

**ASSEMBLY INSTRUCTIONS**  
FOR  
**2005 - PRESENT MUSTANG (5 LUG, STOCK OFFSET)\***

**AEROLITE 6R FRONT BRAKE KIT**  
**WITH 14.00" DIAMETER VENTED ROTOR**

BASE PART NUMBER

**140-10830**

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



## Photographic Tip

**Important** and highly recommended: Take photos of brake system before disassembly and during the disassembly process. In the event, trouble-shooting photos can be life savers. Many vehicles have undocumented variations, photos will make it much simpler for Wilwood to assist you if you have a problem.

## Exploded Assembly Diagram

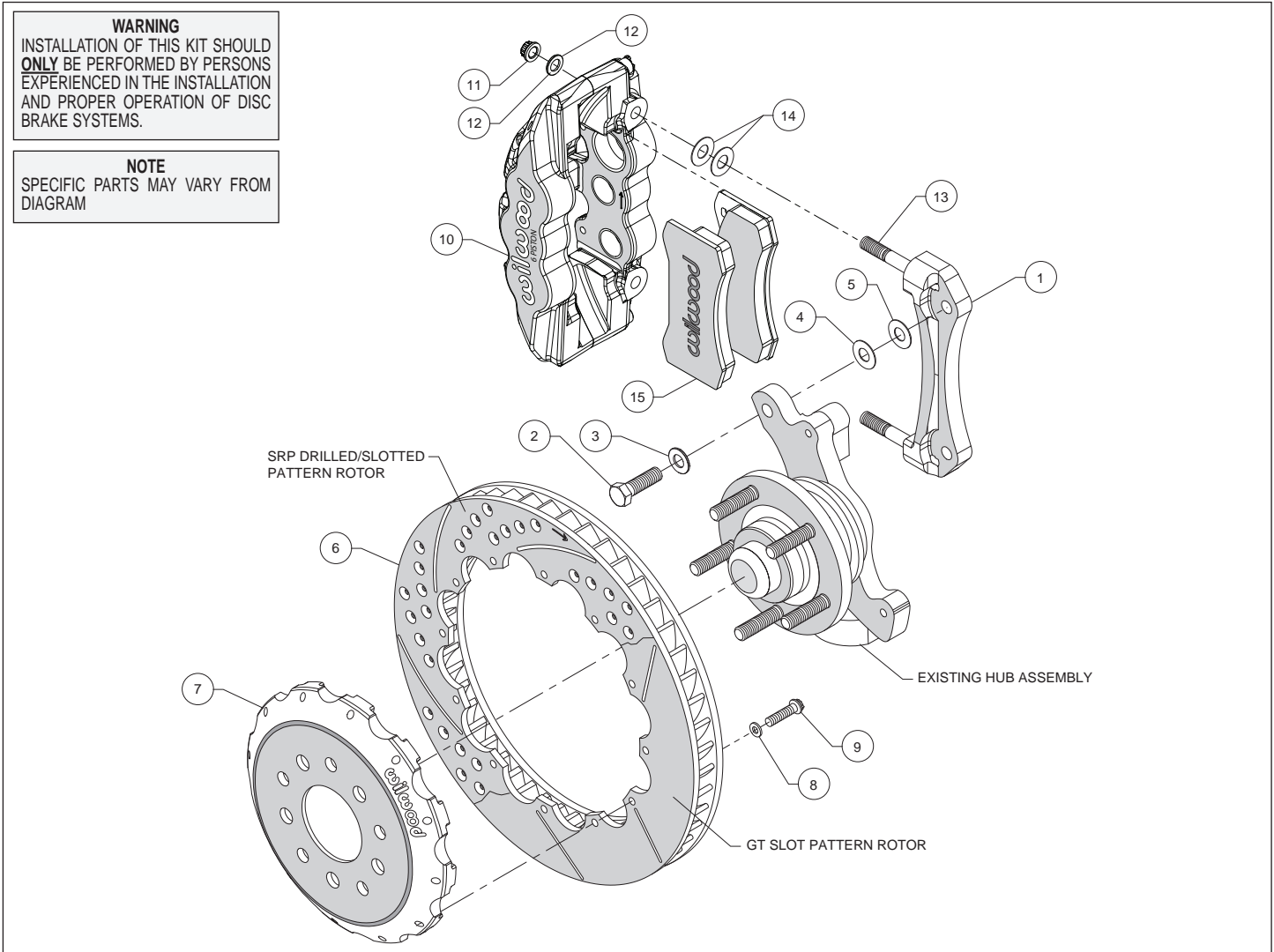


Figure 1. Typical Installation Configuration

## Parts List

ITEM NO.	PART NO.	DESCRIPTION	QTY
1	250-10821	Bracket, Caliper Mounting	2
2	230-10646	Bolt, M12-1.75 x 40mm Long, HXHD	4
3	240-0476	Washer, .477 I.D. x .922 O.D. x .063 Thick	4
4	240-5878	Washer, .503 I.D. x 1.051 O.D. x .015 Thick	4
5	240-6320	Washer, .483 I.D. x 1.031 O.D. x .033 Thick	12
6	160-8398/99	Rotor, GT, 1.25" Thk x 14.00" Dia, 12 x 8.75" Bolt Circle, Right and Left	2
6A	160-8396/97-BK	Rotor, SRP Drilled and Slotted, Black, Right and Left	2
7	170-10149	Hat, 5 x 4.50/4.75", .875" offset, 12 x 8.75" Bolt Circle	2
8	240-11240	Washer, .265 I.D. x .500 O.D. x .063 Thick	24
9	230-6737	Bolt, 1/4-20 x 1.00 Long, 12 Point	24
10	120-13289/90-BK	Caliper, Aerolite 6R	2
10A	120-13289/90-RD	Caliper, Aerolite 6R, Red	2
11	230-9182	Nut, 7/16-20 Self-Locking, 12 Point	4
12	240-11101	Washer, .453 I.D. x .750 O.D. x .063 Thick	4
13	230-9080	Stud, 7/16-14 x 7/16-20 x 3.375 long (pre installed in bracket)	4
14	240-6320	Washer, .483 I.D. x 1.031 O.D. x .033 Thick	16
15	150-9488K	Pad, BP-10 Compound, Axle Set	1

NOTES: Part Number 230-4572 Rotor Bolt Kit, includes part numbers 230-6737 and 240-11240  
 Part Number 230-10647 Spindle / Bracket Bolt Kit, includes P/N's 230-10646, 240-0476, 240-5878 and 240-6320  
 Part Number 250-10822 Caliper Bracket Kit, includes P/N's 230-9182, 230-9080, 240-6320, 240-11101 and 250-10821  
 Item 6A is an optional item and is included in the "-D" drilled rotor kits. Add "-D" to end of part number when ordering.  
 Item 10A is an optional item and is included in the "-R" red caliper kits. Add "-R" to end of part number when ordering.

## 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 assembling the Wilwood front disc brake kit, 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 vehicles spindle (i.e., hats for a 1980 Mustang spindle will not fit a 2005 Mustang spindle).
- Verify the factory hub stud pattern matches the hat in this kit.
- Verify your wheel clearance using Figure 2.
- Inspect the package contents against the parts list to ensure that all components and hardware are included.

### Disassembly Instructions

- 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 from the backside of the spindle that hold the stock caliper mounting bracket and lift off the bracket and stock caliper as one unit. If space is a problem, you may have to unbolt the stock caliper from the caliper bracket before removal. Slide off the stock hat and rotor assembly.

Remove the dust shield.

- Clean and de-grease the spindles. Remove all nicks or burrs on the spindle snout and threads.

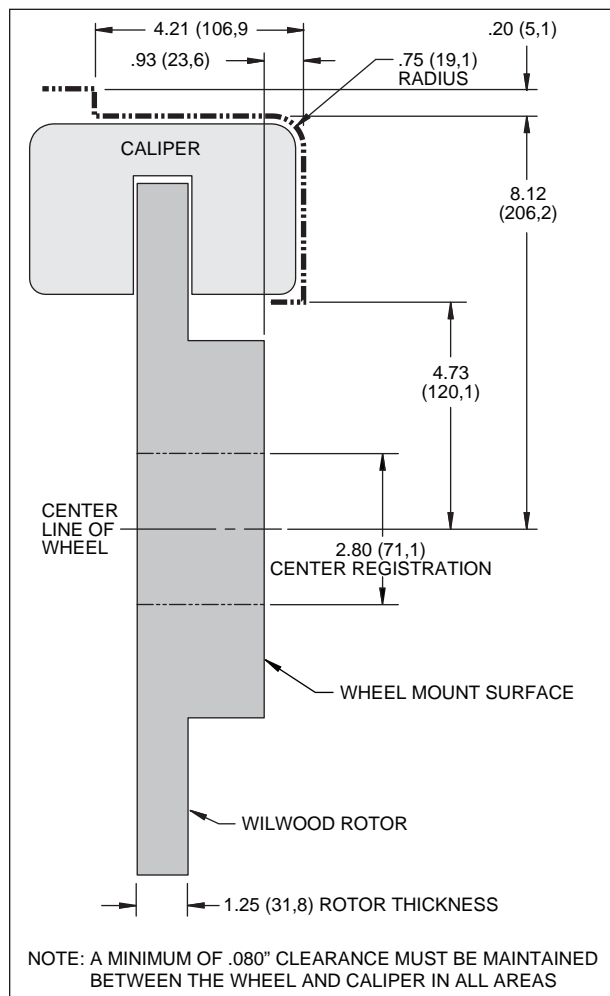


Figure 2. Wheel Clearance Diagram

## Spindle Modifications

- These modifications should be performed by a qualified machinist. Refer to figure 3, right. Only one view of the spindle is shown, but the modifications need to be performed on both spindles.
- Due to OEM tolerances, it may be necessary to modify the spindle to clear the caliper mounting bracket. As per the instructions, preinstall only the caliper mounting bracket with no shims, carefully check for interference between the bracket and the spindle that will not permit the bracket to seat flush against the mounting lugs on the spindle. If there is interference, have a qualified machine shop remove the material to allow the bracket to seat flush to the spindle. Be sure the area is free of sharp edges and burrs,

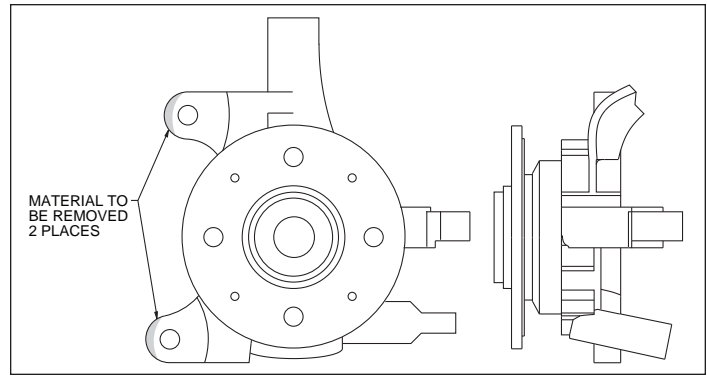


Figure 3. Spindle Modifications

## Assembly Instructions

**Assembly Instructions** (numbers in parenthesis refer to the parts list/diagram on the preceding page):

- The caliper mount bracket assembly (1) should be installed first with clean, dry threads on the mounting bolts. Install the bracket on the inboard side of the spindle by sliding bolt (2) through flat washer (3), and spindle ear from the outboard side of the spindle. Place two shim washers (5) between the bracket (1) and the spindle (see figure 1). The bracket must tighten squarely against the inboard side of the modified caliper mount bosses on the spindle body. Inspect for interference from casting irregularities, machining ridges, burrs, etc. Later, after the caliper, pad, and rotor alignment has been checked, and any necessary shims have been put in place, the mount bolts should be coated with red *Loctite*® 271 and torqued to 60 ft-lbs.
- With the larger I.D. side of the rotor (6) facing away from the hat (7), bolt the rotor (6) to the hat (7) through the backside of the rotor using washers (8) and bolts (9) provided in the configuration pictured in figure 1. Using an alternating sequence, apply red *Loctite*® 271 to the threads and torque bolts to 155 in-lb. For an added measure of security, the bolts may be safety wired using standard 0.032 inch diameter stainless steel safety wire as shown in Figure 4.
- Install the hat and rotor assembly onto the hub. Check to be sure the hat seats squarely against the hub. The hub must be free from any rust, debris, casting burrs, machining irregularities, etc. Use three lug nuts to hold the rotor and hat firmly against the hub during the next phases of the installation and clearance checking procedures.
- Lubricate caliper mounting studs (13) and nuts (11) with lightweight oil. Install two shims (14) over each stud (13) on the radial mount bracket. Slide the caliper (10) in place over the studs and rotors and install the washer (12) and lock nut (11) to hold the caliper in place. The caliper bleed screws should be pointing up. Snug the lock nuts (11) and check that the rotor (6) is centered in the caliper (10). Add or subtract shims (4 and/or 5) as necessary between the mounting bracket (1) and the spindle to center the caliper (10).
- Remove the two pad retaining pins from the caliper (10) by carefully popping out the pin retaining clips and sliding out the pins. Insert the brake pads (15) into the caliper from the bottom, Figure 1. With the friction material facing the rotor, secure the brake pads in place with the pad retaining pins and clips. Reinstall the caliper onto the caliper mounting bracket and temporarily tighten the lock nuts. Check that the top of the brake pad is flush with the outside diameter of the rotor. If not, adjust by adding or subtracting shims (14) between the caliper and the bracket.
- Remove the lug nuts that were holding the hat in place. Install the wheel and torque the lug nuts to manufacturer's specification. 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 using red *Loctite*® 271. Torque the bolts to 60 ft-lbs. Reinstall the hat and rotor assembly and again use three lug nuts to hold it in place. Reinstall the caliper, torque the caliper nuts (11) to 30 ft-lbs.

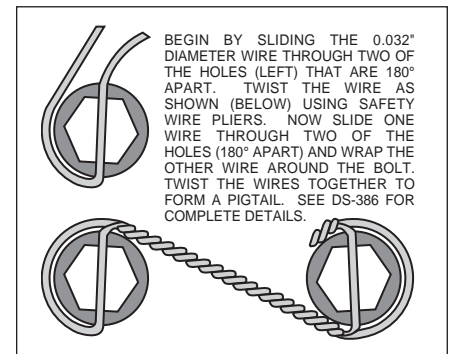


Figure 4. Safety Wire Diagram

## Assembly Instructions (Continued)

- **NOTE:** OEM rubber brake hoses generally cannot be adapted to Wilwood calipers. The caliper inlet fitting is a 1/8-27 NPT. The preferred method is to use steel adapter fittings at the caliper, either straight, 45 or 90 degree 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.** Wilwood 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 220-9111, which includes hoses, fittings, etc., all in one package for this application.
- Specified brake hose kits may not work with all Years, Makes and Models of vehicle that this brake kit is applicable to, due to possible OEM manufacturing changes during a production vehicle's life. It is the installer's responsibility to ensure that all fittings and hoses are the correct size and length, to ensure proper sealing and that they will not be subject to crimping, strain and abrasion from vibration or interference with suspension components, brake rotor or wheel.
- In absence of specific instructions for brake line routing, the installer must use his best professional judgment on correct routing and retention of lines to ensure safe operation. Test vehicle brake system per the 'minimum test' procedure stated within this document before driving. After road testing, inspect for leaks and interference. Initially after install and testing, perform frequent checks of the vehicle brake system and lines before driving, to confirm that there is no undue wear or interference not apparent from the initial test. Afterwards, perform periodic inspections for function, leaks and wear in a interval relative to the usage of vehicle.
- Bleed the brake system, referring to additional information below for proper bleeding instructions.

## Additional Information and Recommendations

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

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

- For optimum performance, fill and bleed the new system with Wilwood Hi-Temp<sup>o</sup> 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 for racing or performance driving.*
- To properly bleed the brake system, begin with the caliper farthest from the master cylinder. Bleed the outboard bleed screw first, then the inboard. Repeat the procedure until all calipers in the system are bled, ending with the caliper closest to the master cylinder. **NOTE:** *When using a new master cylinder, it is important to bench bleed the master cylinder first.*
- Test the brake pedal. It should be firm, not spongy and stop at least 1 inch from the floor under heavy load.
  - If the brake pedal is spongy, bleed the system again.
  - If the brake pedal is initially firm, but then sinks to the floor, check the system for fluid leaks. Correct the leaks (if applicable) and then bleed the system again.
  - If the brake pedal goes to the floor and continued bleeding of the system does not correct the problem, a master cylinder with increased capacity (larger bore diameter) may be required. Wilwood offers various lightweight master cylinders with large fluid displacement capacities.
- **NOTE:** *With the installation of after market disc brakes, the wheel track may change depending on the application. Check your wheel offset before final assembly.*
- If after following the instructions, you still have difficulty in assembling or bleeding your Wilwood disc brakes, consult your local chassis builder, or retailer where the kit was purchased for further assistance.

## Brake Testing

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

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

## Pad and Rotor Bedding

### **BEDDING STEPS FOR NEW PADS AND ROTORS – ALL COMPOUNDS**

Once the brake system has been tested and determined safe to operate the vehicle, follow these steps for the bedding of all new pad materials and rotors. These procedures should only be performed on a race track, or other safe location where you can safely and legally obtain speeds up to 65 MPH, while also being able to rapidly decelerate.

- Begin with a series of light decelerations to gradually build some heat in the brakes. Use an on-and-off the pedal technique by applying the brakes for 3-5 seconds, and then allow them to fully release for a period roughly twice as long as the deceleration cycle. If you use a 5 count during the deceleration interval, use a 10 count during the release to allow the heat to sink into the pads and rotors.
- After several cycles of light stops to begin warming the brakes, proceed with a series of medium to firm deceleration stops to continue raising the temperature level in the brakes.
- Finish the bedding cycle with a series of 8-10 hard decelerations from 55-65 MPH down to 25 MPH while allowing a proportionate release and heat-sinking interval between each stop. The pads should now be providing positive and consistent response.
- If any amount of brake fade is observed during the bed-in cycle, immediately begin the cool down cycle.
- Drive at a moderate cruising speed, with the least amount of brake contact possible, until most of the heat has dissipated from the brakes. Avoid sitting stopped with the brake pedal depressed to hold the car in place during this time. Park the vehicle and allow the brakes to cool to ambient air temperature.

### **COMPETITION VEHICLES**

- If your race car is equipped with brake cooling ducts, blocking them will allow the pads and rotors to warm up quicker and speed up the bedding process.
- Temperature indicating paint on the rotor and pad edges can provide valuable data regarding observed temperatures during the bedding process and subsequent on-track sessions. This information can be highly beneficial when evaluating pad compounds and cooling efficiencies.

## Pad and Rotor Bedding (Continued)

### POST-BEDDING INSPECTION – ALL VEHICLES

- After the bedding cycle, the rotors should exhibit a uniformly burnished finish across the entire contact face. Any surface irregularities that appear as smearing or splotching on the rotor faces can be an indication that the brakes were brought up to temperature too quickly during the bedding cycle. If the smear doesn't blend away after the next run-in cycle, or if chatter under braking results, sanding or resurfacing the rotors will be required to restore a uniform surface for pad contact.

### PRE-RACE WARM UP

- Always make every effort to get heat into the brakes prior to each event. Use an on-and-off the pedal practice to warm the brakes during the trip to the staging zone, during parade laps before the flag drops, and every other opportunity in an effort to build heat in the pads and rotors. This will help to ensure best consistency, performance, and durability from your brakes.

### DYNO BEDDED COMPETITION PADS AND ROTORS

- Getting track time for a proper pad and rotor bedding session can be difficult. Wilwood offers factory dyno-bedded pads and rotors on many of our popular competition pads and **Spec 37** GT series rotors. Dyno-bedded parts are ready to race on their first warm up cycle. This can save valuable time and effort when on-track time is either too valuable or not available at all, Dyno-bedding assures that your pads and rotors have been properly run-in and are ready to go. Contact your dealer or the factory for more information on Wilwood Dyno-Bedding services.

### NOTE:

*NEVER allow the contact surfaces of the pads or rotors to be contaminated with brake fluid. Always use a catch bottle with a hose to prevent fluid spill during all brake bleeding procedures.*

## Associated Components

<u>PART NO.</u>	<u>DESCRIPTION</u>
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
260-4893	1-1/16 inch Tandem Master Cylinder (aluminum housing)
250-2406	Mounting Bracket Kit (tandem master cylinder)
260-8555	Wilwood 1 inch Aluminum Tandem Chamber Master Cylinder
260-8556	Wilwood 1-1/8 inch Aluminum Tandem Chamber Master Cylinder
350-2038	1971 - 1973 Pinto Rack and Pinion (new, not rebuilt)
270-2016	Quick Release Steering Hub (3/4 inch shaft)
270-2017	Quick Release Steering Hub (5/8 inch shaft)
220-9111	Flexline Hose Kit, 2005-up Mustang