



**FOR IMMEDIATE RELEASE:
Wilwood Engineering Introduces Superlite Caliper Series**

The Superlite caliper series has set the standard for many years in short track, late model, modified and open wheel competition. It has also enjoyed prominence in a variety of off-road racing, off road, rally and sport driving applications. Starting at 4.40 pounds, the Forged Billet Superlite with internal crossovers (FSLI) is the newest innovation to this series from Wilwood. New and adaptive technologies have been applied providing substantial improvements in strength, fluid volume displacement, and overall performance.

The most noteworthy feature of this new caliper design is the forging. Each body is stress-flow forged from premium grade aluminum alloy billets. Stress flow forging realigns the metals internal grain structure to flow within the contour of the caliper body. This process eliminates the stresses and interruptions to the internal grain structure that occur when machining a straight block billet. Simply stated there is no better way to build a stronger aluminum caliper body.

The FSLI body design is a highly efficient product of computer generated, solid modeling and stress analysis technology. Each caliper features closed end bridges with a radial transition to the piston body housings. The elimination of machined steps and sharp shoulders in this critical area provides a measurable increase in overall body strength and resistance to deflection under load. Center bridge bolts replace cotter pins to provide additional support and allow quick access with positive brake pad retention. Clamping force, structural deflection and volume displacement tests have proven the superior strength and efficiency of the FSLI and On-track testing has proven driver satisfaction. The bottom line is better stopping power with less pedal travel.

The superior strength of this innovative new caliper is combined with proven performance features from other Wilwood designs. Each caliper is equipped with Wilwood's replaceable SRS stainless steel bridge plates. SRS plates eliminate the bridge wear caused by pad gouging and extend the service life of the caliper body. The spring-loading action of the SRS plates also eliminates pad rattle and dampens the vibration harmonics that contribute to squeal under braking. Other standard features include high temperature, square faced o-ring seals for positive sealing, controlled piston retraction, and long service life in high heat conditions. Stainless steel pistons are used to resist corrosion and retard heat transfer from the pads. The body's internal fluid passages eliminate the need for external tubes. Four corner bleeding screws assure simple and effective air evacuation from the system and allow one caliper to be mounted in any front, rear, right or left position.

