on the type of racing, the frequency, and the brake usage. Grooving and/or cracking due to severe heat and thermal cycling indicate the rotor should be replaced. Note that surface checking itself is not a sign a rotor needs replacing as this can occur on iron rotors. Always replace rotor mounting bolts and lockwire whenever replacing rotors, taking care to inspect mounting hats or hubs for signs of abuse.

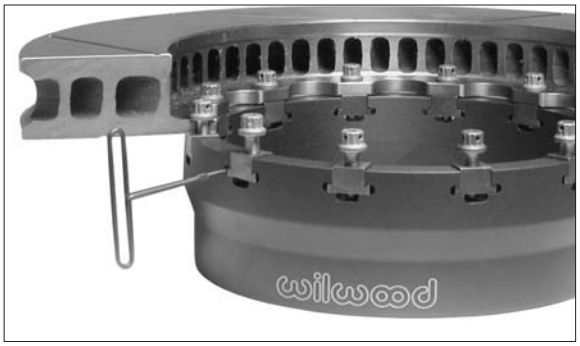
WILWOOD PRE-BEDDING SERVICE:

Wilwood offers many of their rotors "PRE-BEDDED" at the factory utilizing a computerized brake dynamometer that ensures a consistent "bed" from rotor to rotor. This yields "ready-to-race" rotors, which eliminates valuable practice laps when time is at a premium.

Please contact your Wilwood representative for price and availability.

"Dyno" Rotor Bedding-in

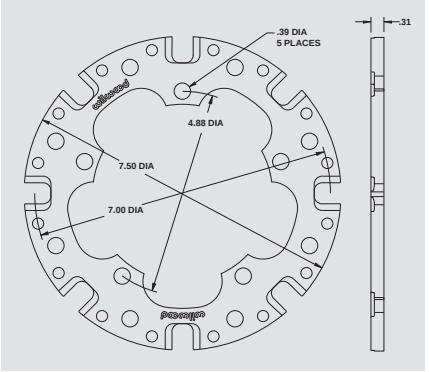
DYNAMIC ROTOR MOUNTING SYSTEMS



Wilwood's Dynamic Rotor Mounting System provides the most accurate and durable method of isolating potential pad engagement harmonics and the in-service thermal variances that occur between the mounting hat or plate and the rotor. The Wilwood system places the "float" within the hat or plate, and then allows the use of standard through-hole mount rotors. The ability to use through-hole mount rotors provides increased durability, improved accuracy, and a wider variety of selections over slotted mount hole rotor designs. Wilwood's square faced T-nuts provide a substantially wider load-bearing surface as compared to the round pin and bobbin type mounts. Each rotor bolt and T-nut kit includes an installation tool that correctly positions the T-nut during the assembly process. This assures bind-free operation right from the start. The results are felt with truer running, smoother engagement, extended reliability, and consistent pedal feel after every lap.

DYNAMIC MOUNT ROTOR PLATES FOR 5 X 5 HUBS:

These "dynamic" mount plates replace the "fixed" mount plates used on 5 x 5 lug pattern racing hubs designed for integral backside rotor mounting. Each plate is precision machined from premium alloy aluminum offering high strength with low rotating and unsprung weight. The rotor bolt and T-Nut kits allow "float" mounting of any standard 5/16" hole rotor with an 8 on 7" bolt circle.



DYNAMIC MOUNT ROTOR PLATES FOR 5 X 5 HUBS ORDERING INFORMATION:

ROTOR BOLT CIRCLE	HUB MOUNTING BOLT PATTERN	PLATE OFFSET	HUB MOUNT HOLE I.D.	PLATE LUG I.D.	PLATE O.D.	PLATE THICKNESS	ROTOR MOUNT	PLATE PART NUMBER	BOLT & T-NUT KIT NUMBER
8 x 7.00"	5 x 4.88"	0"	.39"	4.26"	7.50"	.31"	T-SLOT	300-7107	230-6710

DYNAMIC MOUNT ROTOR PLATES FOR WIDE 5 HUBS:

These plates attach directly to the rotor mount bosses on wide 5 hubs and use the T-Nut rotor bolt kits (shown below) to "float" mount any standard 5/16" hole rotor with an 8 on 7" bolt circle. Use of these plates requires hubs that have been specially machined to compensate for the plate thickness to maintain the original rotor position. Starlite and Starlite "55' hubs can be found on pages 100-102.

DYNAMIC MOUNT ROTOR PLATES FOR WIDE 5 HUBS ORDERING INFORMATION:

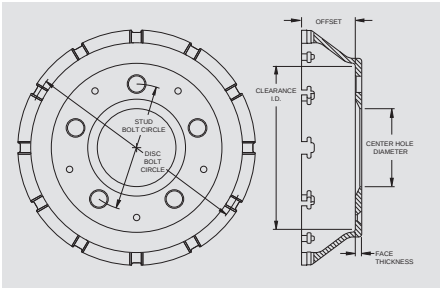
ROTOR BOLT CIRCLE	HUB MOUNTING BOLT PATTERN	PLATE OFFSET	HUB MOUNT HOLE I.D.	PLATE LUG I.D.	PLATE O.D.	PLATE THICKNESS	ROTOR MOUNT	PLATE PART NUMBER	BOLT & T-NUT KIT NUMBER
8 x 7.00"	8 x 7.00"	0"	.32"	5.50"	7.60"	.24"	T-SLOT	300-8431	230-8454

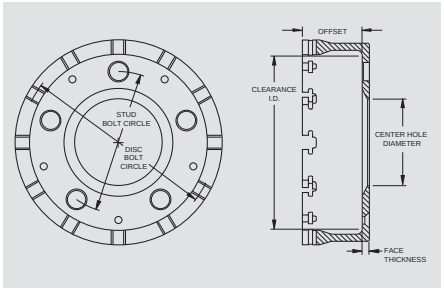
WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

GT SERIES DYNAMIC MOUNT ROTOR HATS:

GT Series Dynamic Mount Rotor Hats are engineered to withstand the rigors and demands of extreme motorsports competition. Each hat is precision machined from premium grade aluminum offering high strength with low unsprung and rotating weight. Wilwood T-nuts float within the hat and provide true dynamic mounting of a standard through-hole mount rotor. The wide load bearing load surface of the T-nut and the straight through-hole mount rotors provide the most durable and accurate method of isolating potential pad engagement harmonics and the in-service thermal variations that occur between the hat and the rotor.

GT Series Dynamic Mount Hats are available in a variety of configurations for use with racing hubs, flanged axles, and several OE applications. Straight bell hats are used for the 6.75" and 7.00" rotor mount patterns. Hats for the larger diameter rotor mount patterns will be the flared bell design. Use the charts below to match the rotor mount circle, lug pattern, offset, and the other dimensions necessary for each application.





ORDERING INFORMATION:

ROTOR BOLT CIRCLE	WHEEL LUG PATTERN	HAT OFFSET	STUD HOLE DIAMETER	CENTER HOLE I.D.	FACE THICKNESS	CLEARANCE I.D.	MOUNT HOLE	HAT PART NUMBER	BOLT & T-NUT KIT NUMBER	NOTES
12 x 8.75"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.40"	T-SLOT	170-6583	230-6656	(1)
12 x 8.75"	5 x 5.00"	1.88"	.64"	3.06"	.25"	6.40"	T-SLOT	170-7652	230-6656	(1)
12 x 8.38"	5 x 5.00"	1.88"	.64"	3.06"	.25"	6.40"	T-SLOT	170-7650	230-6656	(1)
12 x 7.00"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.40"	T-SLOT	170-6580	230-6656	(1)
12 x 7.00"	5 x 5.00"	1.88"	.64"	3.06"	.25"	6.40"	T-SLOT	170-7651	230-6656	(1)
12 x 6.75"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.12"	T-SLOT	170-6517	230-6656	(1)
12 x 6.75"	5 x 5.00"	1.88"	.64"	3.06"	.25"	6.12"	T-SLOT	170-7400	230-6656	(1)
12 x 6.75"	5 x 5.00"	1.74"	.64"	3.06"	.25"	6.12"	T-SLOT	170-7399	230-6656	(1)
8 x 8.50"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.40"	T-SLOT	170-6582	230-6709	(1)
8 x 7.00"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.64"	T-SLOT	170-6581	230-6710	(1)
8 x 7.00"	5 x 4.75/5.00"	1.96"	.70"	3.06"	.25"	6.40"	T-SLOT	170-7662	230-7666	(2)
8 x 7.00"	5 x 4.50/4.75/5.00"	1.96"	.52"	3.06"	.25"	6.40"	T-SLOT	170-7661	230-7666	(2)
8 x 7.00"	5 x 4.50/4.75/5.00"	1.41"	.52"	3.06"	.25"	6.32"	T-SLOT	170-7694	230-7666	(2)

NOTES:
(1) THIS HAT IS DRILLED AND COUNTERSUNK TO ACCOMMODATE HAT TO HUB ANCHORING SCREWS. SCREW KIT P/N 230-2482 CONTAINS FIVE (5) GRADE 8 1/4-28 X 1.00" COUNTERSUNK FLAT HEAD HEX DRIVE SCREWS AND SHOULD BE ORDERED IN ADDITION TO THE HAT
(2) ROTOR BOLT AND T-NUT KIT P/N 230-7666 INCLUDES A SHORT PROFILE HEX HEAD BOLT THAT PROVIDES ADDITIONAL CLEARANCE BETWEEN THE BOLT HEAD AND THE CALIPER MOUNT BRACKET USED ON WILWOOD DYNAMIC MOUNT REAR DRAG KITS. THESE HATS ARE ALSO COMPATIBLE WITH BOLT AND T-NUT KIT P/N 230-6710 ON OTHER APPLICATIONS WHERE ADDITIONAL CLEARANCE EXISTS BETWEEN THE ROTOR BOLT HEAD AND THE CALIPER MOUNTING HARDWARE

Brakes are critical safety components, see warnings and disclaimer on page 129

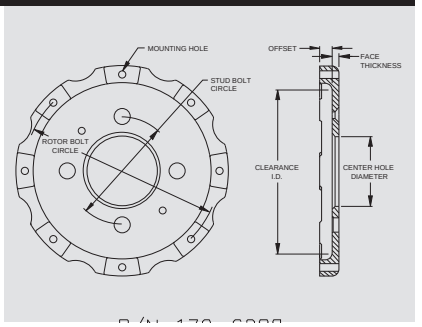
FIXED MOUNT ROTOR HATS

GT Series Fixed Mount Rotor Hats

GT Series hats are precision machined from premium aluminum alloys for high strength and attention to minimized weight. Hats in this category feature threaded rotor mount holes for use with standard through-hole mount rotors. Threaded hole hats may also be used with T-Nuts or bobbins designed for use with specially machined slotted hole dynamic mount rotors. When used in conjunction with matched Wilwood rotor hardware kits, GT hats provide solid, reliable performance in the most demanding conditions.

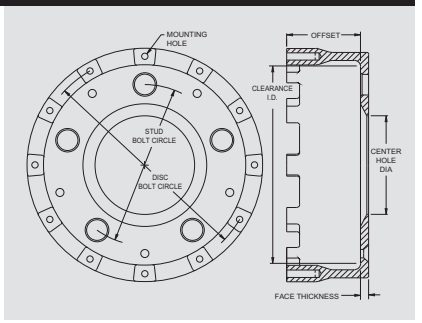
SHALLOW OFFSET HATS:

Shallow Offset Hats are for narrow space applications with offsets often less than 1.00". They are available for most rotor bolt patterns in a variety of four and five lug wheel patterns.



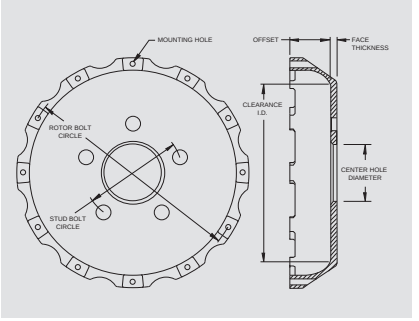
STRAIGHT BELL HATS:

Straight Bell Hats are most often used with 11.75" to 13.00" diameter rotors with 6.75" or 7.00" rotor mount bolt circle rotors on stock car front hubs and rear axles.



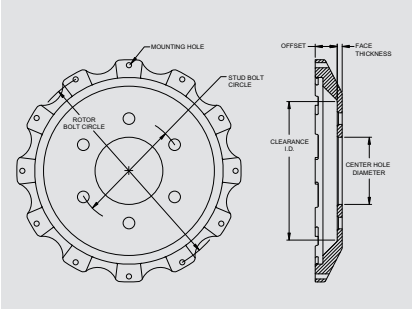
FLARED BELL HATS:

Flared Bell Hats are generally used with rotor mount bolt circles of 8.38" and larger. Offsets range from 1.88" to 3.00" for rotor diameters 12.19" and up.



TRUCK HATS:

Truck Hats feature strengthening ribs on a flared bell configuration for big rotor brake kits on truck, SUV, and 4WD axles with either 6 or 8 lug configurations.



GT SERIES FIXED MOUNT ROTOR HATS:

GT Series Fixed Mount Rotor Hats are available in a variety of configurations for use with racing hubs, flanged axles, and several OE applications. Use the charts below to match the rotor mount circle, lug pattern, offset, and the other dimensions necessary for each application.

ORDERING INFORMATION:

ROTOR BOLT CIRCLE	WHEEL LUG PATTERN	HAT OFFSET	STUD HOLE DIAMETER	CENTER HOLE I.D.	FACE THICKNESS	CLEARANCE I.D.	MOUNT HOLE	HAT PART NUMBER	ROTOR BOLT KIT NUMBER	NOTES
12 x 10.75"	8 x 6.50"	1.55"	.63"	4.64"	.45"	7.85"	5/16-18	170-8878	230-9068	
12 x 10.75"	6 x 5.50"	.813"	.63"	3.09"	.45"	7.21"	5/16-18	170-8960	230-9068	
12 x 10.75"	6 x 5.32"	1.11"	.59"	3.42"	.25"	7.05"	5.16-18	170-9066	230-9068	
12 x 9.18"	6 x 5.50"	.813"	.63"	3.09"	.45"	8.14"	1/4-20	170-9891	230-8217	
12 x 9.18"	5 x 4.75"	0.41"	.52"	2.78"	.30"	8.14"	1/4-20	170-8073	230-4572	
12 x 9.18"	5 x 4.75	0.29"	.52"	2.78"	.30"	8.14"	1/4-20	170-8920	230-4572	
12 x 8.75"	6 x 5.50"	0.99"	.58"	3.97"	.38"	7.37"	1/4-20	170-9523	230-4572	
12 x 8.75"	5 x 5.00"	2.25"	.64"	3.06"	.25"	6.40"	1/4-20	170-4568	230-4572	(1)
12 x 8.75"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.40"	1/4-20	170-4844	230-4572	(1)
12 x 8.75"	5 x 5.00"	1.50"	.64"	3.06"	.25"	6.40"	1/4-20	170-5429	230-4572	(1)
12 x 8.75"	5 x 4.50/4.75"	1.20"	.52"	3.00"	.25"	6.93"	1/4-20	170-8883	230-4572	
12 x 8.75"	5 x 4.75"	0.88"	.52"	2.78"	.30"	7.13"	1/4-20	170-6837	230-4572	
12 x 8.75"	5 x 4.75"	0.41"	.52"	2.78"	.30"	7.72"	1/4-20	170-8132	230-4572	
12 x 8.75"	5 x 4.75"	0.29"	.52"	2.78"	.30"	7.73"	1/4-20	170-8919	230-4572	
12 X 8.75"	5 x 4.75"	0.56"	.52"	3.12"	.29"	7.75"	1/4-20	170-8815	230-4572	
12 x 8.75"	5 x 4.72/4.50"	1.00"	.67"	2.82"	.39"	7.75"	1/4-20	170-8757	230-4572	
12 x 8.75"	5 x 4.50/4.75"	2.00"	.52"	3.06"	.25"	6.40"	1/4-20	170-7038	230-4572	
12 x 8.75"	5 x 4.50/4.75"	1.88"	.52"	3.06"	.25"	6.40"	1/4-20	170-6994	230-4572	
12 x 8.75"	5 x 4.50/4.75"	1.75"	.52"	3.06"	.25"	6.40"	1/4-20	170-7467	230-4572	
12 x 8.75"	5 x 4.50/4.75"	1.20"	.52"	3.06"	.25"	7.25"	1/4-20	170-10231	230-4572	
12 x 8.75"	5 x 4.50"	0.81"	.52"	3.06"	.25"	7.25"	1/4-20	170-6126	230-4572	
12 x 8.75"	5 x 4.50"	0.75"	.52"	2.69"	.38"	7.25"	1/4-20	170-9294	230-4572	
12 x 8.75"	5 x 4.50"	0.64"	.58"	2.80"	.31"	6.30"	1/4-20	170-9128	230-4572	
12 x 8.75"	5 x 4.50"	0.54"	.52"	2.69"	.38"	7.25"	1/4-20	170-9289	230-4572	
12 x 8.75"	5 x 4.50"	0.54"	.52"	2.77"	.25"	7.25"	1/4-20	170-10294	230-4572	
12 x 8.75"	5 x 4.50"	0.54"	.52"	2.53"	.25"	7.25"	1/4-20	170-10295	230-4572	
12 x 8.75"	5 x 4.50"	0.41"	.58"	2.80"	.27"	7.75"	1/4-20	170-6223	230-4572	
12 x 8.75"	5 x 4.50"	0.21"	.52"	2.72"	.25"	8.01"	1/4-20	170-9558	230-4572	
12 x 8.75"	5 x 3.94"	1.10"	.52"	2.29"	.27"	7.02"	1/4-20	170-6990	230-4572	
12 x 8.75"	5 x 3.93"	0.71"	.52"	2.17"	.30"	7.49"	1/4-20	170-9011	230-4572	
12 x 8.75"	4 x 4.25"	0.81"	.52"	3.06"	.25"	7.25"	1/4-20	170-6157	230-4572	
12 x 8.75"	4 x 3.93"	0.55"	.52"	2.17"	.25"	7.49"	1/4-20	170-8357	230-4572	
12 x 8.38"	5 x 5.00"	1.88"	.64"	3.06"	.25"	6.40"	1/4-20	170-5260	230-4572	(1)
12 x 7.06"	5 x 4.75"	0.25"	.52"	2.78"	.30"	6.18"	1/4-20	170-7746	230-8008	
12 x 7.00"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.40"	1/4-20	170-4847	230-4572	(1)
12 x 7.00"	5 x 4.75"	0.81"	.52"	2.78"	.30"	6.00"	1/4-20	170-8492	230-4572	
12 x 7.00"	5 x 4.50/4.75"	2.01"	.54"	2.66"	.25"	5.93"	1/4-20	170-9321	230-4572	
12 x 7.00"	5 x 4.50"	0.35"	.58"	2.80"	.27"	6.19"	1/4-20	170-8588	230-8008	
12 x 7.00"	5 x 4.50"	0.21"	.52"	2.72"	.25"	6.22"	1/4-20	170-8750	230-8008	
12 x 6.75"	5 x 4.75"	0.75"	.52"	3.11"	.29"	5.84"	1/4-20	170-8687	230-8008	
8 x 8.50"	5 x 5.00"	2.50"	.64"	3.06"	.25"	6.40"	1/4-20	170-5588	230-4572	(1)
8 x 7.00"	5 x 5.00"	2.50"	.64"	3.06"	.25"	6.64"	5/16-18	170-2751	230-2589	(1)
8 x 7.00"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.64"	5/16-18	170-2522	230-2589	(1)
8 x 7.00"	5 x 4.75"	0.88"	.52"	2.78"	.30"	6.00"	5/16-18	170-8493	230-8390	
8 x 7.00"	5 x 4.50/4.75"	1.43"	.52"	3.00"	.25"	6.04"	5/16-18	170-7632	230-3484	
8 x 7.00"	5 x 4.50"	1.23"	.58"	2.80"	.50"	6.26"	5/16-18	170-10013	230-8390	
8 x 7.00"	5 x 4.50"	1.23"	.58"	2.80"	.25"	7.90	5/16-18	170-10041	230-8390	
8 x 7.00"	5 x 4.50"	1.05"	.58"	2.78"	.28"	6.02"	5/16-18	170-8589	230-8390	
8 x 7.00"	5 x 4.50"	0.94"	.48/.52"	2.66"	.24"	5.90"	5/16-18	170-8320	230-8390	(3)
8 x 7.00"	5 x 4.50"	0.75"	.50"	2.80"	.25"	7.90"	5/16-18	170-10040	230-8390	
8 x 7.00"	5 x 4.50"	0.72"	.50"	2.53"	.25"	5.90"	5/16-18	170-6947	230-8390	
8 x 7.00"	5 x 4.38"	1.01"	.45"	3.25"	.25"	5.88"	5/16-18	170-8386	230-8390	
8 x 7.00"	5 x 3.94"	1.09"	.52"	2.28"	.27"	5.27"	5/16-18	170-9206	230-8390	
8 x 7.00"	5 x 3.93"	0.77"	.50"	2.30"	.32"	5.90"	5/16-18	170-8324	230-8390	
8 x 7.00"	5 x 3.93"	0.50"	.55"	2.40"	.25"	5.90"	5/16-18	170-6378	230-8390	
8 x 7.00"	5 x 3.93"	0.41"	.58"	2.56"	.25"	5.90"	5/16-18	170-8269	230-8390	
8 x 7.00"	4 x 4.50"	0.72"	.50"	2.72"	.25"	5.90"	5/16-18	170-6996	230-8390	
8 x 7.00"	4 x 3.93"	1.16"	.50"	2.53"	.25"	5.90"	5/16-18	170-8405	230-8390	
8 x 7.00"	4 x 3.93"	0.83"	.52"	2.53"	.26"	5.90"	5/16-18	170-8645	230-8390	
8 x 7.00"	4 x 3.93"	0.75"	.50"	2.41"	.32"	5.90"	5/16-18	170-10200	230-8390	
8 x 7.00"	4 x 3.93"	0.45"	.50"	2.53"	.25"	5.90"	5/16-18	170-6288	230-8390	
8 x 7.00"	Undrilled	1.22"	N/A	2.17"	.26"	6.40"	5/16-18	171-8976	230-8390	
8 x 7.00"	Undrilled	0.72"	N/A	2.40"	.25"	5.90"	5/16-18	171-7671	230-8390	
6 x 6.25"	4 x 3.93"	0.75"	.50"	2.41"	.32"	5.20"	5/16-18	170-10199	230-8991	
6 x 6.25"	4 x 3.93"	0.66"	.50"	2.53"	.32"	5.60"	5/16-18	170-8643	230-8991	
6 x 6.25"	Undrilled	0.77"	N/A	2.17"	.32"	5.60"	5/16-18	171-8975	230-8991	

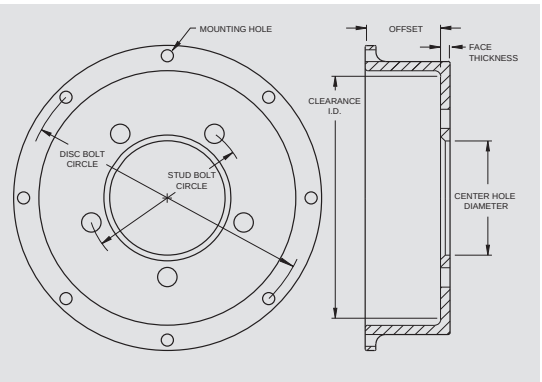
NOTES:
(1) THIS HAT IS DRILLED AND COUNTERSUNK TO ACCOMMODATE HAT TO HUB ANCHORING SCREWS. SCREW KIT P/N 230-2482 CONTAINS FIVE (5) GRADE 8 1/4-28 X 1.00" COUNTERSUNK FLAT HEAD HEX DRIVE SCREWS AND SHOULD BE ORDERED IN ADDITION TO THE HAT
(2) OFFSET DIMENSION INCLUDES .100" THICKNESS FROM STAINLESS STEEL INSULATOR SPACERS SUPPLIED WITH ROTOR BOLT KIT P/N 230-3319
(3) .48" / .52" DUAL PATTERN 5 X 4.50 STUD HOLE SIZES

Brakes are critical safety components, see warnings and disclaimer on page 129

FIXED MOUNT ROTOR MOUNTING HATS

HD SERIES FIXED MOUNT ROTOR HATS:

Wilwood's HD Series Fixed Mount Rotor Hats have a long standing reputation for fit, performance, and durability. HD Series hats are manufactured from premium grade aluminum alloys offering high strength, low weight, and show quality appeal. HD hats have not only been a mainstay in many of Wilwood's racing disc brake conversion kits, but they can cover a range of applications from an OE four lug axle shaft to a Grand-National stock car racing hub. HD hats feature a straight bell construction with a flanged rotor mount ring. These features combine to provide maximum radial clearance between the caliper body and the hat. This can be a critical factor when trying to squeeze a large caliper inside a small wheel. Many hats offer multi-lug wheel patterns for added versatility. Some hats can be ordered blank for custom axle building and other unique applications.



The HD hat configurations are divided into two groups. There are threaded hole hats for use with though-hole mount rotors, and there are through-hole mount hats for use with threaded hole rotors. When used with matching Wilwood rotor hardware, these hats provide solid mounting for a wide range of custom and competition disc brake applications. Use the charts below to match the rotor mount, lug pattern, offset, and the other dimensions necessary for each application.

HD FIXED MOUNT ALUMINUM HATS FOR 5/16-24 THREADED HOLE ROTORS ORDERING INFORMATION:

ROTOR BOLT CIRCLE	WHEEL LUG PATTERN	HAT OFFSET	STUD HOLE DIAMETER	CENTER HOLE I.D.	FACE THICKNESS	CLEARANCE I.D.	MOUNT HOLE	HAT PART NUMBER	ROTOR BOLT KIT NUMBER	NOTES
8 x 7.62”	6 x 5.00”	2.00”	.64”	3.50”	.25”	6.50”	.323”	170-0089	230-0150	
8 x 7.62”	5 x 4.50/4.75/5.00”	2.00”	.52”	3.06”	.25”	6.50”	.323”	170-1827	230-0150	(2)
8 x 7.62”	5 x 4.75”	1.50”	.51”	2.85”	.50”	6.51”	.323”	170-0176	230-0150	
8 x 7.62”	5 x 4.50”	2.10”	.50”	2.75”	.25”	6.31”	.323”	170-0636	230-0150	
8 x 7.62”	5 x 4.50”	1.38”	.67”	3.23”	.25”	6.27”	.323”	170-0635	230-0150	
8 x 7.62”	5 x 4.50”	1.25”	.52”	3.06”	.25”	6.32”	.323”	170-3265	230-0150	
8 x 7.62”	4 x 4.25”	2.00”	.52”	3.06”	.29”	6.50”	.323”	170-2637	230-0150	
8 x 7.62”	4 x 4.25”	1.25”	.52”	3.06”	.29”	6.32”	.323”	170-3149	230-0150	
8 x 7.62”	Undrilled	2.00”	—	2.78”	.25”	6.50”	.323”	171-2233	230-0150	

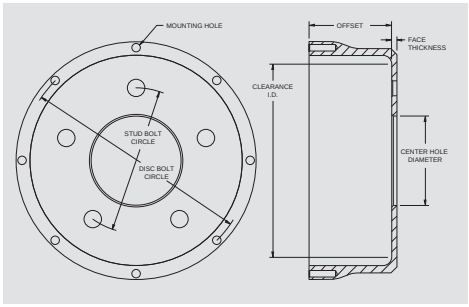
HD FIXED MOUNT ALUMINUM HATS FOR 5/16’ THROUGH-HOLE ROTORS ORDERING INFORMATION:

ROTOR BOLT CIRCLE	WHEEL LUG PATTERN	HAT OFFSET	STUD HOLE DIAMETER	CENTER HOLE I.D.	FACE THICKNESS	CLEARANCE I.D.	MOUNT HOLE	HAT PART NUMBER	ROTOR BOLT KIT NUMBER	NOTES
8 x 7.00”	5 x 4.75/5.00”	1.96”	.70”	3.06”	.25”	6.14”	5/16-18	170-5244	230-0233D	(1)
8 x 7.00”	5 x 4.50/4.75/5.00”	1.96”	.52”	3.06”	.25”	6.14”	5/16-18	170-0208	230-0233D	(1)
8 x 7.00”	5 x 4.50/4.75/5.00”	1.77”	.52”	3.06”	.25”	6.14”	5/16-18	170-0357	230-0233D	(1)
8 x 7.00”	5 x 4.50/4.75/5.00”	1.71”	.52”	3.06”	.25”	6.14”	5/16-18	170-0259	230-0233D	(1)
8 x 7.00”	5 x 4.50/4.75/5.00”	1.59”	.52”	3.06”	.25”	6.14”	5/16-18	170-0317	230-0233D	(1)
8 x 7.00”	5 x 4.50/4.75/5.00”	1.41”	.52”	3.06”	.50”	6.14”	5/16-18	170-0764	230-0233D	(1)
8 x 7.00”	Undrilled	1.96”	—	3.06”	.25”	6.14”	5/16-18	171-3753	230-0233D	(1)
8 x 7.00”	Undrilled	1.71”	—	3.06”	.25”	6.14”	5/16-18	171-3754	230-0233D	(1)
8 x 7.00”	Undrilled	1.59”	—	3.06”	.25”	6.14”	5/16-18	171-3755	230-0233D	(1)
8 x 7.00”	Undrilled	1.41”	—	2.78”	.50”	6.14”	5/16-18	171-2234	230-0233D	(1)

NOTES:
(1) ROTOR BOLT KIT P/N 230-0233D INCLUDES A SHORT PROFILE HEX HEAD BOLT THAT PROVIDES ADDITIONAL CLEARANCE BETWEEN THE BOLT HEAD & THE CALIPER MOUNTING HARDWARE AS USED IN WILWOOD LIGHTWEIGHT READ DRAG KITS. THESE HATS CAN ALSO BE USED WITH BOLT KIT P/N 230-2589, OTHER APPLICATIONS WHERE ADDITIONAL CLEARANCE EXISTS BETWEEN THE ROTOR BOLT HEAD & THE CALIPER MOUNT HARDWARE
(2) THIS HAT IS UN-ANODIZED

FIXED MOUNT IRON HATS FOR INTERNAL SHOW PARKING BRAKES AND BOLT-ON ROTORS:

These premium grade cast iron hats make it possible to use bolt-on rotors on vehicles equipped with internal shoe parking brake assemblies. Each hat is a precision machined, threaded hole design for use in conjunction with through-hole mount rotors. After machining, the hats are zinc plated for corrosion resistance. Use the charts below to match the rotor mount circle, lug pattern, offset, and other dimensions necessary for each application.

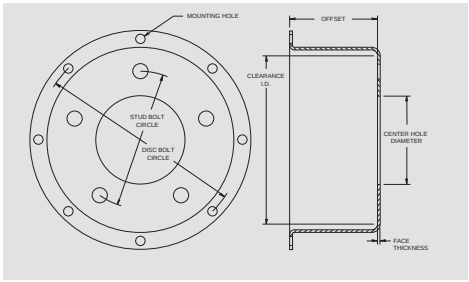


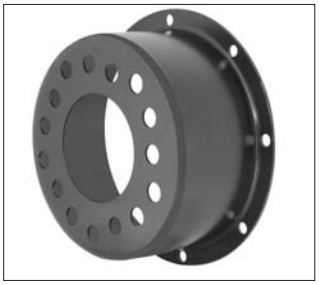
ORDERING INFORMATION:

ROTOR BOLT CIRCLE	WHEEL LUG PATTERN	HAT OFFSET	STUD HOLE DIAMETER	CENTER HOLE I.D.	FACE THICKNESS	CLEARANCE I.D.	MOUNT HOLE	HAT PART NUMBER	ROTOR BOLT KIT NUMBER	NOTES
12 x 10.75"	8 x 6.50"	1.91"	.64"	4.83"	.39"	7.87"	5/16-24	170-9607	230-9587	
12 x 10.75"	8 x 6.50"	1.78"	.64"	4.63"	.32"	7.87"	5/16-24	170-9608	230-9587	
12 x 9.18"	6 x 5.50"	2.34"	.63"	3.09"	.24"	7.29"	1/4-28	170-9890	230-8217	
12 x 8.75"	5 x 4.50/4.75/5.00"	1.95"	.52"	2.78"	.18"	6.85"	1/4-28	170-9493	230-8217	
12 x 8.75"	5 x 4.50/4.75/5.00"	1.54"	.52"	2.70"	.18"	6.85"	1/4-28	170-9492	230-8217	
12 X 8.75"	5 X 5.00"	1.54"	.52"	3.12"	.18"	6.85"	1/4-28	170-9984	230-8217	
12 x 8.75"	5 x 4.75"	1.32"	.52"	2.78"	.25"	6.47"	1/4-28	170-9839	230-8217	
12 x 8.75"	5 x 4.75"	0.69"	.52"	2.78"	.25"	7.10"	1/4-28	170-8169	230-8217	
12 x 8.75"	5 x 4.50"	2.16"	.51"	2.69"	.20"	6.65"	1/4-28	170-9455	230-8217	
12 x 8.75"	5 x 4.50"	1.32"	.51"	3.54"	.20"	6.11"	1/4-28	170-9599	230-8217	
8 x 7.78"	5 x 4.50/4.75/5.00"	2.39"	.52"	3.06"	.18"	6.63"	1/4-28	170-6239	230-6409	
8 X 7.78"	5 X 3.93"	1.64"	.51"	2.29"	.26"	5.76"	1/4-28	170-10108	230-7011	

FIXED MOUNT SPUN STEEL HATS FOR BOLT-ON ROTORS:

These lightweight, high-strength spun steel hats provide solid mounting of bolt-on rotors to OE axles and racing hubs when aluminum hats are not allowed. Each hat features a multi-hole lug pattern for universal application on the popular 5 lug mount patterns. These hats are not for use on parking brake applications.





ORDERING INFORMATION:

ROTOR BOLT CIRCLE	WHEEL LUG PATTERN	HAT OFFSET	STUD HOLE DIAMETER	CENTER HOLE I.D.	FACE THICKNESS	CLEARANCE I.D.	MOUNT HOLE	HAT PART NUMBER	ROTOR BOLT KIT NUMBER	NOTES
8 x 7.00"	5 x 4.50/4.75/5.00"	3.02"	.52"	3.06"	.09"	5.83"	.325"	170-3695	230-0840	

SPRINT - OPEN WHEEL LIVE AXLE CLAMP-ON ROTOR MOUNT:

Lightweight and strong, these clamps provides sturdy fixed position mounting for rear inboard brake systems on live axle sprints and modifieds.

ORDERING INFORMATION:

ROTOR BOLT CIRCLE	AXLE SPLINE	ROTOR MOUNT HOLE	AXLE CLAMP PART NUMBER	ROTOR BOLT KIT NUMBER
8 x 7.00"	3.00" x 46 Spline	5/16"	270-2394	(1, 2, 4)
8 x 7.00"	3.00" x 46 Spline	5/16"	270-10484	(3)
6 x 5.50"	3.00" x 46 Spline	5/16"	270-9761	(3)

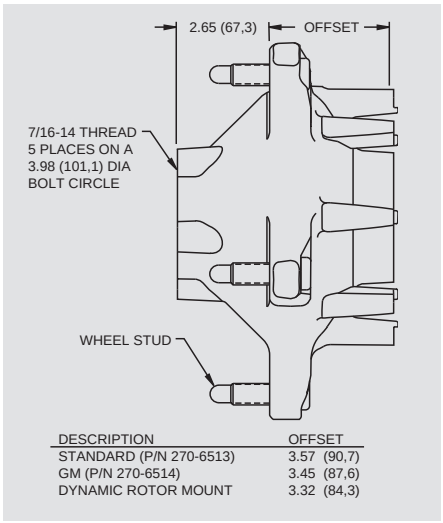
NOTES: (1) USE BOLT KIT P/N 230-2404 WITH VENTED IRON AND OTHER 5/16" THROUGH-HOLE FIXED MOUNT ROTORS
(2) USE BOLT AND T-NUT KIT P/N 230-5567 WITH DYNAMIC MOUNT LIGHTWEIGHT STEEL T-SLOTTED ROTORS
(3) DYNAMIC MOUNT BOLT KIT INCLUDED
(4) MAGNESIUM CLAMP

STARLITE “55” WIDE 5 RACING HUBS

Hub Features:

Starlite "55" hubs provide the superior strength of permanent mold, high density aircraft aluminum at weights comparable to the much higher priced magnesium hub assemblies. The Starlite "55" features the strength of our traditional eight bolt Starlite hub, but with a redesign focussed on eliminating unnecessary weight in the hub and its related components.

Rear hubs have been reconfigured to include five bolt drive flanges and weigh in at less than 7 pounds with bearing races and studs installed. When combined with the additional weight savings of the five bolt drive flange and bolt kit, the assembled hub meets or beats the assembled weight of nearly every eight bolt magnesium hub assembly available.



DESCRIPTION	OFFSET
STANDARD (P/N 270-6513)	3.57 (90,7)
GM (P/N 270-6514)	3.45 (87,6)
DYNAMIC ROTOR MOUNT	3.32 (84,3)

Starlite “55” Hub Offset Diagram

Front hubs offer further weight reduction by completely eliminating the bolt bosses with the use of a fiber reinforced composite Snap-Cap dust cover. Optional drilled studs round-out the total lightweight package. Starlite "55" hubs are available in the traditional GM or standard rotor mount offset, with an all new configuration available for use with Wilwood's dynamic rotor mount plates. Standard offset hubs can be ordered with a special black coating that seals the surface and maintains a clean appearance against oxidation and corrosion from track born substances.

Starlite “55” Rear Wide 5 Racing Hub

Starlite “55” Front Hub with Snap-Cap

STARLITE “55” FIVE BOLT DRIVE REAR HUBS ORDERING INFORMATION:

OFFSET	FINISH	STUDS	PART NUMBER
Standard	Aluminum	5/8” Coarse	270-6513C
Standard	Aluminum	5/8” Coarse Drilled	270-6513D
Standard	Black	5/8” Coarse	270-6513BC
Standard	Black	5/8” Coarse Drilled	270-6513BD
GM	Aluminum	5/8” Coarse	270-6514C
GM	Aluminum	5/8” Coarse Drilled	270-6514D
Dynamic Mount	Aluminum	5/8” Coarse	270-8435C
Dynamic Mount	Aluminum	5/8” Coarse Drilled	270-8435D

STARLITE “55” FRONT HUBS WITH SNAP-CAP ORDERING INFORMATION:

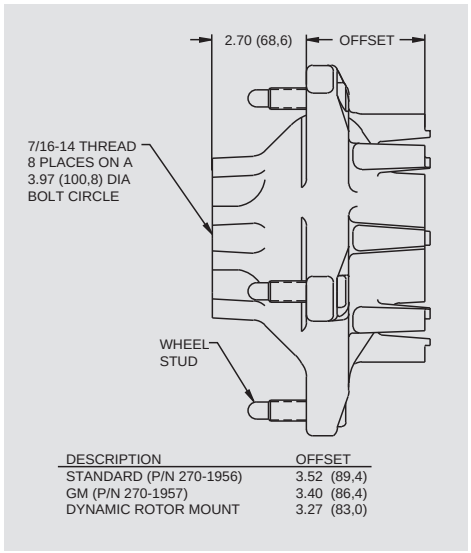
OFFSET	FINISH	STUDS	PART NUMBER
Standard	Aluminum	5/8” Coarse	270-6735C
Standard	Aluminum	5/8” Coarse Drilled	270-6735D
Standard	Black	5/8” Coarse	270-6735BC
Standard	Black	5/8” Coarse Drilled	270-6735BD
GM	Aluminum	5/8” Coarse	270-6736C
GM	Aluminum	5/8” Coarse Drilled	270-6736D
Dynamic Mount	Aluminum	5/8” Coarse	270-8436C
Dynamic Mount	Aluminum	5/8” Coarse Drilled	270-8436D

STARLITE WIDE 5 RACING HUBS

Hub Features:

Starlite hubs remain as the oval track benchmark standard. Based on the traditional eight-bolt drive flange design, Starlite hubs demonstrate superior strength from permanent mold, high density aircraft aluminum. The close tolerance castings are precision machined to assure consistent fit, strength, and durability. Over the years, this innovative hollow core design has been refined and is race proven. Wilwood's high volume, quality assured manufacturing capability has made it both racing tough and economical.

Starlite Eight Bolt Wide 5 Racing Hub



DESCRIPTION	OFFSET
STANDARD (P/N 270-1956)	3.52 (89,4)
GM (P/N 270-1957)	3.40 (86,4)
DYNAMIC ROTOR MOUNT	3.27 (83,0)

Starlite Eight Bolt Offset Diagram

Starlite hubs are available in standard offset for use with Superlite, Dyanlite, and Narrow Mount Dynalite series fixed mount calipers. The GM offset is available for use with GM style floating mount calipers. A new offset configuration is also available to accommodate the thickness of dynamic rotor mounting plates. Fine threaded 5/8" studs are also an option on the Starlite series.

Wide 5 Racing Hub Assembly Showing T-Nut Placement with Rotor and Dynamic Mounting Plate. See Page 86.

STARLITE EIGHT BOLT DRIVE HUBS ORDERING INFORMATION:

OFFSET	FINISH	STUDS	PART NUMBER
Standard	Aluminum	5/8” Coarse	270-1956C
GM	Aluminum	5/8” Coarse	270-1957C
Dynamic Mount	Aluminum	5/8” Coarse	270-8434C
Dynamic Mount	Aluminum	5/8” Coarse Drilled	270-8434D

WHEEL SPACER:

Wilwood’s unique 2” offset aluminum **Wide 5 Wheel Spacer** utilizes a radical triangulated design to achieve maximum strength and rigidity. This race proven wheel spacer is lighter than any other on the market. Available with coarse 5/8” studs, Wilwood’s 4.1 pound spacer gives greater flexibility in chassis setup while keeping rotating weight to a minimum.

ORDERING INFORMATION:

DESCRIPTION	PART NO.
2” Offset Wheel Spacer, coarse studs	270-2189C

WIDE 5 HUB PARTS AND ACCESSORIES

STARLITE "55" DRIVE FLANGES AND HUB CAPS ORDERING INFORMATION(1):

DESCRIPTION	PART NO.
Standard Five Bolt Drive Flange with Bolts, Washers	270-6732
Lightweight Five Bolt Drive Flange with Bolts, Washers	270-6733
Snap-Cap Front Hub Dust Cover	270-6913
Five Bolt Lightweight Steel Front Hub Cap, Gold Cad Plated	270-9498
Drive Flange Bolts with Washers - 5 Pack	270-6911
O-Ring, Snap-Cap	211-6950

STARLITE DRIVE FLANGES AND HUB CAPS ORDERING INFORMATION(2):

DESCRIPTION	PART NO.
Eight Bolt Drive Flange, Gold	270-2290
Eight Bolt Drive Flange, Black	270-2290B
Eight Bolt Drive Flange, Red	270-2290R
Eight Bolt Lightweight Steel Front Hub Cap, Gold Cad Plated	270-0374
Drive Flange / Hub Cap Bolt Kit - 8 Pack	230-1378

BEARING, SEALS, AND SPINDLE LOCKNUTS ORDERING INFORMATION:

DESCRIPTION	PART NO.
Bearing, Seal and Self Lock Spindle Nut Kit	370-6885
Bearing and Seal Only Kit	370-0563
Self-Lock Spindle Nut	230-6659
Seal	380-0429
Inner Bearing	370-0431
Inner Hub Bearing Race	370-0314
Outer Bearing	370-0432
Outer Hub Bearing Race	370-0315

STUDS AND LUG NUTS ORDERING INFORMATION:

DESCRIPTION	PART NO.
5/8" Coarse Stud - 5 pack	230-0620
5/8" Coarse Stud - Bulk (100 piece minimum)	230-0510
5/8" Coarse Stud, Gun Drilled - Bulk (100 piece minimum)	230-6459
5/8" Coarse Lug Nut - 5 pack	230-0622
5/8" Coarse Lug Nut - Bulk (100 piece minimum)	230-0511
5/8" Fine Stud - 5 pack	230-0621
5/8" Fine Stud - Bulk (100 piece minimum)	230-0304
5/8" Fine Lug Nut - 5 pack	230-0624
5/8" Fine Lug Nut - Bulk (100 piece minimum)	230-0512

Plate to Hub Bolt Kit

Lightweight 5 Bolt Drive Flange

Bearing, Seal & Locknut Kit

8 Bolt Drive Flange

NOTES: (1) USE ONLY THE BOLTS SUPPLIED WITH THE 5 BOLT DRIVE FLANGES ON STARLITE "55" HUBS. USE OF OTHER BOLTS CAN LEAD TO DAMAGE OR FAILURE. ALWAYS USE SAFETY WIRE TO SECURE THE BOLTS
(2) BOLT KITS MUST BE ORDRED SEPARATELY. ALWAYS USE SAFETY WIRE TO SECURE THE BOLTS

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

ROTOR BOLT KITS

DYNAMIC MOUNT BOLT KITS FOR THROUGH HOLE ROTORS WITH T-SLOTTED HATS OR PLATES:

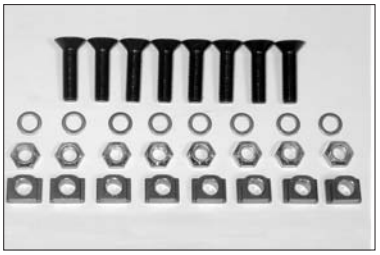
Bolt kits in this group include bolts, t-nuts and associated hardware to attach a standard though-hole mount rotor to a dynamic mount, t-slot machined hat or rotor plate. All bolts are lock-wire drilled.

ORDERING INFORMATION:

QTY	BOLT SIZE	BOLT TYPE	APPLICATIONS	KIT NO.
12	1/4-28 x .75"	Stainless Steel 12 Point	GT Hats	230-6656
8	1/4-28 x .75"	Stainless Steel 12 Point	GT Hats	230-6709
8	5/16-24 x .81"	Stainless Steel 12 Point	GT Hats, 5 x 5 Hub Plate	230-6710
8	5/16-24 x .75"	Grade 8 Socket Head	Wide 5 Hub Plate	230-7666
8	5/16-24 x .75"	Grade 8 Short Profile Hex	Rear Axle GT Drag Hats	230-7666

DYNAMIC MOUNT BOLT KITS FOR SLOTTED HOLE STEEL ROTORS:

These bolt kits include bolts, t-nuts, and associated hardware to attach a specially machined slotted hole plate steel rotor to a threaded hat, hub, or live axle rotor clamp. All kits are supplied with either lock-wire drilled bolts or crimp nuts.



ORDERING INFORMATION:

QTY	BOLT SIZE	BOLT TYPE	APPLICATIONS	KIT NO.
8	5/16-24 x 1.25"	Grade 8 Countersunk	Live Axle Rotor Clamp	230-5567(1)
8	5/16-24 x .81"	Grade 8 Socket Head	Threaded Hats, Wide 5 Hubs	230-5308

BOLT KITS FOR FIXED MOUNT THREADED OR THROUGH HOLE MOUNT ROTORS:

Bolt kits in this group include bolts, and any other necessary hardware to attach a threaded or through hole mount rotor or rotor mounting plate to a threaded or through hole mount hat, hub, or live axle rotor clamp. With one exception, all bolts are lock wire drilled.

ORDERING INFORMATION:

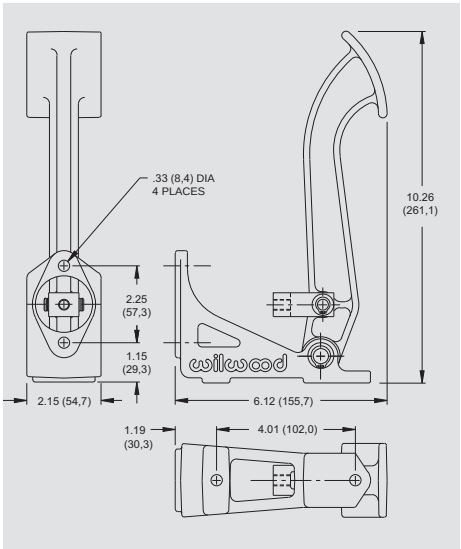
QTY	BOLT SIZE	BOLT TYPE	APPLICATIONS	KIT NO.
12	5/16-18 x 1.00"	Grade 8 Hex Head	TC Hats	230-9068
12	1/4-20 x 1.00"	Stainless Steel 12 Point	GT Hats	230-4572
12	1/4-20 x 0.75"	Stainless Steel 12 Point	GT Hats, ProMatrix Kits	230-8008
8	5/16-24 x 1.00"	Grade 8 Socket Head	Steel Hats with Through Hole Rotors	230-0840(1)
8	5/16-24 x 0.75"	Grade 8 Socket Head	Threaded Rotors on Through Hole Hats	230-0150
8	5/16-18 x 1.00"	Grade 8 Hex Head	Wide 5 Hubs, Threaded Hats	230-0526(2)
8	5/16-18 x 1.00"	Grade 8 Hex Head	BB Hats	230-8390
8	5/16-18 x 1.00"	Grade 8 Socket Head	GT Hats, Wide 5 Hubs	230-2589
8	5/16-18 x 1.00"	Grade 8 Socket Head	GT Hats, Wide 5 Hubs	230-6365
8	5/16-18 x 0.75"	Grade 8 Short Profile Hex	8 on 7.00" P/S Rotor Plate	230-3484
8	5/16-18 x 0.75"	Grade 8 Short Profile Hex	Drag Race Rear Axle Kits	230-0233D
8	1/4-28 x 1.00"	Grade 8 Socket Head	2 Piece Internal Parking Brake	230-6409
8	1/4-28 x 0.75"	Grade 8 Socket Head	Subaru WRX Rear	230-7011
6	5/16-18 x 1.00"	Grade 8 Hex Head	6 on 6.25" P/S Drag Rotor Plate	230-3328
5	3/8-18 X 1.00"	Grade 8 Torx	Rotor Plate to P/S Hub	230-3829

NOTES: (1) INCLUDES CRIMP NUTS
(2) INCLUDES SPLIT LOCK WASHERS. NOT LOCK WIRED DRILLED

PEDAL ASSEMBLIES

FLOOR MOUNT SINGLE MASTER CYLINDER PEDAL - BRAKE OR CLUTCH:

This pedal is often used as a clutch pedal with a single outlet master cylinder, or as a brake pedal in conjunction with dual outlet, tandem master cylinders on four wheel brake equipped vehicles. The pedal features all aluminum frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad.

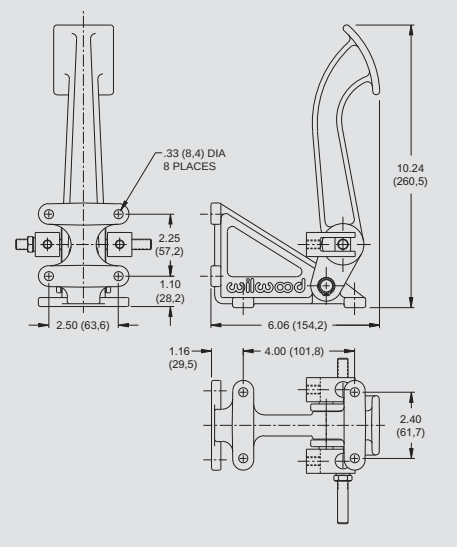


Single Mount Brake or Clutch Pedal
6:1 Ratio • **P/N 340-1289**

P/N 340-1289 Pedal with Optional Aluminum Master Cylinder (*)

FLOOR MOUNT DUAL MASTER CYLINDER BRAKE PEDAL WITH BALANCE BAR:

This is one of racing's most popular pedals for mounting two brake master cylinders with a bias balance bar. The pedal features all aluminum frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments.



Dual Mount Brake Pedal with Balance Bar
6:1 Ratio • **P/N 340-1285**

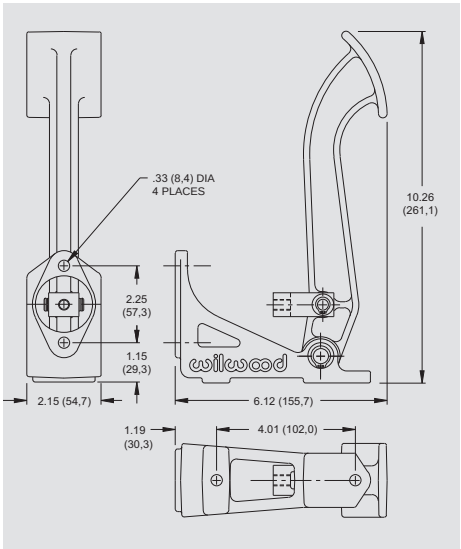
P/N 340-1285 Pedal with Optional Aluminum Master Cylinders (*)

(*) Master cylinders must be ordered separately. See pages 102-107 for available selections

PEDAL ASSEMBLIES

FLOOR MOUNT SINGLE MASTER CYLINDER PEDAL - BRAKE OR CLUTCH:

This pedal is often used as a clutch pedal with a single outlet master cylinder, or as a brake pedal in conjunction with dual outlet, tandem master cylinders on four wheel brake equipped vehicles. The pedal features all aluminum frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad.

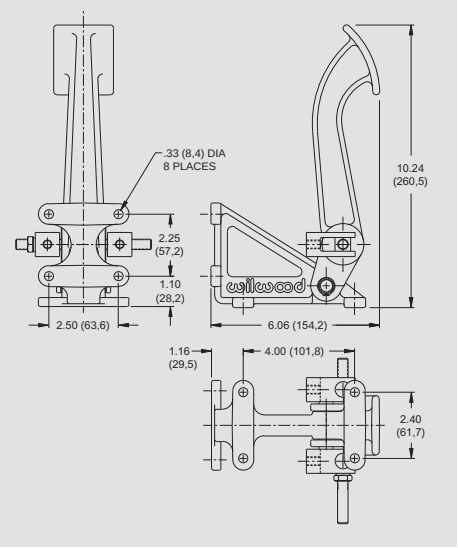


Single Mount Brake or Clutch Pedal
6:1 Ratio • **P/N 340-1289**

P/N 340-1289 Pedal with Optional Aluminum Master Cylinder (*)

FLOOR MOUNT DUAL MASTER CYLINDER BRAKE PEDAL WITH BALANCE BAR:

This is one of racing's most popular pedals for mounting two brake master cylinders with a bias balance bar. The pedal features all aluminum frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments.



Dual Mount Brake Pedal with Balance Bar
6:1 Ratio • **P/N 340-1285**

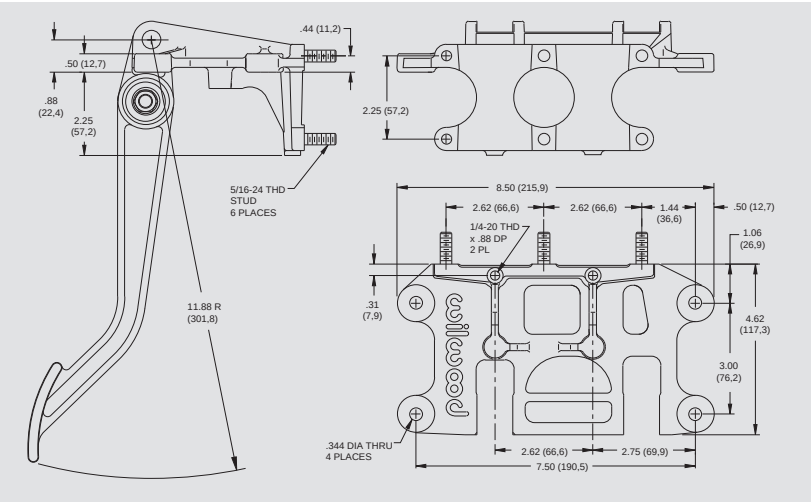
P/N 340-1285 Pedal with Optional Aluminum Master Cylinders (*)

(*) Master cylinders must be ordered separately. See pages 102-107 for available selections

PEDAL ASSEMBLIES

FORWARD SWING MOUNT TRIPLE MASTER CYLINDER PEDAL - ALUMINUM:

This pedal assembly operates the brakes and the clutch together in one unit and positions the master cylinders outside of the firewall. It features all aluminum frame and arm construction with steel pivots, mounting studs, and anti-skid pedal pads. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments.

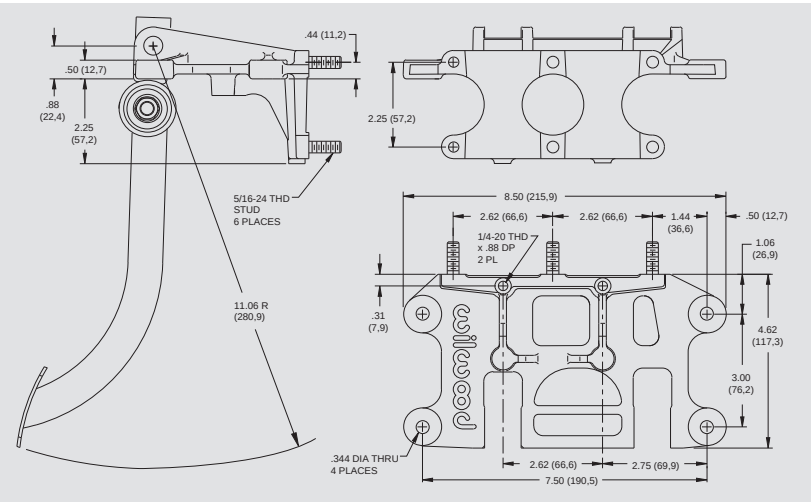


Triple Mount Brake and Clutch Pedal with Balance Bar
6.25:1 • **P/N 340-3950**

P/N 340-3950 Pedal with Optional
Master Cylinders (*)

FORWARD SWING MOUNT TRIPLE MASTER CYLINDER PEDAL - STEEL:

This steel pedal assembly was built for cars racing under rules that prohibit aluminum pedal arms. This assembly operates the brakes and the clutch together in one unit and positions the master cylinders outside of the firewall. It features an aluminum frame with steel arm construction, steel pivots, mounting studs, and anti-skid pedal pads. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments.



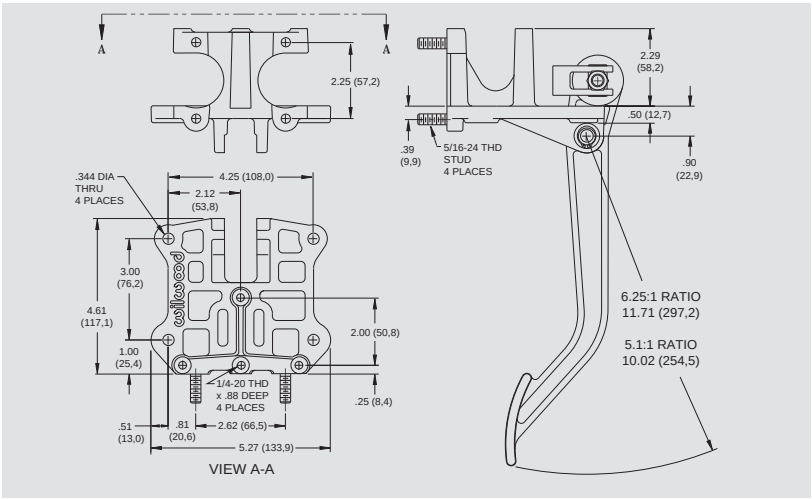
Triple Mount Brake and Clutch Pedal with Balance Bar
6.25:1 Ratio • **P/N 340-6916**

P/N 340-6916 Pedal with Optional
Master Cylinders (*)

(*) Master cylinders must be ordered separately. See pages 102-107 for available selections

REVERSE SWING MOUNT DUAL MASTER CYLINDER BRAKE PEDAL WITH BALANCE BAR:

This pedal mounts two brake master cylinders with a bias balance bar and positions the master cylinders inside the firewall and away from engine heat. The pedal features all aluminum frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments. Two ratios are offered to suit mounting and leverage requirements.

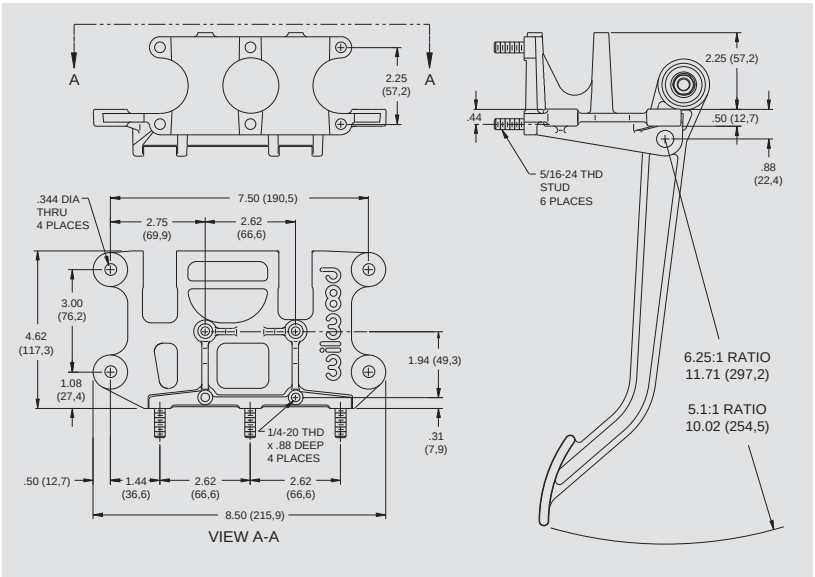


Reverse Dual Mount Brake Pedal with Balance Bar
5.1:1 Ratio - **P/N 340-5180** • 6.25:1 Ratio - **P/N 340-5181**

P/N 340-5181 Pedal with Optional
Master Cylinders (*)

REVERSE SWING MOUNT TRIPLE MASTER CYLINDER CLUTCH & BRAKE PEDAL WITH BALANCE BAR:

This assembly combines the brake and clutch pedals together in one unit and positions the master cylinders inside the firewall and away from engine heat. It features all aluminum frame and arm construction with steel pivots, mounting studs, and anti-skid pedal pads. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments. Three ratio options are offered to suit mounting and leverage requirements.



Triple Mount Clutch and Brake Pedal with Balance Bar
5.1:1 - **P/N 340-4828** • 6.25:1 - **P/N 340-3342**
6.25:1 Brake / 5.1:1 Clutch - **P/N 340-6451**

P/N 340-3342 Pedal with Optional
Master Cylinders (*)

(*) Master cylinders must be ordered separately. See pages 102-107 for available selections

Brakes are critical safety components, see warnings and disclaimer on page 129

PEDAL ASSEMBLIES

REMOTE BRAKE BIAS ADJUSTER:

Wilwood's Remote Balance Bar Cable Adjuster is used with balance bars to adjust front-to-rear brake bias during changing race conditions. The highly visible bright blue knob features a special bi-directional detente control providing the driver with positive adjustment feedback. The special five foot cable and housing (which can be cut to any length for a custom fit) provides an optimum bending radius for easy installation and smooth performance in tight confines. The assembly comes with two label faces for either front-to-rear or rear-to-front adjustment. Standard 3/8-24 thread fits Wilwood and most commonly used balance bars.

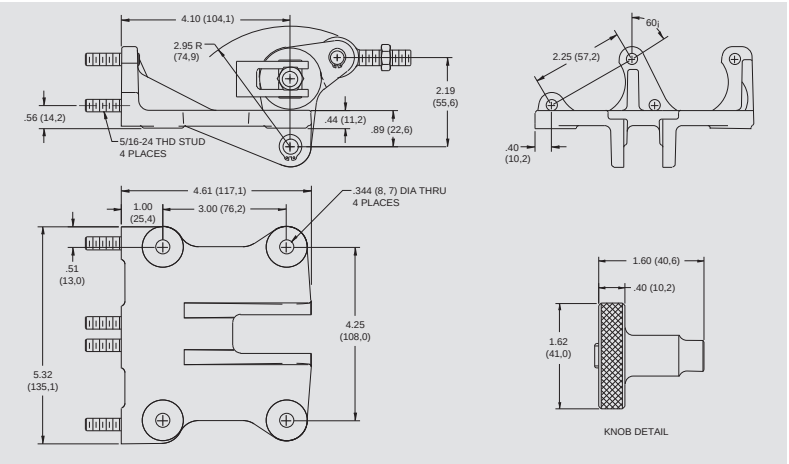
Remote Brake Bias Adjuster

ORDERING INFORMATION:

DESCRIPTION	PART NO.
Remote Brake Bias Adjuster	340-4990

60 DEGREE BALANCE PEDAL ASSEMBLY:

This lightweight unit is ideal for Dirt Modifieds, Champ Cars, Sprint Cars and Midgets where master cylinders must be mounted in a remote location because of tight space constraints. Usually mounted to the driver's left side chassis rail, the units balance bar controls two standard mount master cylinders with remote mounted reservoirs. The 60 degree mounting angle allows for tight fit applications and easy accessibility. Strong cast aluminum housing and balance bar weighs only 1.8 pounds. An adjuster knob is included with each assembly.

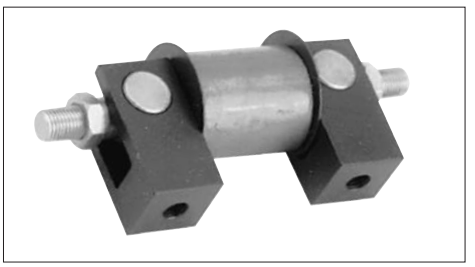


60 Degree Balance Bar Assembly • **P/N 340-4630**

60 Degree Mount (*)

BALANCE BAR ASSEMBLY:

Our balance bar assembly is designed to maximize travel and adjustability providing increased front-to-rear bias control. The precision spherical bearing with corrosion resistant finish is durable and smooth performing. The 3/8-24 threaded adjuster bar is high strength aircraft alloy and fitted with lightweight, maintenance free clevises and thrust washers to eliminate binding under extreme pivot angles.



Balance Bar

ORDERING INFORMATION:

DESCRIPTION	PART NO.
Balance Bar	340-1757

(*) Master cylinders must be ordered separately. See pages 104-109 for available selections

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

BRAKE PEDAL GUIDELINES:

Wilwood pedal assemblies and integrated balance bars have been designed specifically for racing applications. Properly set-up, this assembly will allow for the precise adjustment of front-to-rear brake bias. The advantages of an adjustable balance bar and dual master cylinders are:

- •Brake proportioning can be adjusted by use of different size master cylinder bores for front and rear brakes.
- •Front to rear brake balance can be fine tuned by adjusting the balance bar.
- •With two independent hydraulic systems, should one master cylinder fail, the other system may remain functional.

Brake pedals should be mounted securely. When possible, keep the master cylinder reservoir level higher than the horizontal plane of the calipers to prevent excessive fluid drain back which can result in double pumping of the pedal. If this is not possible, a two pound residual pressure valve should be plumbed into the brake line at the exit of the master cylinder to prevent fluid drain back (do not confuse the two pound valve with the ten pound version; the ten pound valve is for use with drum brakes only).

Brake pedals should be free to return when no pressure is being applied, allowing the master cylinder pushrod to return to its undepressed position. In some cases, the master cylinder spring (internal) may not be strong enough to fully return the pushrod; in this case an additional pedal return spring can be used. There are two important items for consideration:

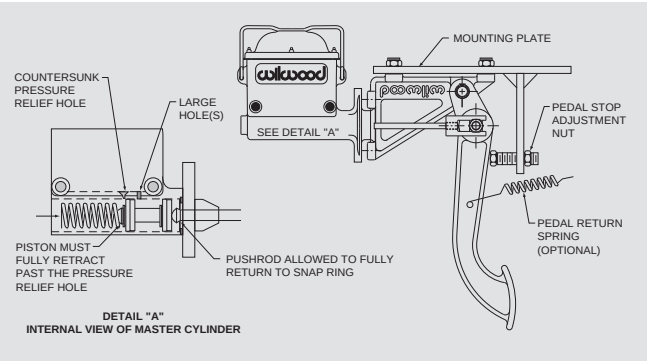


Figure 1. Master cylinder pedal stop and return hole position

1. The brake pedal should have an adjustable return stop on it when a strong pedal return spring is used. This prevents the master cylinder from excessively banging the snap ring stop inside the master cylinder bore (visible under the rubber boot). Adjust the stop so the pedal stops returning at the point when the master cylinder piston retracts against the snap ring, Figure 1.

2. The master cylinder piston must fully retract. If the master cylinder piston is not allowed to fully retract when the brake pedal is not applied, the primary inside seal will not return past the small pressure relief hole (visible within the master cylinder reservoir on some master cylinders). This can cause excessive residual line pressure and contribute to brake drag and an overheating condition, see Figure 1, Detail “A”.

BALANCE BAR ADJUSTING:

The balance bar is an adjustable lever (usually a threaded rod), that pivots on a spherical bearing and uses two separate master cylinders for the front and rear brakes. Most balance bars are part of a pedal assembly that also provides a mounting for the master cylinders. When the balance bar is centered, it pushes equally on both master cylinders creating equal pressure, given that the master cylinders are the same size bore. When adjusted as far as possible toward one master cylinder it will push approximately twice as hard on that cylinder as the other.

To set up the balance bar, thread the master cylinder pushrods through their respective clevises to obtain the desired position. Threading one pushrod into its respective clevis means threading the other one out the same amount. Sometimes this will lead to a “cocked” balance bar when the pedal is in the relaxed position, see Figure 2, “no pedal effort”. This is acceptable as long as each master cylinder pushrod is completely free of pressure when the pedal is relaxed.

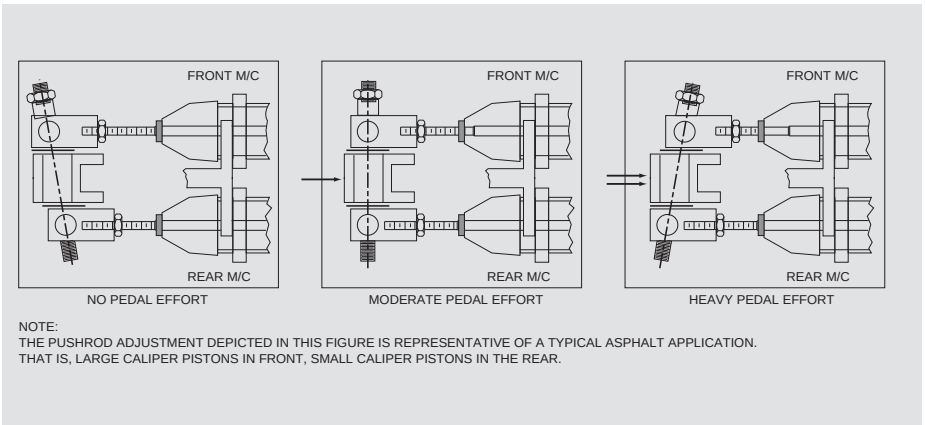


Figure 2. Balance bar lever adjustment

PEDAL ASSEMBLIES

BALANCE BAR ADJUSTING:

It is **important** that the operation of the balance bar functions without interference by over adjustment. This can occur when a clevis jams against the side of the pedal or the lever (bolt) hits the pedal bore during any point of pedal travel, Figure 3.

Lever movement should be unimpeded throughout pedal travel. In the neutral position, clevises should have between .20" - .25" total clearance between the side of the pedal. The large washers between the pedal and clevis should remain loose. Make sure that the master cylinder pushrods remain true in relationship to the cylinder during entire pedal travel; pushrods should not be pushing master cylinder pistons at an angle. See Figure 4.

NOTE: In its non-depressed position, the pedal and balance bar should allow the pushrod of the master cylinders to fully return. This can be checked by feeling pushrods for very *slight* movement, not loose movement. Master cylinder pistons should be against the retaining snap ring (under boot).

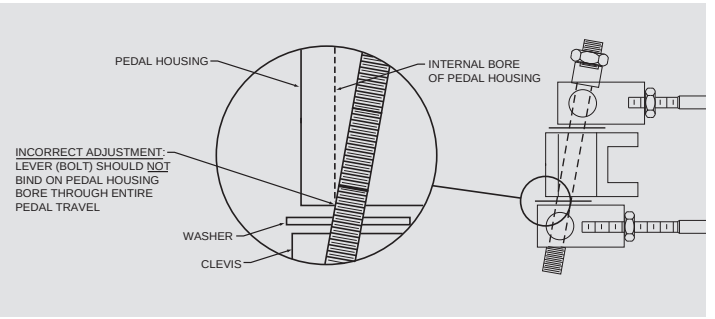


Figure 3. Balance bar lever interference

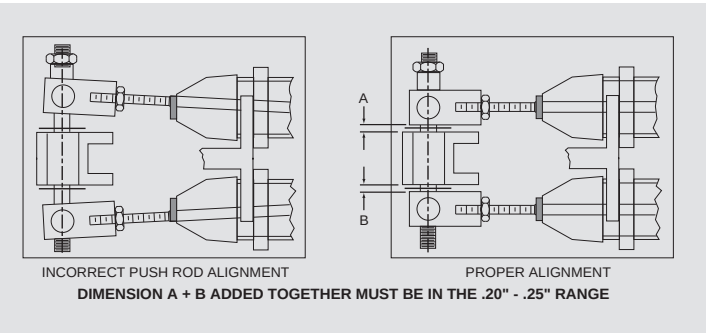


Figure 4. Example of pushrod alignment

PEDAL RATIOS / MECHANICAL LEVERAGE:

Pedal ratio, or mechanical leverage is the ratio calculated from the length from the pivot point of the pedal to the center of the foot pedal (A), divided by the length from the pivot point to the master cylinder pushrod (B). Refer to the figures below.

Mechanical leverage is simply a means of increasing the brake force without increasing your leg effort. As "A" gets longer and "B" gets shorter, the mechanical leverage increases brake force without pushing harder on the pedal. The disadvantage is that the pedal stroke also increases, requiring you to push the pedal further.

With a 1 inch master cylinder stroke, a 100 pound push on the pedal, and the pedal having a 4:1 ratio, the force is 4 x 100 = 400 pounds, and the stroke is 4 x 1 = 4 inches. With a 100 pound push on the pedal, and the pedal having a 6:1 ratio, the force is 6 x 100 = 600 pounds, and the stroke is 6 x 1 = 6 inches.

If uncertain about which pedal ratio is right for your application, a 6:1 ratio is an excellent starting point.

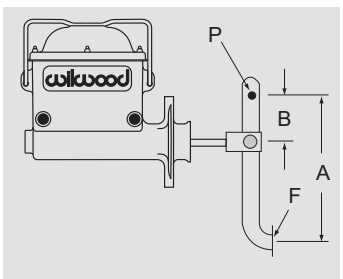


Figure 1

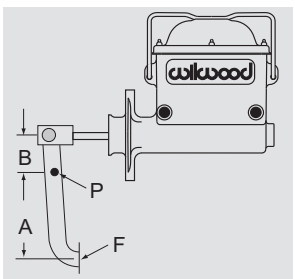


Figure 2

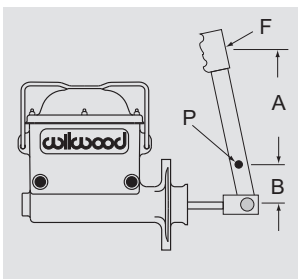


Figure 3

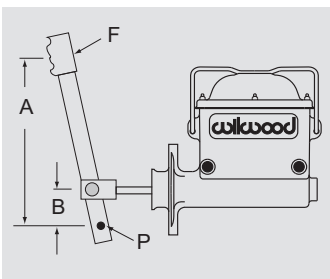


Figure 4

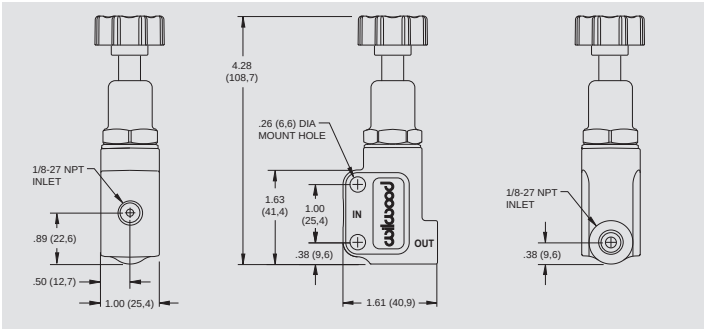
A = Distance from pivot point to middle of push / pull point
B = Distance from pivot to point of push on master cylinder
P = Pivot point
F = Force or push

PROPORTIONING VALVES

The new generation of adjustable proportioning valves combines the latest refinements in manufacturing processes and materials to deliver precise pressure metering and unyielding strength from a compact and lightweight forged billet design Pressure adjustments range from 100-1000 PSI and provide for a maximum decrease of 57% in line pressure, the most of any available valve. This adjustment lets you fine tune the front to rear braking balance by proportionally decreasing the rear (or in some cases the front) brake line pressure. Can also be used to adjust individual front wheel braking in dirt track applications. Valves weigh only 5.2 ounces (knob), 6.1 ounces (lever), and have two .25" side mounting holes spaced 1.00" apart. Standard in and out ports are 1/8-27 NPT.

KNOB STYLE PROPORTIONING VALVE:

Adjuster knob with fine thread tuning provides precise pressure adjustment. Used for street rods, pro series racing and off road vehicles.

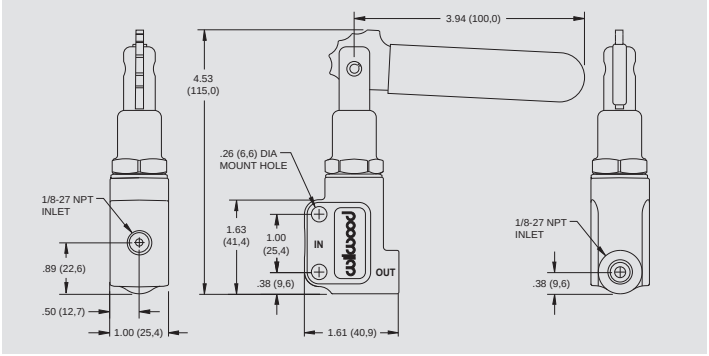


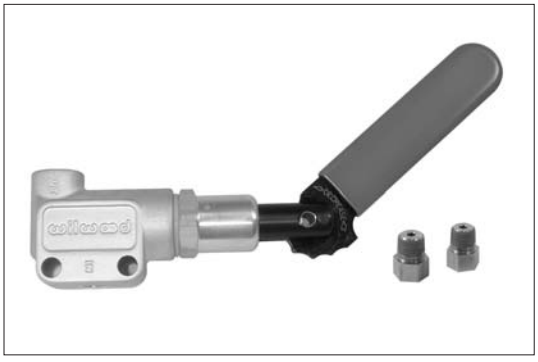
ORDERING INFORMATION:

DESCRIPTION	PART NO.
Knob style proportioning valve	260-8419

LEVER STYLE PROPORTIONING VALVE:

This proportioning valve has six preset adjustment points actuated by moving a lever allowing racers to adjust brake bias during a race without having to "look" where the knob position is. The lever "clicks" into the six positions for positive adjustment and the bright red lever is easily seen in a busy racing cockpit. Lever can be rotated 180° for easy installation and mounting location. Ideal for oval track, road race, and off road racing where car and racing conditions change throughout the race.





ORDERING INFORMATION:

DESCRIPTION	PART NO.
Lever style proportioning valve	260-8420

QUICK CHECK PRESSURE GAUGE:

This easy to read two inch diameter non-hazing face allows for quick brake line pressure checks from 0-1,500 PSI (or 0-10,000 kPa). 20 PSI graduations and accuracy to 1.5% permit reliable brake bias setup and brake system troubleshooting. It is durable and corrosion resistant.

ORDERING INFORMATION:

DESCRIPTION	PART NO.
Quick check pressure gauge	260-0966

LINE SHUT-OFF VALVE

WARNING • NOT A LINE LOCK • NOT FOR STREET USE

THIS DEVICE IS INTENDED FOR SPECIALIZED RACING USE ONLY. READ INSTRUCTIONS AND ALL WARNINGS CAREFULLY. INSTALLATION OF THIS COMPONENT SHOULD **ONLY** BE PERFORMED BY PERSONS EXPERIENCED IN THE INSTALLATION AND PROPER OPERATION OF DISC BRAKE SYSTEMS. 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.

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

WILWOOD LINE SHUT-OFF VALVE:

This valve can be used as a brake shut-off. When energized, the valve will block pressure from reaching downstream. The valve does not prevent fluid from returning to the master cylinder. This eliminates the possibility of trapping pressure when activating the valve.

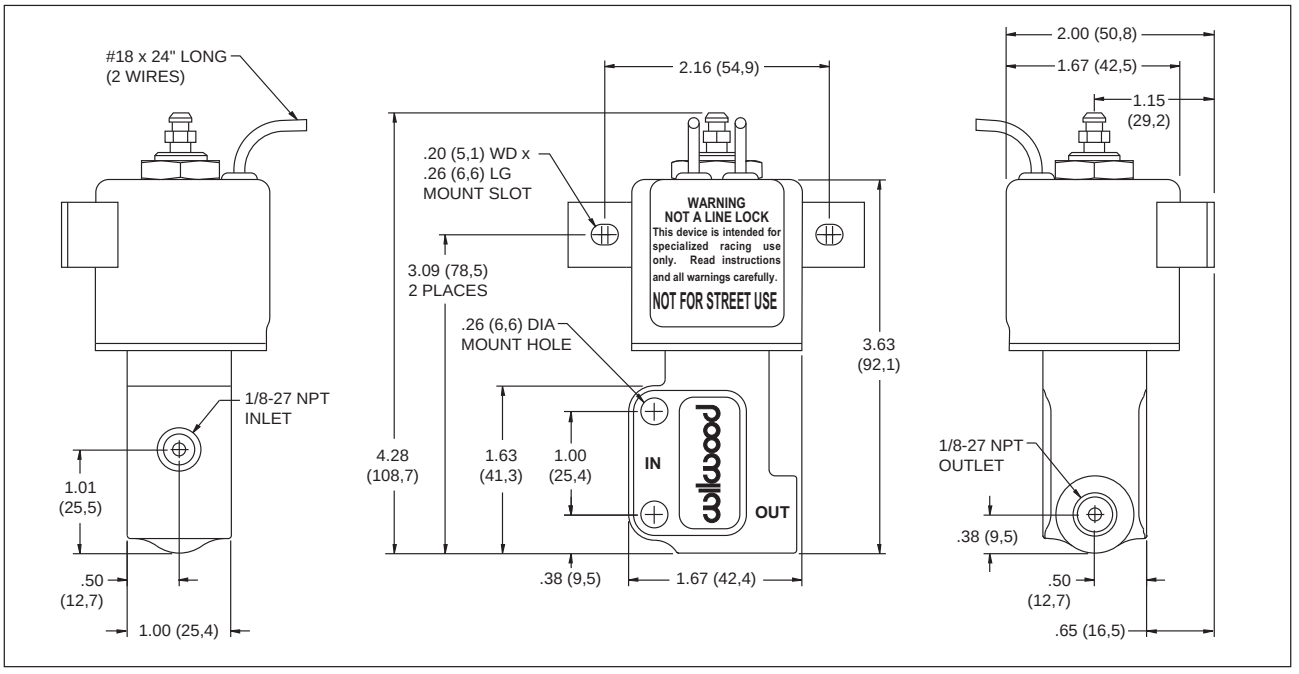
Mounting/Routing: Position the brake shut-off valve between the master cylinder and the caliper to be shut-off. Mount securely with the bleed screw in the up position utilizing the mounting slots in the bracket using two mounting screws (not provided). The in/out brake shut-off ports are 1/8-27 NPT threads. An adapter may be required from the port fittings of the unit (included) to the brake line tubing depending upon the application. Run a brake line from the master cylinder to the “IN” port of the brake shut-off. Run another line from the “OUT" port of the brake shut-off to the caliper you want to control. The brake shut-off may be bled through the top bleed screw if necessary.

Wilwood’s Line Shut-off Valve

ORDERING INFORMATION:

DESCRIPTION	PART NO.
Line Shut-Off Valve	260-9921

Wiring: The lead wires should be connected to a 12 volt, 5 amp (recommended) fused power source through a toggle switch. Always be sure to switch off the power to the line shut-off when the unit is not needed.



Line Shut-off, Mounting Dimensions

FOR OFF ROAD USE ONLY

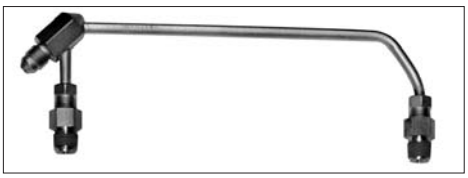
BEFORE OPERATING VEHICLE, TEST THE BRAKES UNDER CONTROLLED CONDITIONS. MAKE SEVERAL STOPS IN A SAFE AREA FROM LOW SPEEDS AND ONLY GRADUALLY WORK UP TO HIGHER SPEEDS. **DO NOT RACE ON UNTESTED BRAKES! ALWAYS** UTILIZE SAFETY RESTRAINT SYSTEMS WHILE OPERATING VEHICLE.

IMPORTANT: READ DISCLAIMER OF WARRANTY INCLUDED WITH THE COMPONENTS.

SELF BLEED LINES / CHECK VALVE

SELF BLEED LINES:

Wilwood's **Self Bleed Lines** are designed for a precise, low profile fit to accommodate gravity bleed and fluid recirculation systems. Each line is pressure tested to ensure quality and performance. For detailed plumbing instructions, request Wilwood's Dynamic Bleed System Installation Diagram / Instructions, DS-213.

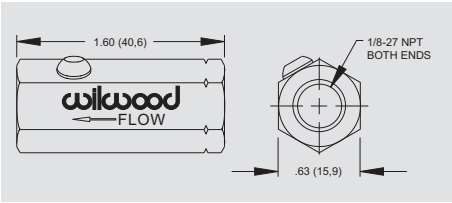


ORDERING INFORMATION:

DESCRIPTION	PART NO.	DESCRIPTION	PART NO.
STR (1.62" rotor)	190-7507	SL III, SL-GT, LC-GT Self Bleed Line (1.25" rotor)	190-4743
Superlite 4 / 6 (1.25" rotor)	190-8310	GN III (1.38" rotor)	190-3615
GT III (1.38" rotor)	190-4357	Integra Series (1.25 / 1.31 / 1.38" rotor)	190-5144
Prolite 6 / Prolite 6R (1.38" rotor)	190-5604		

CHECK VALVE:

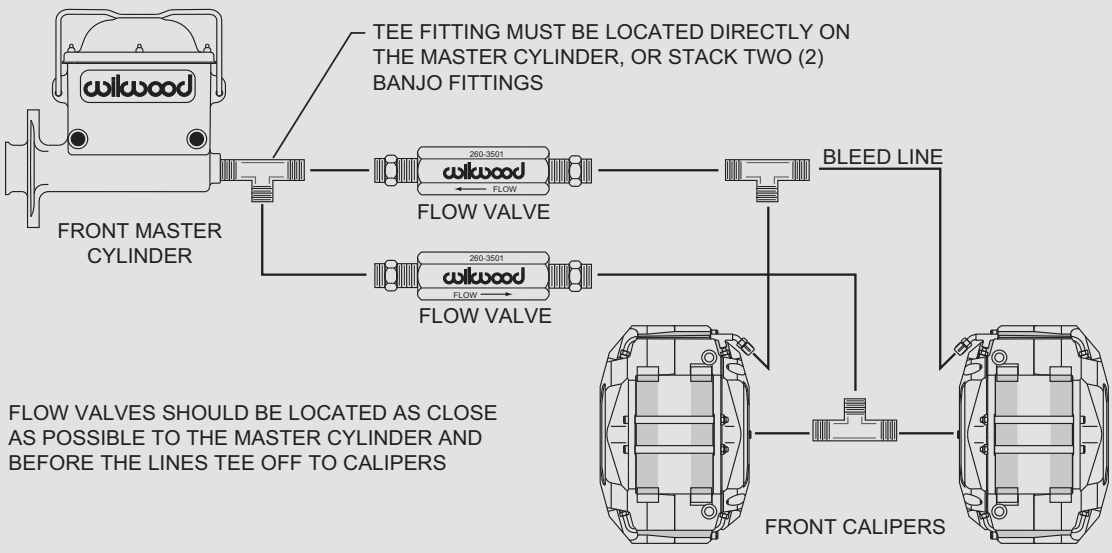
Wilwood compact **Check Valves**, or Flow Control Valves are used in conjunction with our caliper Self Bleed Lines. Together they form a closed loop brake fluid system that allows small amounts of brake fluid to circulate every time the brake pedal is depressed, thereby eliminating the possibility of localized fluid boiling and build-up of gases within the brake fluid. Gases end up being vented back into the master cylinder reservoir rather than trapped within the caliper and brake lines. The result is a firmer, more consistent brake pedal under severe braking conditions. Our Check Valve accepts standard 1/8-27 NPT fittings. For plumbing instructions request Wilwood's Data Sheet, DS-213.



ORDERING INFORMATION:

DESCRIPTION	PART NO.
Check Valve (flow control valve)	260-3501

BALANCE BAR DUAL MASTER CYLINDER SETUP, FLOW VALVE INSTALLATION DIAGRAM:

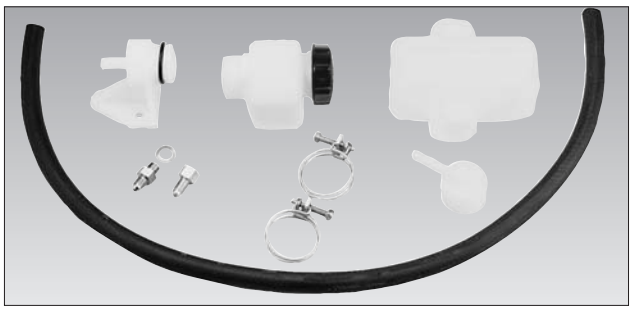


MASTER CYLINDERS

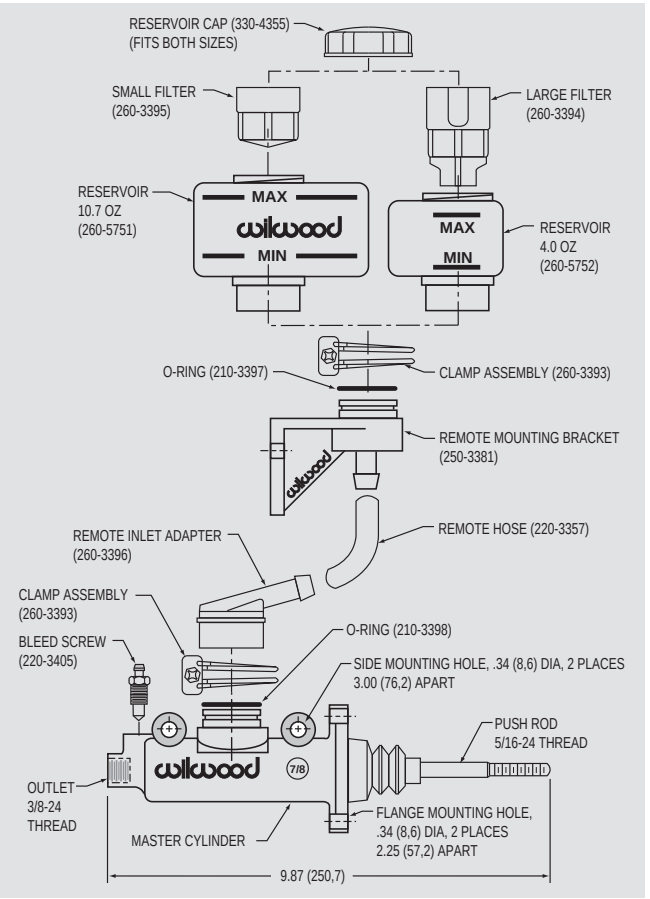
COMBINATION REMOTE MASTER CYLINDER KIT:

Six different bore sizes and four different installation configurations are available in this master cylinder kit. Precision machined from high strength aluminum, this kit includes both small and large size reservoirs which can be mounted directly on the master cylinder or remotely mounted for more convenient service access. Standard mounting bolt hole configurations provide easy applications for racing and off road vehicles, specialty cars, recreation and industrial vehicles.

Combination Remote Master Cylinder



Individual Kit Components

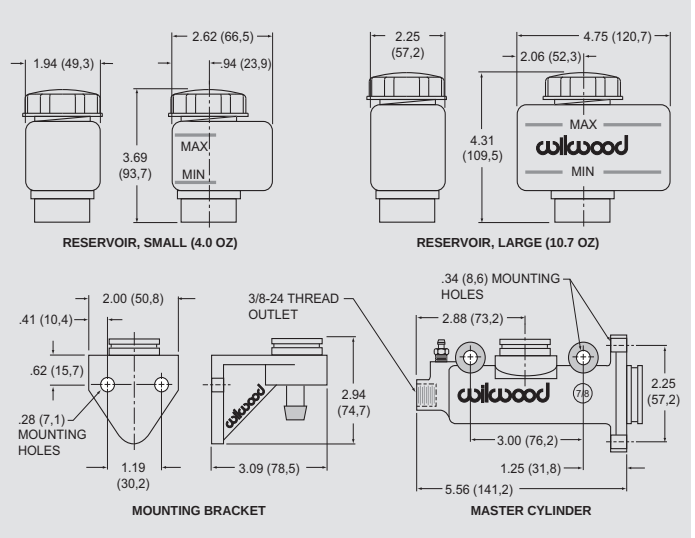


Individual Components with Part Numbers

ORDERING INFORMATION:

DESCRIPTION	PART NO.
5/8” Combination M/C Kit (1.3 stroke)	260-3372
3/4” Combination M/C Kit (1.1 stroke)	260-3374
13/16” Combination M/C Kit (1.1 stroke)	260-5920
7/8” Combination M/C Kit (1.2 stroke)	260-3376
1” Combination M/C Kit (1.0 stroke)	260-3378
1-1/8” Combination M/C Kit (1.0 stroke)	260-3380

REBUILD KITS	PART NO.
Rebuild Kit, 5/8” Combination	260-3880
Rebuild Kit, 3/4” Combination	260-3881
Rebuild Kit, 13/16” Combination	260-5921
Rebuild Kit, 7/8” Combination	260-3882
Rebuild Kit, 1” Combination	260-3883
Rebuild Kit, 1-1/8” Combination	260-3884
Push Rod	230-8947
Remote Reservoir Hose, 3/8” I.D. (Available Bulk, By the Foot)	220-5613

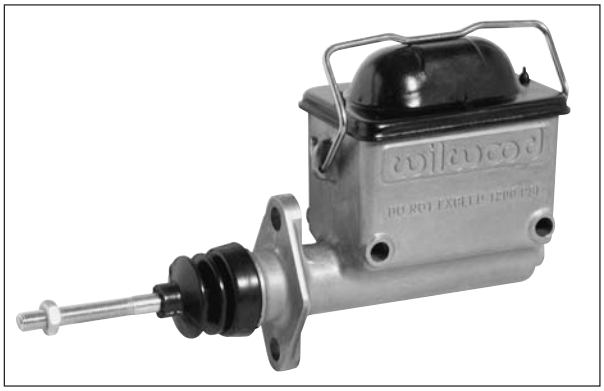


Minimum Mounting Requirements for Mounting Bracket, M/C and Reservoirs

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

HIGH VOLUME ALUMINUM MASTER CYLINDER:

Wilwood High-Volume Aluminum Master Cylinders represent the latest refinements in brake pressure actuation and fluid control. Each master cylinder is high pressure die-cast from high-grade aluminum, fully machined, and assembled with exclusive features only available from Wilwood.



High-Volume Aluminum Master Cylinder

Wilwood High-Volume aluminum master cylinders have the highest fluid capacity of any integral reservoir design. With a total capacity of 8.2 ounces, there is at least 26% more fluid than most competitive brands. More fluid volume means cooler temperatures and additional insurance for extreme conditions where high pad wear can compromise fluid levels during long events. With 1-7/16" of piston travel, there is plenty of margin when used with large four or six piston calipers.

Most other brands of aluminum master cylinders are traditional sand castings. Sand castings have a rougher and less accurate finish than die-castings and are more prone to porosity and pitting when the bores are machined. Consequently, sand-cast cylinders must be fitted with a stainless steel sleeve to achieve a smooth bore finish. The sleeve not only inflates the price of the master cylinder, but it also retains heat longer causing higher operating temperatures inside the piston bore.

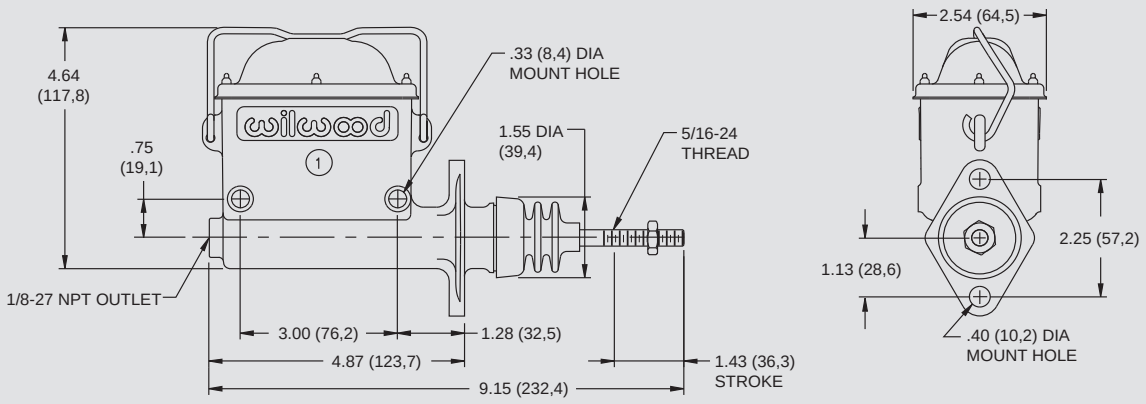
The accuracy of high pressure die-casting allows Wilwood aluminum master cylinders to leave the mold at near finished bore size. First, the fluid feed and pressure compensation holes are drilled from the reservoir chamber to the piston bore. Then, a special micro-finishing process produces a porosity free bore that provides superior seal life, long wear, and better heat dissipation than stainless steel sleeved models. Bore diameter and taper tolerances are held tight to assure proper seal contact and the elimination of any potential pressure loss from bypassing under load.

An internal slosh baffle guarantees a constant fluid supply to the bore chamber during hard cornering, acceleration, and braking. This unique baffle also eliminates aeration into the reservoir from return fluid that can occur during brake release and bleeding procedures.

Heavy duty internal piston springs provide fast retraction for immediate release and positive fluid transfer without the need for cumbersome external pushrod springs. Pedal feel is improved, piston retraction is guaranteed, fluid recovery is quicker, and the bleeding process is simplified.

Formed steel lids, heavyweight bail wires, and bellows type gaskets keep the fluid in and the moisture out, with correct pressure balancing during fluid displacement.

Wilwood master cylinders use common dimensions for either flange or side mounting with 1/8-27 NPT fluid ports for easy interchange with all other racing master cylinders.



ORDERING INFORMATION:

DESCRIPTION	PART NO.	ACCESSORIES	PART NO.
High-Volume Alum M/C – 3/4" bore	260-6764	Rebuild Kit – 3/4" bore	260-6898
High-Volume Alum M/C – 7/8" bore	260-6765	Rebuild Kit – 7/8" bore	260-6899
High-Volume Alum M/C – 1" bore	260-6766	Rebuild Kit – 1" bore	260-6900
		Lid with Gasket	330-7085
		Gasket	210-6725

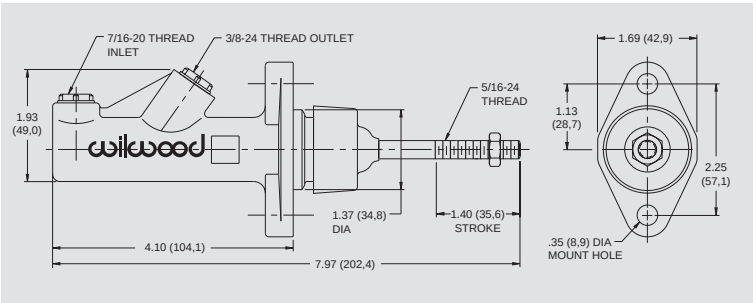
Brakes are critical safety components, see warnings and disclaimer on page 129

MASTER CYLINDERS

COMPACT MASTER CYLINDERS:

Compact master cylinders are the perfect solution for club sport racers, small open wheel cars, or any other custom application where there is limited space for the master cylinder and fluid reservoir. Aluminum cylinders with either a detachable or remote fill reservoirs, or a one-piece integral reservoir version, are available in three bore sizes from .625" to .750" with a full 1.4" of stroke to accommodate short pedal ratios, small brake calipers, and hydraulic clutch actuation on space limited applications.

DETACHED RESERVOIR COMPACT ALUMINUM MASTER CYLINDER:

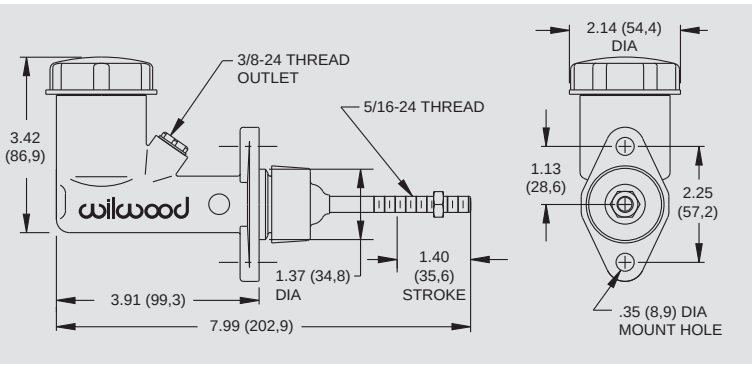


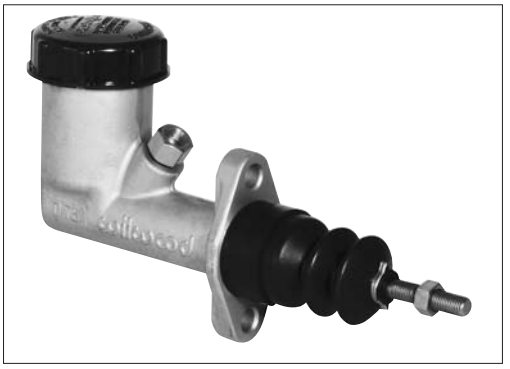
ORDERING INFORMATION:

DESCRIPTION	PART NO.
Remote Master Cylinder – .625" bore (shown top right)	260-6087
Remote Master Cylinder – .700" bore (shown top right)	260-6088
Remote Master Cylinder – .750" bore (shown top right)	260-6089
Reservoir Kit (bottom right), Compact Remote (small 4.0 oz)	260-7577
Reservoir Kit (bottom right), Compact Remote (large 10.7 oz)	260-8742

INTEGRAL RESERVOIR COMPACT ALUMINUM MASTER CYLINDER:

This popular lightweight, compact design is used for clutch and small master cylinder requirements and is well known for its dependability. It incorporates an improved plastic screw-on filler cap which protects the fluid in the 1.4 ounce reservoir, and is available in all three bore sizes.



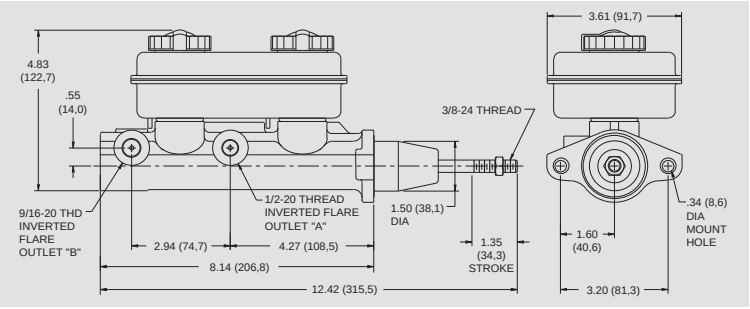


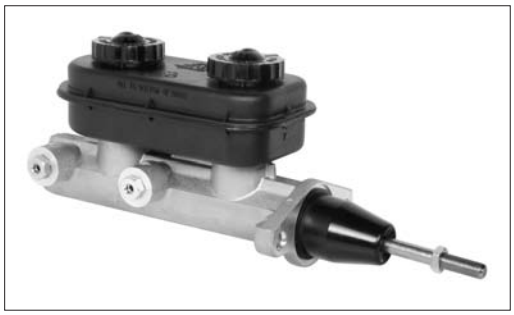
ORDERING INFORMATION:

DESCRIPTION	PART NO.
Aluminum Master Cylinder - .625” bore	260-2636
Aluminum Master Cylinder - .700” bore	260-6579
Aluminum Master Cylinder - .750” bore	260-1304
Replacement cap with seal	330-4355

TANDEM MASTER CYLINDER:

Made from durable lightweight aluminum with a large capacity plastic reservoir and dual outlet bores, this master cylinder utilizes standard O.E.M. internal components. Standard factory mounting bolt holes can be adapted to racing pedal assemblies with an optional mounting adapter bracket (including push rod and dust boot, see diagram below). This lightweight (2.5 pounds) reliable master cylinder is used for Drag Racing, Late Model Stock Cars, Street Rod and Off Road applications.





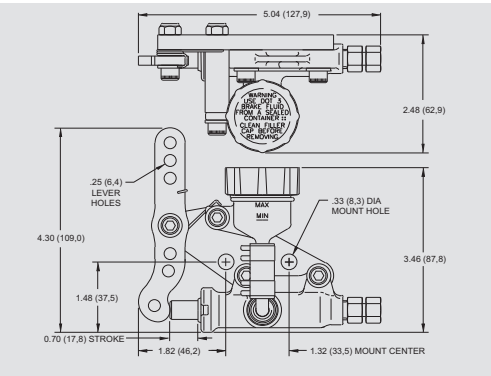
Shown with kit P/N: 260-4894

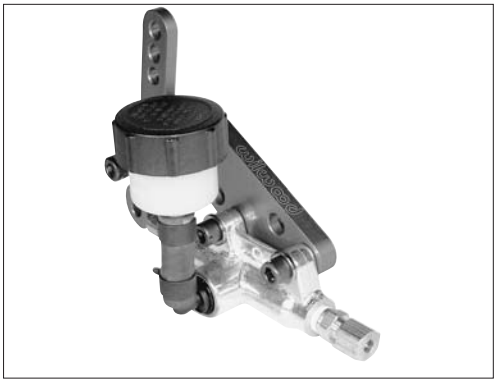
ORDERING INFORMATION:

DESCRIPTION	PART NO.
1-1/16" Tandem Master Cylinder	260-4893
Tandem Master Cylinder Rebuild Kit (1-1/16" bore)	260-4896
Tandem Master Cylinder Kit (includes m/c, boot, pushrod, retainer)	260-4894
Universal Bracket Kit, (tandem master cylinder to fire wall)	250-2406
Bracket Adapter Kit (tandem master cylinder to single brake pedal)	250-3677
Replacement tube adapter fitting (3/16 x 1/2-20)	220-5247
Replacement tube adapter fitting (3/16 x 9/16-20)	220-5248

KART / JR. DRAGSTER MASTER CYLINDER:

This super lightweight (only .55 pounds) 1/2" bore aluminum master cylinder designed specifically for Kart and Jr. Dragster racing applications incorporates an adjustable lever ratio with a remote mount clear fluid reservoir for easy monitoring. The assembly comes ready to install and includes billet bracket, lockwired drilled hardware and fluid line fitting. The unit is best utilized in conjunction with Wilwood's Kart / Jr. Dragster caliper (see page 48).





ORDERING INFORMATION:

DESCRIPTION	PART NO.
Master Cylinder with remote mount reservoir	260-5520
Fitting, Straight, Brass, 1/8-27 NPT x 3/16	220-5487
Hose, 1/4" I.D. x 1.15" Long	220-5534
Clamp, .50" Diameter	260-5556
Reservoir Assembly with Cap	330-4615
Cap Assembly	330-6014
Lever	330-5513

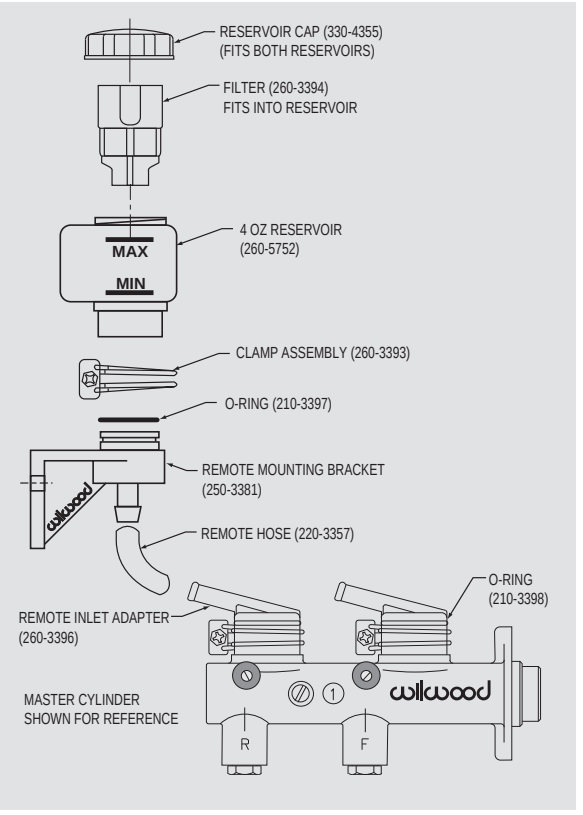
MASTER CYLINDERS

COMBINATION REMOTE TANDEM MASTER CYLINDER:

Tandem master cylinders provide one of the safest ways to actuate four wheel or dual caliper axle brake systems. This versatile, lightweight and easily adapted master cylinder provides single pushrod activation of two separate brake fluid circuits. By completely isolating the fluid reservoirs and circuits, the front and rear brakes are able to operate independently of each other and provide a safety net should any one side of the system become inoperable. The cylinder features 50/50 output from a 1.00" bore with 1.10" stroke. It is a great match for Wilwood's Bolt-On Disc Brake Kits, systems configured from OE components, and a variety of industrial applications. This pedal can be bolted directly to Wilwood's single mount pedals. The kit is shipped complete with the master cylinder and all necessary hardware including 30 inches of hose that can be cut to the desired length for remote mounting of the two 4 ounce fluid reservoirs.

Tandem Master Cylinder with Remote Inlet Adapters

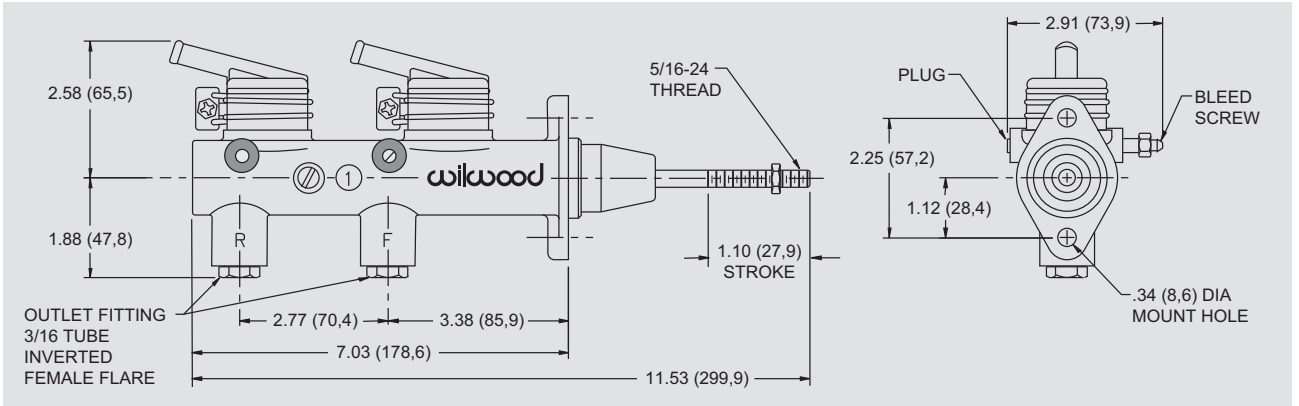
Fluid Reservoirs and Remote Mount Brackets



Remote Reservoir Configuration

ORDERING INFORMATION:

DESCRIPTION	PART NO.
Combination Remote Tandem M/C Kit-1.00" Bore	260-7563
Push Rod	230-6926



ALUMINUM TANDEM CHAMBER MASTER CYLINDER:

Wilwood tandem chamber master cylinders represent the latest refinements in brake pressure actuation and fluid control. The exclusive Wilwood features incorporated in this innovative and unique new design make it the perfect choice for a wide range of custom manual or power brake applications.

High-pressure die casting of a premium alloy produces a high-capacity body that is lightweight, looks great, and has the durability for competition. A black anodized, machined billet lid captures a pressure balanced bellows gasket with 100% sealing against moisture invasion or fluid leakage. The mounting flange is slotted to accommodate installation on bolt centers between 3.22" and 3.40". That makes it a simple bolt-on to many OE mounts including the popular Chrysler, Corvette, GM, and Ford Mustang master cylinder bolt patterns. The body also features two through-hole mounts on 6.40" centers for side mounting to frame members or other secure elements of the chassis.

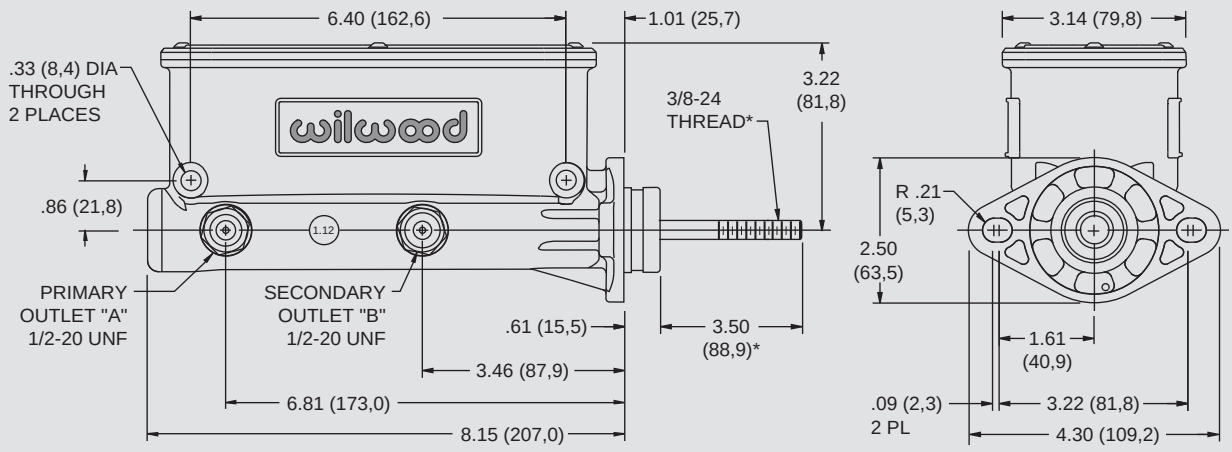
Aluminum Tandem Chamber Master Cylinder
Pushrod (not shown) Included with 7/8" Bore Size Only

Each master cylinder is configured with full separation between the front and rear reservoir chambers and fluid outlets. There is pressure access on both sides of the piston bore for right or left hand plumbing based on mount location. A total piston stroke of 1.10" is distributed at a 2:1 volume ratio between the primary and secondary chambers. A choice of either 7/8", 1" or 1-1/8" bore sizes provides the necessary options to match the volume and pressure requirements of nearly any application. And for those wanting a show car look, a bright finish, media burnished version is available and guaranteed to catch the eye of the most discriminating enthusiasts.

NOTE: Included with the master cylinder are fittings for various installation configurations. They include one (1) tube adapter, 1/2-20 x 9/16-18 IF, P/N 220-8575, one (1) tube adapter, 1/2-20 x 1/2-20 IF, P/N 220-8574 and two (2) tube adapters, 1/2-20 x 3/8-24 IF.

NOTE: Fabrication or modification of the pedal pushrod may be required on the 1" or 1-1/8" bore size to adapt the master cylinder to some applications. Installation should only be performed by persons with experience in the safe and proper operation of disc brake systems.

MOUNTING DIMENSIONS:



*PUSHROD INCLUDED WITH 7/8" BORE SIZE ONLY

ORDERING INFORMATION:

7/8" BORE M/C	PART NO.	1" BORE M/C	PART NO.	1-1/8" BORE M/C	PART NO.
Standard Finish	260-9439	Standard Finish	260-8555	Standard Finish	260-8556
Bright Finish	260-9439-P	Bright Finish	260-8555-P	Bright Finish	260-8556-P

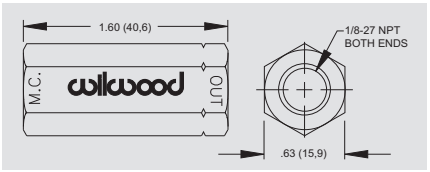
Brakes are critical safety components, see warnings and disclaimer on page 129

RESIDUAL PRESSURE VALVE / SLAVE CYLINDER

WILWOOD RESIDUAL PRESSURE VALVES:

These in-line pressure valves retain a minimum brake line pressure to help eliminate excessive pedal travel in both disc and drum brake systems.

The two pound valve is used in disc brake applications where the master cylinder is mounted below the horizontal plane of the calipers and fluid drain back occurs from gravity and vibration, thereby causing excessive caliper piston retraction and a longer brake pedal stroke. The minimal two pound residual pressure prevents fluid from flowing back without causing the brakes to drag. With drum brakes, a ten pound valve is used to compensate for return spring tension in the drums. Residual Pressure Valves are made from billet aluminum and color coded for easy identification. Ideal for Drag Racing, Street Rod and many Off Road applications.



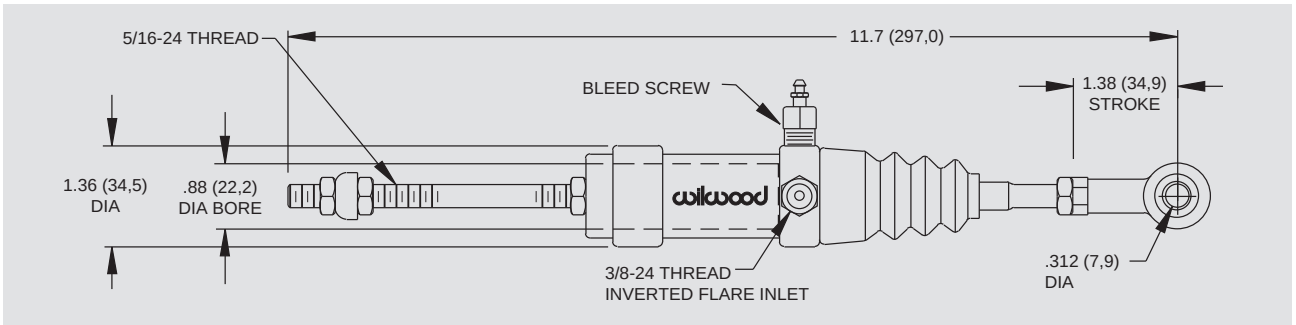
2 lb & 10 lb Residual Pressure Valves

ORDERING INFORMATION:

DESCRIPTION	PART NO.	DESCRIPTION	PART NO.
2 lb residual pressure valve (blue)	260-1874	10 lb residual pressure valve (red)	260-1876
2 lb residual pressure valve (blue) w/fittings	260-3278	10 lb residual pressure valve (blue) w/fittings	260-3279
1/8-27 double ended brass fitting - each	220-2415	1/8-27 to 3/8-24 tube adapter - 4 pack	220-0628

CLUTCH SLAVE CYLINDER:

This “Pull Type” slave cylinder is made from billet aluminum for high strength and plated with a tough anti-corrosion finish. The stainless steel push rod has a longer stroke than most cylinders assuring a full release of the clutch. Ideal for Drag Racing, Late Model Stock, Pro Series and Off Road applications.



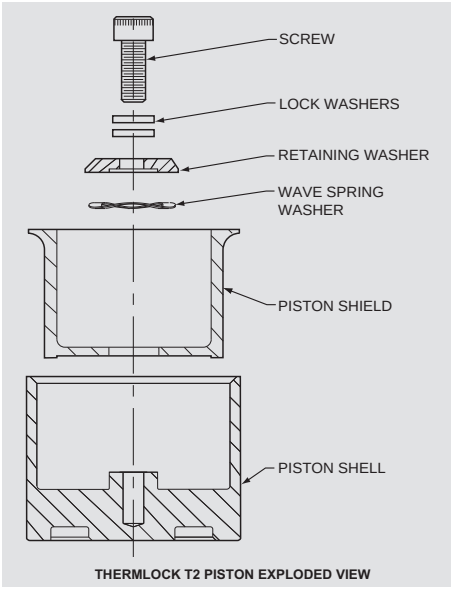
ORDERING INFORMATION:

DESCRIPTION	PART NO.	DESCRIPTION	PART NO.
Clutch Slave Cylinder	260-1333	Rebuild Kit	260-5524

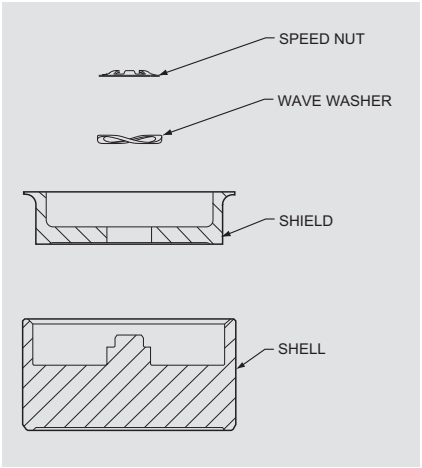
THERMLOCK® PISTONS

THERMLOCK® PISTON TECHNOLOGY:

Wilwood's exclusive **Thermlock®** Pistons provide the most effective thermal barrier available for minimizing heat transfer from the brake pads to the caliper body, seals, and fluid. This innovative multi-part design incorporates a stainless steel shield and coated aluminum shell configuration that effectively retards heat transfer by 25% and more. Lower operating temperatures translate to the elimination of seal crystallization, the elimination of localized fluid boiling, and longer service life through decreased distortion in the caliper body and piston bores. This technology was originally developed for the extreme temperatures and sustained high heat realized in NASCAR's Sprint Cup, Nationwide, and Craftsman Truck Series brake systems. The applications now cover all the popular Wilwood calipers used for extreme duty short track and road course competition.



Thermlock T2 Piston, Exploded View



Thermlock T1 Piston, Exploded View

Thermlock® T2 Pistons are the latest design deep cup pistons used as standard equipment in the STR, Prolite, Integra, and GTIII/ST calipers. The T2 series utilizes increased shield wall thickness and a revised thermal barrier configuration to eliminate all compressibility within the piston. The part numbers listed below can be used as current service replacements or as upgrades for older model calipers.

Thermlock® T1 Pistons are the latest intermediate length design used as standard equipment in all Superlite and GN III "ST" designated calipers. The T1 pistons feature a revised shield, shell, and thermal barrier configuration to eliminate all compressibility within the piston. The part numbers listed below can be used as current service replacements or as upgrades over stainless steel equipped or older model calipers. Shallow cup pistons for special built Dynalite and SSP series calipers are also listed below.

ORDERING INFORMATION:

T2 PART NO.	DIAMETER	LENGTH	CALIPER APPLICATIONS
200-5207	1.88”	1.40”	GT III/ST, GT 6000, Integra 4, Prolite 4
200-5143	1.75”	1.40”	GT III/ST, GT 6000, Integra 4, Prolite 4
200-7398	1.62”	1.40”	STR, Integra 4 and 6, Prolite 4 and 6
200-7402	1.25”	1.40”	STR, Integra 6R, Prolite 6R

T1 PART NO.	DIAMETER	LENGTH	CALIPER APPLICATIONS
200-7550	1.88”	1.05”	Superlite, LC-GT
200-7551	1.75”	1.05”	SL, NDL, GN III, LC-GT
200-7552	1.75”	0.88”	Dynalite, SSP
200-7553	1.62”	1.05”	Superlite, NDL
200-7554	1.38”	1.05”	SL, NDL, GN III
200-7555	1.25”	1.05”	Superlite, IR-GT
200-7556	1.12”	1.05”	Superlite, IR-GT, NDL
200-7557	1.00”	1.05”	Superlite, IR-GT, NDL

BRAKE FLUID

EXP 600 PLUS - EXTREME PERFORMANCE RACING BRAKE FLUID:

EXP 600 Plus is a highly refined blend developed for extreme performance under the high heat and extreme pressure of professional motorsports.

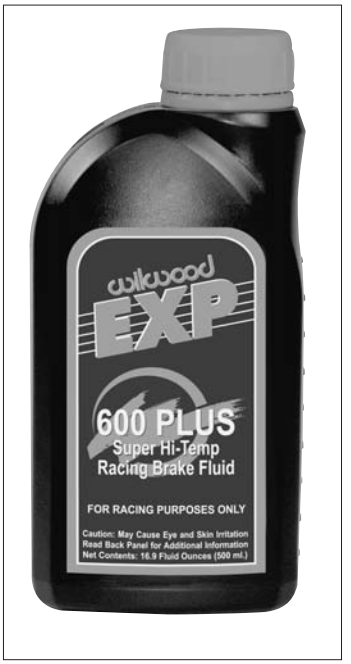
EXP 600 Plus has tested to 626 degrees Fahrenheit with a wet boiling point of 417 degrees Fahrenheit. These numbers far exceed any DOT or SAE specifications.

It is true that racing fluids need to have high boiling points. It is also true that fluids need to have low moisture affinity to slow the natural absorption rate of water vapor. But the true test of any fluid is how well it resists aeration and compressibility after it has been heated and pressure cycled a few hundred times. The real test is at the track. EXP has been proven to maintain firm pedal feel and quick response, long after others have failed.

A Nextel Cup car racing for 500 laps at Martinsville is the most grueling brake test in all of motorsports. The brakes will be applied up to 1,000 times, plus pit stops, at sustained high heat and repeated high pressure. IRL, CART, ASA, Busch, Craftsman Trucks, and a whole world of other oval and road course competition series also demand extreme performance from their brake systems. EXP 600 Plus has passed the test in every series!

Available in six-packs or economical 20 bottle cases.

Note: For optimum performance, EXP 600 Plus should not be diluted with any other brake fluids. Add new fluid to a clean system.



ORDERING INFORMATION:

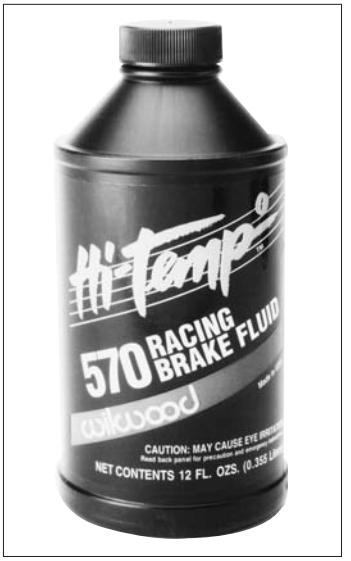
DESCRIPTION	PART NO.
EXP 600 Plus Six Pack, 6 ea 500 ML Bottles (16.9 fl oz)	290-8478
EXP 600 Plus Case, 20 ea 500 ML Bottles (16.9 fl oz)	290-6210

WILWOOD HI-TEMP° 570 RACING BRAKE FLUID:

Wilwood's specially formulated Hi-Temp° 570 Racing Brake Fluid has a minimum 570° F dry boiling point to withstand the severe heat requirements of automotive racing. Hi-Temp° 570's low viscosity allows easy bleeding of your brake system, eliminating aeration of the brake fluid caused by foaming due to excessive pumping of the pedal.

Hi-Temp° 570 comes in convenient 12 ounce containers hermetically sealed to guarantee against unwanted absorption of moisture which can drastically lower the fluids boiling point (fluid from larger containers tends to become contaminated with moisture, lowering its boiling point and making it unsuitable for racing applications).

Available in six-packs or economical 24 bottle cases.



ORDERING INFORMATION:

DESCRIPTION	PART NO.
Wilwood Hi-Temp° 570 (24 bottle case)	290-0633
Wilwood Hi-Temp° 570 (6 pack)	290-2210

BRAKE FLEXLINES / BRAKE LINE FITTINGS

BRAKE FLEXLINES:

Wilwood's stainless steel braided **Flexlines** are manufactured to high quality standards and are available in various -3 and -4 styles. These premium grade flexlines are durable and provide "hard line" pedal feel.

ORDERING INFORMATION:

DESCRIPTION	PART NO.
10.00" Flexline, -3 female to -3 female	220-8763
10.00" Flexline, 10mm male to 10mm female	220-9095
13.00" Flexline, -3 hose with 45 degree block	220-8514
14.00" Flexline, -3 female to -3 female	220-7090
14.00" Flexline, -3 female to -3 female, 90 degree	220-6411
15.00" Flexline, -3 hose with 30 degree block	220-8515
16.00" Flexline, -3 female to -3 female	220-7686
16.00" Flexline, -3 hose to -3 female,90 degree	220-8523
16.50" Flexline, -3 hose to M10 x 1 female, IF	220-9800
17.00" Flexline, -3 female to 10mm male, DOT	220-8223
18.00" Flexline, -3 female to -3 female	220-2156
18.00" Flexline, -4 female to -4 female	220-2157
18.75" Flexline, -3 female w/12 degree banjo, DOT	220-8215
19.00" Flexline, -3 female to 10mm male, DOT	220-8222
19.00" Flexline, 10mm male to 10mm female	220-9094
19.00" Flexline, 10mm to -3 w/bracket, right hand	220-9329
19.00" Flexline, 10mm to -3 w/bracket, left hand	220-9330
20.00" Flexline, -3 female w/12 degree banjo, DOT	220-8216
20.00" Flexline, -3 female to straight 10mm female	220-6861
20.00" Flexline, -3 hose to -3 female	220-8371
22.00" Flexline, -3 female to -3 female	220-6414
22.00" Flexline, -3 female to straight 10mm female	220-9684
23.00" Flexline, 10mm to -3 w/bracket, right hand	220-9331
23.00" Flexline, 10mm to -3 w/bracket, left hand	220-9332
24.00" Flexline, -3 hose to 10mm	220-9364
24.00" Flexline, -4 hose to -4 female	220-9923
40.00" Flexline, -3 female to -3 female	220-8317

BRAKE LINE FITTINGS:

Wilwood's **Brake Line Fittings** are manufactured to high quality standards and are available in various sizes and configurations as outlined below.

ORDERING INFORMATION:

DESCRIPTION	PART NO.	DESCRIPTION	PART NO.
Fitting, 3/8-24 to -3 male (requires P/N 240-2705 washer)	220-3406	Fitting, Inlet, 45 degree elbow, -3 male to 1/8-27 NPT male	220-6412
Uses: Girling / combination master cylinder outlet		Uses: Caliper inlet fitting	
Fitting, 3/8-24 I.D. tube adapter, 3/16 tube female to 3/8-24	220-3407	Frame fitting, tubing 10 mm x 1.00 I.F. to -3 male	220-6413
(-3 male, long)		Frame fitting, tubing 10 mm x 1.00 bubble flare to -3 male	220-6890
Uses: Girling / combination master cylinder outlet			
		Fitting, Inlet, 90 degree elbow, -3 male to 1/8-27 NPT male	220-6415
Fitting, -3 male to 1/8-27 NPT male	220-6956	Uses: Caliper inlet fitting	
Uses: Caliper inlet fitting			
		Fitting, -6 to 3/8 hose barb, swivel	220-7534
Tube adapter, 3/16 female tube (3/8-24 I.F.) to 1/8-27 NPT (4 pk)	220-0628	Fitting, -6 male to 7/16-20 male	220-7537
Uses: Proportioning valve, residual valve, master cylinder,		Crush washer, -4 (7/16) aluminum	240-7538
caliper inlet (rear)		Uses: Compact remote master cylinder inlet	
Frame fitting, 3/16 tube (3/8-24 I.F.) to -3 male	220-6410	Retainer clip, chassis fitting adapter	300-6416
Frame fitting, 7/16 tube (7/16-24 I.F.) to -3 male	220-6457		

Brakes are critical safety components, see warnings and disclaimer on page 129

PROSPINDLE

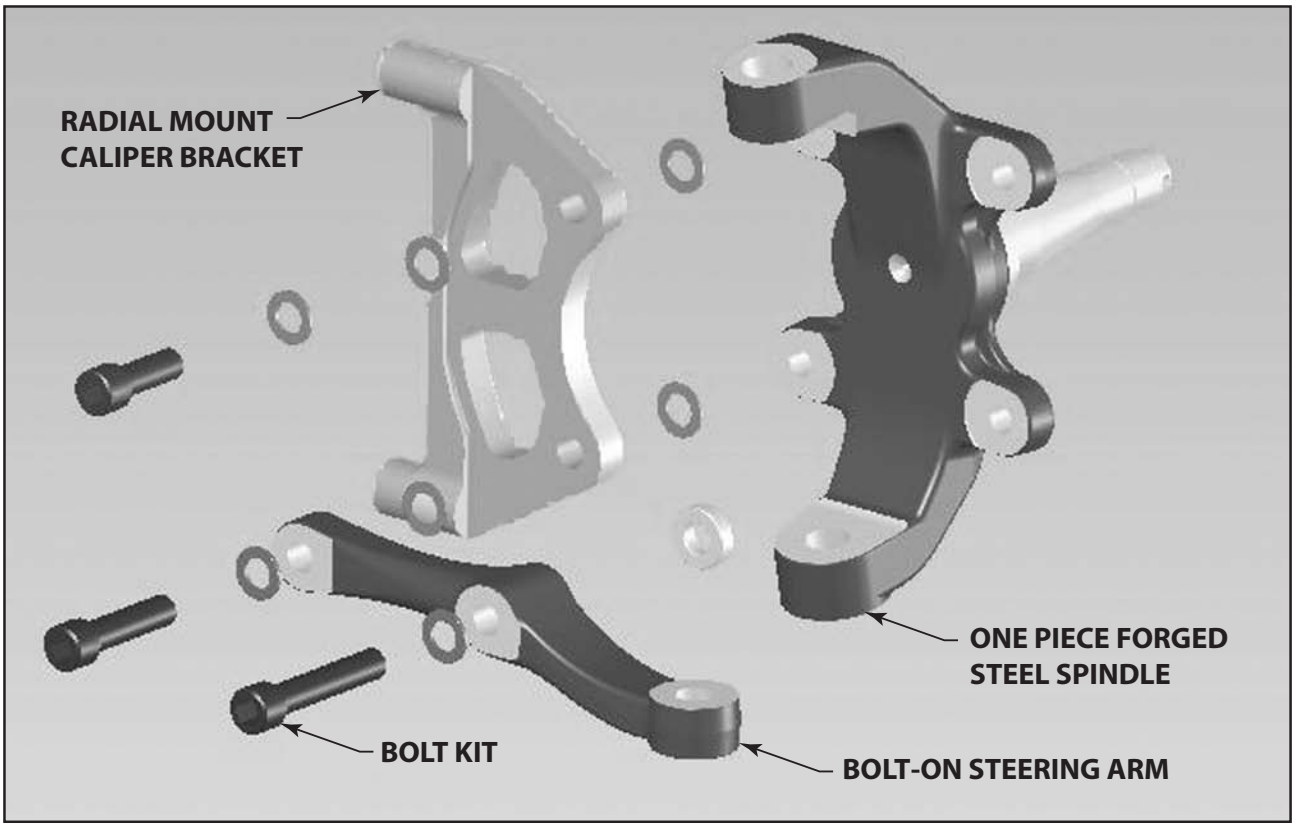
WILWOOD PROSPINDLE:

Wilwood's **ProSpindle** is specifically designed for use in fabricated A-arm suspensions on kit cars, street rods, drag cars and other custom or race applications configured around Pinto/Mustang II suspension geometry. A redesigned one-piece forged steel body uses common Pinto and Mustang II tie rod ends, ball joints, wheel bearings and seals. It is lightweight yet nearly three times stronger than OE or aftermarket two-piece cast iron and steel replacement spindles.

The 2" dropped spindle pin provides the desired lowered ride height without disturbing the suspension geometry.

Bolt-on steering arms are strong and can be reversed to accommodate rear steer configurations. They also allow the same spindle to be used on either side of a vehicle. Bolt-on caliper brackets attach to substantially reinforced mounting bosses on the spindle body for secure, deflection-free mounting of four or six piston calipers.

Complete brake kits and components including forged billet hubs, bearings, seals, locknuts, calipers, brake pads, caliper brackets, and hats or rotor plates to attach optional rotor styles from 11.00" to 14.00" are all available to configure custom brake packages and complete the installation.



Exploded Diagram Depicting Major Components of Wilwood's New ProSpindle

ORDERING INFORMATION:

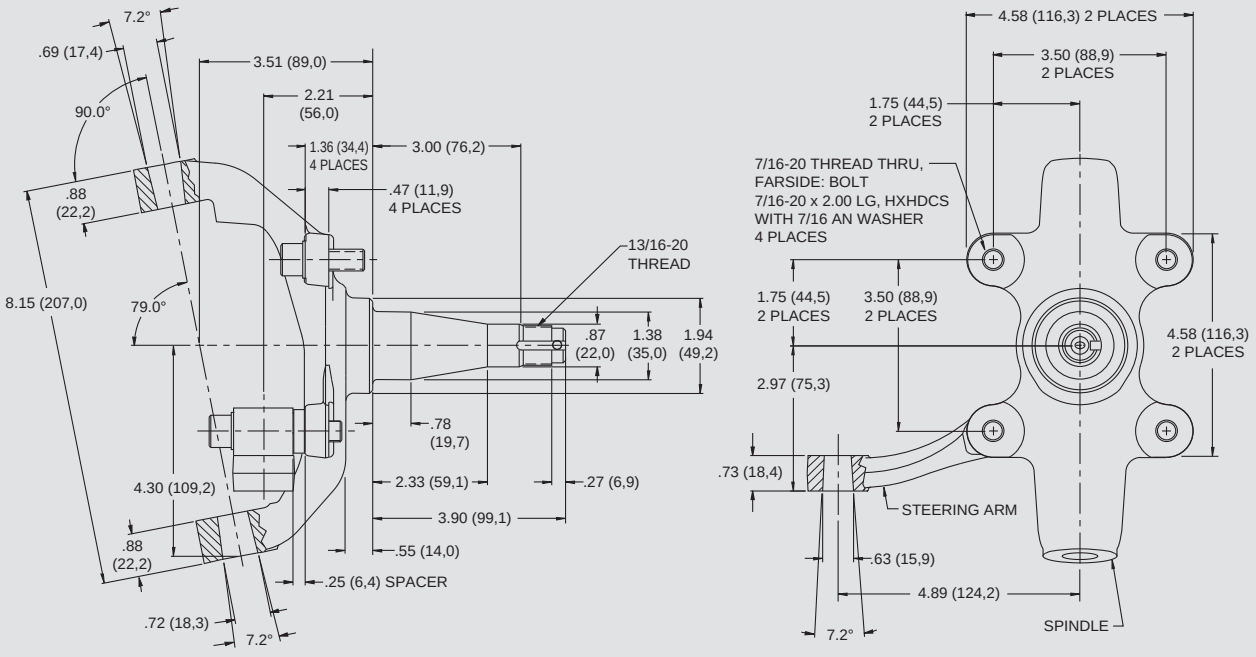
DESCRIPTION	SPINDLE ASSY(1)	BRAKE KIT PART NO
Spindle Assembly for Dynalite Caliper and 11.00" Diameter Rotor	830-9807	140-9917
Spindle Assembly for Dynalite Caliper and 12.19" Diameter Rotor	830-9807	140-9918
Spindle Assembly for BNSL6R Caliper and 12.90" Diameter Rotor	830-9807	140-9919
Spindle Assembly for BNSL6R Caliper and 12.90" Diameter Rotor	830-9807	140-9920

NOTE: (1) SPINDLE ASSEMBLY INCLUDES SPINDLE AND STEERING ARM

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

WILWOOD PROSPINDLE ASSEMBLY:

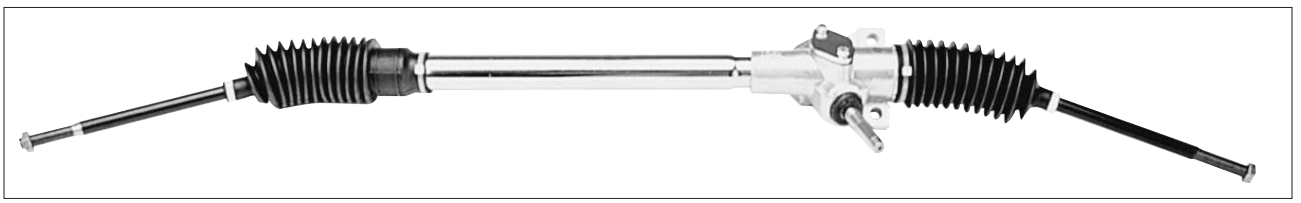
WILWOOD PROSPINDLE ASSEMBLY, MOUNTING DIMENSIONS:

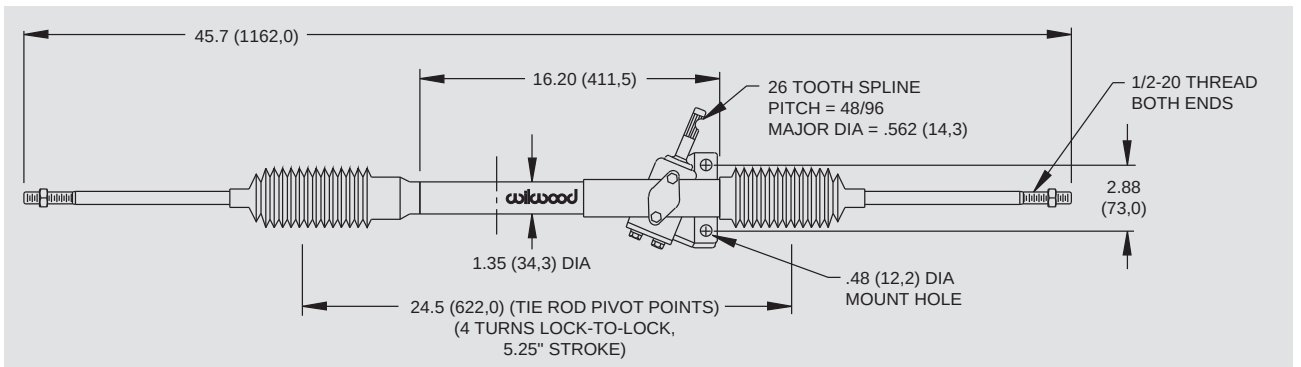


ACCESSORIES

WILWOOD'S "PINTO" RACK AND PINION:

Wilwood has available a reproduction of the front steer 1971 - 1972 Pinto Rack and Pinion. This rack is an all new unit that weighs only 9.5 pounds, and is dimensionally identical to the original Pinto Rack. Stock mounting locations and input shaft with the upgrade of over sized rod ends for added strength and reliability make this the popular choice for racing applications. Add a chromed center tube and polished housing as a standard feature, and there is no reason to choose a used or rebuilt unit.





ORDERING INFORMATION:

DESCRIPTION	PART NO.
Stock Ratio Rack and Pinion	350-2038
Replacement Boot Kit (pair)	350-8821

QUICK RELEASE STEERING HUB:

Wilwood's lightweight billet aluminum Quick Release Steering Hub is a reliable and important safety feature for any race car. The spring loaded button is non-removable and easy to use. The steel steering shaft adapter fits into a precision machined hex bore for a close tolerance fit. It is available to fit either a 5/8" or 3/4" shaft and accepts a standard three bolt steering wheel pattern. Specify either machined or satin black anodized finish.

ORDERING INFORMATION:

DESCRIPTION	PART NO.
3/4" shaft, black anodized	270-2016
5/8" shaft, black anodized	270-2017
Replacement 3/4" steel shaft	300-2019
Replacement 5/8" steel shaft	300-2020

WILWOOD BOLT-ON DISC BRAKE KITS

Overview:

Wilwood components comprise the elements of the broadest coverage line of bolt-on disc brake kits available. Bolt-on brake kits consist of specially engineered and matched groups of components designed to provide superior brake system performance and custom appeal over a wide range of applications. Most kits are easily installed with the common hand tools used to perform routine brake service. A few kits do require some modifications to the spindle or axle to complete the installation. Wilwood kits can be a simple as a pad and rotor upgrade, or as extensive as complete systems featuring all new calipers, rotors, hubs, mounting hats brake pads, and the associated hardware necessary to install these components on specific front spindle or rear axle applications. Either way, Wilwood kits are the simplest way to provide superior brake system performance in show winning style.

The pages that follow provide a current listing of the spindle and axle types covered and the variety of kit styles available for each. Part numbers, detailed specifications, and listings for service component can be found in Wilwood's Bolt-on Disc Brake Kit catalog. Please feel free to consult the factory for any spindle or axle model not listed here as new kits and applications are in continuous development.

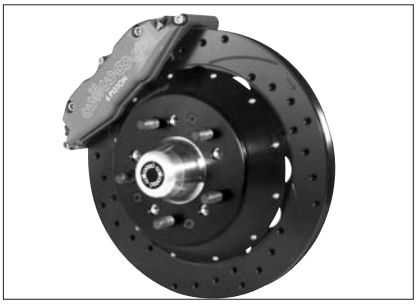
SL6 Big Brake Front Hat Kit with GT Rotor

TC 6R BIG BRAKE FRONT HAT KITS:

TC 6R truck brake kits, for customized late models pickups and SUV's, provide big brake stopping power and a stylish look inside big wheel and tire upgrades. Forged six piston calipers, high performance pad compounds, and whopping sixteen inch diameter rotors are bundled with high strength forged hats, and all the necessary hardware to attach the kit to the spindles. Kits are a full bolt-on installation and compatible with ABS and the OE master cylinder output.

SUPERLITE 6 BIG BRAKE FRONT HUB KITS:

SL6 Big Brake front hub kits for non-ABS conventional snout front spindles provide big brake looks and superior stopping power to compliment wheel, tire, and suspension system upgrades on all types of custom and competition applications. Each kit includes machined billet Superlite six piston calipers, forged billet aluminum hubs, GT series hats, 13" GT or SRP series rotors, Wilwood brake pads, mounting brackets, wheel bearings and seals, and a complete hardware package to install the kit on the spindles.



SUPERLITE 6 BIG BRAKE FRONT HAT KITS

SL6 Big Brake front hat kits are fully ABS compatible for use in conjunction with OE hub assemblies. These kits provide the big brake looks and superior stopping power that compliment wheel, tire, and suspension system upgrades on all types of custom and competition applications. Each kit includes machined billet Superlite six piston calipers, GT series hats, 13" GT or SRP series rotors, Wilwood brake pads, mounting brackets, and a complete hardware package to install the kit over the hubs and attach the calipers to the uprights.

WILWOOD BOLT-ON DISC BRAKE KITS

FORGED SUPERLITE BIG BRAKE FRONT HAT KITS:

The powerful clamping force of the lug mounted Forged Superlite four piston caliper provides mounting opportunities and easy adaptation of Wilwood's 13" Big Brake Front Hat kits to a new range of vehicles. Calipers, high performance pads, 13" SRP or GT series rotors, mounting brackets and all the necessary hardware to attach the brakes to the OE hub and spindle are included. Kits are a full bolt-on installation and compatible with ABS and the OE master cylinder output.

DYNAPRO BIG BRAKE FRONT HAT KITS:

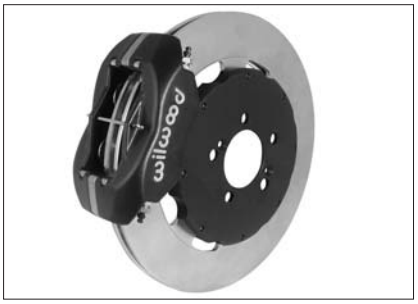
Dynapro Big Brake front hat kits provide big stopping power and the custom look to match wheel, tire, and suspension upgrades on select OE type hubs without interference to the factory ABS system. Each kit includes the fully machined forged billet Dynapro four piston calipers with radial mounting, GT series hats, 12.19" HP or SRP series rotors, Wilwood brake pads, mount brackets, and the necessary hardware to install the kit over the hubs and attach the calipers to the uprights.

DYNALITE BIG BRAKE FRONT HUB KITS:

Dynalite Big Brake front hub kits provide big brake stopping power and the custom look for non-ABS conventional snout front spindles. Each kit includes forged billet Dynalite four piston calipers, forged billet aluminum hubs, aluminum rotor mounting hats or plates, 12.19" HP or SRP series rotors, Wilwood brake pads, mounting brackets, wheel bearings and seals, and a complete hardware package to install the kit on the spindles.

DYNALITE BIG BRAKE FRONT HAT KITS:

Dynalite Big Brake front hat kits provide big brake stopping power and the custom look for use in conjunction with a variety of ABS equipped OE hub assemblies. Each kit includes forged billet Dynalite four piston calipers, GT series hats, 12.19" HP or SRP series rotors, Wilwood brake pads, mounting brackets, and a complete hardware package to install the kit over the hubs and attach the calipers to the uprights.



DYNALITE PRO SERIES FRONT HUB KITS:

Wilwood's Pro Series front hub kits have been a long standing tradition in hot rodding and motorsports. These kits are designed upgrades and conversions on the popular non-ABS conventional snout spindles found on many muscle cars, street rods and drag cars. Current Pro Series kits include forged billet Dynalite four piston calipers, forged billet aluminum hubs, aluminum rotor mounting plates, 10.75" or 11.75" HP or SRP rotors, Wilwood brake pads, wheel bearings, seals, and the necessary hardware to install the kit on the spindles.

DYNALITE DRAG RACE FRONT HUB KITS:

Patterned after the popular Pro Series front hub kits, the Dynalite drag race front hub kits provide superior stopping power and substantial weight reduction over OE type brake systems on non-ABS conventional snout front spindles and struts. Each kit includes forged billet Dynalite four piston calipers, forged billet aluminum hubs, aluminum rotor mounting plates, high strength steel rotors, Wilwood brake pads, wheel bearings, seals, and the necessary hardware to install the kit on the spindles.

DYNALITE SINGLE DRAG RACE FRONT KITS:

Dynalite Single drag race front hub kits are the ultimate solution for lightweight four-wheel disc brake drag cars with conventional snout front spindles and struts. Each DLS drag kit includes a machined billet Dynalite Single two piston caliper, forged billet aluminum hubs, direct mount high strength steel rotors, Wilwood brake pads, wheel bearings, seals, and the necessary hardware to install the kit on the spindles.

SUPERLITE BIG BRAKE REAR AXLE PARKING BRAKE KITS:

Superlite Big Brake rear axle parking brake kits provide big brake stopping power, and big brake style while incorporating an internal shoe park brake assembly. The internal shoe system is a proven performer with secure holding power and bolt-on simplicity for all types of custom, high performance, and competition rear wheel drive axles. Each kit includes forged billet Superlite calipers, high performance pads, 13" or 14" HP, GT, or SRP series bolt on rotors with steel parking brake drum hats, pre-assembled internal shoe parking brakes, caliper brackets, and the hardware necessary to attach the kit to the axle.

WILWOOD BOLT-ON DISC BRAKE KITS

DYNALITE PRO SERIES REAR AXLE PARKING BRAKE KITS:

Dynalite Pro Series rear axle parking brake kits generate heavy duty stopping power and high tech style while incorporating an internal shoe parking brake assembly. The internal shoe system is a proven performer with secure holding power and bolt-on simplicity for all types of custom, high performance, and competition rear wheel drive axles. Each kit includes forged billet Dynalite four piston calipers, high performance pads, one-piece solid or vented 12.19" diameter HP or SRP discs with integral parking brake drum hats, pre-assembled internal shoe parking brakes, caliper brackets, and the hardware necessary to attach the kit to the axle.

BIG BRAKE UPGRADE KITS FOR OE REAR PARKING BRAKE AXLES:

These specially engineered kits provide substantial improvements in stopping power and style on rear axles utilizing the original factory internal shoe parking brakes. Based on the axle, kits with either the Dynalite or Superlite series calipers and GT, HP, or SRP rotors ranging from 12.19" to a full 14" diameter, can be optioned for full on style or full on competition. Each kit also includes steel parking brake drum hats to mount the bolt-on rotors, high performance pads, caliper mount brackets, and the hardware necessary to attach the kit to the axle.

DYNALITE PRO SERIES REAR AXLE KITS:

Dynalite Pro Series rear axle kits provide a fully bolt-on installation of a complete competition ready system for non-parking brake rear wheel drive muscle car axles. These kits are competition proven from the drag strip to the road courses and include forged billet Dynalite four piston calipers, HD series hats, HP or SRP 12.19" vented iron rotors, Wilwood brake pads, mounting brackets, and the hardware necessary to install the kit onto the axle.

DYNALITE DRAG RACE REAR AXLE KITS:

Dynalite drag race rear axle brake kits are a perfect match to our drag race and Pro Series front kits. They provide big stopping power with the lowest rotating and overall unsprung weight available from a steel rotor brake system. Rear drag race kits are available for all the popular muscle car rear axles with either OE or custom aftermarket axles and bearing ends. Each kit includes forged billet Dynalite calipers, HD aluminum hats, high strength steel rotors, Wilwood brake pads, mounting brackets, and the hardware necessary to mount the kit on the axles.

DYNALITE DYNAMIC MOUNT DRAG RACE REAR AXLE KITS:

Dynamic rotor mounting allows independent expansion between the steel disc and the aluminum hat to minimize thermal distortion and undo stress on the components. Dynamic mount hats are slotted for t-nuts that "float" within the slot to eliminate all bind and thermal distortion on the rotor and hat. Standard single caliper (per wheel) kits are offered for four wheel brake cars, with dual caliper kits available for tandem systems on dragsters and other rear brake only applications. Each kit includes forged billet Dynalite four piston calipers, dynamic mount GT series hats with t-nuts and rotor bolts, high strength steel rotors, Wilwood brake pads, mounting brackets, and the hardware necessary to mount the kit on the axles.

PROMATRIX OE UPGRADE PAD AND ROTOR KITS:

ProMatrix kits for show and competition replace the OE rotors, pads, and rubber flexlines on vehicles using the OE caliper in the stock mounting location. Each kit is a direct bolt-on replacement for the OE components and fully compatible with the ABS systems and parking brake assemblies. Front kits include Wilwood brake pads, GT or SRP series rotors, GT series aluminum hats, stainless rotor bolts, and DOT approved stainless steel flexlines. Rear kits include all the same components, but with a one-piece iron rotor with an integral mounting hat.

COMBINATION PARKING BRAKE (CPB) REAR KITS:

Wilwood's Combination Parking Brake (CPB) Hydra-Mechanical Caliper rear kits uses hydraulic pressure for stopping and a mechanical locking mechanism for a parking brake. This redesigned unit provides new options for drum brake conversions and disc upgrades on rear axles that are not conducive to internal shoe systems.

PROSPINDLE KITS:

Our ProSpindle is specifically designed for use in fabricated A-arm suspensions on kit cars, street rods, drag cars and other custom or race applications configured around Pinto/Mustang II suspension geometry. The 2" dropped spindle pin provides the desired lowered ride height without disturbing the suspension geometry. Complete brake kits and components including forged billet hubs, bearings, seals, locknuts, calipers, brake pads, caliper brackets, and hats or rotor plates to attach optional rotor styles from 11.00" to 14.00" are all available to configure custom brake packages and complete the installation.

WILWOOD BOLT-ON DISC BRAKE KITS

ORIGINAL EQUIPMENT (OE) FRONT SPINDLE APPLICATIONS:

ORIGINAL EQUIPMENT (OE) FRONT SPINDLE APPLICATIONS

MAKE	MODEL	YEARS	OE SPINDLE TYPE	TC 6R Big Brake	Superlite Big Brake	Superlite Big Brake	Forged Superlite Big Brake	DynaPro Big Brake	Dynalite Big Brake	Dynalite Big Brake	Dynalite Pro Series	Dynalite Drag Race	Dynalite Single Drag Race	Pro-Matrix OE Upgrade
Acura	Integra - OEM 262 mm Rotor	1990-01	Disc							x				
	RSX - 5 Lug 262 mm Rotor	2002-04	Disc							x				
Audi	TT	1999-05	Disc					x						
BMW	M3 - E36	1995-00	Disc			x								x
	Z3 - 3.2 Liter	1995-01	Disc			x								x
	Mini Cooper and Cooper S	2002-05	Disc					x						
Buick	Apollo	1973-74	Disc / Drum		x				x		x	x	x	
	Apollo	1975	Disc						x		x	x		
	Buick with 11" Rotor	1979-84	Disc						x		x			
	Buick, GN	1979-87	Disc								x	x		
	Century	1973-81	Disc						x		x	x		
	Regal	1973-87	Disc						x		x	x		
	Skylark	1975-79	Disc						x		x	x		
	Special	1973-74	Disc		x				x		x	x		
Cadillac	Escalade, EXT	2002-05	Disc	x										
	Escalade, ESV	2003-05	Disc	x										
Chevrolet	Avalanche 1500	2002-05	Disc	x										
	Avalanche 2500	2002-05	Disc	x										
	Belair	1955-57	Drum						x		x			
	Belair	1959-64	Drum								x			
	Blazer, 4 x 2, 100.5" Wheel Base	1983-90	Disc								x	x		
	Biscayne	1959-64	Drum								x			
	Camaro	1967-69	Disc / Drum		x				x		x	x	x	
	Camaro	1970-81	Disc						x		x	x		
	Camaro	1982-92	Disc								x	x		
	Camaro	1993-02	Disc			x								
	Cavalier	1995-04	Disc					x						
	Caprice	1977-78	Disc						x		x	x		
	Chevelle	1964-72	Disc / Drum		x				x		x	x	x	
	Chevelle	1973-77	Disc						x		x	x		
	Chevrolet, Full Size	1977-78	Disc						x		x	x		
	Chevy II / Nova	1964-74	Disc / Drum		x				x		x	x	x	
	Chevy Passenger with 11" Rotor	1979-84	Disc						x		x			
	Chevy S10	1982-90	Disc								x	x		
	Corvette	1963-64	Drum								x			
	Corvette C-4	1988-96	Disc			x								x
	Corvette C-5	1997-04	Disc			x								x
	Corvette C-6	2005-08	Disc			x								x
	El Camino	1967-72	Disc / Drum		x				x		x	x	x	
	El Camino	1973-77	Disc						x		x	x		
	GM - Large	1958-70	Drum		x									
	Impala	1959-64	Drum								x			
	Impala, 11" Rotor	1977-78	Disc						x		x	x		
	Malibu	1973-87	Disc						x		x	x		
	Monte Carlo	1970-72	Disc / Drum		x				x		x	x	x	
	Monte Carlo	1973-77	Disc						x		x	x		
	Monte Carlo	1979-88	Disc						x		x	x		
	Monza	1975	Disc										x	
	Nova, See Chevy II	1975-79	Disc						x		x	x		
	Silverado 1500, Non Crew Cab	1999-05	Disc	x										
	Silverado Pickup 2500 & 3500	2001-05	Disc	x										
	Silverado Pickup Crew Cab	2002-03	Disc	x										
	Silverado Pickup - 8 Stud Wheels	2004-05	Disc	x										
	Suburban 1500	2000-05	Disc	x										
	Suburban 2500	2001-05	Disc	x										
	Tahoe	2001-05	Disc	x										
	Tahoe, Silverado Style	2000	Disc	x										
	Vega	1971-77	Disc										x	

ORIGINAL EQUIPMENT (OE) FRONT SPINDLE APPLICATIONS

MAKE	MODEL	YEARS	OE SPINDLE TYPE	TC 6R Big Brake	Superlite Big Brake	Superlite Big Brake	Forged Superlite Big Brake	DynaPro Big Brake	Dynalite Big Brake	Dynalite Big Brake	Dynalite Pro Series	Dynalite Drag Race	Dynalite Single Drag Race	Pro-Matrix OE Upgrade
Chrysler / Dodge	Aspen	1976-80	Disc								x	x		
	Challenger	1970-74	Disc / Drum						x		x	x		
	Charger	1966-78	Disc / Drum								x	x		
	Chrysler F-Body Passenger	1979-88	Disc								x	x		
	Cordoba	1975-83	Disc								x	x		
	Coronet	1965-76	Disc						x		x	x		
	Dart	1963-74	Disc / Drum								x	x		
	Diplomat	1977-88	Disc								x	x		
	Dodge Pass (except 880 series)	1962-64	Drum						x		x	x		
	Dodge F-Body Passenger	1973-81	Disc								x	x		
	Imperial	1981-83	Disc								x	x		
	Lancer	1961-62	9" Drum								x	x		
	LeBaron	1977-81	Disc								x	x		
	Magnum	1978-79	Disc								x	x		
	Mirada	1980-83	Disc								x	x		
	Neon SRT-4	2003-05	Disc							x				
	PT Cruiser	2000-01	Disc							x				
	R/T	1967-70	Disc / Drum						x		x	x		
Ford	Early Ford Passenger Car	1937-48	Drum						x		x	x		
	F-150 PIckup (2 WD only)	2004-05	Disc	x										
	Fairlane	1966-71	Disc / Drum				x				x	x		
	Falcon	1965-71	Disc / Drum				x				x	x		
	Maverick	1970-73	Disc / Drum				x				x			
	Mustang V8 Spindle	1965-69	Disc / Drum								x			
	Mustang Shelby GT350, GT500	1970	Disc								x	x		
	Mustang II	1974-78	Disc / Drum		x				x		x	x	x	
	Mustang SVO	1984-86	Disc		x						x	x		
	Mustang	1968-69	Disc / Drum		x		x							
	Mustang	1970-73	Disc / Drum		x		x				x			
	Mustang	1987-93	Disc		x						x	x		
	Mustang	1994-04	Disc / Drum			x		x						
	Mustang	2005-06	Disc			x								
	Mustang Cobra	1994-04	Disc											x
	Pinto	1971-80	Disc / Drum		x				x		x	x	x	
	Ranchero	1967-69	Disc / Drum								x	x		
	Thunderbird Turbo Coupe	1987-88	Disc		x						x	x		
GMC	GMC Sprint	1971-87	Disc / Drum		x				x		x	x	x	
	Jimmy, 4 x 2, 100.5" Wheel Base	1983-90	Disc								x	x		
	S15, 4 x 2	1982-90	Disc							x	x	x		
	Sierra 1500, Non Crew Cab	1999-05	Disc	x										
	Sierra Pickup 2500, 3500	2001-05	Disc	x										
	Sierra Pickup Crew Cab	2001-03	Disc	x										
	Sierra Pickup - 8 Stud Wheels	2004-05	Disc	x										
	Yukon	2001-05	Disc	x										
	Yukon (except Denali)	2000	Disc	x										
	Yukon XL 1500	2000-05	Disc	x										
	Yukon XL 2500	2001-05	Disc	x										
Honda	Civic - OEM 262 mm Rotor	2002-04	Disc							x				
	Civic - OEM 240 mm Rotor	1990-99	Disc							x				
	Civic Si - OEM 262 mm Rotor	1994-04	Disc							x				
	S2000	2000-05	Disc			x								
Hummer	H2	2002-05	Disc	x										
Mercury	Bobcat	1975-80	Disc / Drum		x				x		x	x	x	
	Comet	1965-71	Disc / Drum				x				x	x		
	Cougar	1967-73	Disc / Drum				x				x	x		
	Montego	1970-71	Disc / Drum								x			
Mitsubishi	Eclipse Generation II	1995-99	Disc					x						
	EVO VIII	2003-05	Disc			x								x
	Lancer w/4 x 114.3 mm Wheel Pattern	2002-04	Disc							x				

WILWOOD BOLT-ON DISC BRAKE KITS

ORIGINAL EQUIPMENT (OE) FRONT SPINDLE APPLICATIONS:

ORIGINAL EQUIPMENT (OE) FRONT SPINDLE APPLICATIONS

MAKE	MODEL	YEARS	OE SPINDLE TYPE	TC 6R Big Brake	Superlite Big Brake	Superlite Big Brake	Forged Superlite Big Brake	DynaPro Big Brake	Dynalite Big Brake	Dynalite Big Brake	Dynalite Pro Series	Dynalite Drag Race	Dynalite Single Drag Race	Pro-Matrix OE Upgrade
Nissan	240SX (SE, 5 Lug Only)	1995-98	Disc				x							
	350Z, G35	2003-06	Disc			x								
Oldsmobile	Cutlass	1973-88	Disc								x	x		
	F-85	1967-72	Disc / Drum		x				x		x	x	x	
	F-85	1973-77	Disc						x		x	x		
	Oldsmobile	1977-85	Disc								x	x		
	Oldsmobile with 11" Rotor	1979-84	Disc						x					
	Omega	1973-74	Disc / Drum		x				x		x	x	x	
	Omega	1975-79	Disc						x		x	x		
Plymouth	Barracuda	1964-74	Disc / Drum								x	x		
	Belvedere	1965-70	Disc / Drum								x	x		
	Fury (except Gran)	1975-77	Disc								x	x		
	GTX	1967-71	Disc								x	x		
	Plymouth	1962-64	Drum								x	x		
	Plymouth F-Body Passenger	1976-88	Disc								x	x		
	Road Runner	1968-72	Disc / Drum								x	x		
	Satellite	1965-72	Disc / Drum								x	x		
	Superbee	1968-70	Disc / Drum								x	x		
	Valiant	1960-74	Drum								x	x		
	Volare	1976-80	Disc								x			
Pontiac	Bonneville	1982-86	Disc								x	x		
	Firebird	1970-81	Disc						x		x	x		
	Firebird	1982-92	Disc								x	x		
	Firebird	1993-02	Disc			x								
	Grand Prix	1973-87	Disc								x	x		
	GTO	2004-06	Disc			x								
	LeMans	1973-81	Disc						x		x	x		
	Phoenix	1977-79	Disc						x		x	x		
	Pontiac, Full Size	1977-81	Disc								x	x		
	Pontiac with 11" Rotor	1979-81	Disc						x		x			
	Sunfire	1995-04	Disc					x						
	Tempest	1973-77	Disc						x		x	x		
	Ventura II	1971-74	Disc / Drum		x				x		x	x	x	
	Ventura II	1975-77	Disc						x		x	x		
Scion	tC	2005	Disc				x							
	xA	2004-05	Disc				x							
	xB	2004-05	Disc				x							
Subaru	Impreza WRX	1999-05	Disc			x		x						
Suzuki	Aerio	2002-05	Disc							x				
Volkswagen	Beetle 1.8T	1998-05	Disc					x						
	Golf IV, 1.8T and VR6	1999½-05	Disc					x						
	Jetta IV, 1.8T and VR6	1999½-05	Disc					x						

CUSTOM SPINDLE AND STRUT APPLICATIONS:

CUSTOM SPINDLE AND STRUT APPLICATIONS

MAKE	MODEL	YEARS	TYPE	TC 6R Big Brake	Superlite Big Brake	Superlite Big Brake	Forged Superlite Big Brake	DynaPro Big Brake	Dynalite Big Brake	Dynalite Big Brake	Dynalite Pro Series	Dynalite Drag Race	Dynalite Single Drag Race	Pro-Matrix OE Upgrade
Anglia/P & S	Spindle	N / A											x	
Art Morrison	Struts	N / A									x	x		
	Spindle											x		
Chassis Engineering	Struts	N / A									x	x	x	
Strange	Struts	N / A											x	
Superior	Spindle - 2" Drop	N / A									x			
Wilwood	ProSpindle - 2" Drop	N / A			x				x		x			

REAR AXLE APPLICATIONS:

REAR AXLE APPLICATIONS

MAKE	MODEL	YEARS	SL4 Big Brake Rear Disc/Drum	Dynalite Pro Series Park Brake	Pro Series Kits for OE Park Brake	Dynalite Pro Series	Dynalite Drag Race	Dynalite Drag Race	Pro-Matrix OE Upgrade	Combination Parking Brake (CPB)
BMW	M3 - E36	1995-00			x				x	
Ford	Small Ford	All	x	x		x	x			
	Big Ford	All	x	x		x	x	x		
	Big Ford, New Style	All	x	x		x	x			
	Ford 8.8, 5 Lug	Thru 1998	x	x		x				
	Mustang	1994-04								x
	Mustang	2005-08								x
	Mustang Cobra	1994-04							x	
GM	10 and 12 Bolt Housings	All	x	x		x	x			
	Camaro and Firebird	1993-97		x						
	Camaro and Firebird	1998-02	x							
	Corvette C-4	1988-96							x	
	Corvette C-5, Z06	1997-04			x				x	
	Corvette C-6	2005-08			x				x	
	Chevy C-10, 5 Lug	1963-87	x	x						
	GMC Truck / SUV 1500, 2500 Series	1999-05			x					
	Hummer H2	2003-05		x	x					
	Olds / Pontiac	1958-64	x			x	x	x		
	Pontiac GTO (1)	2004-05			x					
Honda (Acura)	Civic / Integra Disc 2.39 Hub Offset	1988-04								x
	Civic / Integra Drum 2.46 Hub Offset	1988-04								x
	Civic / INtegra Drum 2.71 Hub Offset	1988-04								x
Honda	S2000	2000-05								x
Mitsubishi	EVO VIII (1)	2003-2005			x					
Mopar	8-3/4, Dana 60 Press Fit Flanged Bearing	All				x	x			
	8-3/4, Dana 60 Loose Fit Snap-Ring Bearing	All	x	x		x	x			
Nissan	350Z, G35 (1)	2004-06			x					
Subaru	Impreza WRX	1999-04			x					
Custom Housing	GM 12 Bolt Special 3.15" Bearing		x	x		x	x			
	Lamb / Mark Williams Symmetrical End						x	x		

NOTE: (1) This kit utilizes a DynaPro caliper

TROUBLE SHOOTING

This table lists some of the most common items than can signal problems with your brake system. Please consult this table before calling Wilwood. However, if your problem is not found here, or the solution given does not solve the problem, please do not hesitate to contact your Wilwood technical advisor for assistance.

SYMPTOM	CAUSE	SOLUTION
LOSE YOUR PEDAL DURING RACE	Fluid boiling due to wet fluid or foot drag.	Flush out entire system with fresh Wilwood Hi-Temp° 570 racing brake fluid. Install dashboard brake light reminder.
	Undersize brake system.	Refer to the caliper portion of the catalog to select the correct caliper/rotor combination for your application.
	Wrong size residual pressure valve.	Use no larger than 2 lb residual pressure valve.
	Incorrect or faulty master cylinder.	Repair or replace master cylinder.
	Leak in caliper or hydraulic lines.	Check for leaks in caliper and (replace) lines.
	Inadequate ducting.	Reposition air ducts to center of rotor and caliper. (refer to Wilwood air duct technical sheet)
	Pedal linkage failure.	Check pedal assembly.
	Excessive spindle deflection in corners.	Check spindles for warpage. Install 2 lb residual pressure valve.
BRAKE DRAG	Bad master cylinder.	Switch or replace master cylinder.
	Incorrect residual pressure valve.	Use no larger than 2 lb residual pressure valve.
	Rotors warped.	Replace rotors.
	Calipers not square to rotor.	Re-align brackets or shim calipers.
	Tapered brake pads.	Replace pads, check caliper alignment to rotor.
	M/C has internal residual pressure.	Remove residual pressure valve.
CAR WILL NOT STOP	Glazed pads and/or rotors.	Grind and/or sand glaze from rotors.
HAVE TO PUSH HARD ON PEDAL	Too large of a master cylinder.	See master cylinder section of catalog to select the correct size unit for your application.
	Not enough pedal ratio.	Increase pedal ratio, see pedal section of catalog.

TROUBLE SHOOTING:

SYMPTOM	CAUSE	SOLUTION
HAVE TO PUSH HARD ON PEDAL	Pedal mounted at bad angle.	Master cylinder push rod should not be off more than 5° in any angle
	Wrong pad material for your applications.	Pads must match rotor operating temperature range. See pad section of catalog.
	Frozen pistons in calipers.	Rebuild calipers.
CALIPER LEAKS	Caliper seal old or dried out.	Replace with new seals.
	Nick or ding on piston or cut seal.	Replace pistons and/or seals as necessary.
SPONGY PEDAL OR BOTTOMS OUT	Air in brake system.	Re-bleed the system.
	Calipers not bled with bleed screws straight up.	Unbolt calipers and hold with bleed screws in the vertical position.
	Wrong size master cylinder (too small).	Refer to master cylinder section of catalog to select the correct size for your application.
	Faulty master cylinder.	Replace master cylinder.
	Calipers not mounted square to the rotor.	Re-align brackets parallel to rotor or shim caliper.
	Calipers mounted equal to, or higher than master cylinder.	Install 2 pound in-line residual pressure valve.
	Calipers flex excessively.	Check pressure. Do not exceed 1,500 P.S.I.
	Pedal ratio too great.	Reduce pedal ratio.
	Excessive spindle deflection in corners causing piston knock-back.	Install 2 pound in-line residual pressure valve. Check spindles for warpage.
OSCILLATION FEED BACK IN PEDAL	Excessive rotor run out.	Shim between rotor and hub/hat.
	Pad material buildup on rotors.	Change pads, clean rotor face.
	Calipers loose.	Tighten caliper mounting bolts.
	Rotor faces not parallel.	Re-grind rotor faces or replace rotors.
	Cracked rotors.	Replace rotors.
	Excessive front bearing clearance.	Check for proper bearing size or tighten the spindle nut.

TECHNICAL TIPS

BRAKE FLUID:

Due to the extreme operating temperatures of a high performance brake system, standard “off-the-shelf” brake fluids are not recommended. Of critical importance in determining a fluid’s ability to handle high temperature applications are its Dry Boiling Point and Compressibility.

The Dry Boiling Point is the temperature at which a brake fluid will boil in its virgin non-contaminated state. The highest temperature Dry Boiling Point available in a DOT 3 fluid is 572° F.

The Wet Boiling Point is the temperature a brake fluid will boil after it has been fully saturated with moisture. The DOT 3 requirement for wet boiling point is a minimum temperature of 284° F.

There are many ways for moisture to enter your brake system. Condensation from regular use, washing the vehicle and humidity are the most common, with little hope of prevention. Glycol based DOT 3 & 4 fluids are hygroscopic; they absorb brake system moisture, and over time the boiling point is gradually reduced.

Wilwood does not recommend using DOT 5 fluid in any racing applications. DOT 5 fluid is not hygroscopic, so as moisture enters the system, it is not absorbed by the fluid and results in beads of moisture moving through the brake line, collecting in the calipers. It is not uncommon to have caliper temperatures exceed 200° F, and at 212° F, this collected moisture will boil causing vapor lock and system failure. Additionally, DOT 5 fluid is highly compressible due to aeration and foaming under normal braking conditions, providing a spongy brake feel. DOT 5 fluid is best suited for show car applications where its anti-corrosion and paint friendly characteristics are important.

Whenever you add fresh fluid to your existing system (never mix fluids of different DOT classifications), it immediately becomes contaminated, lowering the boiling point of the new fluid. For maximum performance, start with the highest Dry Boiling Point available (try Wilwood’s Hi-Temp° 570 Racing Brake Fluid), flush the system completely and flush it regularly, especially after severe temperatures have been experienced.

BRAKE SYSTEM COOLING:

Proper air ducting is critical for effective performance of short track stock car disc brake systems. Faster cars, improved tires and better aerodynamics has changed the design requirements for brake ducting. Short tracks and most road courses require specific air duct considerations to maximize the brake systems effectiveness.

Channeling sufficient air from the front of the car through the front brakes is required to remove the large amounts of heat generated by severe and prolonged brake use. An efficient air ducting system can prevent brake system overheating and greatly improve pad life. As car designs have evolved, the aerodynamics of the car’s front end has changed, thereby affecting the air flow entering the front air scoops (plenum). Because of this change in air flow, the positioning of intake plenums should be re-evaluated.

By repositioning the plenum intakes vertically as close as possible to the center of the vehicle, air flow is increased. Vertically placed intakes reduce the unwanted effect of air skimming past the duct openings. Locating the intake ducts closer to the center of the vehicle positions them in a high pressure area resulting in greater intake air flow. For more information on brake cooling, order Wilwood’s AIR DUCTING for Short Track Stock Car Racing, DS-254.

CALIPER BLEED SCREWS POINTING UP:

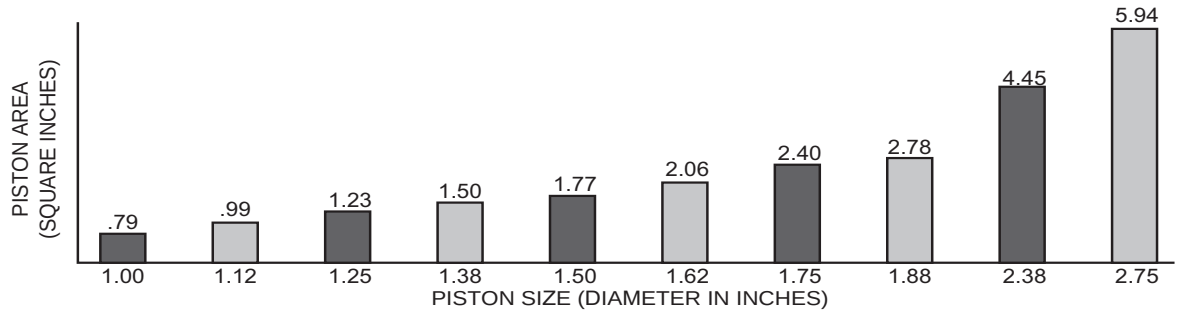
When bleeding the brakes, make sure the bleed screws on the calipers are pointing straight up so there is no possibility of air bubbles getting trapped. If the calipers are mounted on an angle, you will need to unbolt one ear from the bracket. Pivot the caliper so it points straight up and place a spacer between the pads to prevent the pistons from coming out of the housing.

CALIPER MOUNTING:

Brake calipers should be mounted square with rotor to prevent excessive piston knock-back and uneven pad wear. While looking at brake area, have someone apply brakes. Caliper should not move (square itself to rotor): only the pistons and pad should move. If caliper is not parallel with rotor, shims should be used between mounting bracket and caliper ears for proper alignment. Caliper brackets should be strong enough not to deflect under heavy braking. All caliper mounting bolts should be of the highest quality and lockwired for safety.

CALIPER PISTON AREA:

A caliper's piston area is calculated by finding the total piston area from one side of the caliper (this is true for a single piston caliper also). The graph provides the piston area for individual piston diameters. Note that differential piston bore calipers will be the total piston area of the different size pistons.



Example: For the six piston GN III caliper (1.38, 1.38, 1.75" pistons), the effective piston area would be: 1.50" + 1.50" + 2.40" = 5.40 square inches.

CALIPER REBUILDING:

If you race on dirt or drag race on a weekly basis throughout the year, you should disassemble your calipers mid-season and inspect the caliper seals for excessive wear or hardness caused by heat. Asphalt racers generally experience more heat and should do inspections more frequently, especially after racing on a track where high temperatures are reached. NASCAR's Nextel Cup, Busch GN, Craftsman Truck and Road Race teams usually replace caliper seals after each race to ensure proper disc brake performance. Disassembly and replacement of the seals is a simple process and can prevent catastrophic brake failure.

CALIPER SELECTION AND MOUNTING:

Most Wilwood extreme performance calipers are one directional because of the ***differential piston bore design*** (one end of the caliper having larger pistons than the other); the caliper must be mounted in a specific position relative to the rotor rotation. All Wilwood differential bore calipers are marked with a rotor rotation arrow on them. The caliper should be mounted so that the smaller piston end is closest to the rotor entrance and the larger piston end toward the rotor exit. The larger piston end provides slightly greater clamping force to compensate for pad taper that can occur under extended severe use applications. An improperly mounted caliper (reverse rotation) will cause increased pad taper and reduce overall braking efficiency.

Note that differential piston bore calipers cannot be used interchangeably from side to side - there is a left hand caliper and a right hand caliper. Also, calipers differ depending on whether the mounting is behind or in front of the spindle - this affects bleed screw position. Make sure to properly analyze these criteria when ordering and mounting or replacing differential bore calipers.

TECHNICAL TIPS

MOTORCYCLE BRAKE FLUID:

When changing brake calipers, it is a good idea to put in fresh fluid. **Unlike all other racing applications mentioned in this catalog, Harley-Davidson® Motorcycles use DOT 5 silicon fluid, which has different characteristics than DOT 3, DOT 4, or DOT 5.1 Racing Brake Fluid.** The primary reason for using DOT 5 fluid with street bikes is to prevent paint damage should brake fluid be spilled or dripped on fenders, gas tanks, etc. DOT 3, 4, or 5.1 Racing Brake Fluid is superior for high performance racing applications. Wilwood racing and performance calipers will work with either DOT 3, 4, 5, or 5.1 brake fluid, but it should be emphasized that DOT 5 silicon fluid should **NEVER** be mixed with DOT 3, 4, or 5.1 fluids. Replace your factory DOT 5 silicon brake fluid with another DOT 5 type, or flush out your brake system and replace it with a high performance DOT 3, 4, or 5.1 fluid, taking care not to spill on any paint surfaces and taking note of proper use instructions.

PAD SELECTION:

Proper selection of a brake pad compound is critical to disc brake system performance. Each material has specific torque and wear characteristics relative to its operating temperature. Track conditions and driving style can also influence pad requirements. For best performance, final selection of pad material often requires evaluation at the track over a range of actual race conditions. Please reference the Wilwood Brake Pad Catalog, or pages 56 - 65 in this Technical Manual for descriptions of the various compounds available. You may also contact the Wilwood Technical Department for recommendations.

PAD WEAR:

As long as your pads are wearing evenly across the pad surface, the pads can be used almost down to the backing plate. Spacer plates may be added behind the pad backing plate as it wears so the caliper pistons will not have to be exposed to the abusive track dirt and grit.

A regular check of the brake pads for excessive wear and taper is necessary to ensure proper disc brake performance.

WEIGHT REDUCTION:

Finding areas to cut weight is becoming increasingly more difficult, so if you are evaluating whether or not to take weight out of your brake system, here is something to keep in mind:

A caliper's size (and weight) is largely affected by the size of the brake pad it needs to hold. If you can go to a smaller brake pad (without running out of pad before you run out of event) then a smaller, lighter caliper may be for you. For example, if your pads last about 10 races, consider going to a smaller pad that will require changing a bit more frequently. Remember, if you go to a smaller caliper, you won't affect stopping performance provided piston sizes stay the same. Also keep in mind that pad wear is heavily dependent on operating temperature, so if you are going to experiment with downsizing, make sure you have adequate cooling.

WARNINGS:

WARNING

It is the responsibility of the person selecting or 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.

WARNING - TEST YOUR BRAKES

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.

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