

ASSEMBLY INSTRUCTIONS
FOR
DYNAPRO BIG BRAKE REAR KIT FOR OE PARKING BRAKE
WITH 12.90" DIAMETER VENTED ROTOR

2004 - 2008 NISSAN 350Z / G35
2009 - PRESENT NISSAN 370Z / G37

PART NUMBER GROUP

140-9507

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



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:

- Installation of this kit requires modifications to the backing plate/ dust shield that is best accomplished by a qualified machine shop. Please read installation instructions completely before beginning work.
- Review the wheel clearance diagram (figure 2, page 3) to verify that there is adequate clearance with the wheels you will be using with the installation.
- Rear brake kits are not supplied with hydraulic lines or fittings and may require the purchase of additional lines or fittings to complete the installation.
- Rear brake kits are not supplied with parking brake cables hardware or adapters. Please see the note in the assembly instructions for vendor recommendations to purchase these parts.
- 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.

Photographic Tip

We suggest you take digital photos of the brake system setup before and during the disassembly procedure. This will aid in the event that something is not compatible with the new brake components and be a valuable tool to assist in the trouble-shooting process.

Exploded Assembly Diagram

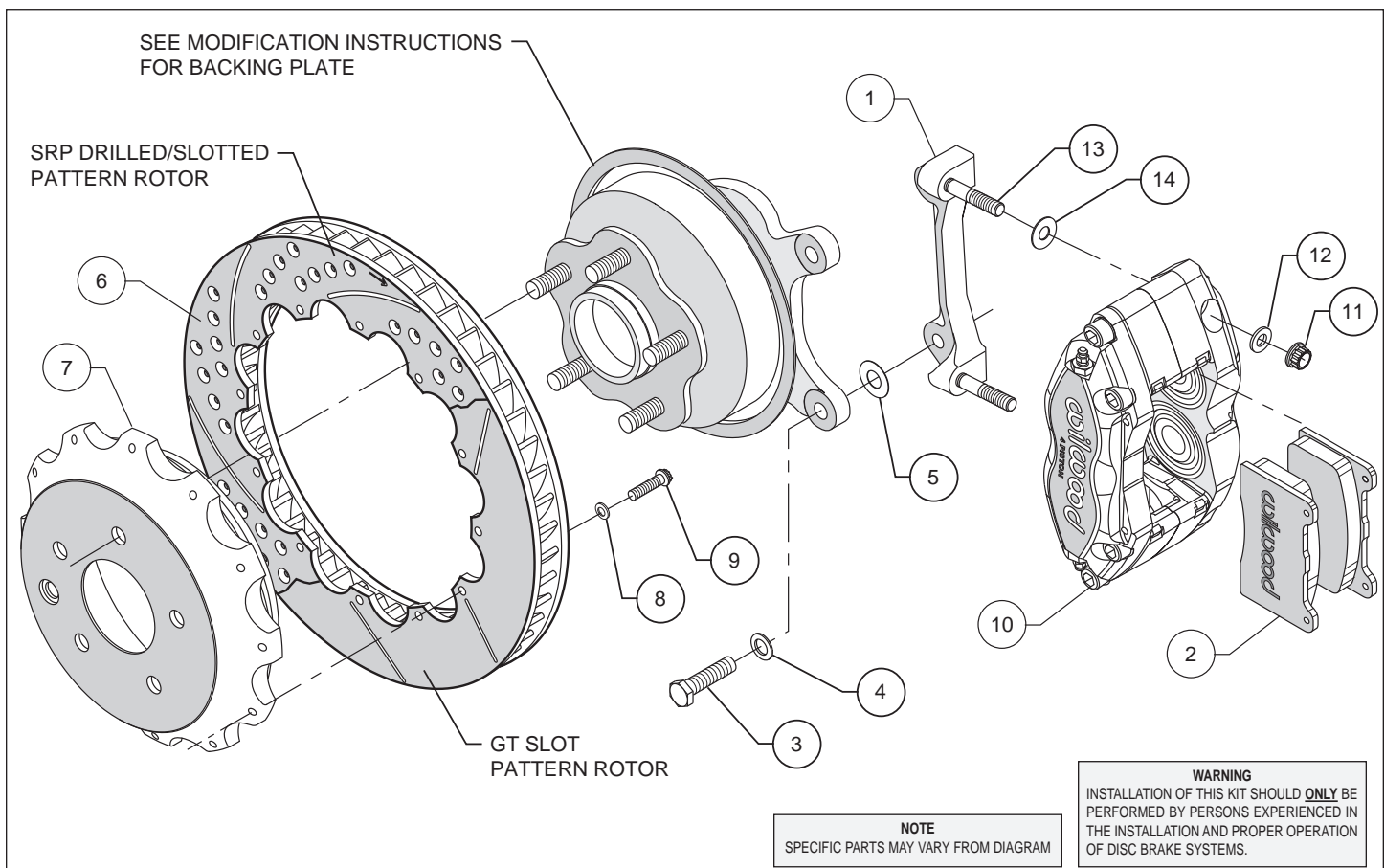


Figure 1. Typical Installation Configuration

Parts List

ITEM NO.	PART NO.	DESCRIPTION	QTY
1	250-9346	Bracket, Caliper Mounting	2
2	150-8946K	Pad, BP-10 Compound, Axle Set	1
3	230-10646	Bolt, M12 x 1.75 x 40mm Long, Hex Head	4
4	240-0476	Washer, .477 I.D. x .922 O.D. x .063 Thick	4
5	240-5878	Shim, .015 Thick	12
6	160-6833/34	Rotor, GT - 1.10" X 12.90" Dia, 12 x 8.75" Bolt Circle (one each, right and left)	2
6A	160-6835/36	Rotor, SRP Drilled and Slotted (one each, right and left)	2
7	170-9455	Hat, 5 x 4.50, 2.16 Offset, 12 x 8.75 Bolt Circle	2
8	240-11240	Washer, .265 I.D. x .500 O.D. x .063 Thick	24
9	230-6738	Bolt, 1/4-28 x .750 Long, 12 Point	24
10	120-9750	Caliper, DynaPro Radial-13	2
11	230-9183	Nut, 3/8-24, Self-Locking, 12 Point	4
12	240-10190	Washer, .391 I.D. x .625 O.D. x .063 Thick	4
13	230-9078	Stud, 3/8-16 x 3/8-24 x 2.50 long (pre-installed in bracket)	4
14	240-1159	Shim, .035 Thick	12

NOTES:

Part Number 230-8217 Rotor Bolt Kit, includes part numbers 230-6738 and 240-11240

Part Number 230-9798, Spindle Bracket Mounting Bolt Kit, Includes P/N 230-10646, 240-0476, and 240-5878

Part Number 250-9347 Caliper Bracket Mounting Bolt Kit, includes P/N 230-9183, 230-9078, 240-1159, 240-10190, and 250-9346

Item 6A 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 220-9197 (not included in kit)

General Information, Disassembly, and Modifications

- Installation of this kit should **ONLY** be performed by individuals experienced in the installation and proper operation of disc brake systems. Prior to any attempt to install this kit, please check the following to ensure a trouble free installation.
- Inspect the contents of this kit against the parts list to ensure that all components and hardware are included.
- Make sure this is the correct kit to fit the exact make and model year of your axle. This kit is designed for direct bolt-on installation to 2004 through present model year Nissan 350Z / G35 hubs.
- Verify your wheel clearance using Figure 2.
- Verify that the factory axle hub registration diameter and stud pattern match the new Wilwood hat. **NOTE:** Axle hubs that have been modified with different size studs or lug patterns may require modifications to the hat that must be performed by a qualified machinist.

Disassembly

- Disassemble the original equipment rear brakes: Raise the rear wheels off the ground and support the rear suspension according to the vehicle manufacturer's instructions.
- Remove the rear wheels, calipers, and rotors.
- Remove and nicks or burrs on the axle hub and upright that may interfere with the installation of the new brake components.
- Clean and de-grease the axle hub and upright assembly.

Modifications

- The rear backing plate/dust shield needs to be modified (cut) as shown by the white dotted line in Photo 1, to clear the new Wilwood rotor. **NOTE:** It is recommended that the backing plate be removed before modification, and the modification be performed by a qualified machine shop.

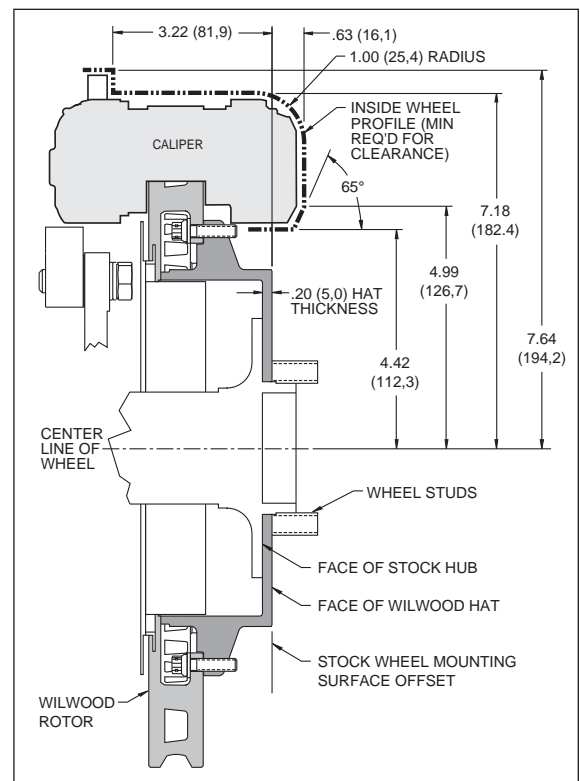


Figure 2. Wheel Clearance Diagram

Assembly Instructions

Assembly Instructions (numbers in parenthesis refer to the part 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 from the rear side of the hub by sliding bolt (3) through washer (4), and through the OEM caliper mounting bracket ears, then through shim washer (5) and into the bracket (1). The bracket must tighten squarely against the inboard side of the caliper mount bosses on the upright. Inspect for interference from casting irregularities, machining ridges, burrs, etc. Use one thin shim (5) between the bracket and upright during initial trial fitting. Later, after the caliper, pad, and rotor alignment has been checked, and any necessary shims have been put in place, the mounting bolts should be coated with red *Loctite*® 271 and torqued to 60 ft-lbs.

- Assemble the rotor (6) to the hat (7) with the bolts (9) and washers (8) as indicated in the configuration pictured in Figure 1. Using an alternating sequence, apply red *Loctite*® 271 to the threads and torque bolts to 140 **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 3.

- Align the hole pattern on the hat and rotor assembly (6 and 7) with the stud pattern on the axle flange. Slide the hat/rotor assembly (6 and 7) over the wheel studs and against the axle flange face. Check to be sure the hat seats squarely against the axle flange face. The axle flange must be free from any rust, debris, casting burrs, machining irregularities, etc. Use several lug nuts to hold the rotor and hat firmly against the axle flange during the next phases of the installation and clearance checking procedures.

- Install one shim (14) over each stud (13) on the radial mount bracket (1). Slide the caliper (10) in place over the studs and rotor and install the washer (12) and lock nut (11) to hold the caliper in place. Snug the lock nuts (11) and check that the rotor (6) is centered in the caliper (10). Add or subtract .015" shims (5) as necessary between the caliper mount bracket (1) and the caliper mount bosses on the upright assembly to center the caliper.

- Remove the quick-clip pad retainer from the caliper. Slide the brake pads (2) 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 (14) 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 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 axle flange. Secure the caliper mounting bracket (1) to the OEM caliper mounting ears using red *Loctite*® 271. Torque the bolts to 60 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 (11) to 30 ft-lbs.

- 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 220-9197, 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.

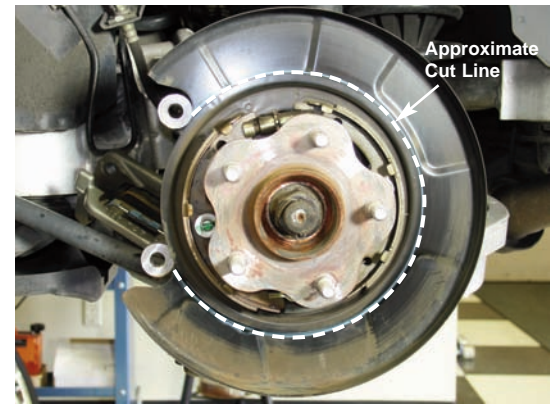


Photo 1. Dust Shield/Backing Plate Modifications

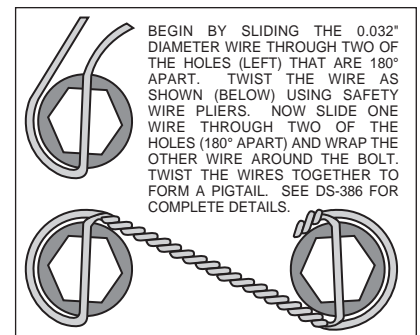


Figure 3. Safety Wire Diagram

Assembly Instructions (Continued)

- 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.
- Install the wheel and torque the lug nuts to manufacturer's specification.
- If necessary, adjust the parking brake shoes to factory specifications.

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 Nissan 350Z / G35 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.

- 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.*

- 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 STEPS:

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

- 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.
- 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.

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
260-8555	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, Adapter Tubing (10mm to -3)
220-6415	Fitting, 90° Elbow (1/8-27 NPT to -3)
220-9197	Flex Line Hose Kit, Nissan 350Z, 370Z / G35, G37 Rear