

**ASSEMBLY INSTRUCTIONS**  
FOR  
DYNALITE BIG BRAKE FRONT HAT KIT, 11.00" DIAMETER VENTED  
ROTOR  
HONDA CIVIC (4 LUG)  
FOR FACTORY 240mm DISC SPINDLE

PART NUMBER GROUP

**140-8695**

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



# Exploded Assembly Diagram

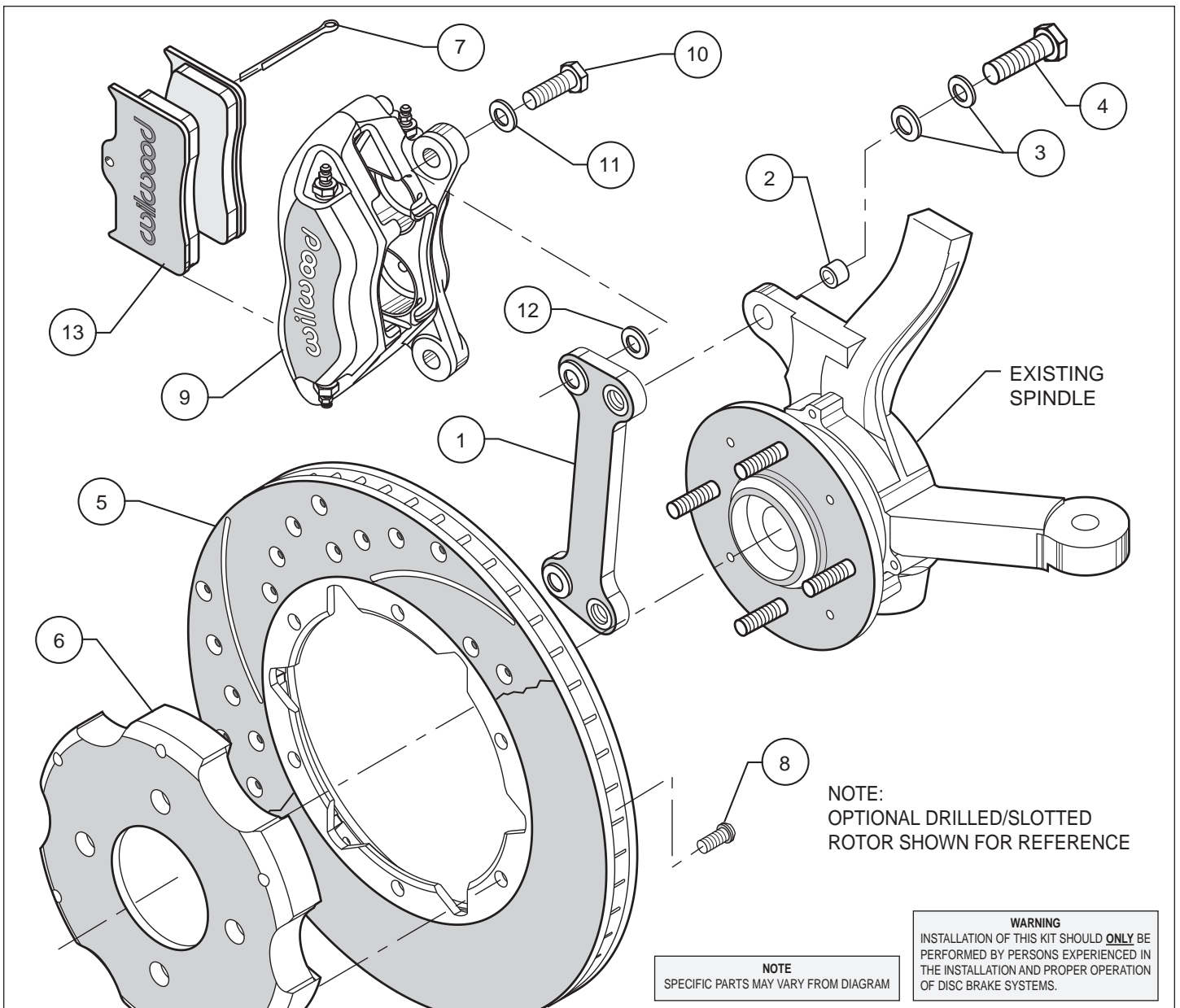


Figure 1. Typical Installation Configuration, Left Hand Application Shown

## Parts List (numbers reference the diagram on the preceding page)

ITEM NO.	PART NO.	DESCRIPTION	QTY
1	250-8642	Bracket, Caliper Mounting	2
2	300-8406	Sleeve	4
3	240-10190	Washer, .391 I.D. x .625 O.D. x .063 Thick	8
4	230-10024	Bolt, 3/8-24 x 1.00 Long, Hex Head	4
5	160-5840	Rotor, .81" Thk x 11.00" Dia, 6 x 6.25" Bolt Circle	2
5A	160-7099/7100	Rotor, Drilled, one each, left and right	2
6	170-8643	Hat	2
7	180-0055S	Pin, Cotter	2
8	230-11935	Bolt, 5/16-18 x 1.00 Long, Torx Button Head	12
9	120-6806	Caliper, Forged Dynalite	2
10	230-10025	Bolt, 3/8-24 x 1.25 Long, Hex Head	4
11	240-10190	Washer, .391 I.D. x .625 O.D. x .063 Thick	4
12	240-1159	Shim Washer, .035 thick	16
13	150-8850K	Pad, BP-10, Axle Set	1

NOTES: Part Number 230-12176 Rotor Bolt Kit, includes part number 230-11935

Part Number 230-8696 Caliper Bracket Mounting Bolt Kit, includes P/N's 230-10024, 240-10190 and 300-8406

Part Number 230-11861 Caliper Mounting Bolt Kit, includes P/N's 230-10025, 240-10190 and 240-1159

Item 5A is an optional items 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 220-6419 (not included in kit)

## 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.

## 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.

- Some material must be removed from the caliper mounting lugs on the OE spindle until .19" (4,8mm) remains between a tangent on the outer edge of the bolt hole and the outer edge of the lug. After removal, be sure the area is free of sharp edges or burrs. With the caliper and mount bracket in place, check to be sure there is no interference between the mounting lugs on the spindle and the caliper.

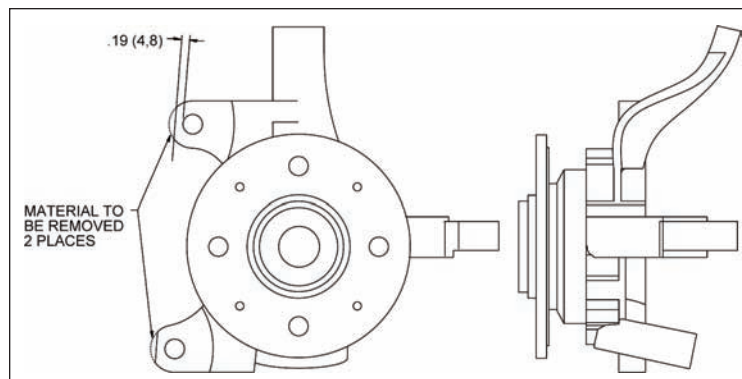


Figure 2. Spindle Modifications

## General Information

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 1980 Honda spindle will not fit a 1997 Honda spindle).
- Verify the hat stud pattern in this kit matches the stud pattern of the vehicle's wheels.
- Verify your wheel clearance using Figure 3.
- Inspect the package contents against the parts list to ensure that all components and hardware are included.

## Disassembly and Assembly Instructions

### 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. Disconnect the caliper brake hose from the brake line at the body. 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.

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

**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.

- Insert one sleeve (2) each into the holes on the top and bottom of the spindle "ears" where the OEM caliper bracket was removed. Apply red *Loctite*® 271 to the caliper mounting bracket bolt threads (4) before installation of the caliper mounting bracket (1). Install the caliper mounting bracket (1) with the threaded inserts and the beveled bolt holes facing the outside of the vehicle. Slide bolt (4) through two flat washers (3) into the previously installed insert (2) from the backside of the spindle. Finger tighten. Repeat for the lower mounting holes. Torque bolts to 40 ft-lb. **NOTE:** Be sure the heads of the caliper bracket (1) insert nuts are facing outward toward the wheel.

- Attach the hat (6) to the rotor (5) using bolts (8) as shown in Figure 1. Using an alternating sequence, remove bolts one at a time, apply red *Loctite*® 271 to the threads, and torque to 25 ft-lb.

- Slide the rotor/hat assembly onto the axle hub. Install three lug nuts (finger tight) to keep the rotor/hat in place while continuing with the installation.

- NOTE:** Please reference the caution statement at the beginning of the assembly instructions. Mount the caliper (9) onto the caliper mounting bracket (1) using bolts (10) and washers (11) as shown in Figure 1. Temporarily tighten mounting bolts and view the rotor (5) through the top opening of the caliper. The rotor should be centered in the caliper. If not, adjust by adding or subtracting 0.035 inch thick shims (12) between the caliper and the bracket. Always use the same amount of shims on each of the mounting bolts. **NOTE:** The end of each bolt must be flush with or slightly protruding from the head of the clinch nut. If necessary place spare shims between washer and caliper mounting ear to achieve the proper clinch nut engagement, as shown in Figure 4. Once the caliper alignment and clinch nut engagement are correct, remove bolts one at a time, apply red *Loctite*® 271 to the threads and torque to 40 ft-lb.

- Install the disc brake pads (13) and secure using cotter pin (7). Repeat this procedure for the other wheel.

- Remove the two 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.

- 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 220-6419, which includes hoses, fittings, etc., all in one package for this application.

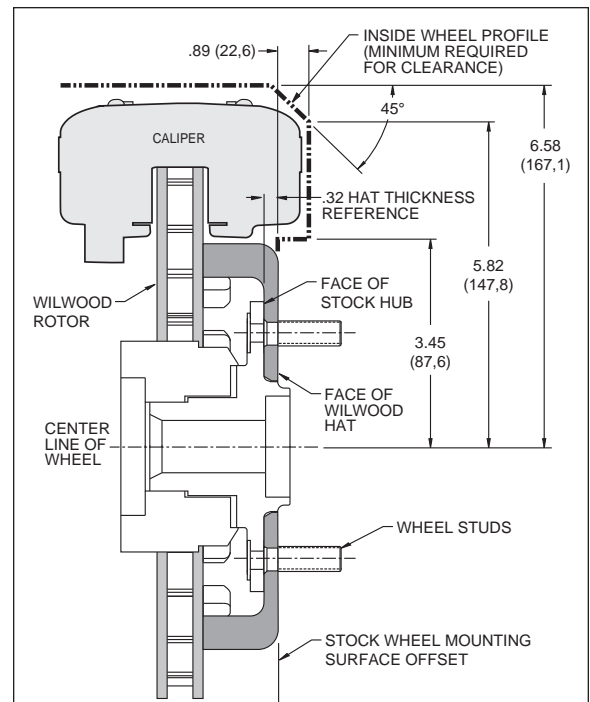
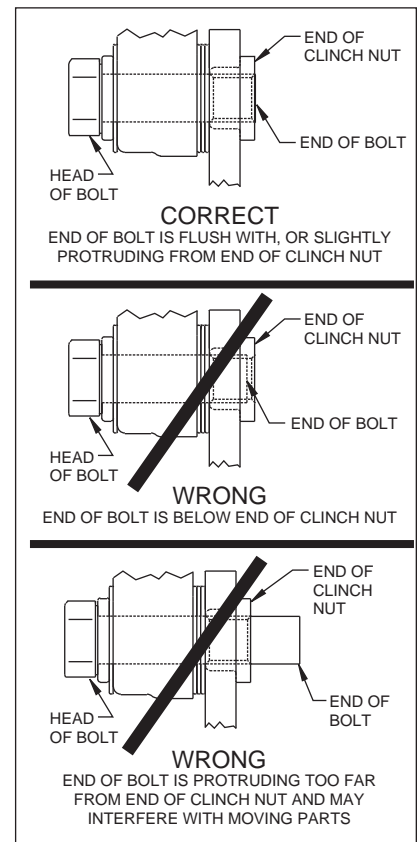


Figure 3. Wheel Clearance Diagram

## Assembly Instructions (Continued)

- 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. Reference the general information and recommendations on page 6 for proper bleeding instructions.



**Figure 4.**  
**Clinch Nut Engagement Diagram**

## Balancing the Brake Bias on 4 Wheel Disc Vehicles

### •OE Style or Single Mount Race Pedal with Tandem Outlet Master Cylinder:

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

### •Race Pedal with Dual Master Cylinders and Balance Bar:

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

## Additional Information and Recommendations

- 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.*
- For optimum performance, fill and bleed the new system with Wilwood Hi-Temp° 570 grade fluid. 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. If the caliper is fitted with bleed screws on four corners, make sure the bottom bleed screws are tight. Only bleed from the top bleed screws. **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 2 lb. 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 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, either air may be trapped in the system, or a master cylinder with increased capacity (larger bore diameter) may be required. Wilwood offers various lightweight master cylinders with large fluid displacement capacities (custom fabricated mounting may be required).
- On some models of disc brake spindles there are “ears” where the OEM calipers were mounted that interfere with the assembly of the Wilwood disc brake kit. If “ear” removal is required, remove only what is necessary to clear the new bracket, retaining appropriate mounting bolt holes.

## 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.*