

**ASSEMBLY INSTRUCTIONS**  
FOR  
**TC6R FRONT BIG BRAKE KIT**  
**WITH 16.00" DIAMETER VENTED ROTOR**

**2004 - 2008 FORD F-150 (6 LUG, 2 WHEEL DRIVE ONLY)**

PART NUMBER GROUP

**140-9072**

**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

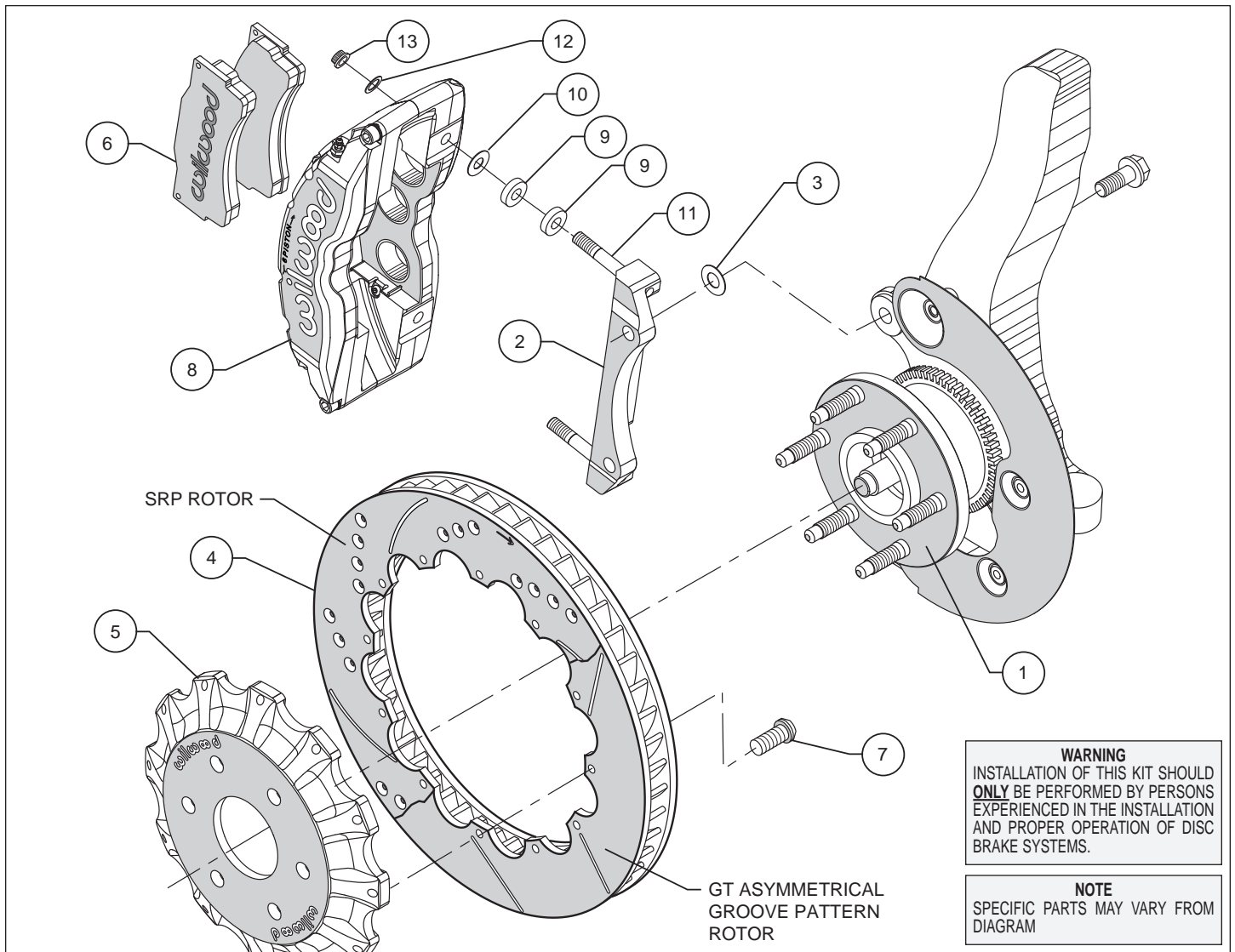


Figure 1. Typical Installation Configuration

## Parts List

ITEM NO.	PART NO.	DESCRIPTION	QTY
1	270-9035	Hub	2
2	250-12132	Bracket, Caliper Mounting (replaces part number 250-9067)	2
3	240-9074	Shim, .024 Thick	12
4	160-8953/54	Rotor, GT 1.38" x 16.00" Dia, 12 x 10.75" Bolt Circle (one each, right and left)	2
4A	160-8955/56	Rotor, SRP Drilled and Slotted (one each, right and left)	2
5	170-9066	Hat	2
6	150-9118K	Pad, BP-10, Axle Set	1
7	230-11935	Bolt, 5/16 x 18 x 1.00 Long, Torx Button Head	24
8	120-8907/08-RS	Caliper, TC	2
9	300-6992	Spacer, .250 Long	8
10	240-1848	Shim, .03 Thick	12
11	230-9080	Stud, 7/16-14 x 7/16-20 x 3.375 Long (pre installed in bracket)	4
12	240-11101	Washer, .453 I.D. x .750 O.D. x .063 Thick	4
13	230-9182	Nut, Self-Locking, 12 Point, 7/16 x 20	4

### NOTES:

Part Number 230-12176 Rotor Bolt Kit, includes part numbers 230-11935

Part Number 250-9064 Caliper Bracket Kit, includes P/N's 230-9080, 230-9182, 240-1848, 240-11101, 240-9074, 250-12132 & 300-6992

Item 4A is an optional item and 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 220-9073 (not included in kit)

## General Information, Disassembly and Assembly Instructions

Installation of this kit should **ONLY** be performed by persons experienced in the installation and proper operation of disc brake systems. Before 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.
- Verify the hat stud pattern in this kit matches the bolt pattern of the vehicle's hubs.
- 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

- 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. Remove the hub nut and slide off the hub assembly. Save the hub nut for use during reassembly.

- Thoroughly clean and de-grease the spindles while removing any nicks or burrs.

### Assembly Instructions

(numbers in parenthesis refer to the part list/diagram on the preceding pages): **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.

- Slide the new hub assembly (1) into place and secure with original hub nut. Torque to manufacturer's specification.

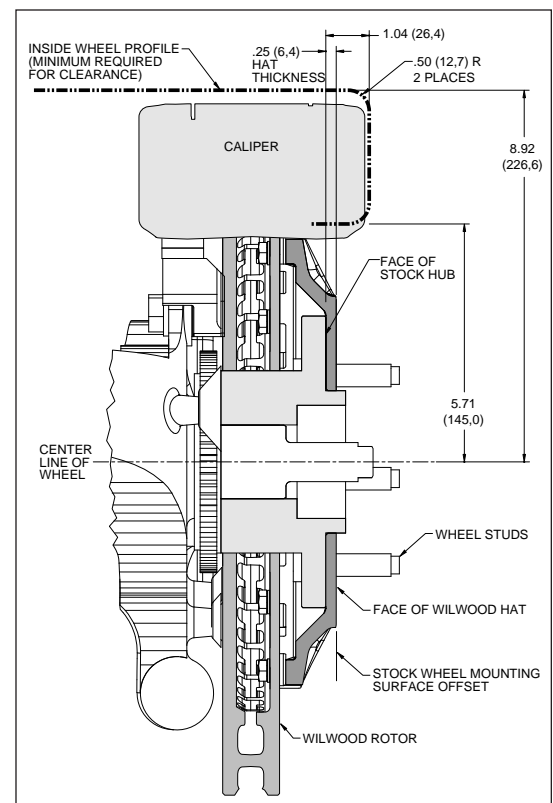


Figure 2. Wheel Clearance Diagram

## Assembly Instructions (Continued)

- The caliper mounting bracket assembly (2) should be installed first with clean, dry threads on the mounting bolts. Install the bracket from the outboard side of the spindle by sliding the stock bolt through from the backside. Place shim washer (3) between the bracket (2) and the spindle (see Figure 1). 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 bracket (2) and spindle during initial trial fitting.
- With the larger I.D. side of the rotor (4) facing away from the hat (5), attach rotor (4) to hat (5) using bolts (7) as shown in Figure 1. Finger tighten. Using an alternating sequence, remove bolts (7) one at a time, apply red *Loctite*<sup>®</sup> 271 to the threads and torque to 25 ft-lb.
- Slide the rotor/hat assembly onto the spindle. **NOTE:** *The rotor/hat must fit flush against the hub face or excessive rotor runout may result.* Install three lug nuts (finger tight) 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 two spacers (9) and one shim washer (10) over each pre-installed stud (11) on the radial mount bracket (2). Slide the caliper (8) in place over the studs and rotors and install the washer (12) and lock nut (13) to hold the caliper in place. The caliper bleed screws should be pointing up. Snug the lock nuts (13) and check that the rotor (4) is centered in the caliper (8). Add or subtract .024" shims (3) as necessary between the caliper mounting bracket (2) and the spindle to center the caliper (8).
- Remove the two caliper center bridge pad retainer bolts, nuts, tubes, and anti-rattle clips from the caliper. Slide the brake pads (6) 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 (10) between the caliper and mount bracket to gain the proper alignment. Reinstall the first center bridge pad retainer and tube while sliding the bolt thru the mounting holes on the end of the anti-rattle clip, screw on the locknut. Push the opposite end of the anti-rattle clip downward and secure the second center bridge pad retainer tube, bolt and locknut on top of the anti-rattle clip, thus holding it firmly against the brake pads. The locknut should be snug without play in the bolt or tube. Be cautious not to over tighten.
- Remove the lug nuts that were holding the hat in place. Install the wheel and torque the lug nuts to 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 (2) to the spindle with original bolts using red *Loctite*<sup>®</sup> 271. Torque the bolts to 85-95 ft-lb. Reinstall the hat and rotor assembly and again use lug nuts to hold it in place. Lubricate caliper mounting studs and nuts with lightweight oil, reinstall the caliper, torque the caliper nuts (13) to 47 ft-lb.
- 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 220-9073, 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 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.

## 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.*

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

This Ford F-150 truck 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° 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. 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.*

•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).

## 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.*