

ASSEMBLY INSTRUCTIONS
FOR
**DYNAPRO BIG BRAKE FRONT HAT KIT,
WITH 12.19" DIAMETER VENTED ROTOR**

1995 - 2004 SUNFIRE / CAVALIER

PART NUMBER GROUP

140-8423

**DISC BRAKES SHOULD ONLY BE INSTALLED BY SOMEONE
EXPERIENCED AND COMPETENT IN THE INSTALLATION
AND MAINTENANCE OF DISC BRAKES**

READ ALL WARNINGS

WARNING

IT IS THE RESPONSIBILITY OF THE PERSON INSTALLING ANY BRAKE COMPONENT OR KIT TO DETERMINE THE SUITABILITY OF THE COMPONENT OR KIT FOR THAT PARTICULAR APPLICATION. IF YOU ARE NOT SURE HOW TO SAFELY USE THIS BRAKE COMPONENT OR KIT, YOU SHOULD NOT INSTALL OR USE IT. DO NOT ASSUME ANYTHING. IMPROPERLY INSTALLED OR MAINTAINED BRAKES ARE DANGEROUS. IF YOU ARE NOT SURE, GET HELP OR RETURN THE PRODUCT. YOU MAY OBTAIN ADDITIONAL INFORMATION AND TECHNICAL SUPPORT BY CALLING WILWOOD AT (805) 388-1188, OR VISIT OUR WEB SITE AT WWW.WILWOOD.COM. USE OF WILWOOD TECHNICAL SUPPORT DOES NOT GUARANTEE PROPER INSTALLATION. **YOU**, OR THE PERSON WHO DOES THE INSTALLATION MUST KNOW HOW TO PROPERLY USE THIS PRODUCT. IT IS NOT POSSIBLE OVER THE PHONE TO UNDERSTAND OR FORESEE ALL THE ISSUES THAT MIGHT ARISE IN YOUR INSTALLATION.

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



WARNING

**DO NOT OPERATE ANY VEHICLE ON UNTESTED BRAKES!
SEE MINIMUM TEST PROCEDURE WITHIN**

ALWAYS UTILIZE SAFETY RESTRAINT SYSTEMS AND ALL OTHER AVAILABLE SAFETY EQUIPMENT WHILE OPERATING THE VEHICLE.

IMPORTANT • READ THE DISCLAIMER OF WARRANTY INCLUDED IN THE KIT.

NOTE: Some cleaners may stain or remove the finish on brake system components. Test the cleaner on a hidden portion of the component before general use.

Important Notice - Read This First

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

- Review the wheel clearance diagram (figure 1) to verify that there is adequate clearance with the wheels you will be using with the installation.
- Before any tear-down or disassembly begins, modifications are required to the stock spindle. These include removing the original equipment caliper slides from the stock spindle that will interfere with the assembly of the Wilwood disc brake kit. It is recommended that these modifications be performed by a qualified machine shop. Please refer to the modification procedure and Figure 2 below.
- Front brake kits do not include flex lines. OEM brake lines will not adapt to Wilwood calipers. Check the assembly instructions, or associated components section for brake line recommendations before assembly. In addition, Wilwood offers an extensive listing of brake lines and fitting on our web site: www.wilwood.com.
- Due to OEM production differences and other variations from vehicle to vehicle, the fastener hardware and other components in this kit may not be suitable for a specific application or vehicle.
- It is the responsibility of the purchaser and installer of this kit to verify suitability / fitment of all components and ensure all fasteners and hardware achieve complete and proper engagement. Improper or inadequate engagement can lead to component failure.

General Information and Disassembly Instructions

Installation of this kit should **ONLY** be performed by persons experienced in the installation and proper operation of disc brake systems. Before installation begins, please read the complete procedure thoroughly to familiarize yourself with the process, and double check the following items to ensure a trouble-free installation.

- Make sure this is the correct kit to match the exact make and model year of the vehicle's spindle (i.e., brackets for a 1998 Sunfire may not fit a 2003 Sunfire spindle).
- Verify the hat stud pattern in this kit matches the stud pattern of the vehicle's hubs.
- Verify your wheel clearance using Figure 1.
- Inspect the package contents against the parts list to ensure that all components and hardware are included.

Disassembly

- Disassemble the original equipment front brakes:
Raise the front wheels off the ground and support the front suspension according to the vehicle manufacturer's instructions.

Remove the wheel. Remove the two bolts that hold the stock caliper mounting bracket to the spindle. Lift off the bracket and stock caliper as one unit, then slide off the stock hat and rotor assembly. On some models you may have to unbolt the stock caliper from the caliper bracket before removal.

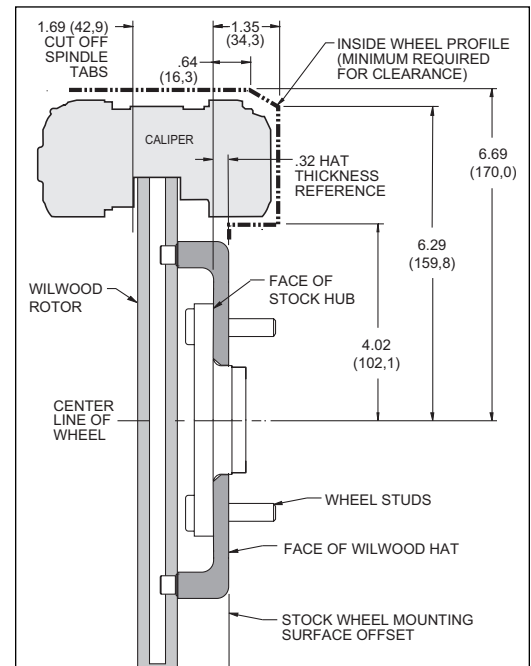


Figure 1. Wheel Clearance Diagram

- Thoroughly clean and de-grease the spindles while removing all nicks or burrs around the spindle and threads.

Spindle Modifications

- These modifications should be performed by a qualified machinist. Refer to Figure 2, right. Only one view of the spindle is shown, but the modifications need to be performed on both spindles.
- Remove the OE caliper slides from the top and bottom of the existing spindle as shown in the gray shaded areas. The amount to be removed is 1.69 (42,9) measured from the face of the stock hub. After removal, be sure that the area is free of any burrs or sharp edges.

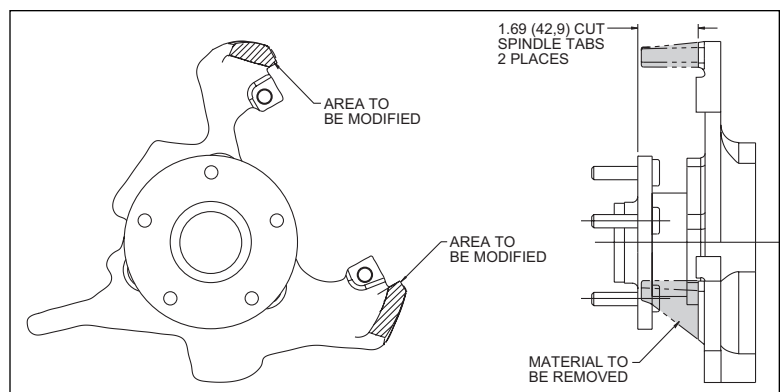


Figure 2. Spindle Modifications

Exploded Assembly Diagram and Parts List

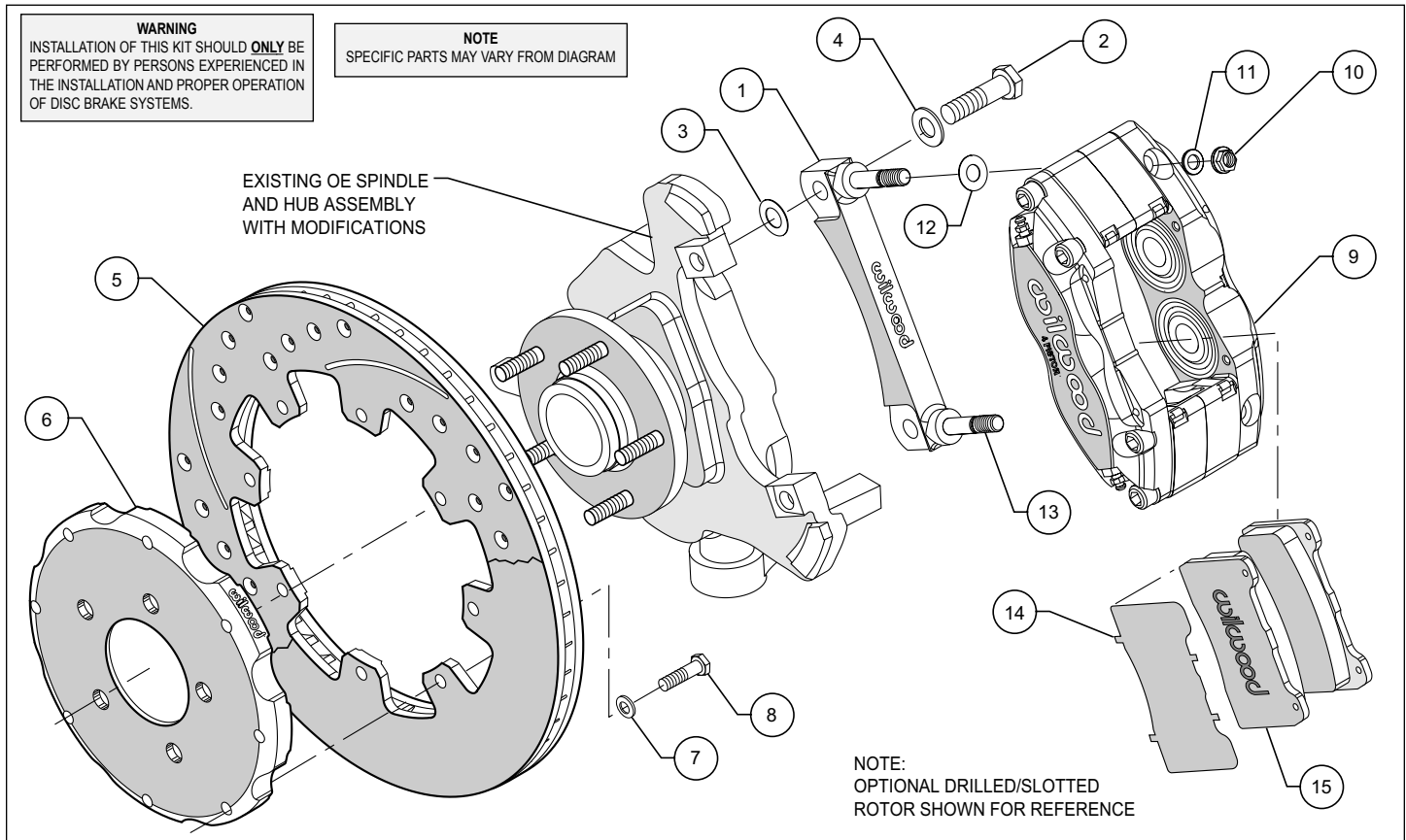


Figure 3. Typical Installation Configuration

ITEM NO.	PART NO.	DESCRIPTION	QTY
1	250-8325	Bracket, Caliper Mounting	2
2	230-8333	Bolt, M11-1.5 x 32mm Long	4
3	240-5680	Washer, 7/8 inch, Shim	4
4	240-0476	Washer, 59/64 inch	8
5	160-5843	Rotor, .81" Thk x 12.19" Dia, 8 x 7.00" Bolt Circle	2
5A	160-7103/04	Rotor, Drilled and Slotted	2
6	170-8324	Hat	2
7	240-0541	Washer, 5/16 inch	16
8	230-8473	Bolt, 5/16-18 x 1.00 Long, Hex Head	16
9	120-7327	Caliper, DynaPro	2
10	230-9183	Nut, Self-Locking Hex Head	4
11	240-2510	Washer, flat, 5/8 inch	4
12	240-3736	Washer, flat, 51/64 inch	16
13	230-9078	Stud, 3/8-16 x 3/8-24 x 2.5 Long (pre installed in bracket)	4
14	300-8259	Anti-Squeal Shims	4
15	15Q-7268K	Pad, PolyMatrix, Axle Set	1
	300-8362	Thread Lock (not shown)	1

NOTES:

Part Number 230-8390 Rotor Bolt Kit, includes part numbers 230-8473 and 240-0541

Part Number 250-8326 Caliper Bracket Mounting Bolt Kit, includes P/N's 230-9183, 230-9078, 240-3736, 240-2510 & 250-8325

Part Number 230-8421 Spindle Bracket Mounting Bolt Kit, includes P/N's 230-8333, 240-0476, 240-5680 & 300-8362 (Thread Lock)

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

Wilwood offers an optional Braided Stainless Steel Hose Kit. Order part number 220-8422 (not included in kit)

Assembly Instructions

Assembly Instructions (numbers in parenthesis refer to the part list/diagram on the preceding page): **CAUTION:** All mounting bolts must fully engage insert nuts. Be sure to check that all bolts are either flush or protruding through flanged side of insert nut after shimming.

•The caliper mounting bracket assembly (1) should be installed first with clean, dry threads on the mounting bolts. Install the bracket from the rear side of the spindle by sliding bolts (2) through flatwasher (4). Place shim washer (3) between the bracket (1) and the backside of the spindle (see Figure 3). The bracket must tighten squarely against the side of the spindle body. Inspect for interference from casting irregularities, machining ridges, burrs, etc. Use one thin shim (3) between the spacer and spindle during initial trial fitting.

•With the larger I.D. side of the rotor (5) facing away from the hat (6), bolt rotor (5) to hat (6) through the backside of the rotor using washers (7) and bolts (8). Torque bolts (8) in an alternating sequence to 120-144 **in-lb**. Safety wire bolts (8) using standard 0.032 inch diameter stainless steel safety wire as shown in Figure 4. Please refer to Wilwood's data sheet DS-386 (available at www.wilwood.org/ds386.pdf) for complete safety wire installation instructions. Slide the rotor/hat assembly onto the spindle. Install a couple of lug nuts (finger tighten) to keep the rotor/hat assembly in place while continuing with the installation.

•**NOTE:** Please reference the caution statement at the beginning of the assembly instructions. Install one washer (12) over each pre-installed stud (13) on the radial mount bracket (1). Slide the caliper (9) in place over the studs and rotors and install the washer (11) and lock nut (10) to hold the caliper in place. The caliper bleed screws should be pointing up. Snug the lock nuts (10) and check that the rotor (5) is centered in the caliper (9). Add or subtract .02" shims (3) as necessary between the spacer and the spindle to center the caliper (9).

•Remove the caliper quick-clip pad retainer from the caliper. Remove the protective material from the adhesive side of the anti-squeal shims (14) and place against the backing plate side of the brake pads (15) utilizing the contour of the backing plate as a guide. Secure material to backing plate by bending the four tabs over the edge of the backing plate. Slide the brake pads (15) with the shims into place. They should install easily without interference. Check that the outside radius of the brake pad is aligned with the outside diameter radius of the rotor face. Add or subtract shims (12) between the caliper and mount bracket to gain the proper alignment. Reinstall the quick-clip pad retainer.

•Remove the lug nuts that were holding the hat in place. Install the wheel. Check to see that the wheel rotates freely without interference.

•Once all clearances have been checked, remove the wheel, caliper, hat, and rotor from the spindle and hub. Secure the caliper mounting bracket (1) to the spindle with bolt (2) using red *Loctite*® 271 supplied in the spindle bracket mounting bolt kit. Torque the bolts to 47 ft-lbs. Reinstall the hat and rotor assembly and again use several lug nuts to hold it in place. Lubricate caliper mounting studs and nuts with lightweight oil, reinstall the caliper, torque the caliper nuts (10) to 30-35 ft-lb.

•**NOTE:** OEM rubber brake hoses will not adapt to Wilwood calipers and should not be used. The caliper inlet fitting is a 1/8-27 NPT. Use steel adapter fittings at the caliper, either straight, 45 or 90 degree and enough steel braided line to allow for full suspension travel and turning radius, lock to lock. **Carefully route lines to prevent contact with moving suspension, brake, or wheel components.** Periodically check hose and components for any wear. Wilwood brake and hose kits are designed for use in many different vehicle applications and it is the installer's responsibility to properly route and ensure adequate clearance and retention for brake hose components. Wilwood offers a hose kit, P/N 220-8422, which includes hoses, fittings, etc., all in one package.

•Bleed the brake system. Reference the general information and recommendation on page 5 for proper bleeding instructions.

•Remove the lug nuts that were used to hold the rotor/hat assembly in place during caliper installation. Install the wheel and lug nuts, torque to OEM specifications.

•Repeat the entire procedure for the other wheel.

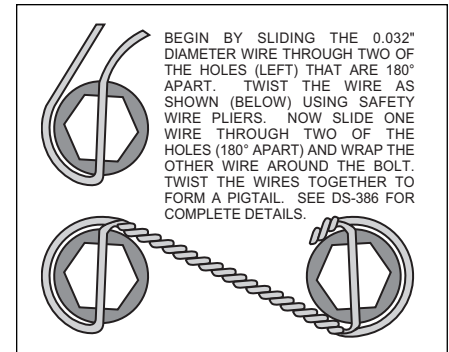


Figure 4. Safety Wire Diagram

Additional Information and Recommendations

- Please read the following concerning balancing the brake bias on 4 wheel disc vehicles.

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

Use a Wilwood adjustable proportioning valve if necessary to achieve proper brake balance, or

Use a Wilwood brake pedal/balancebar assembly with dual master cylinders (requires custom mounting as used in fabricated chassis race cars). A balance bar brake system permits incremental front to rear brake pressure adjustments.

- For optimum performance, fill and bleed the new system with Wilwood Hi-Temp^o 570 grade fluid or EXP 600 Plus. For severe braking or sustained high heat operation, use Wilwood EXP 600 Plus Racing Brake Fluid. Used fluid must be completely flushed from the system to prevent contamination. **NOTE:** Silicone DOT 5 brake fluid is **NOT** recommended.

- To properly bleed the brake system, begin with the caliper farthest from the master cylinder. Bleed the outboard bleed screw first, then the inboard. Repeat the procedure until all calipers in the system are bled, ending with the caliper closest to the master cylinder. **NOTE:** When using a new master cylinder, it is important to bench bleed the master cylinder first.

- If the master cylinder is mounted lower than the disc brake calipers, some fluid flowback to the master cylinder reservoir may occur, creating a vacuum effect that retracts the caliper pistons into the housing. This will cause the pedal to go to the floor on the first stroke until it has “pumped up” and moved all the pistons out against the pad again. A Wilwood in-line two pound residual pressure valve, installed near the master cylinder will stop the fluid flowback and keep the pedal firm and responsive.

- Test the brake pedal. It should be firm, not spongy and stop at least 1 inch from the floor under heavy load.

If the brake pedal is spongy, bleed the system again.

If the brake pedal is initially firm, but then sinks to the floor, check the system for fluid leaks. Correct the leaks (if applicable) and then bleed the system again.

If the brake pedal goes to the floor and continued bleeding of the system does not correct the problem, a master cylinder with increased capacity (larger bore diameter) will be required. Wilwood offers various lightweight master cylinders with large fluid displacement capacities.

- NOTE:** With the installation of after market disc brakes, the wheel track may change depending on the application. Check your wheel offset before final assembly.

- On some models of disc brake spindles there are “ears” where the OEM calipers were mounted and these “ears” interfere with the assembly of the Wilwood disc brake kit. If it becomes necessary to remove these “ears”, remove as little as possible being careful not to cut away any of the mounting holes that may be required to bolt on the caliper mounting bracket.

- If after following the instructions, you still have difficulty in assembling or bleeding your Wilwood disc brakes, consult your local chassis builder, or retailer where the kit was purchased for further assistance.

Brake Testing and Pad Bedding

WARNING • DO NOT DRIVE ON UNTESTED BRAKES BRAKES MUST BE TESTED AFTER INSTALLATION OR MAINTENANCE MINIMUM TEST PROCEDURE

- Make sure pedal is firm: Hold firm pressure on pedal for several minutes, it should remain in position without sinking. If pedal sinks toward floor, check system for fluid leaks. DO NOT drive vehicle if pedal does not stay firm or can be pushed to the floor with normal pressure.
- At very low speed (2-5 mph) apply brakes hard several times while turning steering from full left to full right, repeat several times. Remove the wheels and check that components are not touching, rubbing, or leaking.
- Carefully examine all brake components, brake lines, and fittings for leaks and interference.
- Make sure there is no interference with wheels or suspension components.
- Drive vehicle at low speed (15-20 mph) making moderate and hard stops. Brakes should feel normal and positive. Again check for leaks and interference.
- Always test vehicle in a safe place where there is no danger to (or from) other people or vehicles.
- Always wear seat belts and make use of all safety equipment.

PAD BEDDING PROCEDURE:

• Pump brakes at low speed to assure proper operation. On the race track, or other safe location, make a series of hard stops until some brake fade is experienced. Allow brakes to cool while driving at moderate speed to avoid use of the brakes. This process will properly burnish the brake pads, offering maximum performance.

Associated Components

PART NO.	DESCRIPTION
260-1874	Wilwood Residual Pressure Valve (2 lb for disc brakes)
260-1876	Wilwood Residual Pressure Valve (10 lb for drum brakes)
260-8419	Wilwood Proportioning Valve
290-0632	Wilwood Racing Brake Fluid (Hi-Temp° 570) (12 oz)
290-6209	Wilwood Racing Brake Fluid (EXP 600 Plus) (16.9 oz)
340-1285	Wilwood Floor Mount Brake Pedal (with balance bar)
340-1287	Wilwood Swing Mount Brake Pedal (with balance bar)
260-6764	Wilwood 3/4 inch High Volume Aluminum Master Cylinder
260-6765	Wilwood 7/8 inch High Volume Aluminum Master Cylinder
260-6766	Wilwood 1 inch High Volume Aluminum Master Cylinder
260-8555	Wilwood 1 inch Aluminum Tandem Chamber Master Cylinder
260-8556	Wilwood 1-1/8 inch Aluminum Tandem Chamber Master Cylinder
270-2016	Quick Release Steering Hub (3/4 inch shaft)
270-2017	Quick Release Steering Hub (5/8 inch shaft)
220-3509	Fitting, Straight (1/8-27 NPT to -3)
220-6412	Fitting, 45° Elbow (1/8-27 NPT to -3)
220-6413	Fitting, Adaptor Tubing (10mm to -3)
220-6415	Fitting, 90° Elbow (1/8-27 NPT to -3)
220-8422	Stainless Steel Braided Flexline Kit, Sunfire / Cavalier

Bolt Torque Specifications

BOLT SIZE	TORQUE
1/4-20	85 in-lb
1/4-28	103 in-lb
5/16-18	180 in-lb
5/16-24	198 in-lb
3/8-16	22 ft-lb
3/8-24	30 ft-lb
7/16-14	42 ft-lb
7/16-20	47 ft-lb
1/2-13	65 ft-lb
1/2-20	77 ft-lb
9/16-12	95 ft-lb
9/16-18	105 ft-lb
5/8-11	110 ft-lb
5/8-18	120 ft-lb

NOTE: This bolt torque specification list is for use with specific grades of bolts as supplied in the particular Wilwood kit and is not intended as a guide for any other application.