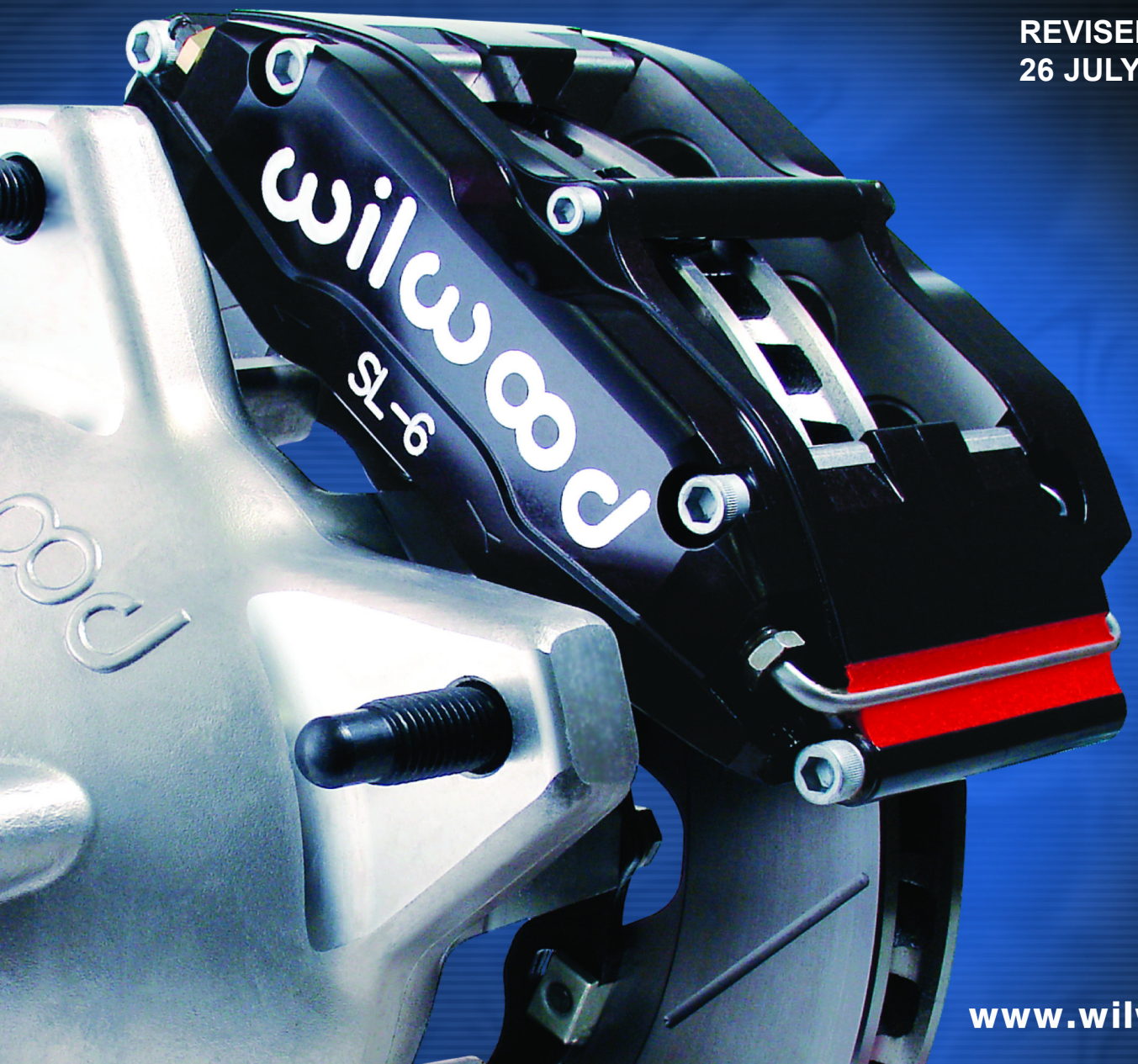
WILWOOD DISC BRAKES

TECHNICAL & PARTS GUIDE





REVISED:
26 JULY 2006

www.wilwood.com

TABLE OF CONTENTS











Calipers . . . . . Pages 1-61

Caliper Information 1
STR Radial Mount 2
P6R Radial Mount 4
Integra 6R Radial Mount 6
GT III/ST 8
Grand National GN III, GN III/ST 10
Forged TC 6R 12
Superlite SL6R, SL6R/ST Radial Mount 14
Superlite SL6R Radial Mount for 14" Rotors 18
Superlite SL4R/ST Radial Mount 20
Superlite SL4R Radial Mount for 14" Rotors 22
Superlite SL6, SL6/ST 24
Superlite SL4, SL4/ST 28
Forged Superlite, FSL4 30
Forged Superlite, Differential Piston Bore, FSL4/ST 31A
IR-GT4R Radial Mount 32
DynaPro Radial Mount 34
Powerlite 36
Narrow Mount Dynalite, NDL 38
Billet Narrow Mount Dynalite, BNDL. 40
Billet Narrow Mount Dynalite Radial Mount, BNDLR. 42
Forged Dynalite, FDL 44
Billet Dynalite, BDL 46
Dynalite Single, DLS 48
GP 320 50
Dynalite Single Floating Mount, DLSF 52
Billet Spot Floating Mount 53
GM III Floating Mount 54
GM Metric Floating Mount 56
Kart / Jr. Dragster 58
PS-1 59
Motorcycle. 60

Brake Pads . . . . . Pages 62-69

Compound Guide 62
Pad Bedding Procedure 63
Pad Diagrams and Applications 65

Rotors . . . . . Pages 70-85

Rotor Information. 70
SV-GT Staggered Directional Vane. 71
GT Directional Vane 72
HD Directional Vane 74
UL Directional Vane. 75
UL Straight Vane 76
ULD Drilled Straight Vane 77
ULS Scalloped Straight Vane 77
SRP Performance Drilled and Slotted 78
Disc / Drum for Internal Parking Brakes 80
Dynamic Mount Steel. 82
Fixed Mount Steel 83
Aluminum 84
Rotor Bedding-in 85

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application



Rotor Mounting Hats and Plates . . . . Pages 86-91
- Dynamic Mount Plates 86
- GT Series Dynamic Mount Hats 87
- GT Series Fixed Mount Hats 88
- Big Brake Truck Series Fixed Mount Hats 90
- HD Series Fixed Mount Hats 90
- Open Wheel Live Axle Clamp 91

Wide 5 Hubs . . . . . Pages 92-94
- Starlite “55” 92
- Starlite 93
- Wide 5 Hub Parts and Accessories. 94

Rotor Bolt Kits . . . . . Page 95

Pedal Assemblies . . . . . Pages 96-102
- Floor Mount Pedals 96
- Forward Swing Mount Pedals 97
- Reverse Swing Mount Pedals. 99
- Remote Brake Bias Adjuster 100
- 60 Degree Balance Pedal Assembly 100

Master Cylinders, Fluids & Controls Pages 103-113
- Proportioning Valves 103
- Pressure Gauge 103
- Combination Remote Master Cylinders 104
- High Volume Aluminum Master Cylinders 105
- Compact Remote Reservoir Master Cylinders 106
- Clutch and Small Brake Master Cylinders 106
- Tandem Integral Reservoir Master Cylinders 107
- Kart / Jr. Dragster Master Cylinder 107
- Combination Remote Tandem Master Cylinder 108
- Aluminum Tandem Chamber Master Cylinders. 109
- Residual Pressure Valves 110
- Slave Cylinder 110
- EXP 600 Plus and Hi-Temp° 570 Fluid 112
- Self Bleed Lines and Check Valves 113

Thermlock® Pistons . . . . . Page 111
- T1 and T2 Type Thermlock® Pistons 111

Plumbing Kits and Components . . Pages 114-116
- Fitting and Adapters 114
- Stainless Braided Flexlines 115

Steering . . . . . Page 117
- Rack and Pinion 117
- Quick Release Steering Wheel Hubs 117

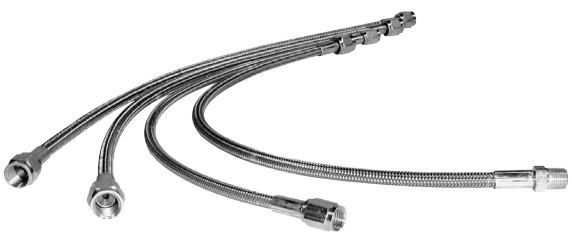
Bolt-On Brake Kits . . . . . Pages 118-125
- Kit Group Overview 118
- Application Availability Guide 122

Trouble Shooting / Tech Tips . . . . Pages 126-130









INTRODUCTION

Wilwood's technical and parts manual represents our "in stock" product line. It has been designed to make your purchasing easier with expanded part number listings, photos, dimensional drawings and technical assistance. If you have a disc brake application that is not included in the manual, please do not hesitate to call as we are continuously adding to our product line. To place an order or for technical assistance, call 805 / 388-1188, Monday through Friday, 7:30 A.M. - 4:30 P.M. PST, or fax 805 / 388-4938.

WARNING

INSTALLATION OF ANY COMPONENT OR KIT FROM THIS MANUAL SHOULD **ONLY** BE PERFORMED BY PERSONS EXPERIENCED IN THE INSTALLATION AND PROPER OPERATION OF DISC BRAKE SYSTEMS. IT IS THE RESPONSIBILITY OF THE PERSON INSTALLING ANY BRAKE COMPONENT OR KIT TO DETERMINE THE SUITABILITY OF THE COMPONENT OR KIT FOR THAT PARTICULAR APPLICATION.

RACING EQUIPMENT AND BRAKES MUST BE MAINTAINED AND SHOULD BE CHECKED REGULARLY FOR FATIGUE, DAMAGE AND WEAR.

A few helpful hints when using this manual:

- Dimensions are given in decimal (or fractional) and metric equivalents. Metric dimensions are indicated by (xx,x) on the drawings and tables.
- Disc and Rotor are used interchangeably throughout the catalog, they both refer to the same part.
- For orientation purposes, calipers (non-differential bore) are designated left and right based upon being mounted on the rear side of the rotor. If calipers are to be mounted on the front of the rotor, simply criss-cross the calipers, i.e., the right side now becomes the left, and the left side becomes the right. Differential bore calipers are unique for each mounting position and are so designated. Wilwood's external crossover tubes should be mounted with the crossover tube down, and the bleed screws in the up position.
- Brake pads sets with a "K" suffix are packaged and sold in axle sets, 4 pads to a box unless otherwise noted.
- Calipers that are available with optional finishes will be identified by the icons illustrated below. They can be found adjacent to the photographs on the individual product pages.



- Non-standard abbreviations used throughout the manual:
  - C = Coarse
  - CDP = Chrysler, Dodge, Plymouth
  - F = Fine
  - FS = Front Side Mount
  - H/D = Heavy Duty
  - LG = Long
  - LH = Left Hand
  - MTG = Mounting
  - PM = ProMatrix
  - RH = Right Hand
  - RS = Rear Side Mount
  - SI = Side Inlet
  - SM = Sintered Metallic
  - SQ = Square
  - ST = Short Track
  - UL = Ultralight

DOT APPROVAL FOR HIGHWAY USE

With the exception of brake hoses and brake fluid, there are no State or Federal DOT specifications regarding the materials, processes, or style for the other components within a brake system. Specifications that would regulate calipers, rotors, hats, hubs, brake pads, and the other individual components within the brake system do not exist. It is the responsibility of the vehicle manufacturer to configure a vehicle's brake system to perform within Federal Motor Vehicle Safety Standards. It is therefore NOT accurate to identify any brake system component other than hoses or fluid as "DOT approved".

WARNING • DO NOT OPERATE ANY VEHICLE ON UNTESTED BRAKES!

BEFORE OPERATING VEHICLE, TEST THE BRAKES UNDER CONTROLLED CONDITIONS IN A SAFE AREA. TEST THE SYSTEM IN STATIC CONDITIONS FOR PROPER PEDAL HEIGHT AND THE ABILITY TO HOLD PRESSURE BEFORE ATTEMPTING TO MOVE THE VEHICLE. MAKE SEVERAL STOPS IN A SAFE AREA AT SLOW SPEEDS AND GRADUALLY WORK UP TO NORMAL OPERATING CONDITIONS. **ALWAYS** UTILIZE SAFETY RESTRAINT SYSTEMS AND ALL OTHER REQUIRED SAFETY EQUIPMENT WHILE OPERATING THE VEHICLE.

IMPORTANT: READ THE DISCLAIMER OF WARRANTY INSIDE THE BACK COVER.

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

CALIPER INFORMATION:


FORGED TC 6R


STR


P6R


INTEGRA 6R


GT III


GN III


BILLET SUPERLITE 6R


FORGED BILLET SUPERLITE


BILLET NDL


IRGT-4R


BILLET DYNAPRO


BILLET POWERLITE


FORGED BILLET DYNALITE


BILLET DYNALITE


GM III


GP 320


BILLET DYNALITE SINGLE


BILLET SPOT FLOATING

Wilwood manufactures brake calipers covering a range of applications from world class professional motorsports to the weekend sports driver and recreational vehicle enthusiast. The overall pad size, shape, and available friction material volume are key factors in the caliper selection process. The caliper section of this catalog is generally arranged by pad capacity from the largest to the smallest.

Wilwood calipers are manufactured from specific and proprietary aluminum alloys. Calipers may be **forged** from premium grade alloy billets, machined from **billet** stock, or formed using close tolerance **casting** processes.

Many caliper models are offered with a choice of piston sizes, construction and materials. Combined piston area, not caliper size, is the primary influence on a caliper's clamping power. The piston volume must match the master cylinder bore size and pedal leverage to realize peak performance. Rotor diameter will also impact the system's effectiveness. Different piston sizes provide the car builder with options to maximize the overall balance and brake system performance.

Piston material is selected based on the caliper's intended operating environment. **Stainless steel** pistons are used most often in calipers intended for high performance or competition applications. Stainless steel is selected for its low heat transfer properties and high resistance to corrosion. For extreme temperature environments, Wilwood's exclusive multi-piece insulated **Thermlock® pistons** provide ultimate protection against heat transfer from the brake pads into the caliper body, piston seals, and brake fluid. Aluminum pistons are only used in low to medium temperature applications, usually in conjunction with rubber piston boots that protect the pistons from corrosion and debris.

Wilwood incorporates a variety of innovative and time proven performance enhancements in its caliper designs. They include, radial mounting, differential piston bores, high temperature seals, SRS Squeal Reduction and bridge reinforcement plates, internal heat shields, quick access pad retention, shock dampened fluid tubes, and center bridge bolts. A durable black anodized finish is standard, with some available in red or a polished finish for show car applications. The availability and benefits of these features are discussed further in the individual product listings.

STR RADIAL MOUNT CALIPER

Caliper Highlights:

Wilwood's **STR** radial mount caliper is the result of extensive testing and development focused on overcoming racing's most demanding high temp conditions. There are no brake tests tougher than stock cars racing on the legendary short tracks and road courses like Martinsville and Watkins Glen. The **STR** caliper is engineered to maximize braking under these extreme conditions.



The development of the **STR** caliper began with FEA structural design and stress analysis. The goal was to achieve a highly efficient clamping force with the lowest amount of deflection and fluid displacement resulting in a firm, consistent pedal feel for the driver. The caliper accommodates the widest, most thermally efficient rotor ever built. Extensive prototype testing and development has minimized structural deflection and volume displacement on this caliper and support components. The **STR** easily outperforms other short track systems in comparison testing with vastly superior heat management.

Weighing just 10.38 pounds, the **STR** features a six piston differential bore configuration that is easily matched with common pedal ratios and master cylinder bore sizes. The size, and location of each piston effectively varies the pressure load to compensate for natural temperature changes that occur over the length of the pad. This assures flat pad wear during extreme heat build-up on long green flag runs. Wilwood's exclusive **Thermlock® T2** pistons dramatically reduce heat transfer from the pads to the caliper body, piston seals, and fluid. This not only maintains safe and manageable caliper operating temperatures, it also keeps the heat in the pads where it can be properly removed by the rotor. A total of ten pre-loaded bridge bolts provide unmatched strength. The center bridge bar provides additional strength, and also accommodates quick and easy pad changes without caliper removal. Two-piece bleed assemblies enable hot bleeding without the risk of seat damage in the caliper body. All fluid tubes are vibration dampened to resist stress fractures and reduce the possibility of damage from track debris. Not only is this caliper stronger than mono-block designs, it is far easier and faster to service at the track.

The STR caliper uses PolyMatrix 9330 type brake pads in the compounds most suited to severe duty competition.

THERMLOCK T2 SHORT TRACK PISTON:

Wilwood's unique **Thermlock® T2** Short Track Piston is standard in our **STR** calipers, for complete details and a cross-section line drawing, please refer to page 111.

1.62" (41,9 mm) Diameter - Order P/N: 200-7398
1.25" (31,8 mm) Diameter - Order P/N: 200-7402

CALIPER ORDERING INFORMATION:(1)

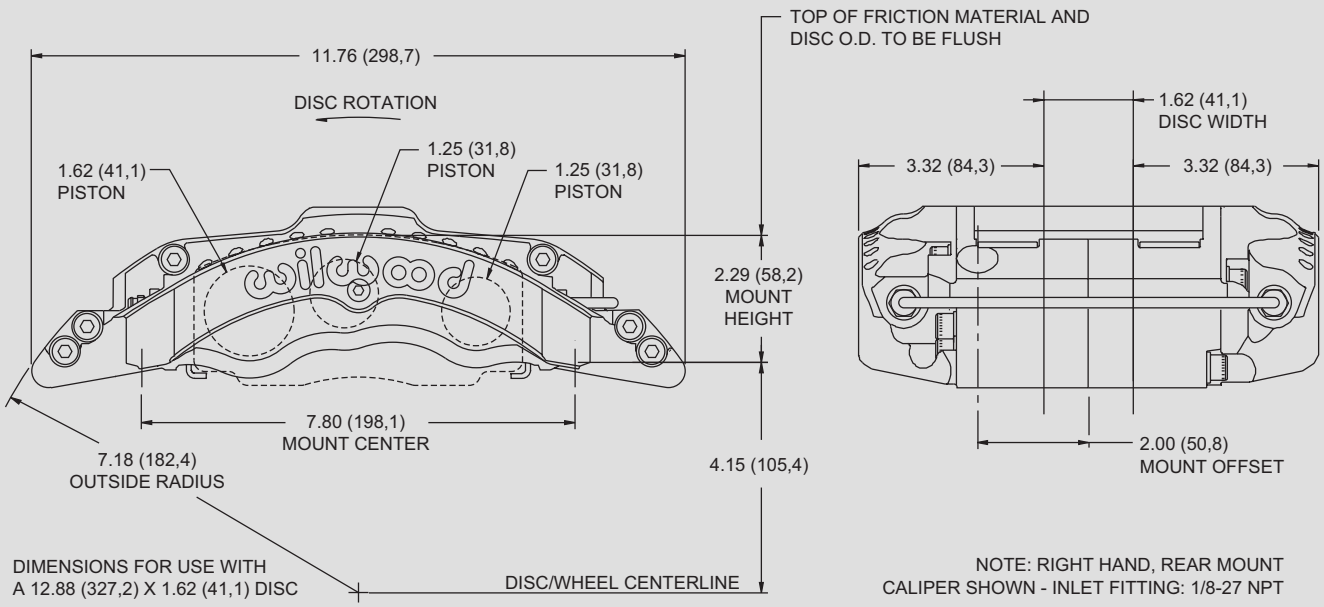
BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.25 / 1.25" 41,1 / 31,8 / 31,8 mm	1.62" 41,1 mm	120-7482-FS	120-7483-FS	120-7482-RS	120-7483-RS

CALIPER MOUNTING BRACKET KIT 7.80" (198,1) RADIAL TO 5.25" (133,4) GT LUG - P/N: 250-7426

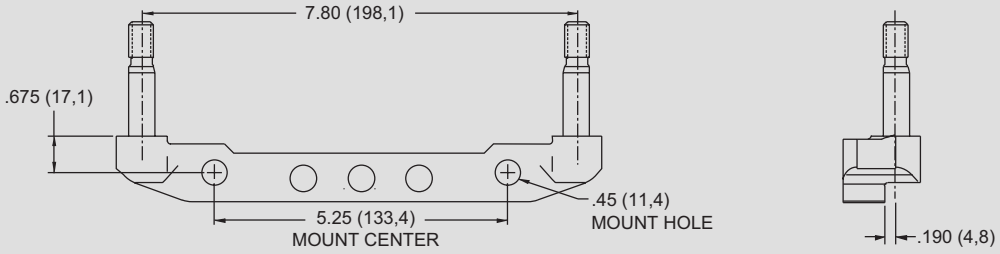
NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

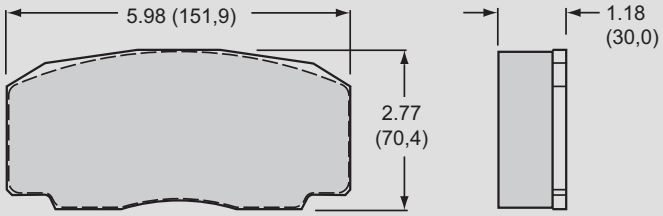
STR CALIPER, MOUNTING DIMENSIONS:



RADIAL CALIPER TO LUG MOUNT ADAPTER BRACKET, PART NUMBER 250-7426 - STEEL:



STR BRAKE PAD TYPE 9330 - PAD VOLUME = 13.2 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 7509K	9330 A PolyMatrix
15H - 8119K	9330 H PolyMatrix

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	THERMLOCK PISTON	SQ RING KIT (6 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (2 PK)	SELF-BLEED TUBE (EA)	BRIDGE BAR KIT	BRIDGE WEAR PLATE (EA)	MOUNT BOLT AND SHIM KIT
120-7482	200-7402 (1.25") 200-7398 (1.62")	130-5660	220-6069	190-7547	190-7507	300-7546	300-7490	230-7031
120-7483	200-7402 (1.25") 200-7398 (1.62")	130-5660	220-6069	190-7547	190-7507	300-7546	300-7490	230-7031

P6R RADIAL MOUNT CALIPER

Caliper Highlights:

Wilwood's six piston **P6R** caliper leads the pack in Short Track and Road Course braking technology. **Thermlock® T2** insulated short track pistons come standard in the **P6R** and are positioned employing our proven exclusive stagger pattern resulting in unmatched caliper rigidity and balanced pad load characteristics. Holding a large 13.2 cubic inch pad, it is designed with heat management technology derived from years of short track experience combined with the latest in solid modeling and stress simulation programs. Brake pad distortion and taper is virtually eliminated. Pedal feel is responsive, predictable and consistent.

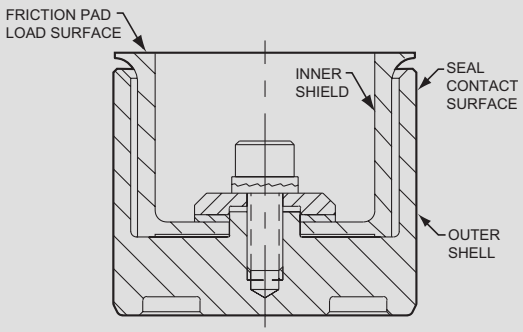


Weighing just 7.2 pounds, this ultra-stiff radial mount caliper comes with **Thermlock® T2** pistons and is fully heat shielded for maximum seal life and brake fluid protection. Additional features include dual bridge bolts, heavy duty pad load plates and protected two-piece bleed screws and crossover tube. We also offer a lightweight mounting bracket from 7.80" (198,1) radial to 5.25" (133,4) **GT** lug mount pattern. Self bleed lines are available for the **P6R**.

THERMLOCK T2 SHORT TRACK PISTON:

Wilwood's **Thermlock® T2** pistons incorporate a stainless steel shield and coated aluminum shell configuration to provide a highly efficient thermal barrier between the brake pads and the caliper body, seals, and fluid. Lower operating temperatures eliminate seal crystallization and localized fluid boiling while providing longer caliper service life through decreased distortion in the caliper body and piston bores. **Thermlock® T2** pistons are standard equipment in all P6R calipers.

1.62" (41,1 mm) Diameter - Order P/N: 200-7398
1.25" (31,8 mm) Diameter - Order P/N: 200-7402



THERMLOCK T2 PISTON CROSS-SECTION

CALIPER ORDERING INFORMATION:(1)

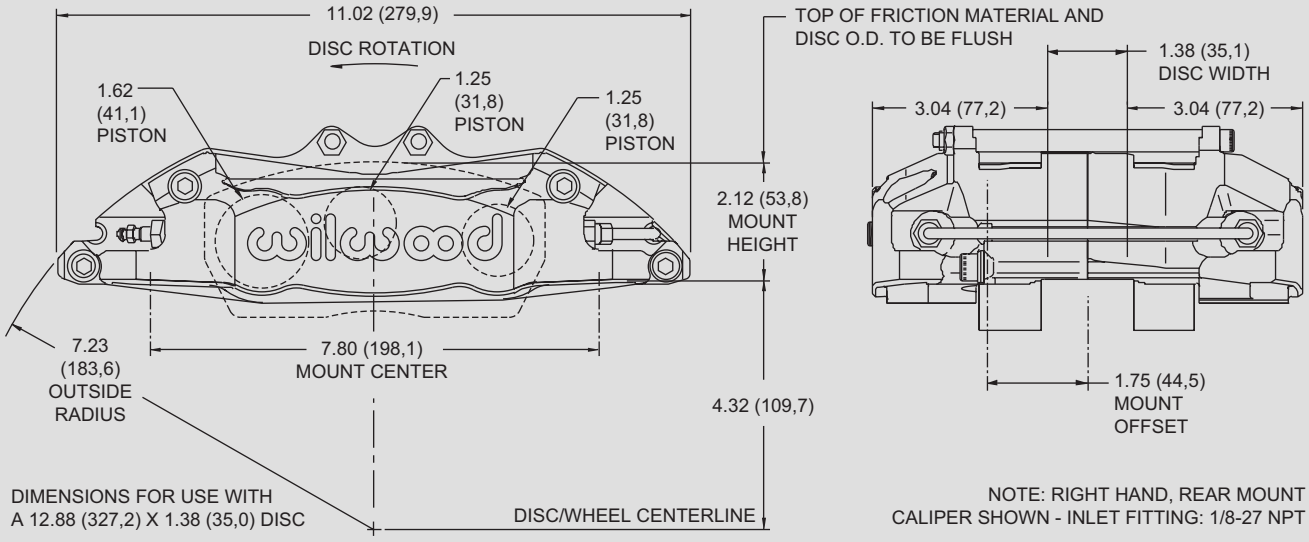
BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.25 / 1.25" 41,1 / 31,8 / 31,8 mm	1.38" 35,1 mm	120-7604-FS	120-7605-FS	120-7604-RS	120-7605-RS

CALIPER MOUNTING BRACKET KIT 7.80" (198,1) RADIAL TO 5.25" (133,4) GT LUG - P/N: 250-7426

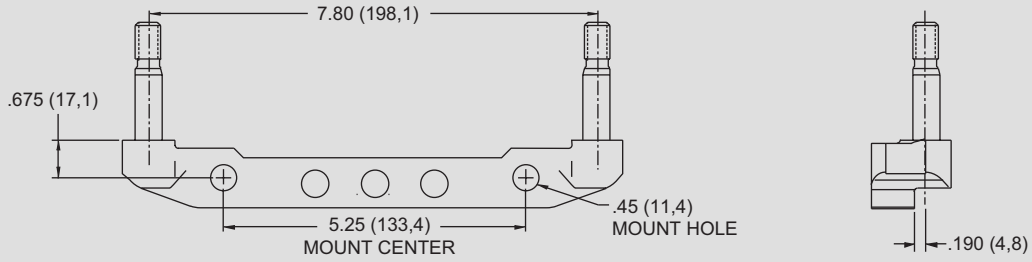
NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(FS = FRONT SIDE MOUNT, RS = REAR SIDE MOUNT)

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

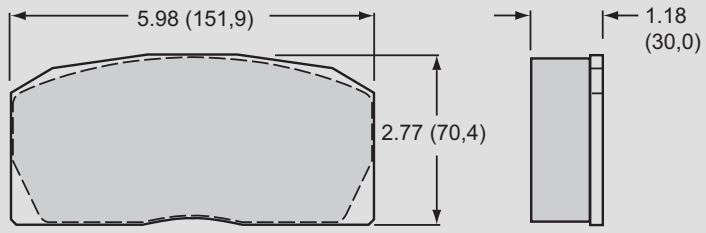
P6R RADIAL MOUNT CALIPER, MOUNTING DIMENSIONS:



RADIAL CALIPER TO LUG MOUNT ADAPTER BRACKET, PART NUMBER 250-7426 - STEEL:



P6R BRAKE PAD TYPE 9930 - PAD VOLUME = 13.2 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5742K	9930 A PolyMatrix
15H - 8107K	9930 H PolyMatrix

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	THERMLOCK PISTON	SQ RING KIT (6 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (2 PK)	SELF-BLEED TUBE (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)	MOUNT BOLT AND SHIM KIT
120-7604	200-7402 (1.25") 200-7398 (1.62")	130-5660	220-0627	190-5669	190-5604	230-6819	300-5712 (R/H) 300-5713 (L/H)	230-7031
120-7605	200-7402 (1.25") 200-7398 (1.62")	130-5660	220-0627	190-5669	190-5604	230-6819	300-5712 (R/H) 300-5713 (L/H)	230-7031

INTEGRA 6R RADIAL MOUNT CALIPER

Caliper Highlights:

Wilwood's six piston **Integra 6R** caliper utilizes sophisticated Finite Element Analysis, Stress Simulation and Heat Management programs to provide a powerhouse of stopping performance weighing just 5.50 pounds. The **Integra 6R** caliper employs our proven exclusive piston stagger pattern resulting in unmatched caliper rigidity and balanced pad load characteristics; brake pad distortion and taper is virtually eliminated. The fully heat shielded design provides phenomenal heat protection for a consistent, responsive pedal throughout the longest races.



Black

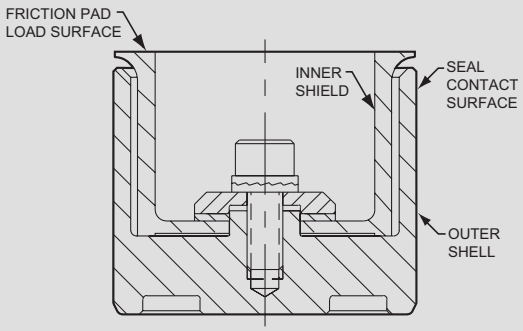
Three different pad and rotor combinations are utilized with this caliper depending on race requirements: short track/ road course, intermediate track and super speedways or qualifying. With the **Integra 6R** caliper, brake performance is maximized while maintaining the lowest possible unsprung weight. All Wilwood **Integra** calipers come standard with **Thermlock® T2** insulated short track pistons for maximum heat protection.

We also offer a lightweight mounting bracket, either aluminum or steel from 7.09" (180,0) radial to 5.25" (133,4) **GT** lug mount pattern. Self bleed lines are also available for these calipers.

THERMLOCK T2 SHORT TRACK PISTON:

Wilwood's **Thermlock® T2** pistons incorporate a stainless steel shield and coated aluminum shell configuration to provide a highly efficient thermal barrier between the brake pads and the caliper body, seals, and fluid. Lower operating temperatures eliminate seal crystallization and localized fluid boiling while providing longer caliper service life through decreased distortion in the caliper body and piston bores. **Thermlock® T2** pistons are standard equipment in all Integra calipers.

1.62" (41,1 mm) Diameter - Order P/N: 200-7398
1.25" (31,8 mm) Diameter - Order P/N: 200-7402



THERMLOCK T2 PISTON CROSS-SECTION

CALIPER ORDERING INFORMATION:(1)

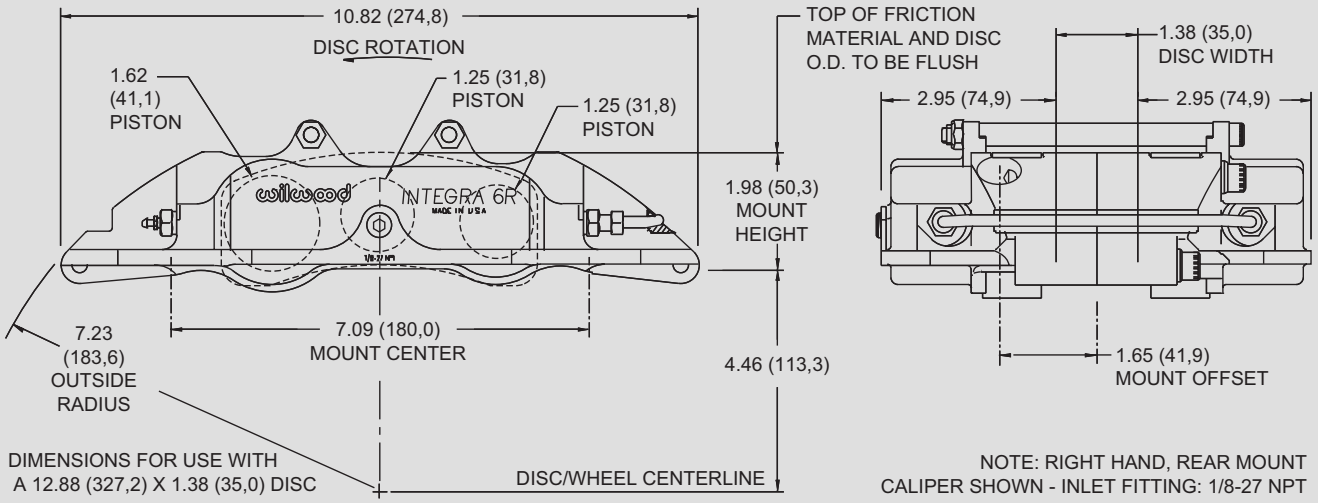
BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.25 / 1.25" 41,1 / 31,8 / 31,8 mm	1.38 / 1.31 / 1.25" 35,1 / 33,3 / 31,8 mm	120-5690-FS	120-5691-FS	120-5690-RS	120-5691-RS

CALIPER MOUNTING BRACKET KIT 7.09" (180,0) RADIAL TO 5.25" (133,4) GT LUG
ALUMINUM BRACKET P/N: 250-5687
STEEL BRACKET P/N: 250-7423

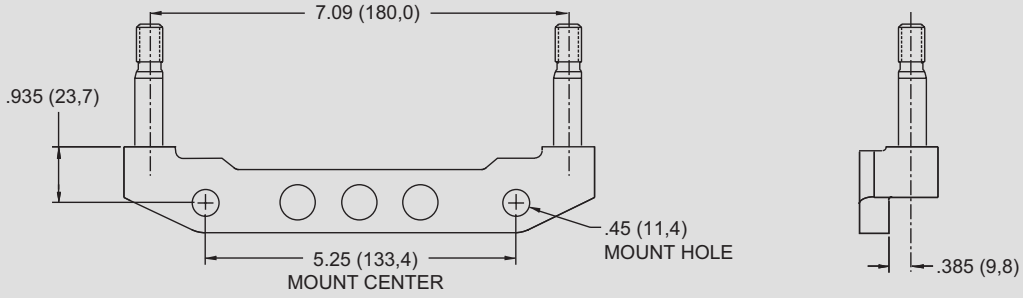
NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(FS = FRONT SIDE MOUNT, RS = REAR SIDE MOUNT)

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

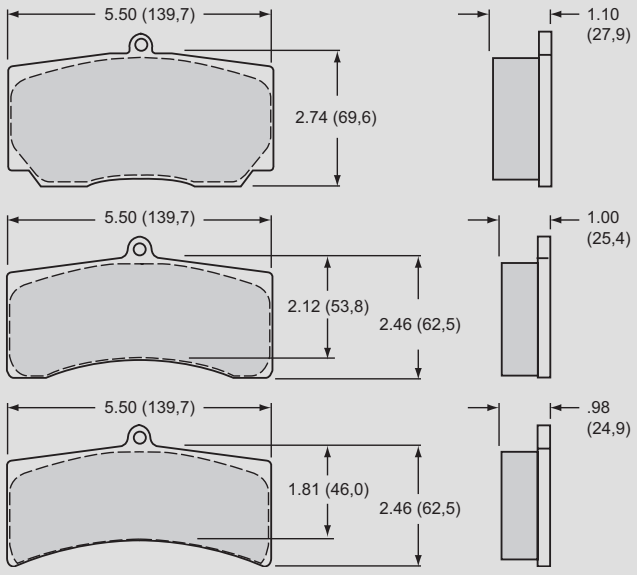
INTEGRA 6R RADIAL MOUNT CALIPER, MOUNTING DIMENSIONS:



RADIAL CALIPER TO LUG MOUNT ADAPTER BRACKET, P/N 250-5687 - ALUMINUM, OR 250-7423 - STEEL:



INTEGRA 6R BRAKE PAD TYPE 9625 - VOLUME = 7.2 CU. IN. / 9725 - VOLUME = 8.0 CU. IN. / 9828 - VIOLUME = 10.4 CU. IN.:



HP CONFIGURATION

AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5741K	9828 A PolyMatrix
15H - 8110K	9828 H PolyMatrix

IP CONFIGURATION

AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5740K	9725 A PolyMatrix
15H - 8109K	9725 H PolyMatrix
15J - 6446K	9725 J PolyMatrix

LP CONFIGURATION

AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5765K	9625 A PolyMatrix
15J - 6447K	9625 J PolyMatrix

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	THERMLOCK PISTON	SQ RING KIT (6 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (2 PK)	SELF-BLEED TUBE (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)	MOUNT BOLT AND SHIM KIT
120-5690	200-7402 (1.25") 200-7398 (1.62")	130-5660	220-0627	190-5310	190-5144	230-5004	300-5710 (R/H) 300-5711 (L/H)	230-7031
120-5691	200-7402 (1.25") 200-7398 (1.62")	130-5660	220-0627	190-5310	190-5144	230-5004	300-5710 (R/H) 300-5711 (L/H)	230-7031

GT III/ST CALIPER

Caliper Highlights:

Wilwood's cast aluminum **GT III/ST** Caliper is ideal for NASCAR NEXTEL Cup, Busch GN, Craftsman Truck, ARCA Supercars and SCCA road racing. The double bridge bolt design is extremely rigid and provides drivers with a firm, responsive pedal and superior stopping power. The differential piston bores have been positioned to maximize clamping force, provide even pad wear and enhance caliper stiffness. Weighing just 8.40 pounds, the **GT III/ST** incorporates stainless steel heat shielding throughout the bridge area and piston bore facing, along with heavy duty pad abutment plates. The **GT III/ST** utilizes the thick GT pad (11.3 cubic inches, 1.10" thick) and is a direct bolt-on interchange with the 5.25" mount **GT** Series calipers. Self bleed lines are also available.



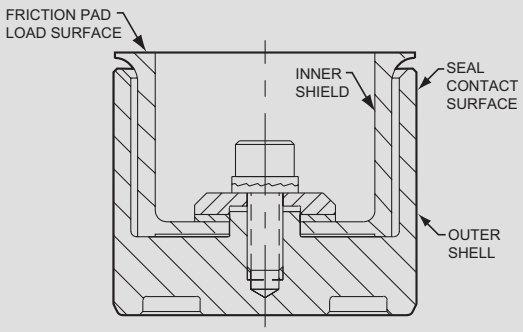
Black

Thermlock® T2 Pistons are standard in the **GT III/ST** Caliper.

THERMLOCK T2 SHORT TRACK PISTON:

Wilwood's **Thermlock® T2** pistons incorporate a stainless steel shield and coated aluminum shell configuration to provide a highly efficient thermal barrier between the brake pads and the caliper body, seals, and fluid. Lower operating temperatures eliminate seal crystallization and localized fluid boiling while providing longer caliper service life through decreased distortion in the caliper body and piston bores. **Thermlock® T2** pistons are standard equipment in all GT III/ST calipers.

1.88" (47,8 mm) Diameter - Order P/N: 200-5207
1.75" (44,5 mm) Diameter - Order P/N: 200-5143



THERMLOCK T2 PISTON CROSS-SECTION

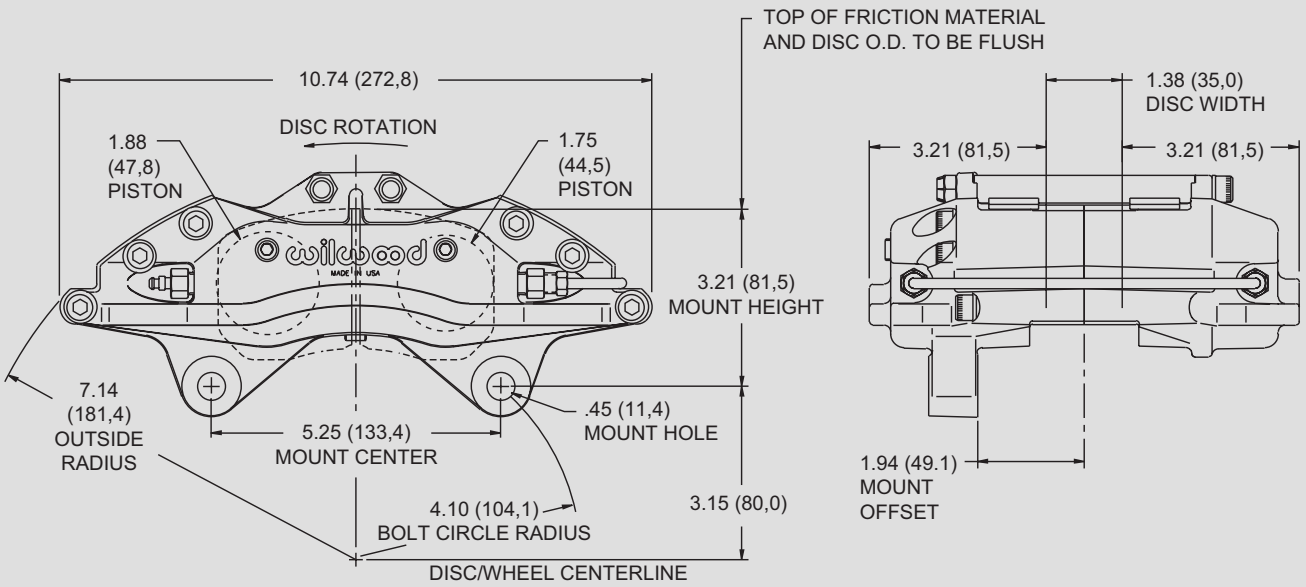
CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.88 / 1.75" 47,8 / 44,5 mm	1.38" 34,9 mm	120-4322-FS	120-4323-FS	120-4322-RS	120-4323-RS

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(FS = FRONT SIDE MOUNT, RS = REAR SIDE MOUNT)

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

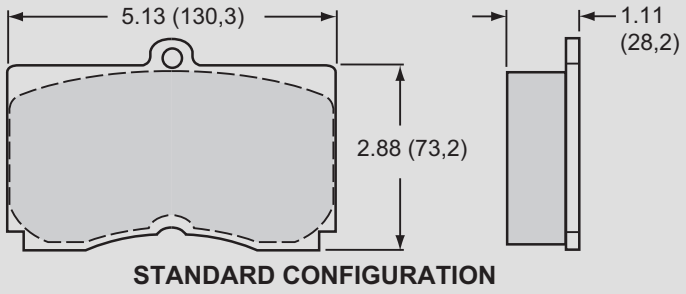
GT III / ST CALIPER, MOUNTING DIMENSIONS:



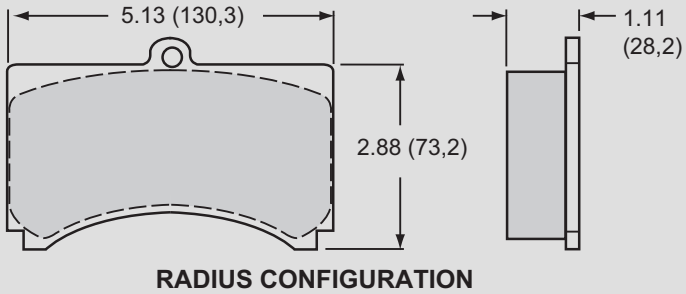
DIMENSIONS FOR USE WITH A 12.72 (323,1) x 1.38 (35,0) DISC

NOTE: RIGHT HAND, REAR MOUNT CALIPER SHOWN
INLET FITTING: 1/8-27 NPT

GT III / ST BRAKE PAD TYPE 9428 - PAD VOLUME = 11.3 CU. IN. / 9528 - PAD VOLUME = 10.3 CU. IN.:



STANDARD CONFIGURATION



RADIUS CONFIGURATION

STANDARD CONFIGURATION

AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5739K	9428 A PolyMatrix

RADIUS CONFIGURATION

AXLE SET P/N	PAD TYPE / COMPOUND
15A - 6225K	9528 A PolyMatrix
15H - 8125K	9528 H PolyMatrix

Radius pads allow for additional hat clearance

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	THERMLOCK PISTON	SQ RING KIT (6 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (2 PK)	SELF-BLEED TUBE (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)	MOUNT BOLT AND SHIM KIT
120-4322	200-5207 (1.75") 200-5143 (1.88")	130-2427	220-0627	190-4395	190-4357	230-4397	300-4196 (R/H) 300-4349 (L/H)	230-7031
120-4323	200-5207 (1.75") 200-5143 (1.88")	130-2427	220-0627	190-4395	190-4357	230-4397	300-4196 (R/H) 300-4349 (L/H)	230-7031

GN III AND GN III/ST CALIPERS

Caliper Highlights:

Wilwood's **GN III** is a time proven caliper that has been widely used with 5 on 5 hubs for stock car, road course, and off-road competition. The 3.50" mount configuration (also available in 6.00" mount) incorporates this legacy of enduring performance, with options available for the latest brake system heat management technology.



Black

3.50" mount with taller height for 12.19" rotors. The new generation GN III uses the same popular 3.50" mounting pattern found on the Superlite caliper series, but are built with a taller mounting height. This feature accommodates the installation of 12.19" diameter rotors on the same spindle brackets used with a Superlite caliper and 11.75" diameter rotor. The GN III can be run with either a 1.25" or 1.38" thick rotor. This makes it possible to run three different bolt-on brake setups, without the need for bracket changes on the spindle.

High strength, low deflection, and superior stopping power. Each GN III is manufactured from a precision casting using a tight grained, high-density aircraft alloy. It is a two-piece, closed bridge design with grade 8 thru-bolts and external stiffening ribs. The GN III utilizes a unique six-piston configuration that generates high clamping force with balanced loading for extremely even pad wear. The 1.75" / 1.38" / 1.38" bore pattern contains a total of 5.44 square inches of effective piston clamp area. This makes the GN III one of the largest calipers available, with weights starting at 5.94 pounds. The caliper bridges are fitted with stainless steel plates to reduce wear and provide smooth pad operation. Dual center bridge bolts add to the overall caliper strength and provide positive retention for the top loaded pads. Dollar for dollar, this combination is unmatched for high strength, low deflection, and superior stopping power.

Thermlock® or stainless steel pistons. The standard GN III uses six stainless steel cup pistons. Stainless is used for its slow heat transfer properties and high corrosion resistance. The GN III/ST models feature Wilwood's exclusive **Thermlock®** pistons to minimize the direct heat transfer from the pads. These pistons can reduce caliper temperatures by more than 30% over stainless steel pistons, without the need for fluid recirculation systems. Fluid temperatures are reduced, seal life is extended, and caliper service life is prolonged with less distortion and reduced wear in the piston bores. Cooler temperatures translate into maximum performance and ultimate reliability over the longest run. **Thermlock® pistons are also available for the 6.00" mount, see page 111 for details**. Using EXP 600 Plus racing brake fluid will guarantee success with trouble free performance in all extreme conditions.

Big pad volume. The 3.50" or 6.00" mount GN III calipers use the 7520 style pad. The longer and wider pad face provides a full two cubic increase in pad volume over a 7320 style Superlite pad. Larger pads mean longer wear and additional heat resistance in extreme duty conditions. Four brake compounds are available to match brake torque and heat range requirements on any application.

3.50" MOUNT GN III/ST WITH THERMLOCK® PISTONS ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.75 / 1.38 / 1.38" 47,8 / 44,5 / 44,5 mm	1.25 - 1.38" 31,8 - 35,1 mm	120-6951-FS	120-6952-FS	120-6951-RS	120-6952-RS

3.50" MOUNT GN III WITH STAINLESS STEEL PISTONS ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.75 / 1.38 / 1.38" 47,8 / 44,5 / 44,5 mm	1.25 - 1.38" 31,8 - 35,1 mm	120-6478-FS	120-6479-FS	120-6478-RS	120-6479-RS

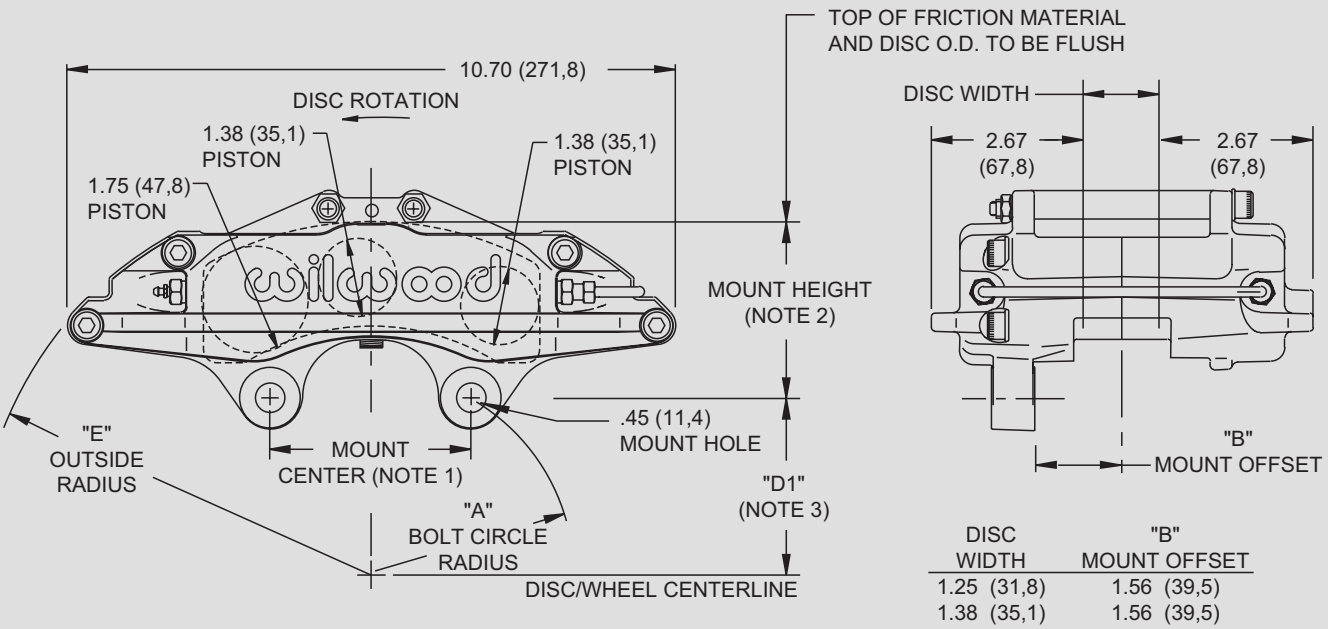
6.00" MOUNT GN III WITH STAINLESS STEEL PISTONS ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.75 / 1.38 / 1.38" 47,8 / 44,5 / 44,5 mm	1.38" 35,1 mm	120-3030-FS	120-3031-FS	120-3030-RS	120-3031-RS

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION (FS = FRONT SIDE MOUNT, RS = REAR SIDE MOUNT)

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

GN III CALIPER, MOUNTING DIMENSIONS:



DISC WIDTH	"B" MOUNT OFFSET
1.25 (31,8)	1.56 (39,5)
1.38 (35,1)	1.56 (39,5)

NOTE 1: MOUNT CENTERS 3.50" (88,9) OR 6.00" (152,4)

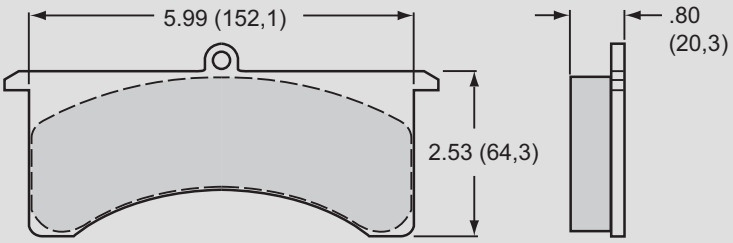
NOTE 2: 3.07" (77,9) FOR 3.50" MOUNT CENTER MODELS
3.11" (79,0) FOR 6.00" MOUNT CENTER MODELS

NOTE 3: 3.50" MOUNT "D1" = (DISC DIAMETER/2) - 3.07 (77,9)
6.00" MOUNT "D1" = (DISC DIAMETER/2) - 3.11 (79,0)

NOTE 4: RIGHT HAND, REAR MOUNT CALIPER SHOWN
INLET FITTING: 1/8-27 NPT

DISC DIAMETER	"A" BOLT CIRCLE RADIUS 3.50" MOUNT	6.00" MOUNT	"E" OUTSIDE RADIUS
12.19 (309,6)	3.50 (88,9)	4.23 (107,4)	6.92 (175,8)
12.72 (323,1)		4.42 (112,3)	7.10 (180,3)
13.00 (330,2)		4.53 (115,1)	7.19 (182,6)

GN III BRAKE PAD TYPE 7520 - PAD VOLUME = 6.9 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5736K	7520 A PolyMatrix
15B - 3993K	7520 B PolyMatrix
15E - 6101K	7520 E PolyMatrix
15Q - 6879K	7520 Q PolyMatrix
150 - 9425K	7520 10 BP-10 Smart Pad
150 - 9417K	7520 20 BP-20 Smart Pad

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (6 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	SELF-BLEED TUBE (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)	COTTER PINS (10 PK)
120-3030	200-7516 (1.38") 200-7531 (1.75")	130-3084	220-0627	190-3664	190-3615	230-3029	300-3053	180-0053
120-3031	200-7516 (1.38") 200-7531 (1.75")	130-3084	220-0627	190-3664	190-3615	230-3029	300-3053	180-0053
120-6478	200-7516 (1.38") 200-7531 (1.75")	130-3084	220-0627	190-3664	190-3615	230-3029	300-3053	180-0053
120-6479	200-7516 (1.38") 200-7531 (1.75")	130-3084	220-0627	190-3664	190-3615	230-3029	300-3053	180-0053
120-6951	200-7554 (1.38") 200-7551 (1.75")	130-3084	220-0627	190-3664	190-3615	230-3029	300-3053	180-0053
120-6952	200-7554 (1.38") 200-7551 (1.75")	130-3084	220-0627	190-3664	190-3615	230-3029	300-3053	180-0053

TC 6R FORGED RADIAL MOUNT CALIPER

Caliper Highlights:

The **TC 6R** Radial Mount Caliper represents a complete new generation of refinement in Big Brake Technology from Wilwood. Six stainless pistons captured within a massive high strength forged aluminum body generate the stopping power and durability to stylishly handle the heavy loads of custom late model trucks and sport utility vehicles.



TC 6R calipers are stress flow forged from premium grade, billet aluminum alloy blanks. FEA structural analysis technology was employed to develop a design that minimizes weight, and maximizes rigidity against deflection. The expanded bridge radius easily accommodates 1.38" thick rotors up to a full 16 inches in diameter. The bodies are joined and reinforced through the bridge with six high strength coated steel alloy bolts. Cross bridge bolts add strength against deflection and body separation at high pressures and heavy loads. Steel insert plates protect the bridges against wear and gouging from the load bearing edges of the brake pads.

The **TC 6R**, starting at 8.66 pounds, generates unmatched pad clamping efficiency through six thick walled stainless steel pistons. Heavier piston walls add a measure of strength against deflection or distortion in heavy load conditions. Stainless steel is used to resist corrosion and reduce the heat being transferred from the pads into the caliper body, seals, and fluid. The differential piston bore design is taken from Wilwood racing caliper technology. Clamping pressure is proportionately distributed to provide balanced pad loading with even wear properties at all loads and temperatures. The piston bore volumes are configured for matched compatibility with the output capacities of the OE master cylinder and power boost systems.

The total **TC 6R** package is capped off with rubber dampened fluid transfer tubes, recessed two-piece bleed screws, and bridge mounted pad-dampening springs. Pad dampening springs reduce vibration, road rattle, and many of the engagement harmonics that can cause squeal or other harsh brake noise. Choices of either a signature high luster anodized Wilwood black, or a special multi-process gloss red coating, enhance the pure stopping power of the **TC 6R** with high tech style and a total custom look inside the wheels.

CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.88 / 1.62 / 1.62” 47,8 / 41,1 / 41,1 mm	1.38” 35,1 mm	120-8909-FS(2)	120-8910-FS(2)	120-8909-RS(2)	120-8910-RS(2)
1.75 / 1.38 / 1.38” 44,5 / 35,1 / 35,1 mm	1.38” 35,1 mm	120-8907-FS(2)	120-8908-FS(2)	120-8907-RS(2)	120-8908-RS(2)
1.62 / 1.12 / 1.12” 41,1 / 28,4 / 28,4 mm	1.25” 31,8 mm	120-9138-FS(2)	120-9139-FS(2)	120-9138-RS(2)	120-9139-RS(2)

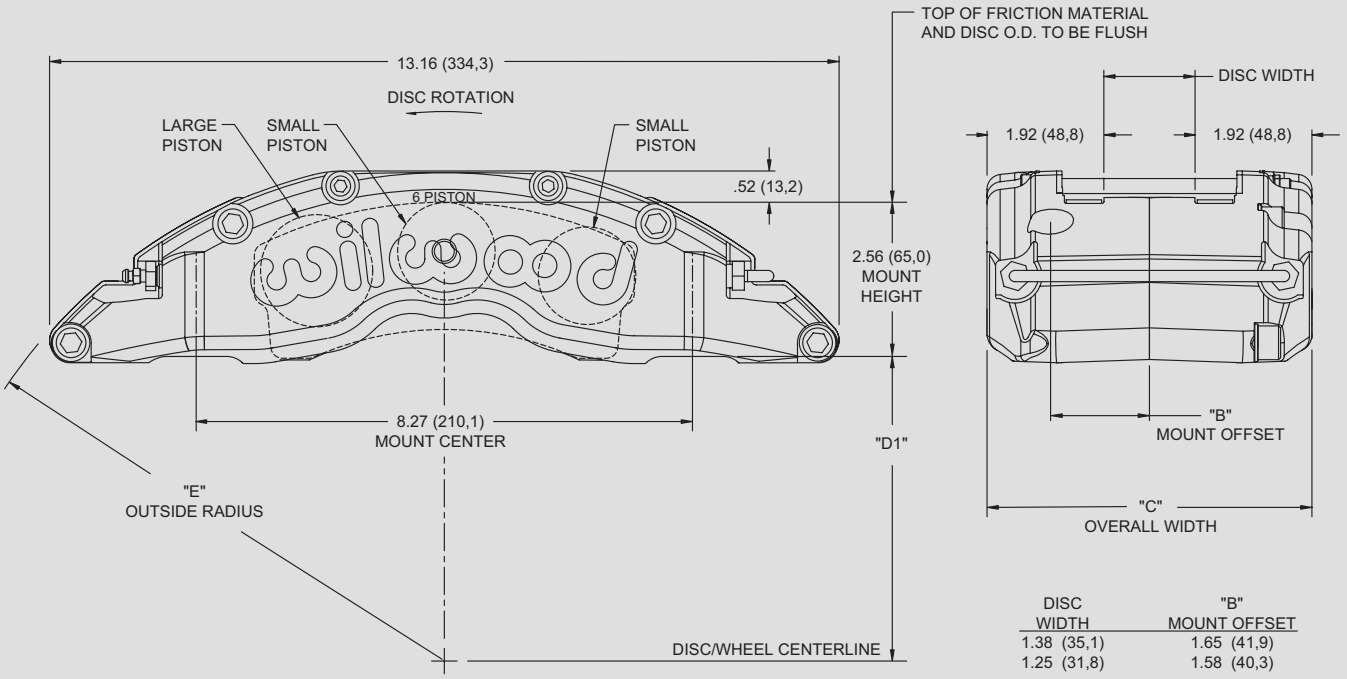
SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (6 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)
120-8907	200-7528 (1.75”) 200-7518 (1.38”)	130-3084	220-6069	190-9172	230-9171	300-8893 (R/H) 300-8894 (L/H)
120-8908	200-7528 (1.75”) 200-7518 (1.38”)	130-3084	220-6069	190-9172	230-9171	300-8893 (R/H) 300-8894 (L/H)
120-8909	200-9060 (1.88”) 200-7520 (1.62”)	130-9173	220-6069	190-9172	230-9171	300-8893 (R/H) 300-8894 (L/H)
120-8910	200-9060 (1.88”) 200-7520 (1.62”)	130-9173	220-6069	190-9172	230-9171	300-8893 (R/H) 300-8894 (L/H)
120-9138	200-7520 (1.62”) 200-8439 (1.12”)	130-5972	220-6069	190-9201	230-9200	300-8893 (R/H) 300-8894 (L/H)
120-9139	200-7520 (1.62”) 200-8439 (1.12”)	130-5972	220-6069	190-9201	230-9200	300-8893 (R/H) 300-8894 (L/H)

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) AVAILABLE RED, ADD “R” TO END OF PART NUMBER WHEN ORDERING

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

BILLET TC 6R CALIPER, MOUNTING DIMENSIONS:



DISC WIDTH	"B" MOUNT OFFSET
1.38 (35,1)	1.65 (41,9)
1.25 (31,8)	1.58 (40,3)

DIMENSIONS "D1" = (DISC DIAMETER/2) - 2.56 (65,0)

NOTE:
RIGHT HAND REAR MOUNT CALIPER SHOWN
INLET FITTING: 1/8-27 NPT

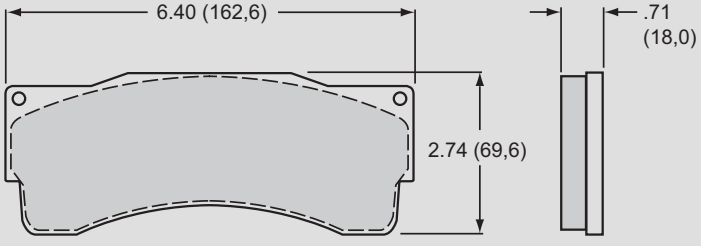
DISC DIAMETER	"E" OUTSIDE RADIUS	"C" OVERALL WIDTH
16.00 (406,4)	8.81 (223,8)	5.41 (137,4)
14.00 (355,6)	8.14 (206,8)	5.29 (134,4)

RADIAL CALIPER ADAPTER BRACKETS:

Radial mount adapter brackets are used in Wilwood brake kits to provide a secure and precise method of attaching the TC 6R caliper to the factory mount bosses on the original spindle. For a list of specific available applications, consult the Wilwood Bolt-On Brake Kit catalog, or visit the kit section of our website @ www.wilwood.com.



BILLET TC 6R BRAKE PAD TYPE 6318 - PAD VOLUME = 6.3 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15Q-8823K	6318 Q PolyMatrix
150 - 9118K	6318 10 BP-10 Smart Pad
150 - 9411K	6318 20 BP-20 Smart Pad

BILLET SUPERLITE SL6R RADIAL MOUNT CALIPERS

Caliper Highlights:

The billet **SL6R** series adds the versatility and convenience of radial mounting to this widely popular caliper group. Radial mounting simplifies adaptation and provides two planes of adjustment for accurate alignment over the disc. These calipers integrate "Big Brake" style with Wilwood's latest technology to generate big stopping power in extreme environments over a broad range of vehicle applications.

The key to the superior performance of the **SL6R** comes from the extremely durable and efficient body design. Starting at 4.84 pounds it is the product of computer generated solid modeling and FEA stress analysis technology. Full length stiffening ribs and a reinforced radial transition from the piston bore housings to the closed end bridges has produced the strongest SL caliper bodies ever built. When compared to open bridge calipers that use tube or stand spacers between the body halves, the closed end bridge design is measurably stronger with less separation or deflection under load. Additional strength and resistance to deflection comes from the four high-strength steel end bridge bolts. A fifth center bridge bolt provides even more overall strength and easy access to the pads without the need to remove the caliper from the mount.

A unique six-piston differential bore configuration provides balanced loading for even pad wear in sustained high heat environments. The standard **SL6R** calipers feature one-piece stainless steel pistons. Stainless is used for its slow heat transfer properties and high resistance to corrosion. The **SL6R/ST** models feature Wilwood's exclusive Thermlock pistons. This multi-part piston design creates a highly efficient thermal barrier to further reduce heat transfer from the pads to caliper body, seals, and fluid. Cooler temperatures translate to longer service life and less chance for heat induced pedal fade.

In addition, each **SL6R** is equipped with SRS bridge plates. SRS plates eliminate all bridge wear caused by pad gouging and extend the service life of the caliper. The spring-loaded action of the SRS plates also eliminates pad rattle and dampens the harmonic vibrations that contribute to pad squeal. Two piece bleed screws and dampened fluid tubes are recess mounted to shield them from track debris and other potential damage sources. High temperature, square faced bore seals provide the largest possible sealing area and controlled piston retraction on release. The full range of Wilwood pad compounds is available to match the brake response and heat range of any competition or sports driving application.

BILLET SL6R AND SL6R/ST:



Black Red

Calipers in this group feature a full width reinforced rib outboard body for maximum strength when caliper to hub or caliper to wheel clearance is not an issue. These calipers are primarily used for asphalt stock cars, road racing, and other competition applications with small 5 on 5 or other OE type lug patterns. The caliper bridge radius will clear rotors from 11.75" to 13.00" in overall diameter. Each caliper in this group uses 7420 type 20mm thick pads. Specific mounting and body width dimensions can be found in the chart on page 16.

SL6R WITH STAINLESS STEEL PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.25" 31,8 mm	120-6115-FS(2,3)	120-6116-FS(2,3)	120-6115-RS(2,3)	120-6116-RS(2,3)
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.00" 25,4 mm	120-6113-FS	120-6114-FS	120-6113-RS	120-6114-RS
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.25" 31,8 mm	120-6111-FS(3)	120-6112-FS(3)	120-6111-RS(3)	120-6112-RS(3)

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) AVAILABLE IN RED, ADD "R" TO END OF PART NUMBER WHEN ORDERING
(3) THESE CALIPERS MAY ALSO BE USED WITH 1.10" THICK ROTORS AND 7416 TYPE 16MM THICK PADS
FS = FRONT SIDE MOUNT, RS = REAR SIDE MOUNT, SI = SIDE INLET

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

SL6R/ST WITH THERMLOCK® PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.25" 31,8 mm	120-6143-FS	120-6144-FS	120-6143-RS	120-6144-RS
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.25" 31,8 mm	—	—	—	120-6201-SI
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.00" 25,4 mm	120-6141-FS	120-6142-FS	120-6141-RS	120-6142-RS

BILLET SL6R AND SL6R/ST WITH NARROWED OUTBOARD BODY:

Calipers in this group feature a reduced width outboard body to provide additional clearance between the caliper face and the wheel or hub. These calipers were originally built for use with wide 5 hubs, but have found their way to OE performance "Big Brake" conversions, road racing, and other close fit wheel applications. The caliper bridge radius will clear rotors from 11.75" to 13.00" in overall diameter. Each caliper in this group uses 7420 type 20mm thick pads. Specific mounting and body width dimensions can be found in the chart on page 16.



Black

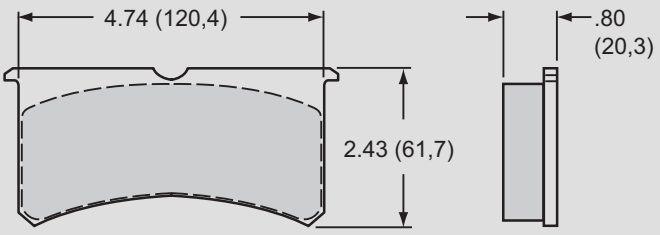
NARROW SL6R WITH STAINLESS STEEL PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12" 41,1 / 31,8 / 31,8 mm	1.25" 31,8 mm	120-7761-FS	120-7762-FS	120-7761-RS	120-7762-RS

NARROW SL6R WITH THERMLOCK® PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12" 41,1 / 31,8 / 31,8 mm	1.25" 31,8 mm	120-6385-FS	120-6386-FS	120-7761-RS	120-7762-RS

SL6R BRAKE PAD TYPE 7420 - PAD VOLUME = 4.9 CU. IN.:

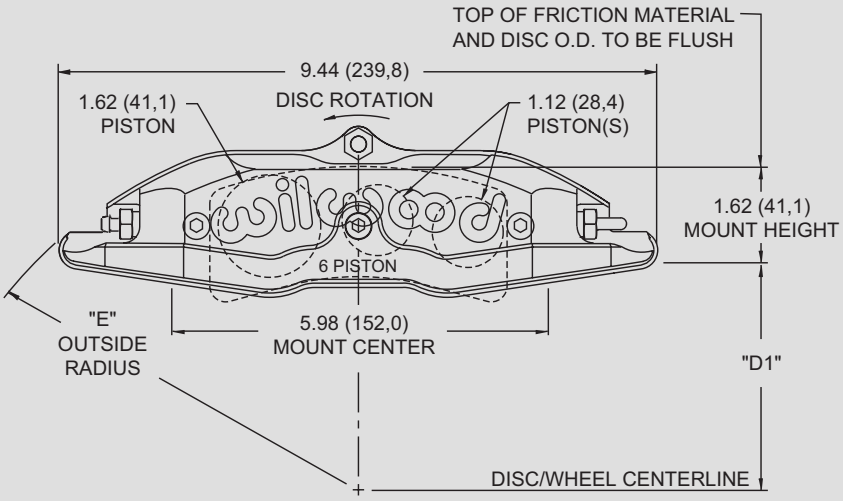


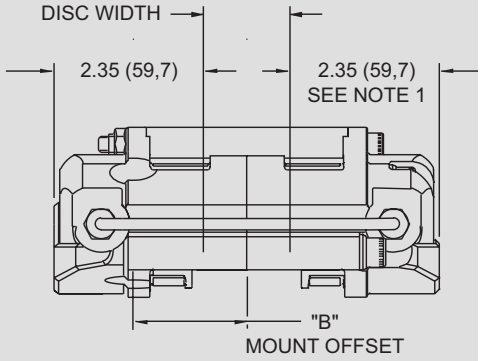
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5938K	7420 A PolyMatrix
15B - 5939K	7420 B PolyMatrix
15C - 6853K	7420 C PolyMatrix
15E - 6084K	7420 E PolyMatrix
15H - 8114K	7420 H PolyMatrix
15J - 6443K	7420 J PolyMatrix
15Q - 6829K	7420 Q PolyMatrix
150 - 8854K	7420 10 BP-10 Smart Pad
150 - 9416K	7420 20 BP-20 Smart Pad
150 - 8323K	7420 SM For Titanium Rotor

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) THESE CALIPERS MAY ALSO BE USED WITH 1.10" THICK ROTORS AND 7416 TYPE 16MM THICK PADS
FS = FRONT SIDE MOUNT, RS = REAR SIDE MOUNT, SI = SIDE INLET

BILLET SUPERLITE SL6R RADIAL MOUNT CALIPERS

SL6R CALIPER, MOUNTING DIMENSIONS:





DIMENSION "D1" = (DISC DIAMETER/2) - 1.62 (41,1)

NOTE 1: DIMENSION FOR WIDE 5 HUB APPLICATION IS 2.13 (54,1)

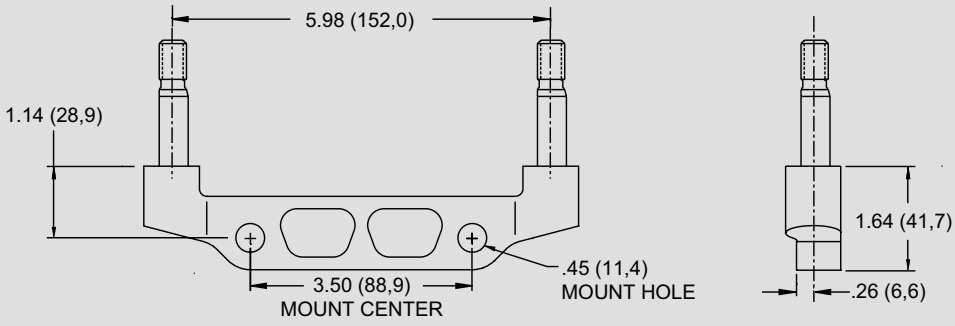
NOTE 2: RIGHT HAND REAR MOUNT CALIPER SHOWN.

INLET FITTING: 1/8-27 NPT
RADIAL MOUNT BRACKETS ARE AVAILABLE

DISC WIDTH	"B" MOUNT OFFSET
1.38 (35,1)	1.80 (45,7)
1.25 (31,8)	1.80 (45,7)
1.10 (27,9)	1.70 (43,2)
1.00 (25,4)	1.70 (43,2)
.81 (20,6)	1.58 (40,1)

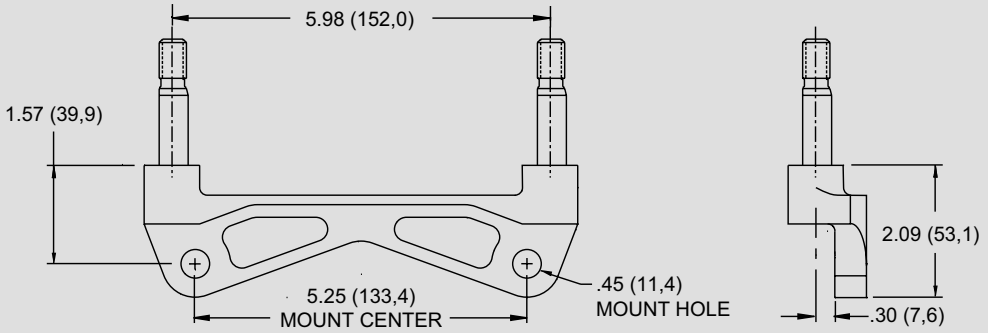
DISC DIAMETER	"E" OUTSIDE RADIUS
11.75 (298,5)	6.65 (168,9)
12.19 (309,6)	6.81 (173,0)
12.72 (323,1)	7.00 (177,8)
12.88 (327,2)	7.07 (179,6)
13.00 (330,2)	7.13 (181,1)

RADIAL CALIPER TO LUG MOUNT ADAPTER BRACKET, PART NUMBER 250-6309:



NOTE:
BRACKET KIT INCLUDES
STUDS, LOCKNUTS,
WASHERS AND
ALIGNMENT SHIMS

RADIAL CALIPER TO LUG MOUNT ADAPTER BRACKET, PART NUMBER 250-6308:



NOTE:
BRACKET KIT INCLUDES
STUDS, LOCKNUTS,
WASHERS AND
ALIGNMENT SHIMS

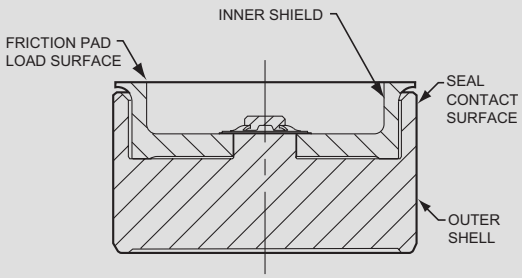
WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (6 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	SELF-BLEED TUBE (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)
120-6111	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5973	—	230-5976	300-5922 (R/H) 300-5923 (L/H)
120-6112	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5973	—	230-5976	300-5922 (R/H) 300-5923 (L/H)
120-6113	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5974	—	230-5977	300-5922 (R/H) 300-5923 (L/H)
120-6114	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5974	—	230-5977	300-5922 (R/H) 300-5923 (L/H)
120-6115	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6116	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6141	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5974	—	230-5977	300-5922 (R/H) 300-5923 (L/H)
120-6142	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5974	—	230-5977	300-5922 (R/H) 300-5923 (L/H)
120-6143	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6144	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6201-SI	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6385	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6386	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-7761	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-7762	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)

THERMLOCK T1 SHORT TRACK PISTON:

Wilwood's **Thermlock® T1** pistons incorporate a stainless steel shield and coated aluminum shell configuration to provide a highly efficient thermal barrier between the brake pads and the caliper body, seals, and fluid. Lower operating temperatures eliminate seal crystallization and localized fluid boiling while providing longer caliper service life through decreased distortion in the caliper body and piston bores. **Thermlock® T1** pistons are standard equipment in all "ST" designated calipers. They can also be ordered separately to update stainless steel piston equipped calipers already in service.



THERMLOCK T1 PISTON CROSS-SECTION

1.62" (41,1 mm) Diameter - Order P/N: 200-7553
1.12" (28,4 mm) Diameter - Order P/N: 200-7556

BILLET SL6R RADIAL MOUNT CALIPERS FOR 14” DISCS

Caliper Highlights:



Black Red

This specially configured **Superlite SL6R** narrow body caliper features an increased bridge radius to allow proper pad alignment and bridge clearance for use with 13.00" to 14.00" diameter rotors. A special body design is used with 16mm pads to provide the narrowest possible profile for tight clearance applications. Radial mounting simplifies adaptation and provides two planes of adjustment for accurate alignment over the disc. These calipers integrate "Big Brake" style with Wilwood's latest technology to generate big stopping power over a broad range of custom, high performance and competition vehicle applications. The **SL6R** is well matched to the fluid output capabilities of many OE master cylinders and serves as the base caliper for Wilwood's 14.00" rotor front "Big Brake" conversion kits.

A key to the superior performance of the **SL6R** comes from the extremely durable, efficient and lightweight body design. Starting at 4.68 pounds it is the product of computer generated solid modeling and FEA stress analysis technology. A reinforced radial transition from the piston bore housings to the closed end bridges has produced the strongest SL caliper bodies ever built. Additional strength and resistance to deflection comes from the four high-strength steel end bridge bolts. A fifth center bridge bolt provides even more overall strength and easy access to the pads without the need to remove the caliper from the mount.

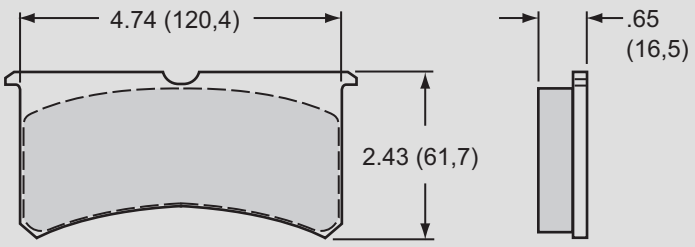
SL6R calipers are assembled with one-piece stainless steel pistons and high temperature, square faced bore seals. Stainless pistons are used for their slow heat transfer properties and high resistance to corrosion. Slow heat transfer reduces the potential for heat related pedal fade and increases the service life of the fluid and seals. The high temperature square faced bore seals have the largest possible sealing area and provide controlled piston retraction on release. The differential bore six-piston configuration distributes the clamping load over the length of the pad to promote even pad wear in the highest temperature environments. This is especially beneficial to vehicles that often realize high temperatures during hard braking.

In addition, each **SL6R** is equipped with SRS bridge plates. SRS plates eliminate all bridge wear caused by pad gouging and extend the service life of the caliper. The spring-loaded action of the SRS plates also eliminates pad rattle and dampens the harmonic vibrations that contribute to pad squeal. Two piece bleed screws and dampened fluid tubes are recess mounted to shield them from track debris and other potential damage sources. A full range of brake pad compounds is available to match the brake response and heat range of any competition or sports driving application.

CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12” 41,1 / 28,4 / 28,4 mm	1.25” 31,8 mm	120-8000-FS(2)	120-8001-FS(2)	120-8000-RS(2)	120-8001-RS(2)
1.62 / 1.12 / 1.12” 41,1 / 28,4 / 28,4 mm	1.10” 27,9 mm	120-8079-FS(2)	120-8080-FS(2)	120-8079-RS(2)	120-8080-RS(2)

SL6R BRAKE PAD TYPE 7416 - PAD VOLUME = 3.8 CU. IN.:

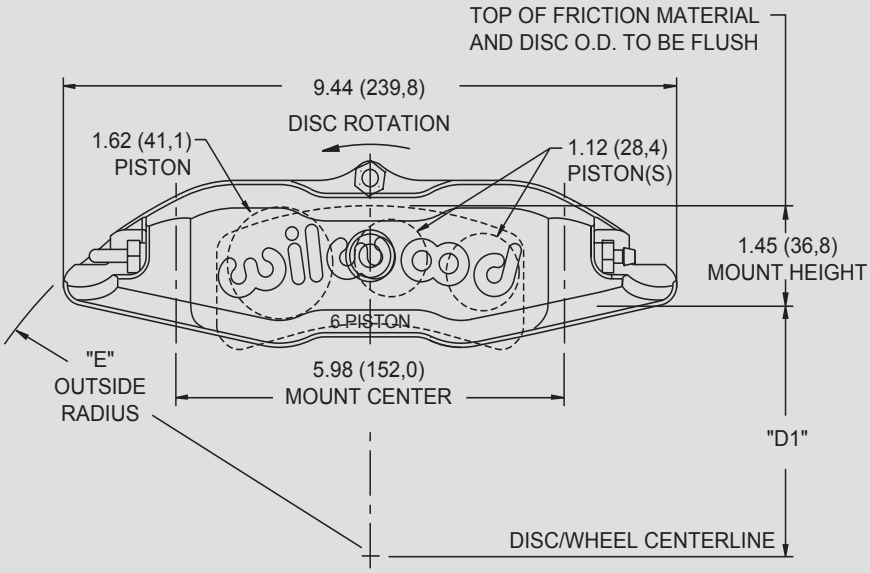


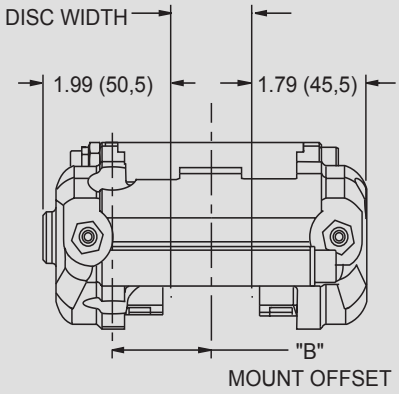
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 6704K	7416 A PolyMatrix
15B - 6705K	7416 B PolyMatrix
15E - 6707K	7416 E PolyMatrix
15H - 8546K	7416 H PolyMatrix
15Q - 6828K	7416 Q PolyMatrix
150 - 8855K	7416 10 BP-10 Smart Pad
150 - 9415K	7416 20 BP-20 Smart Pad

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) AVAILABLE RED, ADD “R” TO END OF PART NUMBER WHEN ORDERING

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

BILLET NARROW SUPERLITE 6R CALIPER, MOUNTING DIMENSIONS:





DISC WIDTH	"B" MOUNT OFFSET
1.25 (31,8)	1.52 (38,7)
1.10 (27,9)	1.43 (36,3)

DIMENSION "D1" = (DISC DIAMETER/2) - 1.45 (36,8)

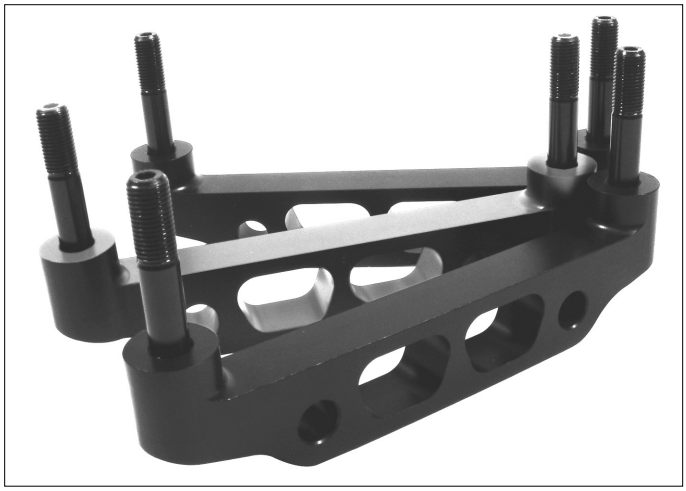
DISC DIAMETER	"E" OUTSIDE RADIUS
11.75 (298,5)	6.77 (172,0)
12.19 (309,6)	6.94 (176,3)
12.72 (323,1)	7.16 (141,1)
12.88 (327,2)	7.23 (183,6)
13.00 (330,2)	7.29 (185,2)
14.00 (355,6)	7.75 (196,8)

RIGHT HAND REAR MOUNT CALIPER SHOWN.

INLET FITTING: 1/8-27 NPT
RADIAL MOUNT BRACKETS ARE AVAILABLE

RADIAL CALIPER ADAPTER BRACKETS:

Radial mount adapter brackets are used in Wilwood brake kits to provide a secure and precise method of attaching the SL 6R caliper to the factory mount bosses on the original spindle. For a list of specific available applications, consult the Wilwood Bolt-On Brake Kit catalog, or visit the kit section of our website @ www.wilwood.com.



SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (6 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)
120-8000	200-7520 (1.62") 200-8439 (1.12")	130-5972	220-6069	190-8369	230-7049	300-6595 (R/H) 300-6596 (L/H)
120-8001	200-7520 (1.62") 200-8439 (1.12")	130-5972	220-6069	190-8369	230-7049	300-6595 (R/H) 300-6596 (L/H)
120-8079	200-7520 (1.62") 200-8439 (1.12")	130-5972	220-6069	190-7711	230-7710	300-6595 (R/H) 300-6596 (L/H)
120-8080	200-7520 (1.62") 200-8439 (1.12")	130-5972	220-6069	190-7711	230-7710	300-6595 (R/H) 300-6596 (L/H)

BILLET SUPERLITE 4R/ST RADIAL MOUNT CALIPER

Caliper Highlights:

The **Billet Superlite 4R/ST** is an extremely rigid, four piston, radial mount design that incorporates Wilwood's latest technology in brake system heat management. With its small piston volumes and large pad capacity, it is ideally suited for rear brake applications in severe duty oval track and road course competition.



Black

The **BSL4R/ST** body is a product of FEA design and stress analysis technology. It is configured for use with 1.25" thick rotors and the substantial pad volume of the 7420 style brake pad. The fully CNC machined, two piece, billet body features a closed bridge with grade 8 thru-bolts. Starting at 5.32 pounds it is the perfect balance between high strength, low deflection, and overall lightweight. Each caliper is fitted with stainless steel pad load plates to reduce wear and provide the smoothest pad operation. A center bridge bolt adds to overall caliper strength and gives easy access to the top loaded pads.

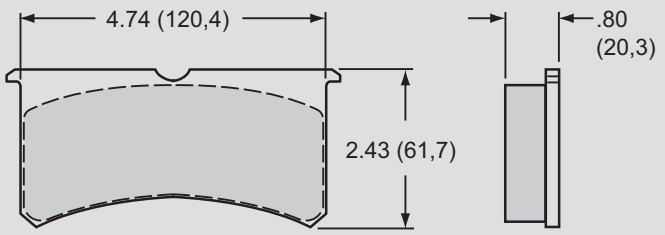
Thermlock® T1 pistons are used to minimize the direct heat transfer from the brake pads. This configuration has been documented to reduce caliper temperatures by more than 30% without the need for fluid recirculation systems. Fluid temperatures are already reduced, seal life is extended, and caliper service life is prolonged with less distortion and reduced wear in the piston bores. Cooler temperatures translate into maximum performance and ultimate reliability over the longest run. Use EXP 600 Plus racing brake fluid to guarantee trouble free performance in all extreme conditions.

BSLR bracket kits are used to install the **BSLR4/ST** calipers in place of most 3.50" lug mount calipers. Radial mounting simplifies service in the field and the bracket kits provide two planes of adjustment for precise alignment over the disc.

CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.38 / 1.12" 44,5 / 28,4 mm	1.25" 31,8 mm	120-6541-FS	120-6542-FS	120-6541-RS	120-6542-RS
1.25 / 1.12" 31,8 / 28,4 mm	1.25" 31,8 mm	120-6543-FS	120-6544-FS	120-6543-RS	120-6544-RS
1.25 / 1.00" 31,8 / 25,4 mm	1.25" 31,8 mm	120-6545-FS	120-6546-FS	120-6545-RS	120-6546-RS

SL4R/ST BRAKE PAD TYPE 7420 - PAD VOLUME = 4.9 CU. IN.:

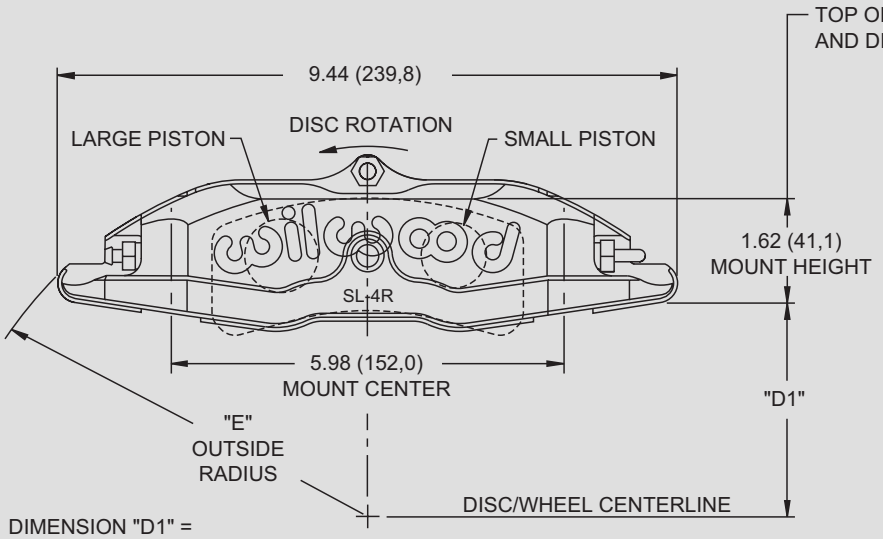


AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5938K	7420 A PolyMatrix
15B - 5939K	7420 B PolyMatrix
15C - 6853K	7420 C PolyMatrix
15E - 6084K	7420 E PolyMatrix
15H - 8114K	7420 H PolyMatrix
15J - 6443K	7420 J PolyMatrix
15Q - 6829K	7420 Q PolyMatrix
150 - 8854K	7420 10 BP-10 Smart Pad
150 - 9416K	7420 20 BP-20 Smart Pad
150 - 8323K	7420 SM For Titanium Rotor

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

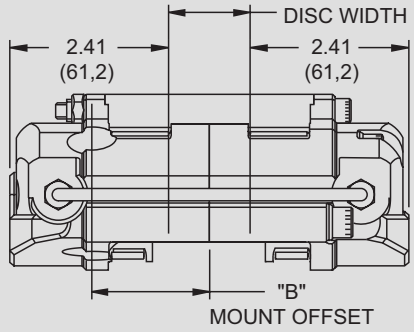
BILLET SUPERLITE 4R/ST RADIAL MOUNT CALIPER, MOUNTING DIMENSIONS:



DIMENSION "D1" =
(DISC DIAMETER/2) - 1.62 (41,1)

NOTE: RIGHT HAND REAR MOUNT CALIPER SHOWN. LEFT HAND CALIPER HAS BLEED SCREW AND CROSSOVER TUBE REVERSED.

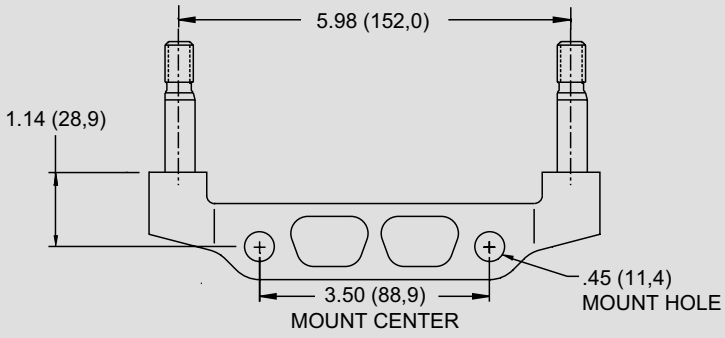
INLET FITTING: 1/8-27 NPT

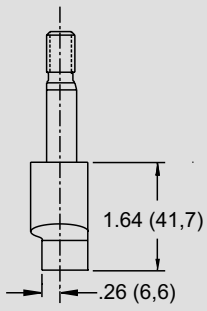


DISC WIDTH	"B" MOUNT OFFSET
1.25 (31,8)	1.80 (45,7)

DISC DIAMETER	"E" OUTSIDE RADIUS
11.75 (298,5)	6.65 (168,9)
12.19 (309,6)	6.81 (173,0)
12.72 (323,1)	7.00 (177,8)
12.88 (327,2)	7.07 (179,6)
13.00 (330,2)	7.13 (181,1)

RADIAL CALIPER TO LUG MOUNT ADAPTER BRACKET, PART NUMBER 250-6309:





NOTE:
BRACKET KIT INCLUDES STUDS, LOCKNUTS, WASHERS AND ALIGNMENT SHIMS

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	SELF-BLEED TUBE (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)
120-6541	200-7554 (1.38") 200-7556 (1.12")	130-7218	220-6069	190-5975	190-8310	230-5976	300-5922 (R/H) 300-5923 (L/H)
120-6542	200-7554 (1.38") 200-7556 (1.12")	130-7218	220-6069	190-5975	190-8310	230-5976	300-5922 (R/H) 300-5923 (L/H)
120-6543	200-7555 (1.25") 200-7556 (1.12")	130-7221	220-6069	190-5975	190-8310	230-5976	300-5922 (R/H) 300-5923 (L/H)
120-6544	200-7555 (1.25") 200-7556 (1.12")	130-7221	220-6069	190-5975	190-8310	230-5976	300-5922 (R/H) 300-5923 (L/H)
120-6545	200-7555 (1.25") 200-7557 (1.00")	130-7219	220-6069	190-5975	190-8310	230-5976	300-5922 (R/H) 300-5923 (L/H)
120-6546	200-7555 (1.25") 200-7557 (1.00")	130-7219	220-6069	190-5975	190-8310	230-5976	300-5922 (R/H) 300-5923 (L/H)

BILLET SL4R RADIAL MOUNT CALIPER FOR 14” DISCS

Caliper Highlights:

This specially configured **Superlite SL4R** narrow body caliper features an increased bridge radius to allow proper pad alignment and bridge clearance for use with 13.00" to 14.00" diameter rotors. A special body design is used with 16mm pads to provide the narrowest possible profile for tight clearance applications. Radial mounting simplifies adaptation and provides two planes of adjustment for accurate alignment over the disc. These calipers integrate "Big Brake" style with Wilwood's latest technology to generate big stopping power over a broad range of custom, high performance, and off road vehicle applications.



Black Red

A key to the superior performance of the **SL4R** comes from the extremely durable, efficient and lightweight body design. Starting at 4.50 pounds it is the product of computer generated solid modeling and FEA stress analysis technology. A reinforced radial transition from the piston bore housings to the closed end bridges has produced the strongest Superlite caliper bodies ever built. Additional strength and resistance to deflection comes from the four high-strength steel end bridge bolts. A fifth center bridge bolt provides even more overall strength and easy access to the pads without the need to remove the caliper from the mount.

This special group of **SL4R** calipers is assembled with machined aluminum pistons and rubber dust boots. Coated aluminum is lightweight with high resistance to corrosion and fast heat dissipation qualities. The dust boots seal out all debris to keep the pistons and caliper bores running smooth in the harshest environments. High temperature square faced bore seals have the largest possible sealing area and provide controlled piston retraction on release. Three piston bore options are available to match the fluid and brake clamping bias requirements of any custom vehicle application.

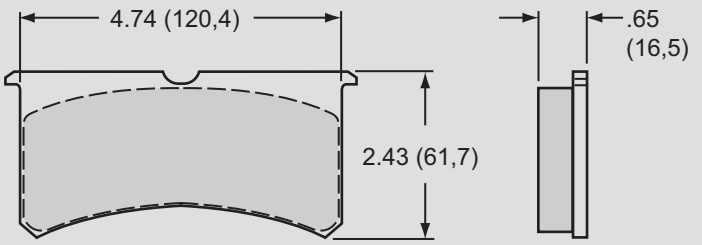
In addition, each **SL4R** is equipped with SRS bridge plates. SRS plates eliminate all bridge wear caused by pad gouging and extend the service life of the caliper. The spring-loaded action of the SRS plates also eliminates pad rattle and dampens the harmonic vibrations that contribute to pad squeal. Two piece bleed screws and dampened fluid tubes are recess mounted to shield them from track debris and other potential damage sources. A full range of Wilwood pad compounds is available to match the brake response and heat range of any competition or sports driving application.

NOTE: For sustained high temperature operation in severe duty competition, the **SL4R** can be fitted with one piece stainless steel or Wilwood's exclusive **Thermlock**® piston technology without the dust boots. Contact Wilwood or your dealer with requirements.

CALIPER ORDERING INFORMATION:(1)

BORE SIZE		DISC WIDTH		PART NUMBER
1.75”	44,5 mm	1.25”	31,8 mm	120-8071-R/L(2)
1.75”	44,5 mm	1.10”	27,9 mm	120-8070-R/L
1.75”	44,5 mm	1.25”	31,8 mm	120-8501-R/L(3)
1.75”	44,5 mm	1.10”	27,9 mm	120-8502-R/L(3)
1.38”	35,0 mm	1.25”	31,8 mm	120-8065-R/L
1.38”	35,0 mm	1.10”	27,9 mm	120-8064-R/L(2)
1.38”	35,0 mm	1.25”	31,8 mm	120-8503-R/L(3)
1.38”	35,0 mm	1.10”	27,9 mm	120-8504-R/L(3)
1.25”	31,8 mm	1.25”	31,8 mm	120-8063-R/L
1.25”	31,8 mm	1.10”	27,9 mm	120-8062-R/L(2)
1.25”	31,8 mm	1.25”	31,8 mm	120-8505-R/L(3)
1.25”	31,8 mm	1.10”	27,9 mm	120-8506-R/L(3)

SL4R BRAKE PAD TYPE 7416 - PAD VOLUME = 3.8 CU. IN.:

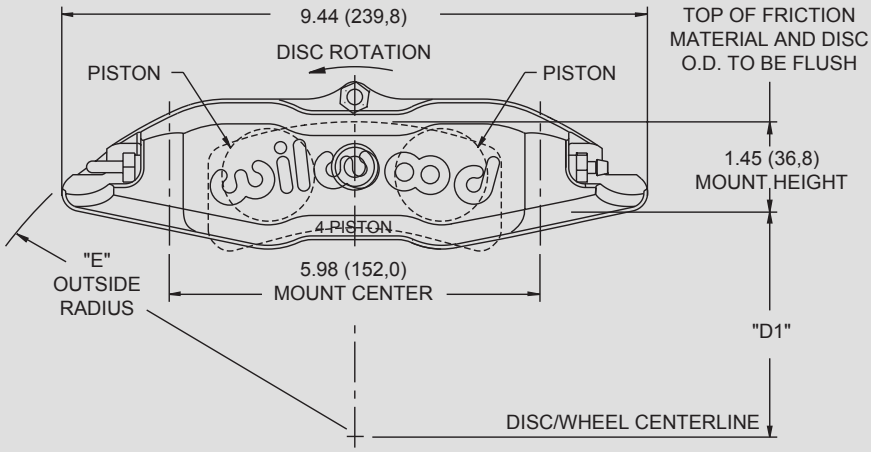


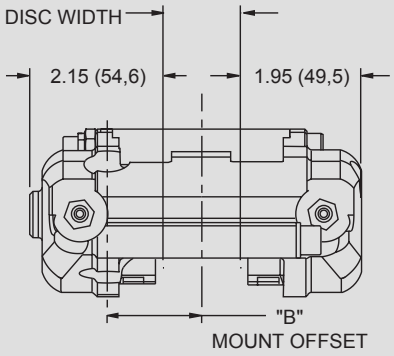
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 6704K	7416 A PolyMatrix
15B - 6705K	7416 B PolyMatrix
15E - 6707K	7416 E PolyMatrix
15H - 8546K	7416 H PolyMatrix
15Q - 6828K	7416 Q PolyMatrix
150 - 8855K	7416 10 BP-10 Smart Pad
150 - 9415K	7416 20 BP-20 Smart Pad

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) AVAILABLE RED, ADD “RD” TO END OF PART NUMBER WHEN ORDERING
(3) THESE CALIPERS HAVE STAINLESS STEEL PISTONS WITHOUT DUST BOOTS

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

BILLET NARROW SUPERLITE 4R CALIPER, MOUNTING DIMENSIONS:





DISC WIDTH	"B" MOUNT OFFSET
1.25 (31,8)	1.52 (38,7)
1.10 (27,9)	1.43 (36,3)

DISC DIAMETER	"E" OUTSIDE RADIUS
11.75 (298,5)	6.77 (172,0)
12.19 (309,6)	6.94 (176,3)
12.72 (323,1)	7.16 (141,1)
12.88 (327,2)	7.23 (183,6)
13.00 (330,2)	7.29 (185,2)
14.00 (355,6)	7.75 (196,8)

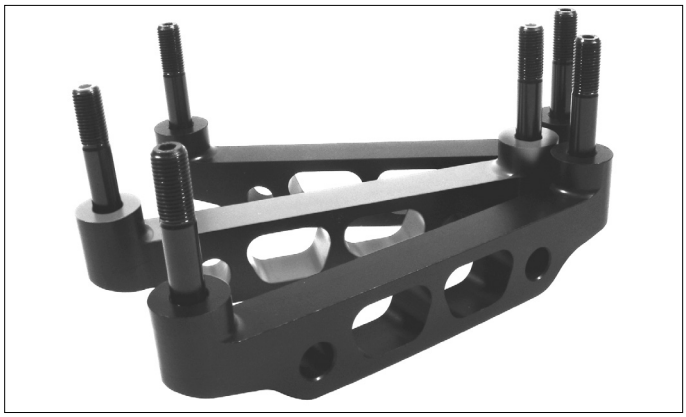
DIMENSION "D1" = (DISC DIAMETER/2) - 1.45 (36,8)

RIGHT HAND REAR MOUNT CALIPER SHOWN.

INLET FITTING: 1/8-27 NPT
RADIAL MOUNT BRACKETS ARE AVAILABLE

RADIAL CALIPER ADAPTER BRACKETS:

Radial mount adapter brackets are used in Wilwood brake kits to provide a secure and precise method of attaching the SL 4R caliper to the factory mount bosses on the original spindle. For a list of specific available applications, consult the Wilwood Bolt-On Brake Kit catalog, or visit the kit section of our website @ www.wilwood.com.



SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	DUST BOOT (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)
120-8062	200-7318 (1.25")	130-2479	220-6069	190-7711	210-7210	230-7710	300-6595 (R/H) 300-6596 (L/H)
120-8063	200-7318 (1.25")	130-2479	220-6069	190-8369	210-7210	230-7049	300-6595 (R/H) 300-6596 (L/H)
120-8064	200-7319 (1.38")	130-2658	220-6069	190-7711	210-7210	230-7710	300-6595 (R/H) 300-6596 (L/H)
120-8065	200-7319 (1.38")	130-2658	220-6069	190-8369	210-7210	230-7049	300-6595 (R/H) 300-6596 (L/H)
120-8070	200-7322 (1.75")	130-2655	220-6069	190-7711	210-7210	230-7710	300-6595 (R/H) 300-6596 (L/H)
120-8071	200-7322 (1.75")	130-2655	220-6069	190-8369	210-7210	230-7049	300-6595 (R/H) 300-6596 (L/H)
120-8501	200-7531 (1.75")	130-2655	220-6069	190-8369	—	230-7049	300-6595 (R/H) 300-6596 (L/H)
120-8502	200-7531 (1.75")	130-2655	220-6069	190-7711	—	230-7710	300-6595 (R/H) 300-6596 (L/H)
120-8503	200-7516 (1.38")	130-2658	220-6069	190-8369	—	230-7049	300-6595 (R/H) 300-6596 (L/H)
120-8504	200-7516 (1.38")	130-2658	220-6069	190-7711	—	230-7710	300-6595 (R/H) 300-6596 (L/H)
120-8505	200-7514 (1.25")	130-2479	220-6069	190-8369	—	230-7049	300-6595 (R/H) 300-6596 (L/H)
120-8506	200-7514 (1.25")	130-2479	220-6069	190-7711	—	230-7710	300-6595 (R/H) 300-6596 (L/H)

BILLET SUPERLITE SL6 LUG MOUNT CALIPERS

Caliper Highlights:

The billet **SL6** series integrates "Big Brake" style and Wilwood's latest technology into the traditional 3.50" centered lug mount Superlite caliper category. Each caliper is precision CNC machined from high strength billet into three specialized configurations that cover a broad range of competition and sports driving applications.

The key to the superior performance of the **SL6** comes from the extremely durable, efficient and lightweight body design. Starting at 5.06, pounds it is the product of computer generated solid modeling and FEA stress analysis technology. Full length stiffening ribs and a reinforced radial transition from the piston bore housings to the closed end bridges have produced the strongest Superlite caliper bodies ever built. When compared to open bridge calipers that use tube or stand spacers between the body halves, the closed end bridge design is measurably stronger with less separation or deflection under load. Additional strength and resistance to deflection comes from the four high-strength steel end bridge bolts. A fifth center bridge bolt provides even more overall strength and easy access to the pads without the need to remove the caliper from the mount.

A unique six-piston differential bore configuration provides balanced loading for even pad wear in sustained high heat environments. The standard **SL6** calipers feature one-piece stainless steel pistons. Stainless is used for its slow heat transfer properties and high resistance to corrosion. The **SL6/ST** models feature Wilwood's exclusive **Thermlock®** pistons. This multi-part piston design creates a highly efficient thermal barrier to further reduce heat transfer from the pads to the caliper body, seals, and fluid. Cooler temperatures translate to longer service life and less chance for heat induced pedal fade.

In addition, each **SL6** is equipped with SRS bridge plates. SRS plates eliminate all bridge wear caused by pad gouging and extend the service life of the caliper. The spring-loaded action of the SRS plates also eliminates pad rattle and dampens the harmonic vibrations that contribute to pad squeal. Two piece bleed screws and dampened fluid tubes are recess mounted to shield them from track debris and other potential damage sources. High temperature, square faced bore seals provide the largest possible sealing area and controlled piston retraction on release. The full range of Wilwood pad compounds is available to match the brake response and heat range of any competition or sports driving application.

BILLET SL6 AND SL6/ST:



Black

Calipers in this group feature a full width reinforced rib outboard body for maximum strength when caliper to hub or caliper to wheel clearance is not an issue. These calipers are primarily used for asphalt stock cars, road racing, and other competition applications with small 5 on 5 or other OE type lug patterns. The caliper bridge radius will clear rotors from 11.75" to 13.00" in overall diameter. Each caliper in this group uses 7420 type 20mm thick pads. Specific mounting and body width dimensions can be found in the chart on page 26 .

SL6 WITH STAINLESS STEEL PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12” 41,1 / 28,4 / 28,4 mm	1.25” 31,8 mm	120-5960-FS	120-5961-FS	120-5960-RS	120-5961-RS
1.62 / 1.12 / 1.12” 41,1 / 28,4 / 28,4 mm	1.00” 25,4 mm	120-5958-FS	120-5959-FS	120-5958-RS	120-5959-RS
1.62 / 1.12 / 1.12” 41,1 / 28,4 / 28,4 mm	.81” 20,6 mm	120-5956-FS	120-5957-FS	120-5956-RS	120-5957-RS

SL6 WITH THERMLOCK® PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12” 41,1 / 28,4 / 28,4 mm	1.25” 31,8 mm	120-6094-FS	120-6095-FS	120-6094-RS	120-6095-RS

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION • FS = FRONT SIDE MOUNT, RS = REAR SIDE MOUNT, SI = SIDE INLET

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

BILLET SL6 AND SL6/ST WITH NARROWED OUTBOARD BODY:

Calipers in this group feature a reduced width outboard body to provide additional clearance between the caliper face and the wheel or hub. These calipers were originally built for use with wide 5 hubs, but have found their way to other close fit wheel and hub applications. The caliper bridge radius will clear rotors from 11.75" to 13.00" in overall diameter. Each caliper in this group uses 7420 type 20mm thick pads. Specific mounting and body width dimensions can be found in the chart on page 26, with dimensional variations outlined in note 1.



Black

NARROWED SL6 WITH STAINLESS STEEL PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.25" 31,8 mm	120-6584-FS	120-6585-FS	120-6584-RS	120-6585-RS

SL6 WITH THERMLOCK® PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.25" 31,8 mm	120-6387-FS	120-6388-FS	120-6387-RS	120-6388-RS

NARROWED BODY SL6 FOR 16MM PADS:



Black Red Polished

Calipers in this group have the narrowest profile in the entire SL6 category. They are designed for use with 16mm thick 7416 type pads over 1.10" width rotors between 11.75" and 13.00" in diameter. These calipers are primarily used in OE performance "Big Brake" conversion kits and other custom applications with extreme space limitations. Fully polished calipers are also available for custom show car applications. Specific mounting and body width dimensions can be found in the chart on page 26, with dimensional variations outlined in note 2.

NARROWED BODY SL6 FOR 16MM PADS - BLACK CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.10" 27,9 mm	120-7228-FS(2)	120-7229-FS(2)	120-7228-RS(2)	120-7229-RS(2)

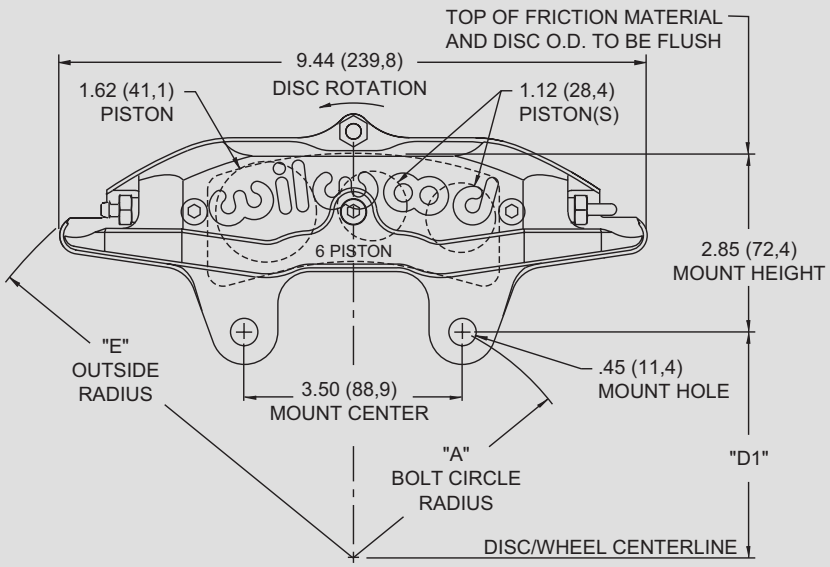
NARROWED BODY SL6 FOR 16MM PADS - POLISHED CALIPER ORDERING INFORMATION:(1)

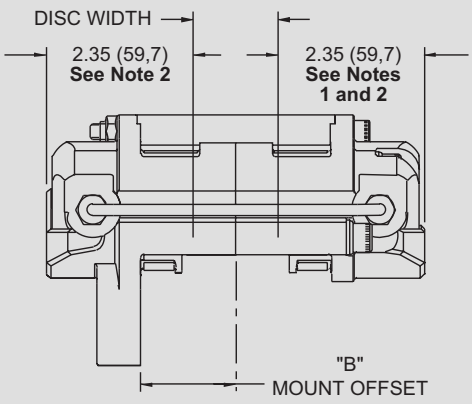
BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.62 / 1.12 / 1.12" 41,1 / 28,4 / 28,4 mm	1.10" 27,9 mm	120-7259-FSP	120-7260-FSP	120-7259-RSP	120-7260-RSP

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) AVAILABLE RED, ADD "R" TO END OF PART NUMBER WHEN ORDERING
FS = FRONT SIDE MOUNT, RS = REAR SIDE MOUNT, SI = SIDE INLET

BILLET SUPERLITE SL6 LUG MOUNT CALIPERS

SUPERLITE 6 LUG MOUNT CALIPER, MOUNTING DIMENSIONS:





DISC WIDTH	"B" MOUNT OFFSET	
1.38 (35,1)	1.54 (39,1)	
1.25 (31,8)	1.54 (39,1)	
1.10 (27,9)	1.44 (36,6)	**Note 3**
1.00 (25,4)	1.44 (36,6)	
.81 (20,6)	1.32 (33,5)	

DIMENSION "D1" = (DISC DIAMETER/2) - 2.85 (72,4)

NOTE 1: WIDTH DIMENSION ON NARROW OUTBOARD BODY CALIPER IS 2.13 (54,1)

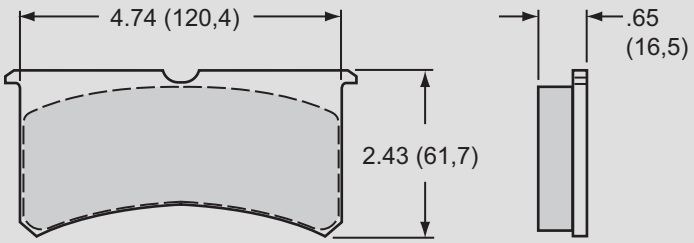
NOTE 2: WIDTH DIMENSION FOR NARROW BODY CALIPER FOR 16mm PADS IS 1.91 (48,5)

NOTE 3: MOUNT OFFSET DIMENSION FOR NARROW BODY FOR 16mm PADS IS IS 1.23 (31,2)

RIGHT HAND, REAR MOUNT CALIPER SHOWN.
INLET FITTING: 1/8-27 NPT.

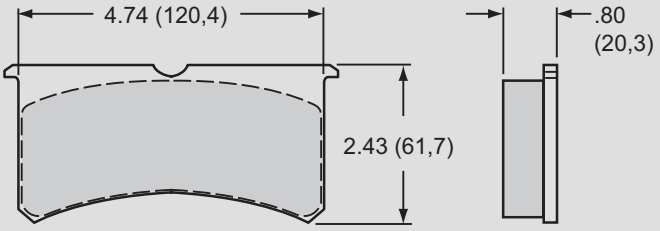
DISC DIAMETER	"A" BOLT CIRCLE RADIUS	"E" OUTSIDE RADIUS
11.75 (298,5)	3.49 (88,6)	6.65 (168,9)
12.19 (309,6)	3.69 (93,7)	6.81 (173,0)
12.72 (323,1)	3.92 (99,6)	7.00 (177,8)
12.88 (327,2)	3.99 (101,3)	7.08 (179,8)
13.00 (330,2)	4.05 (102,9)	7.13 (181,1)

SL6 BRAKE PAD TYPE 7416 - PAD VOLUME = 3.8 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 6704K	7416 A PolyMatrix
15B - 6705K	7416 B PolyMatrix
15E - 6707K	7416 E PolyMatrix
15H - 8546K	7416 H PolyMatrix
15Q - 6828K	7416 Q PolyMatrix
150 - 8855K	7416 10 BP-10 Smart Pad
150 - 9415K	7416 20 BP-20 Smart Pad

SL6 BRAKE PAD TYPE 7420 - PAD VOLUME = 4.9 CU. IN.:



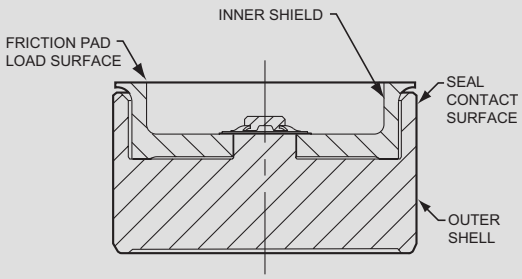
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5938K	7420 A PolyMatrix
15B - 5939K	7420 B PolyMatrix
15C - 6853K	7420 C PolyMatrix
15E - 6084K	7420 E PolyMatrix
15H - 8114K	7420 H PolyMatrix
15J - 6443K	7420 J PolyMatrix
15Q - 6829K	7420 Q PolyMatrix
150 - 8854K	7420 10 BP-10 Smart Pad
150 - 9416K	7420 20 BP-20 Smart Pad
150 - 8323K	7420 SM For Titanium Rotor

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

THERMLOCK T1 SHORT TRACK PISTON:

Wilwood's **Thermlock® T1** pistons incorporate a stainless steel shield and coated aluminum shell configuration to provide a highly efficient thermal barrier between the brake pads and the caliper body, seals, and fluid. Lower operating temperatures eliminate seal crystallization and localized fluid boiling while providing longer caliper service life through decreased distortion in the caliper body and piston bores. **Thermlock® T1** pistons are standard equipment in all "ST" designated calipers. They can also be ordered separately to update any existing stainless steel piston equipped caliper built for 7420 type 20mm pads. **Thermlock® T1** pistons are not compatible with the special narrow body calipers built for use with the 7416 type 16mm pads.

1.62" (41,1 mm) Diameter - Order P/N: 200-7553
1.12" (28,4 mm) Diameter - Order P/N: 200-7556



THERMLOCK T1 PISTON CROSS-SECTION

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (6 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	SELF-BLEED TUBE (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)
120-5956	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5973	—	230-5976	300-5922 (R/H) 300-5923 (L/H)
120-5957	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5973	—	230-5976	300-5922 (R/H) 300-5923 (L/H)
120-5958	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5974	—	230-5977	300-5922 (R/H) 300-5923 (L/H)
120-5959	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5974	—	230-5977	300-5922 (R/H) 300-5923 (L/H)
120-5960	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-5961	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6094	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6095	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6198-SI	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5973	—	230-5976	300-5922 (R/H) 300-5923 (L/H)
120-6199-SI	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6387	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6388	200-7553 (1.62") 200-7556 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6584	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-6585	200-7519 (1.62") 200-7513 (1.12")	130-5972	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-7228	200-7520 (1.62") 200-8439 (1.12")	130-5972	220-6069	190-7711	—	230-7710	300-6595 (R/H) 300-6596 (L/H)
120-7229	200-7520 (1.62") 200-8439 (1.12")	130-5972	220-6069	190-7711	—	230-7710	300-6595 (R/H) 300-6596 (L/H)
120-7259	200-7520 (1.62") 200-8439 (1.12")	130-5972	220-6069	190-7711	—	230-7709	300-6595 (R/H) 300-6596 (L/H)
120-7260	200-7520 (1.62") 200-8439 (1.12")	130-5972	220-6069	190-7711	—	230-7709	300-6595 (R/H) 300-6596 (L/H)

BILLET SUPERLITE 4 AND 4/ST LUG MOUNT CALIPERS

Caliper Highlights:

The billet **SL4** and **SL4/ST** calipers incorporate Wilwood's latest technology in a conventional 3.50" centered lug mount design, with weights starting at 4.94 pounds. This caliper series has been structurally designed for high clamping efficiency and low deflection in a body width compatible with all wide 5 and 5 x 5 style hubs. It is a direct replacement for all other Superlite style calipers.



Black

The **SL4** series bodies are the products of FEA solid modeling and stress analysis technology. A reinforced radial transition between the piston housing body and the solid bridge is combined with a full body length reinforcement rib to give this caliper the highest resistance to deflection and separation under load of any Superlite style caliper available. Four high strength steel bridge bolts and a fifth center bridge bolt further add to the superior clamping efficiency while providing easy access to the 7420 style pads.

All **SL4** series calipers use a big differential bore four-piston design. The 1.88" / 1.75" piston sizes provide the largest effective piston clamping area of any model in the Superlite series. The differential bore pattern uses the pressure variance between the bore sizes to compensate for the natural temperature changes cross the face of the pad and the natural tendencies for the pad to "self load" on the leading edge. The split balance of the pad loading promotes even pad wear in the higher temperature applications. Standard **SL4** models use one piece stainless steel pistons for their low heat transfer properties and their high resistance to corrosion. For the ultimate protection in extreme sustained high heat competition, **SL4/S**T models are equipped with Wilwood's exclusive **Thermlock®** pistons. This multi-part piston assembly provides a highly effective thermal barrier that reduces heat transfer from the pads to the fluid, seals, and caliper body by as much as 30%. Seal life and fluid performance is increased proportionately. High temperature square faced seals provide the largest possible sealing surface area with controlled piston retraction on release.

Every **SL4** and **SL4/ST** caliper incorporates new and adapted performance features from other Wilwood designs. Each caliper is equipped with replaceable SRS stainless steel bridge wear plates. SRS plates eliminate the bridge wear caused by pad gouging to extend the service life of the caliper. The spring-loaded action of the SRS plates eliminates pad rattle and dampens the vibration harmonics that contribute to pad squeal. The bodies are machined with recesses to protect the fluid crossover tubes and bleed screws. The fluid tubes are dampen mounted and two piece bleed screw assemblies assure reliability in harsh conditions and round out the total performance package. The full range of Wilwood brake pad compounds is available in the 7420 type pads to match the brake response and heat range of any competition application.

SUPERLITE 4/ST WITH THERMLOCK® PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.88 / 1.75” 47,8 / 44,5 mm	1.25” 31,8 mm	120-7570-FS	120-7571-FS	120-7570-RS	120-7571-RS

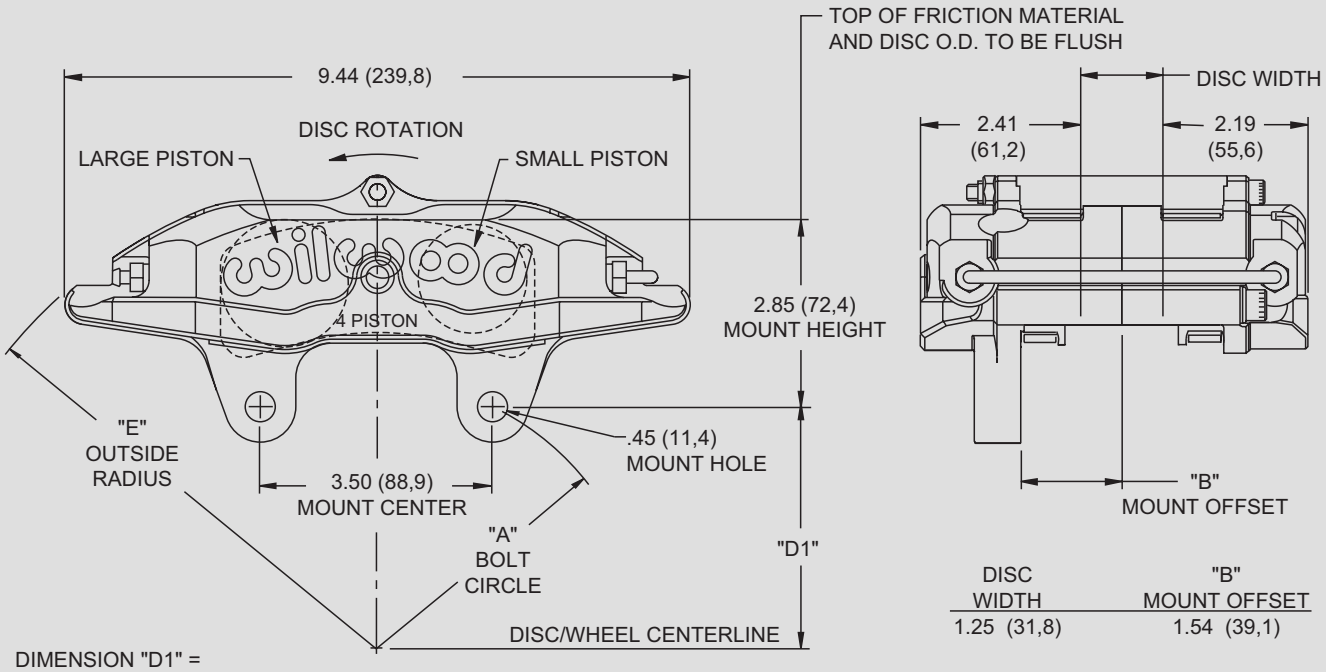
SUPERLITE 4/ST WITH STAINLESS STEEL PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.88 / 1.75” 47,8 / 44,5 mm	1.25” 31,8 mm	120-7568-FS	120-7569-FS	120-7568-RS	120-7569-RS

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

BILLET SUPERLITE 4 CALIPER, MOUNTING DIMENSIONS:



DISC WIDTH	"B" MOUNT OFFSET
1.25 (31,8)	1.54 (39,1)

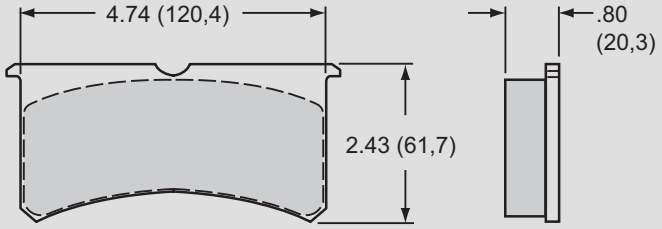
DIMENSION "D1" =
(DISC DIAMETER/2) - 2.85 (72,4)

NOTE: RIGHT HAND REAR MOUNT CALIPER SHOWN.
LEFT HAND CALIPER HAS BLEED SCREW
AND CROSSOVER TUBE REVERSED.

INLET FITTING: 1/8-27 NPT

DISC DIAMETER	"A" BOLT CIRCLE RADIUS	"E" OUTSIDE RADIUS
11.75 (298,5)	3.49 (88,6)	6.65 (168,9)
12.19 (309,6)	3.69 (93,7)	6.81 (173,0)
12.72 (323,1)	3.92 (99,6)	7.01 (178,0)
12.88 (327,2)	3.99 (101,3)	7.08 (179,8)
13.00 (330,2)	4.05 (102,9)	7.14 (181,4)

SUPERLITE 4 BRAKE PAD TYPE 7420 - PAD VOLUME = 4.9 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5938K	7420 A PolyMatrix
15B - 5939K	7420 B PolyMatrix
15C - 6853K	7420 C PolyMatrix
15E - 6084K	7420 E PolyMatrix
15H - 8114K	7420 H PolyMatrix
15J - 6443K	7420 J PolyMatrix
15Q - 6829K	7420 Q PolyMatrix
150 - 8854K	7420 10 BP-10 Smart Pad
150 - 9416K	7420 20 BP-20 Smart Pad
150 - 8323K	7420 SM For Titanium Rotor

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	SELF-BLEED TUBE (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)
120-7568	200-7522 (1.88") 200-7532 (1.75")	130-2427	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-7569	200-7522 (1.88") 200-7532 (1.75")	130-2427	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-7570	200-7550 (1.88") 200-7551 (1.75")	130-2427	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)
120-7571	200-7550 (1.88") 200-7551 (1.75")	130-2427	220-6069	190-5975	190-8310	230-5978	300-5922 (R/H) 300-5923 (L/H)

FORGED BILLET SUPERLITE CALIPER

Caliper Highlights:

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 road-race, off-road, rally and sport driving applications. Starting at 4.40 pounds, the **Forged Billet Superlite (FSL)** 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.



Black Red

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 re-aligns the metal's 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 **FSL** 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 **FSL**. 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 Wilwood 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. Fluid tubes are vibration dampened to resist stress fractures and reduce damage caused by track debris. Two-piece bleed screw assemblies provide long, reliable service life and are easily replaced if necessary.

Forged Billet Superlite calipers are a direct replacement for all Wilwood Superlite and similar competitive brand calipers with 3.50" centered mounting tabs. Calipers are available in the popular 1.75", 1.62", 1.38", 1.25" and 1.12" piston sizes for .81", 1.10" and 1.25" rotor widths. **FSL** calipers use the same 7420 type bridge bolt brake pad used in all Superlite 6 piston calipers. The full range of PolyMatrix pad compounds is available to match brake response and heat range to any application.

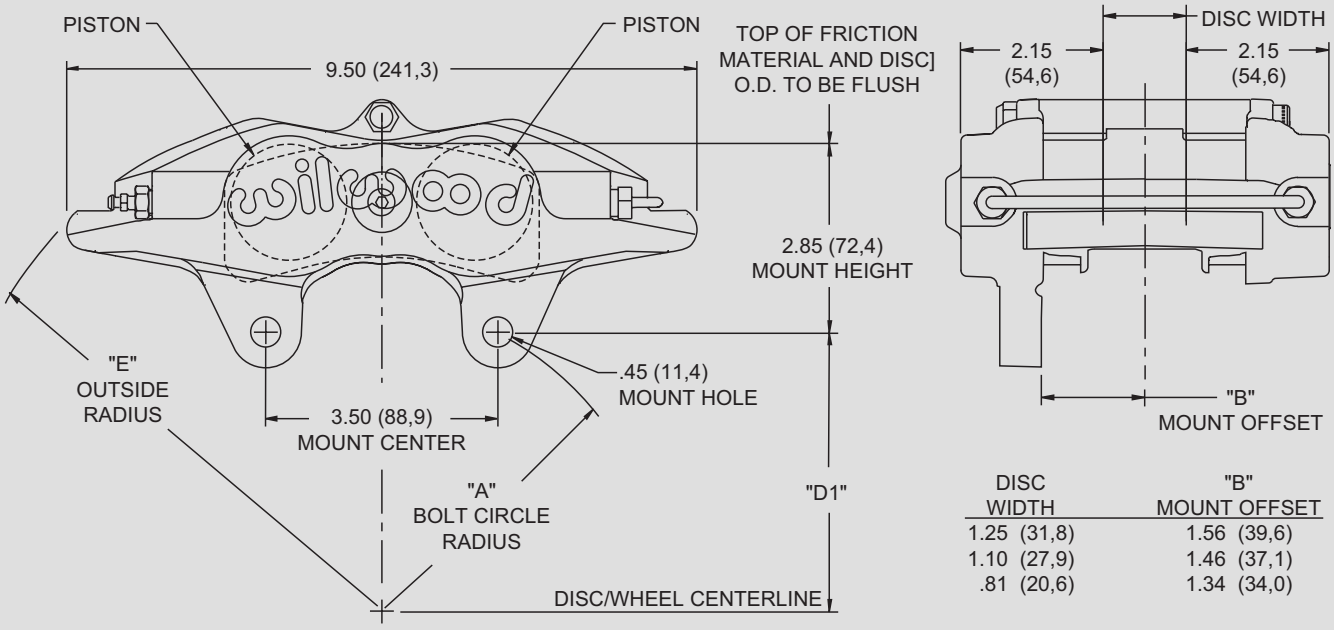
CALIPER ORDERING INFORMATION:(1)

BORE SIZE		DISC WIDTH		PART NUMBER
1.75”	44,5 mm	1.25”	31,8 mm	120-7429-R/L
1.75”	44,5 mm	1.10”	27,9 mm	120-7476-R/L
1.75”	44,5 mm	.81”	20,6 mm	120-7430-R/L
1.75”	44,5 mm	.81”	20,6 mm	120-7430-SI
1.62”	41,1 mm	1.25”	31,8 mm	120-8466-R/L
1.62”	41,1 mm	1.10	27,9 mm	120-8465-R/L
1.62”	41,1 mm	.81”	20,6 mm	120-8464-R/L(2)
1.38”	35,0 mm	1.25”	31,8 mm	120-7431-R/L
1.38”	35,0 mm	1.10”	27,9 mm	120-7477-R/L
1.38”	35,0 mm	.81”	20,6 mm	120-7432-R/L(2)
1.25”	31,8 mm	1.25”	31,8 mm	120-7792-R/L
1.25”	31,8 mm	.81”	20,6 mm	120-7794-R/L
1.12”	28,4 mm	1.25”	31,8 mm	120-8282-R/L
1.12”	28,4 mm	.81”	20,6 mm	120-8283-R/L

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION (SI = SIDE INLET)
(2) AVAILABLE RED, ADD “RD” TO END OF PART NUMBER WHEN ORDERING

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

FORGED BILLET SUPERLITE CALIPER, MOUNTING DIMENSIONS:



DISC WIDTH	"B" MOUNT OFFSET
1.25 (31,8)	1.56 (39,6)
1.10 (27,9)	1.46 (37,1)
.81 (20,6)	1.34 (34,0)

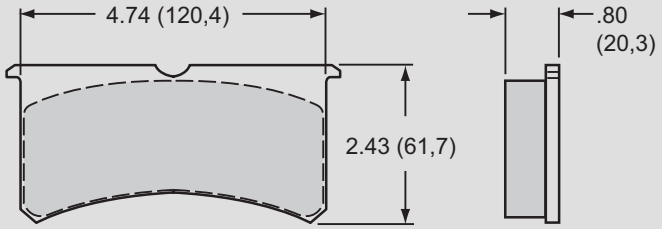
DIMENSION "D1" = (DISC DIAMETER/2) - 2.85 (72,4)

NOTE: RIGHT HAND CALIPER SHOWN. LEFT HAND CALIPER HAS BLEED SCREW AND CROSSOVER TUBE REVERSED.

INLET FITTING: 1/8-27 NPT

DISC DIAMETER	"A" BOLT CIRCLE RADIUS	"E" OUTSIDE RADIUS
11.75 (298,5)	3.50 (88,9)	6.69 (169,9)
12.19 (309,6)	3.69 (93,7)	6.85 (174,0)
12.72 (323,1)	3.92 (99,6)	7.05 (179,1)
12.88 (327,2)	4.00 (101,6)	7.12 (180,8)
13.00 (330,2)	4.05 (102,9)	7.18 (182,4)

FORGED BILLET SUPERLITE BRAKE PAD TYPE 7420 - PAD VOLUME = 4.9 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5938K	7420 A PolyMatrix
15B - 5939K	7420 B PolyMatrix
15C - 6853K	7420 C PolyMatrix
15E - 6084K	7420 E PolyMatrix
15H - 8114K	7420 H PolyMatrix
15J - 6443K	7420 J PolyMatrix
15Q - 6829K	7420 Q PolyMatrix
150 - 8854K	7420 10 BP-10 Smart Pad
150 - 9416K	7420 20 BP-20 Smart Pad
150 - 8323K	7420 SM For Titanium Rotor

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	SELF BLEED TUBE (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE-R/L (EA)
120-7429	200-7531 (1.75")	130-2655	220-6069	190-5975	190-8310	230-7541	300-5922/23
120-7430	200-7531 (1.75")	130-2655	220-6069	190-5973	—	230-7539	300-5922/23
120-7431	200-7516 (1.38")	130-2658	220-6069	190-5975	190-8310	230-7541	300-5922/23
120-7432	200-7516 (1.38")	130-2658	220-6069	190-5973	—	230-7539	300-5922/23
120-7476	200-7531 (1.75")	130-2655	220-6069	190-5974	—	230-7540	300-5922/23
120-7477	200-7516 (1.38")	130-2658	220-6069	190-5974	—	230-7540	300-5922/23
120-7792	200-7514 (1.25")	130-2479	220-6069	190-5975	190-8310	230-7541	300-5922/23
120-7794	200-7514 (1.25")	130-2479	220-6069	190-5973	—	230-7539	300-5922/23
120-8282	200-7513 (1.12")	130-2579	220-6069	190-5975	190-8310	230-7541	300-5922/23
120-8283	200-7513 (1.12")	130-2579	220-6069	190-5973	—	230-7539	300-5922/23
120-8464	200-7519 (1.62")	130-4346	220-6069	190-5973	—	230-7539	300-5922/23
120-8465	200-7519 (1.62")	130-4346	220-6069	190-5974	—	230-7540	300-5922/23
120-8466	200-7519 (1.62")	130-4346	220-6069	190-5975	190-8310	230-7541	300-5922/23

FSL4 & FSL4/ST DIFFERENTIAL PISTON BORE CALIPER

Caliper Highlights:

The Superlite caliper series once again has a cutting-edge performer in the new differential piston bore version. Differential piston bores compensate for leading-edge mechanical loading and temperature variance across the pad face to reduce par taper wear in sustained high temperature applications. **Thermlock®** pistons in the **FSL4/ST** and heavy wall stainless steel pistons in the **FSL4** models provide choices for two levels of protection against conductive heat transfer to the seals, fluid, and caliper body. Both the **FSL4** and **FSL4/ST** start at just 4.40 pounds.



Black

This caliper was designed for maximum structural efficiency utilizing computer generated solid modeling and FEA stress analysis design technology. The stress flow forging process aligns the internal grain structure for improved strength and durability over simple block billet machined components. Full width bridges featuring a radial transition from the piston housings are combined with center bridge bolts for maximum resistance against body deflection and separation under load.

The extreme duty **FSL4/ST** caliper model features **Thermlock®** pistons for the highest degree of protection against conductive heat transfer from the pads to the fluid, seals, and body. Average caliper temperatures are reduced by 25% over stainless pistons. The standard duty **FSL4** model is equipped with the industry's heaviest wall stainless steel pistons. These pistons eliminate high-pressure deflection while providing full resistance to corrosion and slower heat transfer over common steel or aluminum pistons.

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 Wilwood features include high-temperature, square faced piston seals which provide a full contact sealing surface and maintain their resilience through long service cycles for effective and controlled piston retraction. Fluid transfer tubes are dampened and recess mounted to eliminate fatigue from vibration while adding protection against damage from track or road born debris. Center bridge bolts provide positive pad retention with easy access for service without caliper removal. Two-piece bleed screw assemblies provide long, reliable service life and are easily replaced if necessary.

Forged Billet Superlite differential piston bore calipers are a direct replacement for all Wilwood Superlite and similar competitive brand calipers with 3.50" centered mounting tabs. Calipers are available in the popular 1.88/1.75" piston sizes for .81", and 1.25" rotor widths. **FSL4/ST** calipers use the same 7420 type bridge bolt brake pad used in all Superlite 6 piston calipers. The full range of PolyMatrix and Wilwood BP series pad compounds are available to match brake response and heat range to any application.

FSL4 WITH THERMLOCK® PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.88 / 1.75" 47,8 / 44,5 mm	1.25" 31,8 mm	120-9579-RS	120-9580-RS
1.88 / 1.75" 47,8 / 44,5 mm	0.81" 20,6 mm	120-9577-RS	120-9578-RS

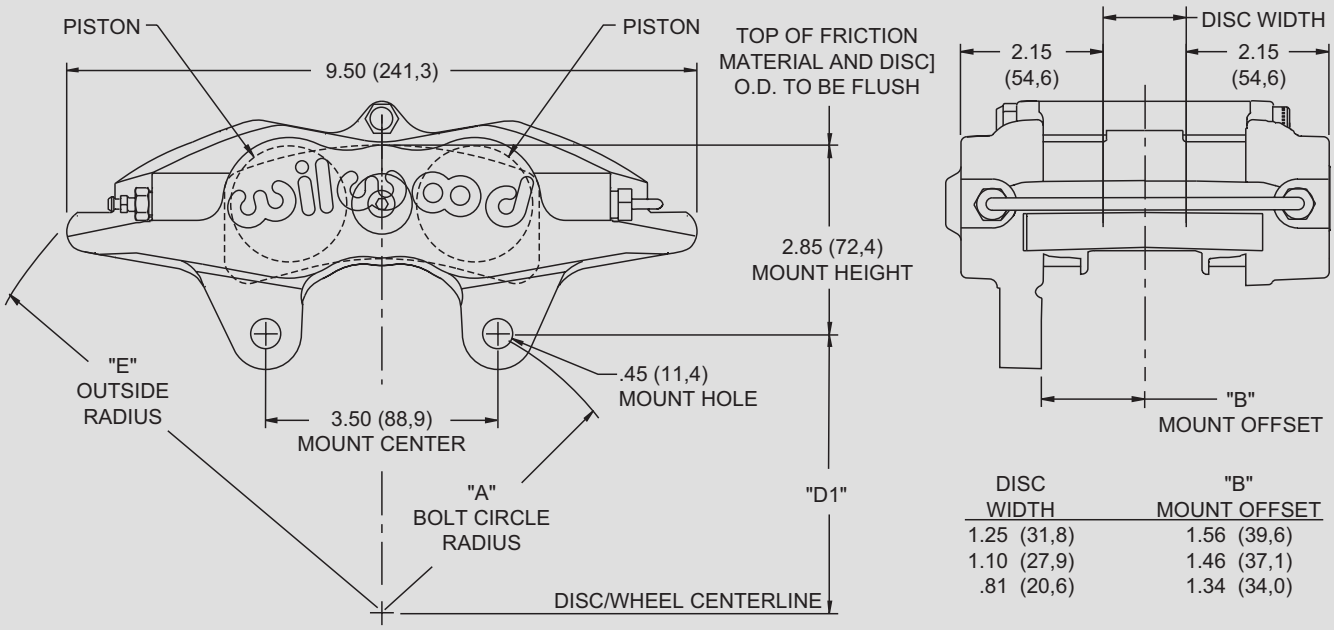
FSL4 WITH STAINLESS STEEL PISTONS CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	REAR MOUNT PART NO. RH	REAR MOUNT PART NO. LH
1.88 / 1.75" 47,8 / 44,5 mm	1.25" 31,8 mm	120-9575-RS	120-9576-RS
1.88 / 1.75" 47,8 / 44,5 mm	0.81" 20,6 mm	120-9573-RS	120-9574-RS

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

FORGED BILLET SUPERLITE 4 CALIPER, MOUNTING DIMENSIONS:



DISC WIDTH	"B" MOUNT OFFSET
1.25 (31,8)	1.56 (39,6)
1.10 (27,9)	1.46 (37,1)
.81 (20,6)	1.34 (34,0)

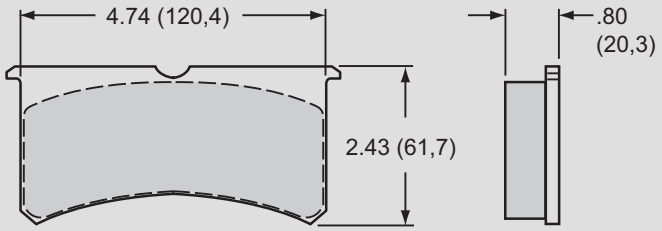
DIMENSION "D1" = (DISC DIAMETER/2) - 2.85 (72,4)

NOTE: RIGHT HAND CALIPER SHOWN. LEFT HAND CALIPER HAS BLEED SCREW AND CROSSOVER TUBE REVERSED.

INLET FITTING: 1/8-27 NPT

DISC DIAMETER	"A" BOLT CIRCLE RADIUS	"E" OUTSIDE RADIUS
11.75 (298,5)	3.50 (88,9)	6.69 (169,9)
12.19 (309,6)	3.69 (93,7)	6.85 (174,0)
12.72 (323,1)	3.92 (99,6)	7.05 (179,1)
12.88 (327,2)	4.00 (101,6)	7.12 (180,8)
13.00 (330,2)	4.05 (102,9)	7.18 (182,4)

FORGED BILLET SUPERLITE 4 BRAKE PAD TYPE 7420 - PAD VOLUME = 4.9 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5938K	7420 A PolyMatrix
15B - 5939K	7420 B PolyMatrix
15C - 6853K	7420 C PolyMatrix
15E - 6084K	7420 E PolyMatrix
15H - 8114K	7420 H PolyMatrix
15J - 6443K	7420 J PolyMatrix
15Q - 6829K	7420 Q PolyMatrix
150 - 8854K	7420 10 BP-10 Smart Pad
150 - 9416K	7420 20 BP-20 Smart Pad
150 - 8323K	7420 SM For Titanium Rotor

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	CROSSOVER TUBE KIT (4 PK)	SELF-BLEED TUBE (EA)	BRIDGE BOLT KIT	BRIDGE WEAR PLATE (EA)
120-9573	200-7521 (1.88") 200-7531 (1.75")	130-2427	220-6069	190-5973	—	230-7539	300-5922 (R/H) 300-5923 (L/H)
120-9574	200-7521 (1.88") 200-7531 (1.75")	130-2427	220-6069	190-5973	—	230-7539	300-5922 (R/H) 300-5923 (L/H)
120-9575	200-7521 (1.88") 200-7531 (1.75")	130-2427	220-6069	190-5975	190-8310	230-7541	300-5922 (R/H) 300-5923 (L/H)
120-9576	200-7521 (1.88") 200-7531 (1.75")	130-2427	220-6069	190-5975	190-8310	230-7541	300-5922 (R/H) 300-5923 (L/H)
120-9577	200-7550 (1.88") 200-7551 (1.75")	130-2427	220-6069	190-5973	—	230-7539	300-5922 (R/H) 300-5923 (L/H)
120-9578	200-7550 (1.88") 200-7551 (1.75")	130-2427	220-6069	190-5973	—	230-7539	300-5922 (R/H) 300-5923 (L/H)
120-9579	200-7550 (1.88") 200-7551 (1.75")	130-2427	220-6069	190-5975	190-8310	230-7541	300-5922 (R/H) 300-5923 (L/H)
120-9580	200-7550 (1.75") 200-7551 (1.75")	130-2427	220-6069	190-5975	190-8310	230-7541	300-5922 (R/H) 300-5923 (L/H)

IR-GT4R RADIAL MOUNT CALIPER

Caliper Highlights:

The **IR-GT4R Radial Mount Caliper** is an extremely rigid, lightweight, four piston, and radial mount design. With its smaller piston volumes and thick pad capability, the **IR-GT4R** is ideally suited for a variety of rear brake applications including super or intermediate speedways and some moderate duty short track applications.



Black

The **IR-GT4R** body is a product of FEA design and stress analysis technology. The fully CNC machined billet body features a closed bridge with grade 8 though bolts. Starting at 2.66 pounds it is the perfect balance between high strength, low deflection, and overall lightweight. Each caliper is fitted with steel pad load plates to reduce wear and provide the smoothest pad operation. A center bridge bolt adds to overall caliper strength and gives easy access to the top loaded pads.

The **IR-GT4R** is available in two widths. The standard version is configured for use with 1.25" thick rotors and .80" thick 7620 style brake pads. For super speedways, the **IR-GT4R** is narrowed for use with .31" steel alloy rotors and a special .34" thick pad and spacer set. PolyMatrix pads are available in several compounds to match brake torque and heat requirement to any competition application.

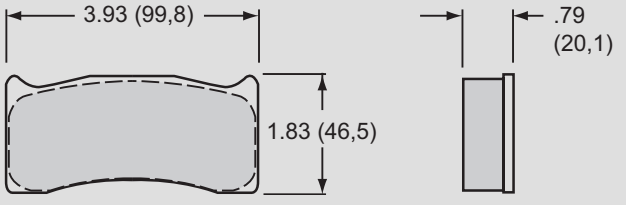
Stainless steel pistons are used for their slow heat transfer properties and high corrosion resistance. Three choices for piston sizes are available to precisely balance the rear brake requirements. For extreme heat conditions, the **IR-GT4R** can be fitted with Wilwood's exclusive design **Thermlock®** pistons. **Thermlock®** pistons can reduce caliper temperatures by as much as 30%. Using EXP 600 Plus racing brake fluid will guarantee the best performance in all conditions.

IR-GT4R bracket kits are used to install the calipers in place of most 3.50" lug mount calipers. Radial mounting simplifies service in the field and the bracket kits provide two planes of adjustment for precise alignment over the disc. The bracket kits include the radial mount bracket, studs and locknuts, and an assortment of caliper alignment shims.

CALIPER ORDERING INFORMATION:(1, 2, 3)

BORE SIZE	DISC WIDTH	FRONT MOUNT PART NO. RH	FRONT MOUNT PART NO. LH
1.38 / 1.12" 35,1 / 28,4 mm	1.25" 31,8 mm	120-6604	120-6605
1.25 / 1.00" 31,8 / 25,4 mm	1.25" 31,8 mm	120-6606	120-6607
1.25 / 1.00" 31,8 / 25,4 mm	.31" 7,9 mm	120-6621	120-6622

IR-GT4R BRAKE PAD TYPE 7620 - PAD VOLUME = 3.5 CU. IN.:

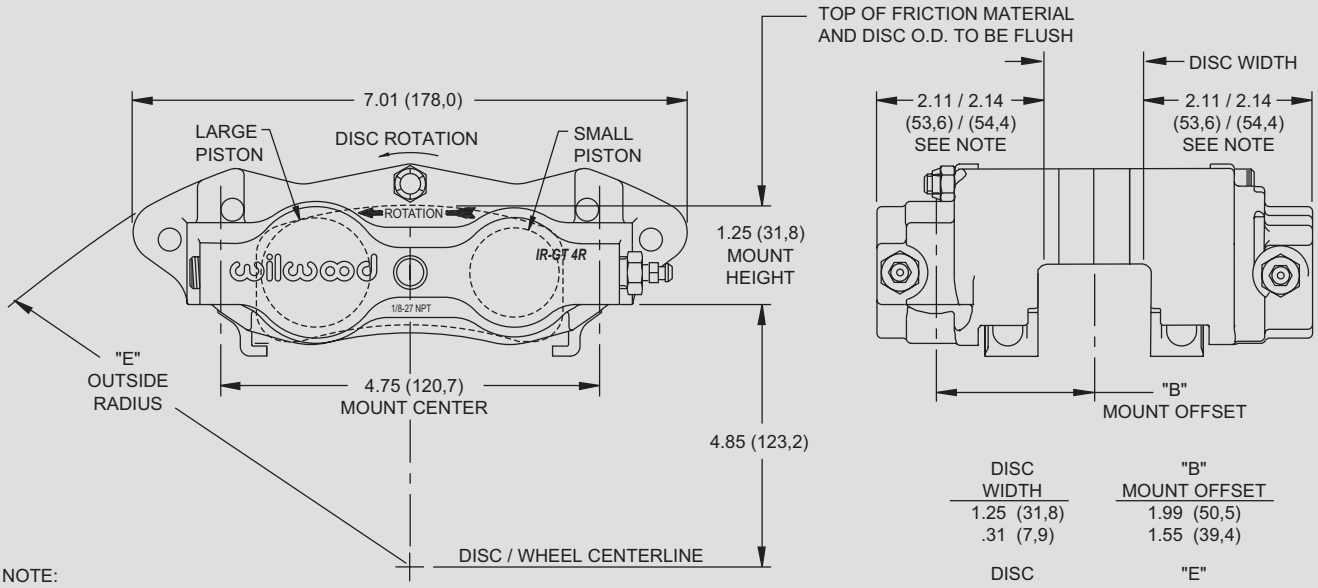


AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5772K	7620 A PolyMatrix
15C - 4721K	7620 C PolyMatrix
15H - 8112K	7620 H PolyMatrix
15J - 6445K	7620 J PolyMatrix
150 - 4717K	7620 Rapco Pad (.34"Thick)

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) ALL CALIPERS CAN BE EASILY CONVERTED FOR REAR MOUNTING BY SIMPLY EXCHANGING THE INSTALLED POSITION OF THE BLEED SCREWS AND PIPE PLUGS
(3) USE RADIAL MOUNT CALIPER BRACKET PART NUMBER 250-6625 FOR MOUNTING TO 3.50" BOLT SPACING AXLE MOUNTS

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

IR-GT4R RADIAL MOUNT CALIPER, MOUNTING DIMENSIONS:

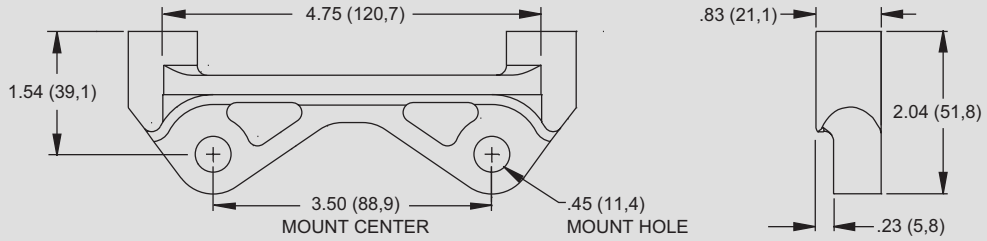


DISC WIDTH	"B" MOUNT OFFSET
1.25 (31,8)	1.99 (50,5)
.31 (7,9)	1.55 (39,4)

DISC DIAMETER	"E" OUTSIDE RADIUS
12.19 (309,6)	6.92 (175,8)

NOTE:
2.11 DIMENSION CORRESPONDS TO 1.25 DISC WIDTH
2.14 DIMENSION CORRESPONDS TO .31 DISC WIDTH

RADIAL CALIPER TO LUG MOUNT ADAPTER BRACKET, PART NUMBER 250-6625:



SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	BODY SEAL (EA)	BRIDGE WEAR PLATE (EA)
120-6604	200-7516 (1.38") 200-7513 (1.12")	130-7218	220-0627	210-2582	300-5066 (R/H) 300-5067 (L/H)
120-6605	200-7516 (1.38") 200-7513 (1.12")	130-7218	220-0627	210-2582	300-5066 (R/H) 300-5067 (L/H)
120-6606	200-4655 (1.25") 200-4657 (1.00")	130-7219	220-0627	210-2582	300-5066 (R/H) 300-5067 (L/H)
120-6607	200-4655 (1.25") 200-4657 (1.00")	130-7219	220-0627	210-2582	300-5066 (R/H) 300-5067 (L/H)
120-6621	200-4655 (1.25") 200-4657 (1.00")	130-7219	220-0627	210-2582	300-5066 (R/H) 300-5067 (L/H)
120-6622	200-4655 (1.25") 200-4657 (1.00")	130-7219	220-0627	210-2582	300-5066 (R/H) 300-5067 (L/H)

BILLET DYNAPRO CALIPER

Caliper Highlights:

The **DynaPro** four-piston radial mount caliper combines pure race technology with a new generation of Wilwood performance enhancements. Starting at 3.58 pounds, its sleek profile, superior strength, lightweight and durability in adverse conditions are easily adapted to a broad range of sports, rally and off-road driving applications.



Black Red

The strength of the **DynaPro** is a combination of process and design. The process of stress-flow forging re-aligns the metal's grain structure within the contour of the caliper body. This eliminates the stresses and interruptions to the internal grain structure that occur when machining a straight block billet. The FEA generated radial transition design eliminates steps and shoulders in the area between the piston housing body and the caliper bridges. Incorporating a radius in this critical area substantially increases resistance to deflection and caliper separation under load. Structural deflection and volume displacement tests have proven the efficiency of this innovative design. Without even considering the overall greater strength and reliability of the billet forging, the reduction in overall deflection and fluid volume displacement translate to increased clamping efficiency with less pedal travel. The bottom line is a firm pedal with outstanding stopping power.

The superior strength of this innovative design is combined with a new generation of Wilwood performance features. The **DynaPro** uses a new 7816 type brake pad that is supported from the top by Quick-Clip pad retainers. This feature eliminates the need for a pad support step in the bottom of the caliper and adds additional clearance for mounting closer to the hub on small wheel and small rotor applications. The pad radius matches to rotor diameters between 9.45" (240,0 mm) and 12.19" (309,6 mm), and the caliper fits easily inside many 13.00" wheel applications. The Quick-Clips also accommodate easy pad access without caliper removal. PolyMatrix pad compounds are available to cover the full range of sport and competition applications. Other new Wilwood features include coated aluminum pistons fitted with high temperature rubber boots that seal out dirt, moisture, and debris from the piston bores in less than friendly environments.

Every caliper is equipped with Wilwood's SRS stainless steel bridge plates. The 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. Internal fluid passages eliminate the need for external tubes. Four corner bleed 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.

NOTE: For sustained high temperature operation in severe duty competition, the **DynaPro** can be fitted with one piece stainless steel or Wilwood's exclusive **Thermlock®** piston technology without the dust boots. Contact Wilwood or your dealer with requirements.

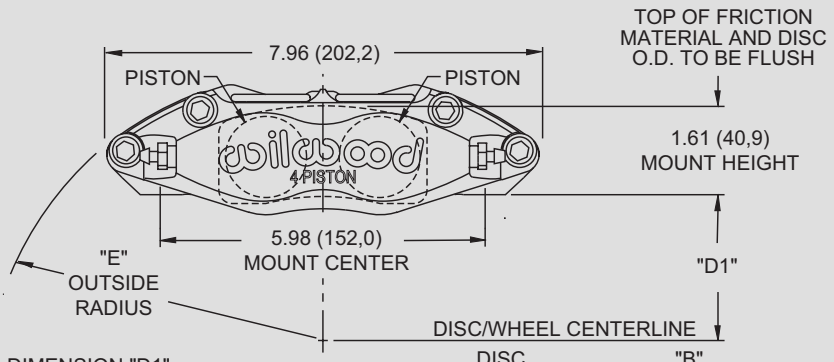
CALIPER ORDERING INFORMATION:(1)

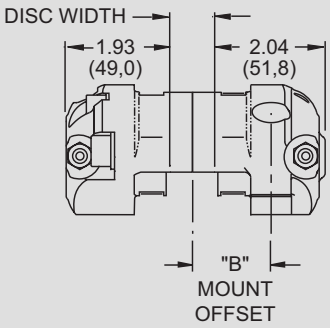
BORE SIZE		DISC WIDTH		PART NUMBER
1.75”	44,5 mm	1.00”	25,4 mm	120-7381
1.75”	44,5 mm	.81”	20,6 mm	120-7380
1.75”	44,5 mm	.38” - .50”	9,7 - 12,7 mm	120-7726
1.75”	44,5 mm	1.00”	25,4 mm	120-8545(2)
1.75”	44,5 mm	.81”	20,6 mm	120-8544(2)
1.75”	44,5 mm	.81”	20,6 mm	120-8544-SI(2)
1.75”	44,5 mm	.38” - .50”	9,7 - 12,7 mm	120-8543(2)
1.75”	44,5 mm	.38” - .50”	9,7 - 12,7 mm	120-8543-SI(2)
1.62”	41,1 mm	1.00”	25,4 mm	120-7379(3)
1.62”	41,1 mm	.81”	20,6 mm	120-7378(3)
1.62”	41,1 mm	.38” - .50”	9,7 - 12,7 mm	120-7725
1.62”	41,1 mm	1.00”	25,4 mm	120-8542(2)
1.62”	41,1 mm	.81”	20,6 mm	120-8541(2)
1.62”	41,1 mm	.38” - .50”	9,7 - 12,7 mm	120-8540(2)
1.50”	38,1 mm	1.00”	25,4 mm	120-7328
1.50”	38,1 mm	.81”	20,6 mm	120-7327(3)
1.50”	38,1 mm	.38” - .50”	9,7 - 12,7 mm	120-7722
1.38”	35,1 mm	1.00”	25,4 mm	120-7377
1.38”	35,1 mm	.81”	20,6 mm	120-7376(3)
1.38”	35,1 mm	.38” - .50”	9,7 - 12,7 mm	120-7724
1.38”	35,1 mm	1.00”	25,4 mm	120-8539(2)
1.38”	35,1 mm	.81”	20,6 mm	120-8538(2)
1.38”	35,1 mm	.38” - .50”	9,7 - 12,7 mm	120-8537(2)
1.25”	31,8 mm	1.00”	25,4 mm	120-7375
1.25”	31,8 mm	.81”	20,6 mm	120-7374(3)
1.25”	31,8 mm	.38” - .50”	9,7 - 12,7 mm	120-7723
1.25”	31,8 mm	1.00”	25,4 mm	120-8536(2)
1.25”	31,8 mm	.81”	20,6 mm	120-8535(2)
1.25”	31,8 mm	.38” - .50”	9,7 - 12,7 mm	120-8534(2)

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) THESE CALIPERS HAVE STAINLESS STEEL PISTONS WITHOUT DUST BOOTS
(3) AVAILABLE RED, ADD “RD” TO END OF PART NUMBER WHEN ORDERING

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

DYNAPRO CALIPER, MOUNTING DIMENSIONS:





DIMENSION "D1" = (DISC DIAMETER/2) - "C"

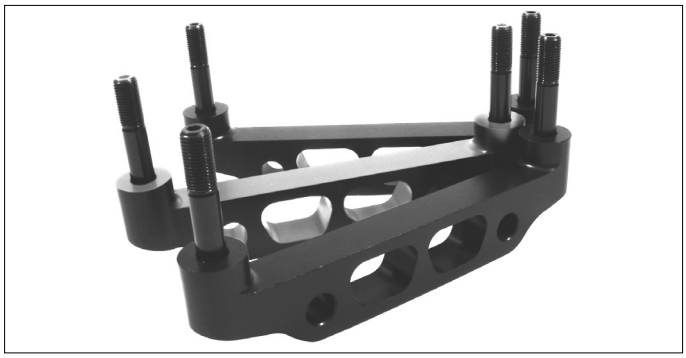
INLET FITTING: 1/8-27 NPT

DISC WIDTH	"B" MOUNT OFFSET
.38/.50 (9,7-12,7)	1.28 (32,5)
.81 (20,6)	1.45 (36,8)
1.00 (25,4)	1.53 (38,9)

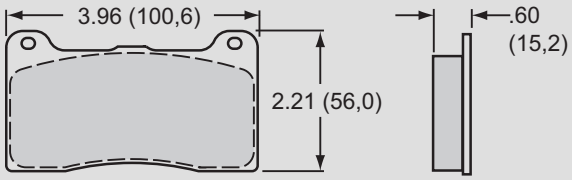
DISC DIAMETER	"E" OUTSIDE RADIUS
10.75 (273,0)	6.15 (156,2)
11.75 (298,4)	6.57 (166,9)
12.19 (309,6)	6.77 (172,0)

RADIAL CALIPER ADAPTER BRACKETS:

Radial mount adapter brackets are used in Wilwood brake kits to provide a secure and precise method of attaching the Dynapro caliper to the factory mount bosses on the original spindle. For a list of specific available applications, consult the Wilwood Bolt-On Brake Kit catalog, or visit the kit section of our website @ www.wilwood.com.



DYNAPRO BRAKE PAD TYPE 7816 - PAD VOLUME = 3.0 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 7263K	7816 A PolyMatrix
15B - 7264K	7816 B PolyMatrix
15E - 7266K	7816 E PolyMatrix
15Q - 7268K	7816 Q PolyMatrix
150 - 8946K	7816 10 BP-10 Smart Pad
150 - 9419K	7816 20 BP-20 Smart Pad

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	DUST BOOT (EA)	BODY SEAL (EA)	BRIDGE WEAR PLATE (EA)	PAD RETAINER CLIP (EA)
120-7327	200-7320 (1.50")	130-8372	220-6069	210-7210	210-2582	300-5876	300-7316
120-7328	200-7320 (1.50")	130-8372	220-6069	210-7210	210-2582	300-5876	300-7316
120-7374	200-7318 (1.25")	130-2479	220-6069	210-7210	210-2582	300-5876	300-7316
120-7375	200-7318 (1.25")	130-2479	220-6069	210-7210	210-2582	300-5876	300-7316
120-7376	200-7319 (1.38")	130-2658	220-6069	210-7210	210-2582	300-5876	300-7316
120-7377	200-7319 (1.38")	130-2658	220-6069	210-7210	210-2582	300-5876	300-7316
120-7378	200-7321 (1.62")	130-4346	220-6069	210-7210	210-2582	300-5876	300-7316
120-7379	200-7321 (1.62")	130-4346	220-6069	210-7210	210-2582	300-5876	300-7316
120-7380	200-7322 (1.75")	130-2655	220-6069	210-7210	210-2582	300-5876	300-7316
120-7381	200-7322 (1.75")	130-2655	220-6069	210-7210	210-2582	300-5876	300-7316
120-7722	200-7320 (1.50")	130-8372	220-6069	210-7210	210-2582	300-5876	300-7315
120-7723	200-7318 (1.25")	130-2479	220-6069	210-7210	210-2582	300-5876	300-7315
120-7724	200-7319 (1.38")	130-2658	220-6069	210-7210	210-2582	300-5876	300-7315
120-7725	200-7321 (1.62")	130-4346	220-6069	210-7210	210-2582	300-5876	300-7315
120-7726	200-7322 (1.75")	130-2655	220-6069	210-7210	210-2582	300-5876	300-7315
120-8534	200-7514 (1.25")	130-2479	220-6069	—	210-2582	300-5876	300-7316
120-8535	200-7514 (1.25")	130-2479	220-6069	—	210-2582	300-5876	300-7316
120-8536	200-7514 (1.25")	130-2479	220-6069	—	210-2582	300-5876	300-7316
120-8537	200-7516 (1.38")	130-2658	220-6069	—	210-2582	300-5876	300-7315
120-8538	200-7516 (1.38")	130-2658	220-6069	—	210-2582	300-5876	300-7316
120-8539	200-7516 (1.38")	130-2658	220-6069	—	210-2582	300-5876	300-7316
120-8540	200-7519 (1.62")	130-4346	220-6069	—	210-2582	300-5876	300-7315
120-8541	200-7519 (1.62")	130-4346	220-6069	—	210-2582	300-5876	300-7316
120-8542	200-7519 (1.62")	130-4346	220-6069	—	210-2582	300-5876	300-7316
120-8543	200-7531 (1.75")	130-2655	220-6069	—	210-2582	300-5876	300-7315
120-8544	200-7531 (1.75")	130-2655	220-6069	—	210-2582	300-5876	300-7316
120-8545	200-7531 (1.75")	130-2655	220-6069	—	210-2582	300-5876	300-7316

BILLET POWERLITE CALIPER

Caliper Highlights:

The **Powerlite** four piston radial mount caliper combines pure race technology with a new generation of Wilwood performance enhancements. Starting at 2.26 pounds, its sleek profile, superior strength, lightweight and durability in higher temperature applications are easily adapted to a wide range of sports, rally, and off road driving applications.



Black

The strength of the **Powerlite** is a combination of process and design. The process of stress-flow forging re-aligns the metal's grain structure within the contour of the caliper body. This eliminates the stresses and interruptions to the internal grain structure that occur when machining a straight block billet. The FEA generated radial transition design eliminates steps and shoulders in the area between the piston housing body and the caliper bridges. Incorporating a radius in this critical area substantially increases resistance to deflection and caliper separation under load. Structural deflection and volume displacement tests have proven the efficiency of this innovative design. Without even considering the overall greater strength and reliability of the billet forging, the reduction in overall deflection and fluid volume displacement translate to increased clamping efficiency with less pedal travel. The bottom line is a firm pedal with outstanding stopping power.

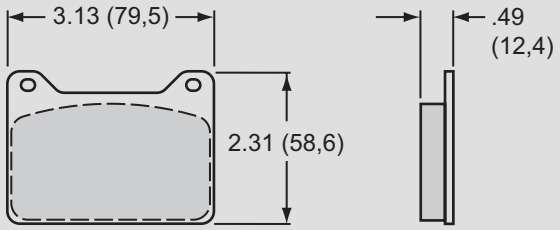
The superior strength of this innovative design is combined with a new generation of Wilwood performance features. The **Powerlite** uses a new 7912 type brake pad that is supported from the top by Quick-clip pad retainers. This feature eliminates the need for a pad support step in the bottom of the caliper and adds additional clearance for mounting closer to the hub on small wheel and small rotor applications. The pad radius matches to rotor diameters between 9.45" (240,0 mm) and 11.00" (279,4 mm), and the caliper fits easily inside many 13.00" (330,2) wheel applications. The Quick-Clips also accommodate easy pad access without caliper removal. Brake pad compounds are available to cover the full range of sport and competition applications.

Every caliper is equipped with Wilwood's SRS stainless steel bridge plates. The 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. Internal fluid passages eliminate the need for external tubes. Four corner bleed 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.

CALIPER ORDERING INFORMATION:(1)

BORE SIZE		DISC WIDTH		PART NUMBER
1.38”	35,1 mm	.79” - .86”	20,1 - 21,8 mm	120-8729
1.38”	35,1 mm	.35” - .50”	8,9 - 12,7 mm	120-8726
1.25”	31,8 mm	.79” - .86”	20,1 - 21,8 mm	120-8728
1.25”	31,8 mm	.35” - .50”	8,9 - 12,7 mm	120-8725
1.00”	25,4 mm	.79” - .86”	20,1 - 21,8 mm	120-8727
1.00”	25,4 mm	.35” - .50”	8,9 - 12,7 mm	120-8724

POWERLITE BRAKE PAD TYPE 7912 - PAD VOLUME = 1.8 CU. IN.:

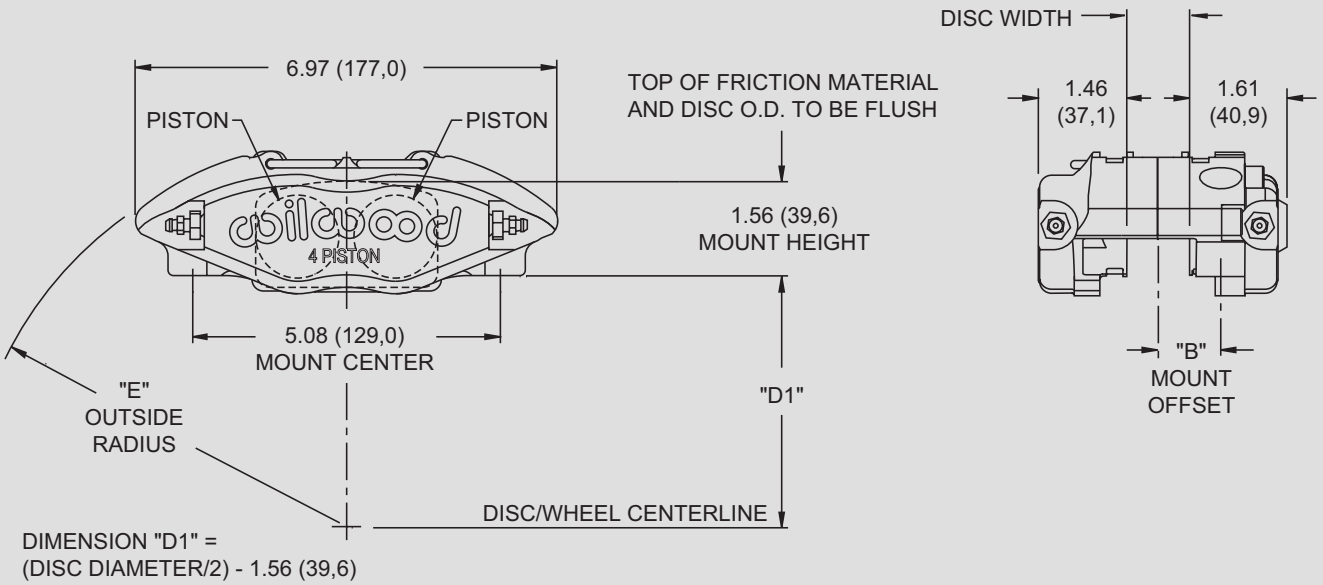


AXLE SET P/N	PAD TYPE / COMPOUND
15A - 8809K	7912 A PolyMatrix
15B - 8949K	7912 B PolyMatrix
15E - 8810K	7912 E PolyMatrix
15H - 8811K	7912 H PolyMatrix
15Q - 8812K	7912 Q PolyMatrix
150 - 8813K	7912 10 BP-10 Smart Pad
150 - 9420K	7912 20 BP-20 Smart Pad

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

POWERLITE CALIPER, MOUNTING DIMENSIONS:

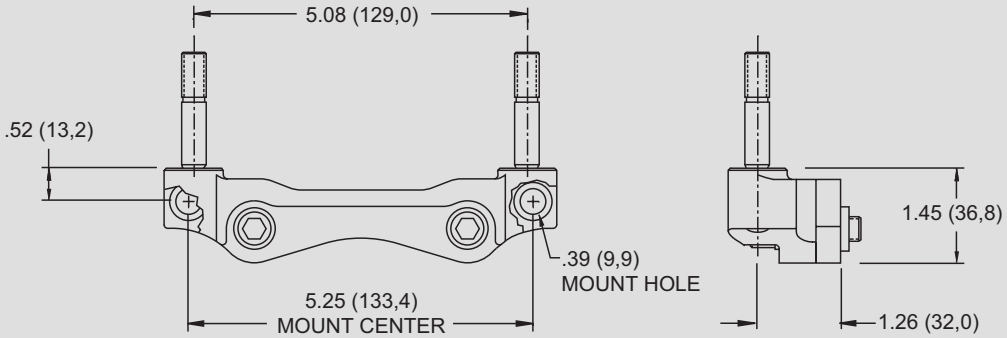


DIMENSION "D1" =
(DISC DIAMETER/2) - 1.56 (39,6)

INLET FITTING:1/8-27 NPT

DISC WIDTH	"B" MOUNT OFFSET	DISC DIAMETER	"E" OUTSIDE RADIUS	"D1" DIMENSION
.35/.50 (8,9/12,7)	.85 (21,5)	10.25 (260,4)	5.81 (147,5)	3.57 (90,7)
.79/.85 (20,0/22,0)	1.03 (26,2)	10.50 (266,7)	5.93 (150,5)	3.69 (93,7)
		10.75 (273,0)	6.04 (153,5)	3.82 (97,0)
		11.00 (279,4)	6.16 (156,5)	3.94 (100,1)

RADIAL CALIPER TO LUG MOUNT ADAPTER BRACKET, PART NUMBER 250-8914:



NOTE:
BRACKET KIT INCLUDES
STUDS, LOCKNUTS,
WASHERS AND
ALIGNMENT SHIMS

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING (4 PK)	BLEED SCREW KIT (4 PK)	BODY SEAL (EA)	BRIDGE WEAR PLATE (EA)	PAD RETAINER CLIP PIN (EA)
120-8724	200-8845 (1.00")	130-4320	220-6069	210-2582	300-5875	300-8697
120-8725	200-8844 (1.25")	130-2479	220-6069	210-2582	300-5875	300-8697
120-8726	200-8843 (1.38")	130-2658	220-6069	210-2582	300-5875	300-8697
120-8727	200-8845 (1.00")	130-4320	220-6069	210-2582	300-5875	300-8697
120-8728	200-8844 (1.25")	130-2479	220-6069	210-2582	300-5875	300-8697
120-8729	200-8843 (1.38")	130-2658	220-6069	210-2582	300-5875	300-8697

NARROW MOUNT DYNALITE CALIPER

Caliper Highlights:

Wilwood's **Narrow Mount Dynalite (NDL)** calipers are ideal for and widely used in many competition applications including late models, modifieds, sprints, off road and road racing. Computer generated design and stress analysis technology, modern permanent mold manufacturing techniques, and time proven performance features have been combined in the newest version of this popular caliper configuration.



Black

NDL calipers are manufactured using a high strength yet lightweight aircraft alloy. Caliper weights starting at 3.28 pounds. The **NDL** body features an FEA generated radial transition design that eliminates steps and shoulders in the area between the piston housing body and the caliper bridges. Incorporating a radius in this transition area substantially increases resistance to deflection and caliper separation under severe load. Structural deflection and volume displacement tests have proven the **NDL** to outperform all existing styles of this popular caliper size. Lower deflection and the resulting decrease in fluid volume displacement translate to increased clamping efficiency with less pedal travel. The bottom line is better stopping power with a solid pedal.

The superior strength of the **NDL** is combined with proven performance features from other Wilwood designs. Every **NDL** caliper is equipped with Wilwood's SRS stainless steel bridge plates. The 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.

Internal fluid passages eliminate the need for external tubes. Four corner bleed 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. Other standard Wilwood features include stainless steel pistons to eliminate corrosion and retard heat transfer from the pads, high temperature seals, and an attractive high luster black anodized finish.

NDL calipers are a direct replacement for all previous Wilwood **NDL's** and similar competitive brands with 3.50" centered mounting tabs. A total of five bolts provide superior bridge strength and positive retention of the top loaded 7216 type brake pads. The full range of Wilwood pad compounds is available to match the brake response and heat range requirements of any competition application.

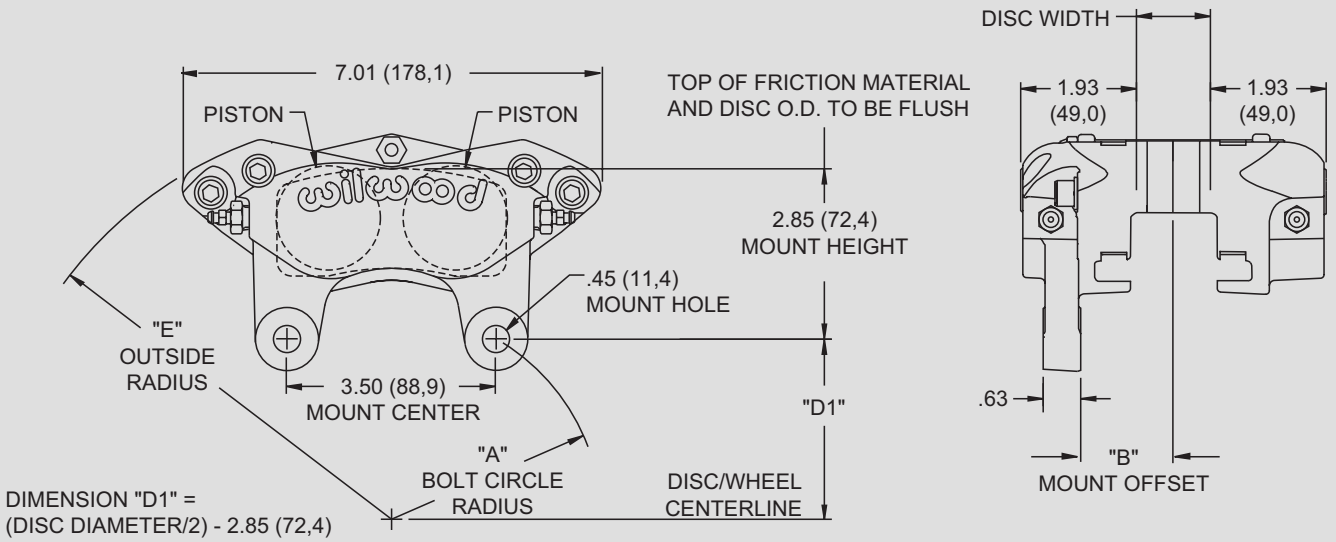
SERVICE PARTS ORDERING INFORMATION:

BORE SIZE		DISC WIDTH		PART NUMBER
1.75”	44,5 mm	1.25”	31,8 mm	120-6500
1.75”	44,5 mm	.81”	20,6 mm	120-6501
1.75”	44,5 mm	.81”	20,6 mm	120-6501-SI
1.75”	44,5 mm	.50”	12,7 mm	120-6502
1.75”	44,5 mm	.38”	9,7 mm	120-6503
1.75”	44,5 mm	.38”	9,7 mm	120-6503-SI
1.62”	41,1 mm	1.25”	31,8 mm	120-6504
1.62”	41,1 mm	.81”	20,6 mm	120-6505
1.62”	41,1 mm	.50”	12,7 mm	120-6506
1.62”	41,1 mm	.38”	9,7 mm	120-6507
1.38”	35,1 mm	1.25”	31,8 mm	120-6508
1.38”	35,1 mm	.81”	20,6 mm	120-6509
1.38”	35,1 mm	.50”	12,7 mm	120-6510
1.38”	35,1 mm	.38”	9,7 mm	120-6511

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

NDL CALIPER, MOUNTING DIMENSIONS:



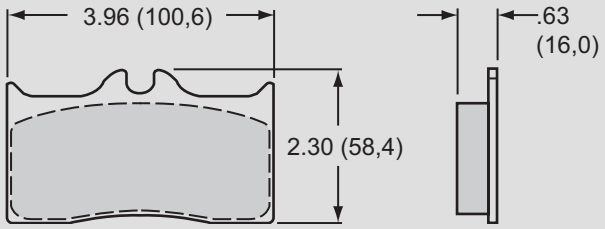
DIMENSION "D1" =
(DISC DIAMETER/2) - 2.85 (72,4)

INLET FITTING: 1/8-27 NPT

DISC WIDTH	"B" MOUNT OFFSET
1.25 (31,8)	1.55 (39,4)
.81 (20,6)	1.33 (33,8)
.50 (12,7)	1.17 (29,7)
.38 (9,6)	1.11 (28,2)

DISC DIAMETER	"A" BOLT CIRCLE RADIUS	"E" OUTSIDE RADIUS
11.75 (298,5)	3.49 (88,6)	6.74 (171,2)
12.19 (309,6)	3.69 (93,7)	6.94 (176,3)

NDL BRAKE PAD TYPE 7216 - PAD VOLUME = 3.0 CU. IN.:



AXLE SET P/N[1]	PAD TYPE / COMPOUND
15A - 5769K	7216 A PolyMatrix
15B - 4410K	7216 B PolyMatrix
15C - 4959K	7216 C PolyMatrix
15E - 6099K	7216 E PolyMatrix
15H - 8290K	7216 H PolyMatrix
15J - 7223K	7216 J PolyMatrix
15Q - 6828K	7216 Q PolyMatrix
15T - 5914K	7216 T PolyMatrix
150 - 8858K	7216 10 BP-10 Smart Pad
150 - 9419K	7216 20 BP-20 Smart Pad
150 - 7504K	7216 SM For Titanium Rotor

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	BODY SEAL (EA)	BRIDGE WEAR PLATE (EA)
120-6500	200-7531 (1.75")	130-2655	220-0627	210-2582	300-5876
120-6501	200-7531 (1.75")	130-2655	220-0627	210-2582	300-5876
120-6502	200-7531 (1.75")	130-2655	220-0627	210-2582	300-5876
120-6503	200-7531 (1.75")	130-2655	220-0627	210-2582	300-5876
120-6504	200-7519 (1.62")	130-4346	220-0627	210-2582	300-5876
120-6505	200-7519 (1.62")	130-4346	220-0627	210-2582	300-5876
120-6506	200-7519 (1.62")	130-4346	220-0627	210-2582	300-5876
120-6507	200-7519 (1.62")	130-4346	220-0627	210-2582	300-5876
120-6508	200-7516 (1.38")	130-2658	220-0627	210-2582	300-5876
120-6509	200-7516 (1.38")	130-2658	220-0627	210-2582	300-5876
120-6510	200-7516 (1.38")	130-2658	220-0627	210-2582	300-5876
120-6511	200-7516 (1.38")	130-2658	220-0627	210-2582	300-5876

NOTES: (1) SUBJECT TO AVAILABLE INVENTORY, PAD TYPE 7216 MAY BE REPLACED WITH PAD TYPE 7816. SEE PAGE 67 FOR ORDERING INFORMATION.

BILLET NDL CALIPER

Caliper Highlights:

Wilwood's **Billet Narrow Mount Dynalite (NDL)** caliper combines the lightweight, high torque performance of our Dynalite Series Calipers, but utilizes a thicker pad design and bolts directly onto standard Superlite 3.50" mounts. Caliper weights starting at 3.50 pounds, yet provides tremendous brake torque. The caliper is extremely compact and will easily mount in limited clearance applications. Its computer generated billet design incorporates internal fluid crossover passages to eliminate external tubes, while the extra thick 0.63" (16,0 mm) Dynalite pad is securely held in by the bridge bolt design. Standard Wilwood features include deep cup stainless steel pistons, high temperature piston seals and black anodized finish. The caliper is available in 1.75, 1.62, 1.38 and 1.12 inch piston bores for 1.25, .81, .50 and .38 inch rotor widths. The **Billet NDL** is ideal for many racing applications, including Late Models, Modifieds, Sprints, Off Road and Road Racers.

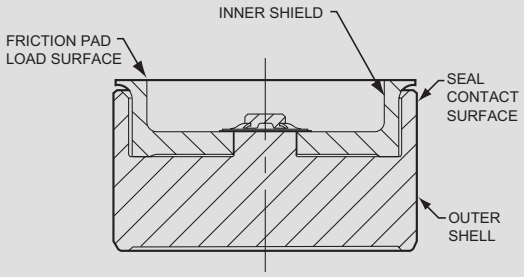


Black

Thermlock® T1 pistons are available (see page 111 for details) for the **Billet NDL** Caliper. These pistons will effectively manage heat, reducing thermal transfer to calipers, seals and brake fluid under the most abusive conditions.

THERMLOCK T1 SHORT TRACK PISTON ORDERING INFORMATION:

1.75" (44,5 mm) Diameter - Order P/N: 200-7551
1.62" (41,1 mm) Diameter - Order P/N: 200-7553
1.38" (35,1 mm) Diameter - Order P/N: 200-7554
1.12" (28,4 mm) Diameter - Order P/N: 200-7556
1.00" (25,4 mm) Diameter - Order P/N: 200-7557



THERMLOCK T1 PISTON CROSS-SECTION

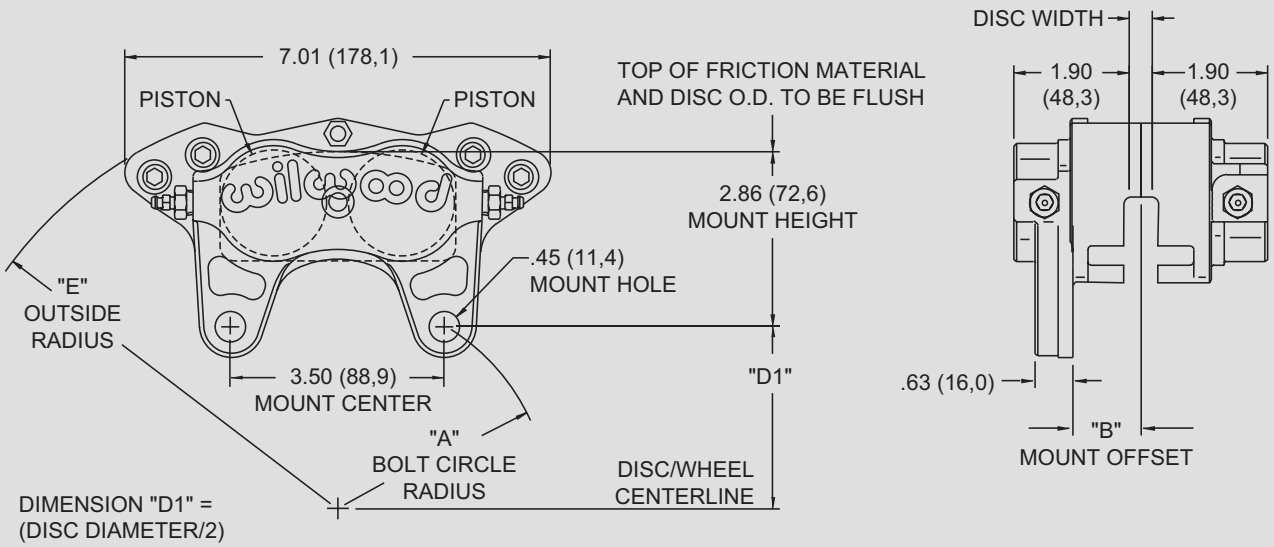
CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	PART NUMBER
2.00" 50,8 mm	1.25" 31,8 mm	120-8981
2.00" 50,8 mm	.81" 20,6 mm	120-8982
2.00" 50,8 mm	.38" 9,7 mm	120-8983
1.75" 44,5 mm	1.25" 31,8 mm	120-4952
1.75" 44,5 mm	.81" 20,6 mm	120-4954
1.75" 44,5 mm	.81" 20,6 mm	120-4954-SI (2)
1.75" 44,5 mm	.50" 12,7 mm	120-5212
1.75" 44,5 mm	.38" 9,7 mm	120-4953
1.75" 44,5 mm	.38" 9,7 mm	120-4953-SI (2)
1.62" 41,1 mm	1.25" 31,8 mm	120-5179
1.62" 41,1 mm	.81" 20,6 mm	120-5178
1.62" 41,1 mm	.38" 9,7 mm	120-5177
1.38" 35,1 mm	1.25" 31,8 mm	120-4982
1.38" 35,1 mm	.81" 20,6 mm	120-4963
1.38" 35,1 mm	.50" 12,7 mm	120-5481
1.38" 35,1 mm	.38" 9,7 mm	120-4964
1.12" 28,4 mm	1.25" 31,8 mm	120-5075
1.12" 28,4 mm	.81" 20,6 mm	120-5074
1.12" 28,4 mm	.38" 9,7 mm	120-5073
1.00" 25,4 mm	1.25" 31,8 mm	120-8942
1.00" 25,4 mm	.81" 20,6 mm	120-8941
1.00" 25,4 mm	.38" 9,7 mm	120-8940

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) SI = SIDE INLET

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

BILLET NDL CALIPER, MOUNTING DIMENSIONS:

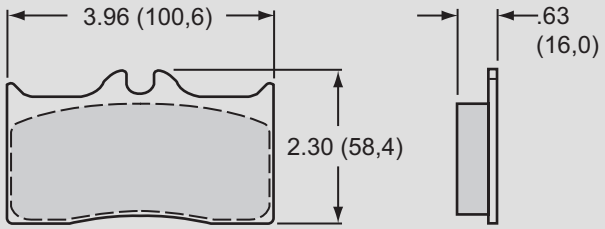


DIMENSION "D1" =
(DISC DIAMETER/2)
- 2.86 (72,6)

DISC WIDTH	"B" MOUNT OFFSET
1.25 (31,8)	1.55 (39,4)
.81 (20,6)	1.33 (33,8)
.50 (12,7)	1.17 (29,7)
.38 (9,6)	1.11 (28,2)

DISC DIAMETER	"A" BOLT CIRCLE RADIUS	"E" OUTSIDE RADIUS
11.75 (298,5)	3.49 (88,6)	6.73 (170.9)
12.19 (309,6)	3.68 (93,5)	6.93 (176,0)
12.72 (323,1)	3.91 (99,3)	7.18 (182,4)

BILLET NDL BRAKE PAD TYPE 7216 - PAD VOLUME = 3.0 CU. IN.:



AXLE SET P/N(1)	PAD TYPE / COMPOUND
15A - 5769K	7216 A PolyMatrix
15B - 4410K	7216 B PolyMatrix
15C - 4959K	7216 C PolyMatrix
15E - 6099K	7216 E PolyMatrix
15H - 8290K	7216 H PolyMatrix
15J - 7223K	7216 J PolyMatrix
15Q - 6828K	7216 Q PolyMatrix
15T - 5914K	7216 T PolyMatrix
150 - 8858K	7216 10 BP-10 Smart Pad
150 - 9419K	7216 20 BP-20 Smart Pad
150 - 7504K	7216 SM For Titanium Rotor

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	BODY SEAL (EA)	BRIDGE WEAR PLATE (EA)
120-4952	200-7531 (1.75")	130-2655	220-0627	210-2582	300-5876
120-4953	200-7531 (1.75")	130-2655	220-0627	210-2582	300-5876
120-4954	200-7531 (1.75")	130-2655	220-0627	210-2582	300-5876
120-4963	200-7516 (1.38")	130-2658	220-0627	210-2582	300-5876
120-4964	200-7516 (1.38")	130-2658	220-0627	210-2582	300-5876
120-4982	200-7516 (1.38")	130-2658	220-0627	210-2582	300-5876
120-5073	200-7513 (1.12")	130-2579	220-0627	210-2582	300-5876
120-5074	200-7513 (1.12")	130-2579	220-0627	210-2582	300-5876
120-5075	200-7513 (1.12")	130-2579	220-0627	210-2582	300-5876
120-5177	200-7519 (1.62")	130-4346	220-0627	210-2582	300-5876
120-5178	200-7519 (1.62")	130-4346	220-0627	210-2582	300-5876
120-5179	200-7519 (1.62")	130-4346	220-0627	210-2582	300-5876
120-5212	200-7531 (1.75")	130-2655	220-0627	210-2582	300-5876
120-5481	200-7516 (1.38")	130-2658	220-0627	210-2582	300-5876
120-8940	200-4657 (1.00")	130-4320	220-0627	210-2582	300-5876
120-8941	200-4657 (1.00")	130-4320	220-0627	210-2582	300-5876
120-8942	200-4657 (1.00")	130-4320	220-0627	210-2582	300-5876
120-8981	200-7390 (2.00")	130-9113	220-0627	210-2582	300-5876
120-8982	200-7390 (2.00")	130-9113	220-0627	210-2582	300-5876
120-8983	200-7390 (2.00")	130-9113	220-0627	210-2582	300-5876

NOTES: (1) SUBJECT TO AVAILABLE INVENTORY, PAD TYPE 7216 MAY BE REPLACED WITH PAD TYPE 7816. SEE PAGE 67 FOR ORDERING INFORMATION.

BILLET NDL RADIAL MOUNT CALIPER

Caliper Highlights:

Wilwood's **Billet Narrow Mount Dynalite (NDL) Radial Mount** caliper series continues to grow in popularity over a wide range of racing and high performance applications. Starting at 2.70 pounds, this compact and lightweight proven performer is now available in a radial mount configuration. The **Billet NDLR** calipers can be directly mounted over studs, or used with a radial mount bracket kit in place of a tab mount caliper.



Black

The **Billet NDLR** caliper is a compact, lightweight, and rugged caliper that provides strong clamping force from four 1.75" stainless cup pistons. The bodies are fully CNC machined from billet with internal fluid ports that eliminate external fluid tubes. Each caliper is equipped with four corner bleeds to accommodate mounting in all positions. The bridges are equipped with stainless steel anti-rattle wear plates. These plates reduce bridge wear and provide smooth, rattle free operation of the pads. A center bridge bolt adds overall caliper strength and positive retention of the top loaded pads.

All **Billet NDLR** calipers are designed for long service using the 0.63" (16,0 mm) thick 7216 style brake pads. These pads are available in eight different PolyMatrix compounds to provide the correct brake torque and heat range for any high performance or competition application.

Radial mount bracket kits are used to install a radial mount caliper in place of a tab mount caliper. NDLR brackets use the popular 3.50" mount pattern found on Wilwood SL, NDL, and many other popular racing calipers. On applications where the tab mount bolts are difficult to access, radial mounting can drastically simplify service in the field. Radial brackets also provide two planes of adjustment for precise alignment over the disc.

THERMLOCK T1 SHORT TRACK PISTON:

Wilwood's unique **Thermlock® T1** Short Track Piston is an optional feature on our **Billet NDL** calipers, for complete details, please refer to page 111.

1.75" (44,5 mm) Diameter - Order P/N: 200-7551

CALIPER ORDERING INFORMATION:(1)

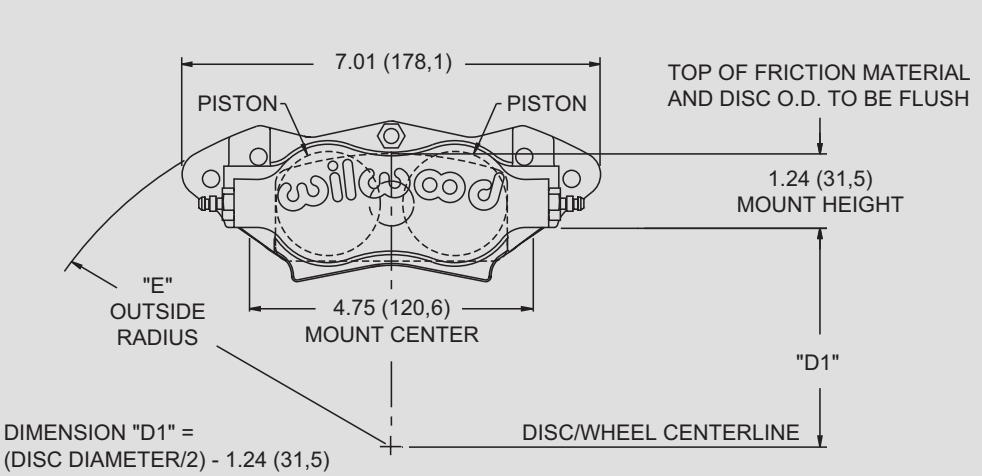
BORE SIZE		DISC WIDTH		PART NUMBER
1.75"	44,5 mm	1.25"	31,8 mm	120-6456
1.75"	44,5 mm	.81"	20,6 mm	120-6454
1.75"	44,5 mm	.81"	20,6 mm	120-6454-SI
1.75"	44,5 mm	.38"	9,7 mm	120-6453
1.75"	44,5 mm	.38"	9,7 mm	120-6453-SI

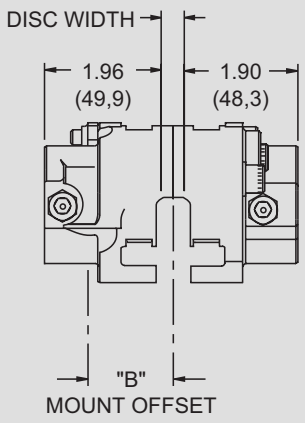
NOTE:
ALSO AVAILABLE IS A WILWOOD 3.50" RADIAL MOUNT BRACKET TO ACCOMPANY THE BILLET NDLR WHEN MOUNTING SITUATIONS WARRANT. PLEASE ORDER PART NUMBER 250-6452.

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

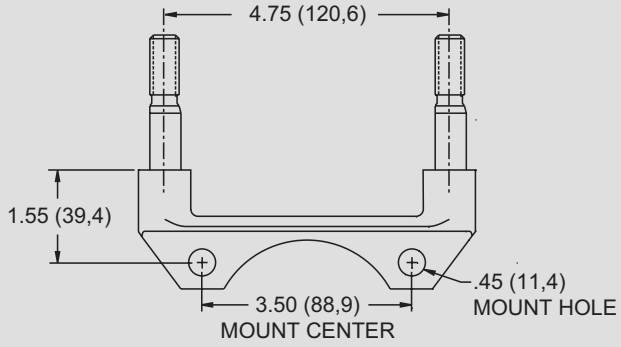
BILLET NDL RADIAL MOUNT CALIPER, MOUNTING DIMENSIONS:

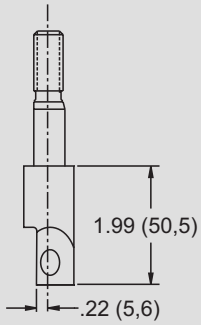




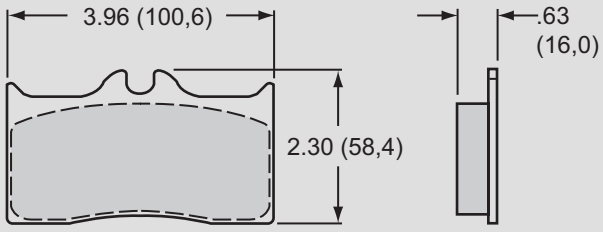
DISC WIDTH	"B" MOUNT OFFSET	DISC DIAMETER	"E" OUTSIDE RADIUS	"D1" DIMENSION
1.25 (31,8)	1.84 (46,7)	11.75 (298,5)	6.73 (170,9)	4.64 (117,8)
1.00 (25,4)	1.72 (43,7)	12.19 (309,6)	6.93 (176,0)	4.86 (123,3)
.81 (20,6)	1.62 (41,1)	12.72 (323,1)	7.18 (182,4)	5.12 (130,1)
.38 (9,6)	1.40 (35,6)			

RADIAL CALIPER TO LUG MOUNT ADAPTER BRACKET, PART NUMBER 250-6452:





BILLET NDL RADIAL MOUNT BRAKE PAD TYPE 7216 - PAD VOLUME = 3.0 CU. IN.:



AXLE SET P/N(1)	PAD TYPE / COMPOUND
15A - 5769K	7216 A PolyMatrix
15B - 4410K	7216 B PolyMatrix
15C - 4959K	7216 C PolyMatrix
15E - 6099K	7216 E PolyMatrix
15H - 8290K	7216 H PolyMatrix
15J - 7223K	7216 J PolyMatrix
15Q - 6828K	7216 Q PolyMatrix
15T - 5914K	7216 T PolyMatrix
150 - 8858K	7216 10 BP-10 Smart Pad
150 - 9419K	7216 20 BP-20 Smart Pad
150 - 7504K	7216 SM For Titanium Rotor

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	BODY SEAL (EA)	BRIDGE WEAR PLATE (EA)
120-6453	200-7531 (1.75")	130-2655	220-0627	210-2582	300-5876
120-6454	200-7531 (1.75")	130-2655	220-0627	210-2582	300-5876
120-6456	200-7531 (1.75")	130-2655	220-0627	210-2582	300-5876

NOTES: (1) SUBJECT TO AVAILABLE INVENTORY, PAD TYPE 7216 MAY BE REPLACED WITH PAD TYPE 7816. SEE PAGE 67 FOR ORDERING INFORMATION.

FORGED BILLET DYNALITE CALIPER

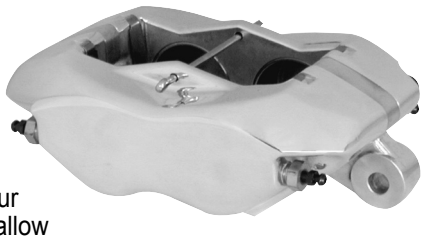
Caliper Highlights:

The **Forged Billet Dynalite** has wide spread application over many forms over motorsports. It serves as the base model in the majority of Wilwood's Bolt-On Disc Brake Kits. The latest applied developments and innovations in caliper design and manufacturing processes have resulted in substantial improvements in strength and performance over all comparable models.



Black Red Polished

Forged Dynalites are the strongest calipers in the class, with weights starting at 2.80 pounds. The process of stress-flow forging re-aligns the metal's grain structure within the contour of the caliper body. This process eliminates the breaks and interruptions to the internal grain structure that occur when machining a straight block billet. The FEA generated radial transition design eliminates steps and shoulders in the area between the piston housing body and the caliper bridges. Incorporating a radius in this transition area substantially increases resistance to deflection and caliper separation under load. Structural deflection and volume displacement tests have proven the **Forged Dynalite** to outperform all existing styles of this popular caliper size. Without even considering the overall greater strength and reliability of the forging, the reduced deflection tendencies and the resulting decrease in fluid volume displacement translate to increased clamping efficiency with less pedal travel. The bottom line is a taller pedal and better stopping power.



The superior strength of this innovative design is combined with proven performance features from Wilwood's earlier designs. Each caliper is equipped with Wilwood's SRS stainless steel bridge plates. The 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 Wilwood features include high temperature seals and stainless steel pistons to eliminate corrosion and retard heat transfer from the pads. Internal fluid passages eliminate the need for external tubes. Four corner bleed 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. Standard race calipers feature Wilwood's signature bright black anodized finish to resist corrosion and maintain their high tech style. Polished calipers (shown at right) are also available for custom show car applications.

Forged Dynalite calipers are a direct replacement for all Wilwood Dynalite and similar competitive brand calipers with 5.25" centered mounting lugs. The **Forged Dynalite** uses the same 7112 type brake pad used in all earlier versions of this caliper. The full range of Wilwood pad compounds is available to match brake response and heat range to any application.

THERMLOCK T1 SHORT TRACK PISTON:

Wilwood's unique **Thermlock®** **T1** Short Track Piston is an optional feature on our **Billet Dynalite** calipers, for complete details, please refer to page 111.

1.75" (44,5 mm) Diameter - Order P/N: 200-7552

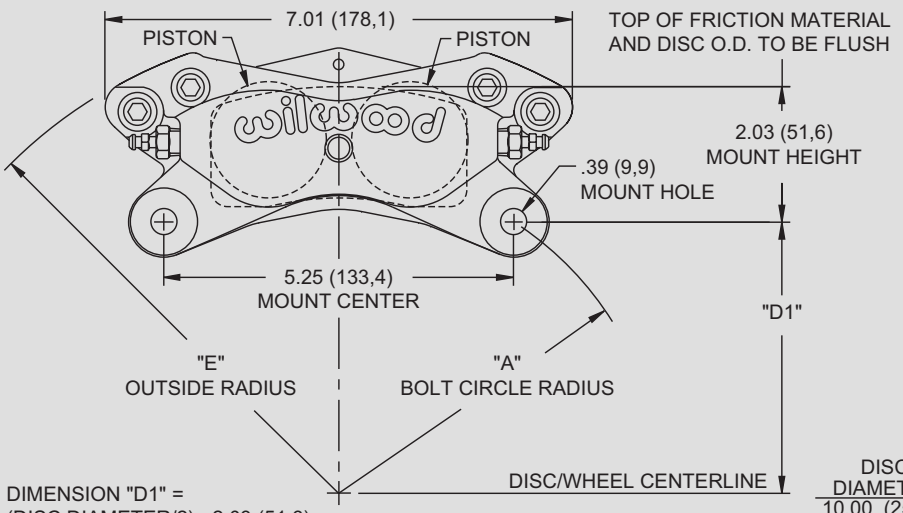
CALIPER ORDERING INFORMATION:(1)

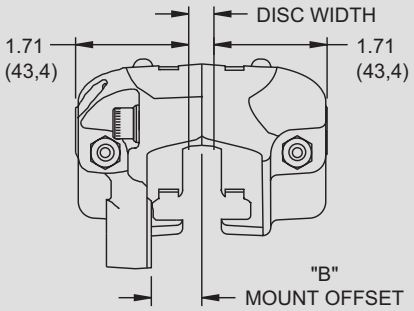
BORE SIZE		DISC WIDTH		BLACK PART NUMBER	POLISHED PART NUMBER
1.75"	44,5 mm	1.25"	31,8 mm	120-6814	—
1.75"	44,5 mm	1.00"	25,4 mm	120-6815	—
1.75"	44,5 mm	.81"	20,6 mm	120-6816(2)	—
1.75"	44,5 mm	.50"	12,7 mm	120-6817	—
1.75"	44,5 mm	.38"	9,7 mm	120-6818	—
1.62"	41,1 mm	1.25"	31,8 mm	120-6809	120-6794-P
1.62"	41,1 mm	1.00"	25,4 mm	120-6810	120-6795-P
1.62"	41,1 mm	.81"	20,6 mm	120-6811(2)	120-6796-P
1.62"	41,1 mm	.50"	12,7 mm	120-6812	120-6797-P
1.62"	41,1 mm	.38"	9,7 mm	120-6813	120-6798-P
1.38"	35,1 mm	1.25"	31,8 mm	120-6804	120-6789-P
1.38"	35,1 mm	1.00"	25,4 mm	120-6805	120-6790-P
1.38"	35,1 mm	.81"	20,6 mm	120-6806(2)	120-6791-P
1.38"	35,1 mm	.50"	12,7 mm	120-6807	120-6792-P
1.38"	35,1 mm	.38"	9,7 mm	120-6808	120-6793-P

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) AVAILABLE RED, ADD -RD TO END OF PART NUMBER WHEN ORDERING

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

FORGED DYNALITE CALIPER, MOUNTING DIMENSIONS:





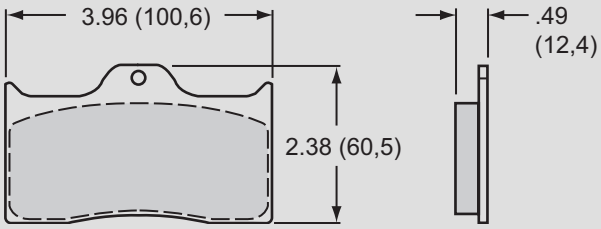
DIMENSION "D1" =
(DISC DIAMETER/2) - 2.03 (51,6)

INLET FITTING: 1/8-27 NPT

DISC WIDTH	"B" MOUNT OFFSET
.38 (9,7)	.76 (19,3)
.50 (12,7)	.82 (20,8)
.81 (20,6)	.98 (24,9)
1.00 (25,4)	1.08 (27,4)
1.25 (31,8)	1.20 (30,5)

DISC DIAMETER	"A" BOLT CIRCLE RADIUS	"E" OUTSIDE RADIUS
10.00 (254,0)	3.96 (100,6)	6.02 (152,9)
10.50 (266,7)	4.15 (105,4)	6.23 (158,2)
10.75 (273,1)	4.25 (108,0)	6.34 (163,3)
11.00 (279,4)	4.35 (110,5)	6.44 (161,0)
11.44 (290,6)	4.53 (115,1)	6.63 (168,4)
11.75 (298,5)	4.66 (118,4)	6.76 (171,7)
12.19 (309,6)	4.84 (122,9)	6.97 (177,0)

DYNALITE BRAKE PAD TYPE 7112 - PAD VOLUME = 2.1 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5734K	7112 A PolyMatrix
15B - 3991K	7112 B PolyMatrix
15C - 4415K	7112 C PolyMatrix
15E - 6096K	7112 E PolyMatrix
15H - 8291K	7112 H PolyMatrix
15Q - 6824K	7112 Q PolyMatrix
15T - 5911K	7112 T PolyMatrix
150 - 8850K	7112 10 BP-10 Smart Pad
150 - 9413K	7112 20 BP-20 Smart Pad
150 - 8450K	7112 SM For Titanium Rotor

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	BODY SEAL (EA)	BRIDGE WEAR PLATE (EA)	COTTER PIN (10 PK)
120-6789-P	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0056
120-6790-P	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0056
120-6791-P	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0055
120-6792-P	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0055
120-6793-P	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0054
120-6794-P	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0056
120-6795-P	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0056
120-6796-P	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0055
120-6797-P	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0055
120-6798-P	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0054
120-6804	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0056
120-6805	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0056
120-6806	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0055
120-6807	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0055
120-6808	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0054
120-6809	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0056
120-6810	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0056
120-6811	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0055
120-6812	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0055
120-6813	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0054
120-6814	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-0056
120-6815	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-0056
120-6816	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-0055
120-6817	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-0055
120-6818	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-0054

BILLET DYNALITE CALIPER

Caliper Highlights:

The **Billet Dynalite** caliper is powerful, compact and super lightweight. Advanced computer engineering keeps this caliper extremely rigid, resulting in incredible brake torque at a bare minimum in weight, starting at 2.66 pounds. Internal fluid crossover eliminates external tubes and the four position, two-piece bleed screws allow for convenient mounting and easy bleeding. The **Billet Dynalite** uses standard quick change Dynalite pads, deep cup stainless steel pistons and high temperature seals, and has a black anodized finish. The time proven Dynalite caliper design is stronger and lighter than ever - ideal for Late Models, Modifieds, Sprints, Road Racers and Dragsters.



Black Polished



Our **Billet Styled Polished Dynalite** incorporates all the performance you need in the most elegant package available. Designed for Street Rod, Pro Series and Show Car applications, this polished billet caliper best utilizes the machining versatility of CNC equipment to sculpt a part that enhances wheel and suspension detail. Caliper housing design and piston selection results in a rigid caliper that virtually eliminates spongy pedal problems. The **Billet Styled Polished Dynalite** is available for .38", .50", .81", 1.00" and 1.25" rotor applications and has multiple bleeders for left, right, front or rear mounting. These calipers will add the finishing touch to your wheel and suspension package and are guaranteed to catch the eye of even the most discriminating enthusiast.

THERMLOCK T1 SHORT TRACK PISTON:

Wilwood's unique **Thermlock® T1** Short Track Piston is an optional feature on our **Billet Dynalite** calipers, for complete details, please refer to page 111.

1.75" (44,5 mm) Diameter - Order P/N: 200-7552

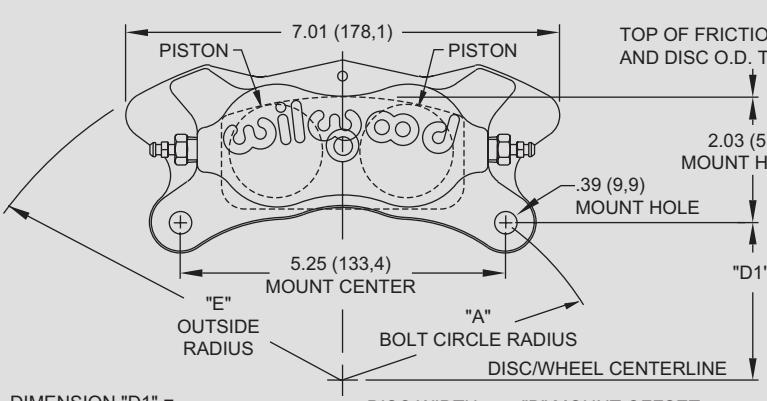
CALIPER ORDERING INFORMATION:(1)

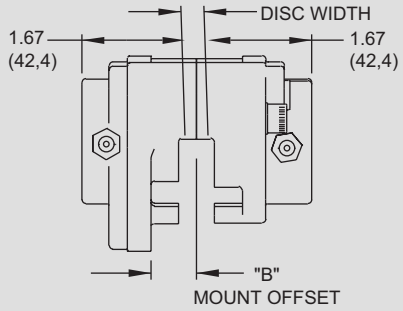
BORE SIZE		DISC WIDTH		BLACK PART NUMBER	POLISHED PART NUMBER
1.75"	44,5 mm	1.25"	31,8 mm	120-4998	—
1.75"	44,5 mm	1.25"	31,8 mm	120-5083 (2)	—
1.75"	44,5 mm	1.00"	25,4 mm	120-5094	—
1.75"	44,5 mm	.81"	20,6 mm	120-4997	—
1.75"	44,5 mm	.81"	20,6 mm	120-5082 (2)	—
1.75"	44,5 mm	.38"	9,7 mm	120-4993	—
1.75"	44,5 mm	.38"	9,7 mm	120-5081 (2)	—
1.62"	41,1 mm	1.25"	31,8 mm	—	120-4939-P
1.62"	41,1 mm	1.00"	25,4 mm	—	120-4938-P
1.62"	41,1 mm	.81"	20,6 mm	—	120-4937-P
1.62"	41,1 mm	.50"	12,7 mm	—	120-4936-P
1.62"	41,1 mm	.38"	9,7 mm	—	120-4908-P
1.38"	35,1 mm	1.25"	31,8 mm	120-5006	120-5650-P
1.38"	35,1 mm	1.00"	25,4 mm	120-5093	120-5649-P
1.38"	35,1 mm	.81"	20,6 mm	120-5005	120-5648-P
1.38"	35,1 mm	.50"	12,7 mm	—	120-5647-P
1.38"	35,1 mm	.38"	9,7 mm	120-5003	120-5646-P
1.00"	25,4 mm	.81"	20,6 mm	120-6985	

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) WITH BRIDGE BOLT AND SIDE INLET

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

BILLET DYNALITE CALIPER, MOUNTING DIMENSIONS:



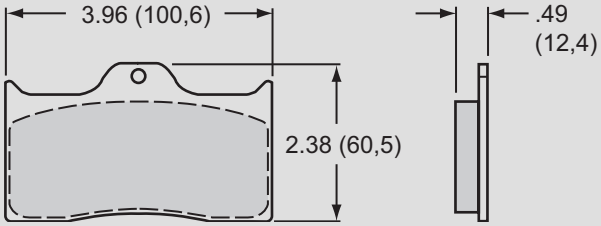


DIMENSION "D1" =
(DISC DIAMETER/2) - 2.03 (51,6)

DISC WIDTH	"B" MOUNT OFFSET
.38 (9,7)	.76 (19,3)
.50 (12,7)	.82 (20,8)
.81 (20,6)	.98 (24,9)
1.00 (25,4)	1.08 (27,4)
1.25 (31,8)	1.20 (30,5)

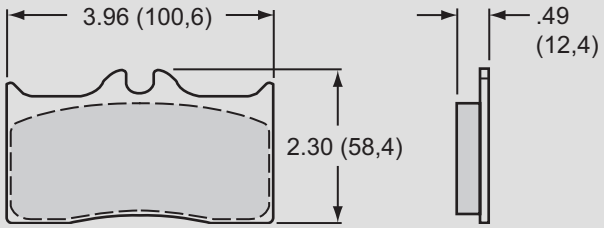
DISC DIAMETER	"A" BOLT CIRCLE RADIUS	"E" OUTSIDE RADIUS
10.00 (254,0)	3.96 (100,6)	6.02 (152,9)
10.50 (266,7)	4.15 (105,4)	6.23 (158,2)
10.75 (273,1)	4.25 (108,0)	6.34 (161,0)
11.00 (279,4)	4.35 (110,5)	6.44 (163,6)
11.44 (290,6)	4.53 (115,1)	6.63 (168,4)
11.75 (298,5)	4.66 (118,4)	6.76 (171,7)
12.19 (309,6)	4.84 (122,9)	6.97 (177,0)

BILLET DYNALITE WITH COTTER PIN, BRAKE PAD TYPE 7112 - PAD VOLUME = 2.1 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5734K	7112 A PolyMatrix
15B - 3991K	7112 B PolyMatrix
15C - 4415K	7112 C PolyMatrix
15E - 6096K	7112 E PolyMatrix
15H - 8291K	7112 H PolyMatrix
15Q - 6824K	7112 Q PolyMatrix
15T - 5911K	7112 T PolyMatrix
150 - 8850K	7112 10 BP-10 Smart Pad
150 - 9413K	7112 20 BP-20 Smart Pad
150 - 8450K	7112 SM For Titanium Rotor

BILLET DYNALITE WITH BRIDGEBOLT, BRAKE PAD TYPE 7212 - PAD VOLUME = 2.1 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5909K	7212 A PolyMatrix
15B - 3999K	7212 B PolyMatrix
15E - 6098K	7212 E PolyMatrix
15Q - 6825K	7212 Q PolyMatrix
150 - 8857K	7212 10 BP-10 Smart Pad
150 - 9418K	7212 20 BP-20 Smart Pad
150 - 8450K	7212 SM For Titanium Rotor

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	BODY SEAL (EA)	BRIDGE WEAR PLATE (EA)	COTTER PIN (10 PK)
120-4908-P	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0054
120-4936-P	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0054
120-4937-P	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0055
120-4938-P	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0055
120-4939-P	200-7520 (1.62")	130-4346	220-0627	210-2582	300-5875	180-0056
120-4993	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-0054
120-4997	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-0055
120-4998	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-0056
120-5003	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0054
120-5005	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0055
120-5006	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0056
120-5081	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-0054
120-5082	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-0055
120-5083	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-0056
120-5093	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0055
120-5094	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-0055
120-5646-P	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0054
120-5647-P	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0054
120-5648-P	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0055
120-5649-P	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0055
120-5650-P	200-7518 (1.38")	130-2658	220-0627	210-2582	300-5875	180-0056
120-6985	200-6979 (1.00")	130-4320	220-0627	210-2582	300-5875	180-0055

BILLET DYNALITE SINGLE CALIPER

Caliper Highlights:

Wilwood's **Billet Dynalite Single** utilizes close tolerance design and manufacturing techniques which results in the most rigid, lightweight and attractive caliper in the evolution of the Dynalite Single Series. Starting at 1.58 pounds, the **Billet Dynalite Single** is perfect for compact high performance braking as required in Open Wheel, Drag, Modified, Kart, Motorcycle and Off Road applications.



Black Polished

The two piston caliper is rigid, lightweight and holds a .49" thick, 1.1 cubic inch brake pad. Internal fluid passage and multiple bleed fittings permit right or left, front or rear mounting options with either 3.25" or 3.75" lug spacing, and will fit .25" to .38" thick rotors with diameters from 6.00" to 13.00". High temperature square piston seals control piston retraction while the stainless steel deep cup pistons reduce heat transfer from the pad to the brake fluid. Calipers accept 1/8-27 NPT inlet fitting and come standard with our exclusive re-usable pad retainer clip.

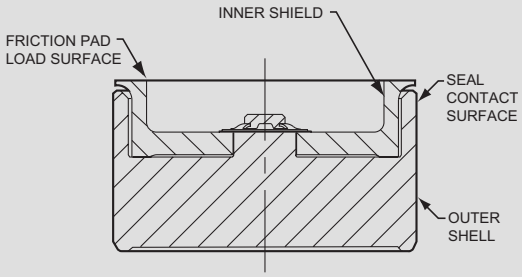


The **Billet Dynalite Single** comes standard with our black anodized coating, but is more spectacular in the brilliant polished version (shown at right) for a show car look. The machining versatility of our CNC equipment sculpts a part that enhances wheel and suspension detail while maintaining the close tolerance design attributes of the Dynalite Single Series.

THERMLOCK T1 SHORT TRACK PISTON:

Wilwood's unique **Thermlock® T1** Short Track Pistons is an optional feature on our **Billet Dynalite** calipers. The pistons incorporate a stainless steel shield and coated aluminum shell configuration to provide a highly efficient thermal barrier between the brake pads and the caliper body, seals, and fluid. Lower operating temperatures eliminate seal crystallization and localized fluid boiling while providing longer caliper service life through decreased distortion in the caliper body and piston bores.

1.75" (44,5 mm) Diameter - Order P/N: 200-7552



THERMLOCK T1 PISTON CROSS-SECTION

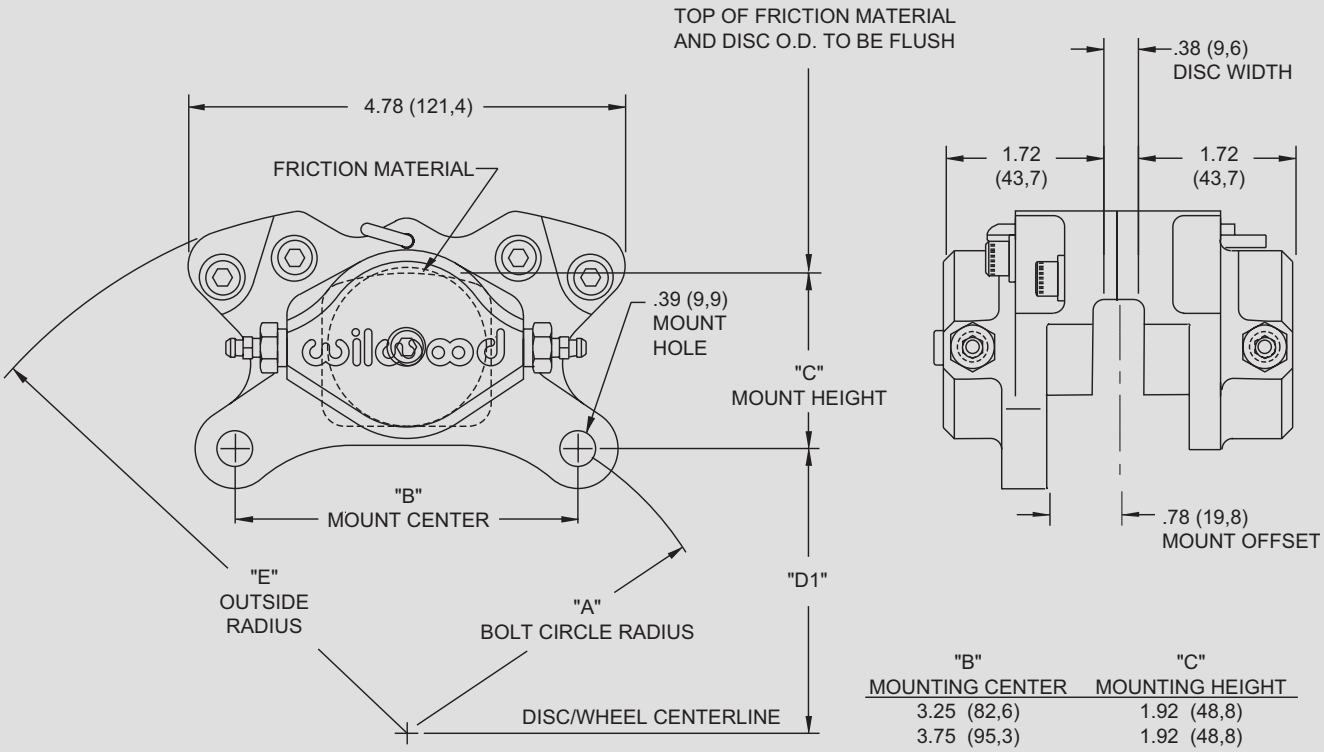
CALIPER ORDERING INFORMATION:(1)

BORE SIZE		DISC WIDTH		MOUNTING		BLACK PART NUMBER	POLISHED PART NUMBER
1.75"	44,5 mm	.38"	9,7 mm	3.75"	95,3 mm	120-4060	—
1.75"	44,5 mm	.38"	9,7 mm	3.25"	82,6 mm	120-4062	120-5350-P
1.75"	44,5 mm	.19"	4,8 mm	3.75"	95,3 mm	120-4060-LP	120-5351-PLP
1.38"	35,1 mm	.38"	9,7 mm	3.25"	82,6 mm	120-9055	—

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) PART NUMBERS ARE THE SAME FOR BOTH LEFT AND RIGHT HAND, SPECIFY WHEN ORDERING

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

BILLET DYNALITE SINGLE CALIPER, MOUNTING DIMENSIONS:

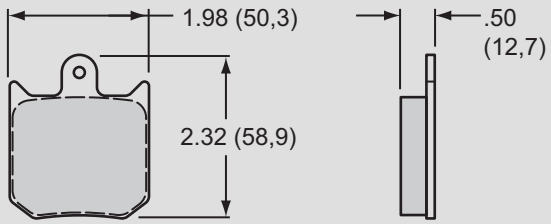


"B" MOUNTING CENTER	"C" MOUNTING HEIGHT
3.25 (82,6)	1.92 (48,8)
3.75 (95,3)	1.92 (48,8)

DIMENSION "D1" =
(DISC DIAMETER/2) - "C" MOUNT HEIGHT

DISC DIAMETER	"A" BOLT CIRCLE RADIUS WHEN "B" = 3.25	"A" BOLT CIRCLE RADIUS WHEN "B" = 3.75	"E" OUTSIDE RADIUS
10.00 (254,0)	3.48 (88,4)	3.61 (91,7)	5.84 (148,3)
10.25 (260,4)	3.59 (91,2)	3.71 (94,2)	5.96 (151,4)
10.50 (266,7)	3.70 (94,0)	3.82 (97,0)	6.07 (154,2)
11.00 (279,4)	3.93 (99,8)	4.04 (102,6)	6.31 (160,3)
11.75 (298,4)	4.28 (108,7)	4.38 (111,2)	6.66 (169,2)
12.19 (309,6)	4.48 (113,8)	4.58 (116,3)	6.87 (174,5)

DYNALITE SINGLE BRAKE PAD TYPE 7012 - PAD VOLUME = 1.1 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5733K	7012 A PolyMatrix
15B - 3990K	7012 B PolyMatrix
15C - 4414K	7012 C PolyMatrix
15E - 6083K	7012 E PolyMatrix
15Q - 6823K(1)	7012 Q PolyMatrix
15T - 5910K	7012 T PolyMatrix
150 - 8937K	7012 10 BP-10 Smart Pad
150 - 9412K	7012 20 BP-20 Smart Pad
150 - 8272K	7012 SM For Titanium Rotor

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	BODY SEAL (EA)	BRIDGE WEAR PLATE (EA)	PAD RETAINER CLIP PIN (4 PK)
120-4060	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-3862
120-4060-LP	200-7530 (1.75")	130-2655	220-0627	210-2582	300-5875	180-3862
120-4062	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-3862
120-5350-P	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-3862
120-5351-P	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-3862
120-5351-PLP	200-7528 (1.75")	130-2655	220-0627	210-2582	300-5875	180-3862
120-9055	200-1117 (1.38")	130-2658	220-0627	210-2582	300-5875	180-3862

GP 320 CALIPER

Caliper Highlights:

The **GP 320** billet four piston caliper is a compact, high efficiency performer. Weighing just 1.70 pounds, it was purpose built as an upgrade with increased pad size over two piston calipers on lightweight open wheeled racecars. The **GP 320** is also well suited to other performance and racing applications including, but not limited to karts, motorcycles, mini-sprints, and formula sports racers. The **GP 320** bridge configuration will accommodate rotors between .19" and .25" thick, with overall diameters between 9.00" and 11.50".



■ Black

The **GP 320** is full CNC detail machined from premium alloy billet. FEA structural analysis technology was employed to develop a design that minimizes weight and maximizes rigidity against deflection. Full width bridges are reinforced with four, high strength steel cross bridge bolts. The cross bridge bolts are coated for corrosion resistance and provide added resistance to deflection and body separation under high loads. Internal fluid ports with a single outboard bleeder provide quick and effective evacuation of gasses and spent fluid.

Clamping force is generated by four, 1.25" diameter, stainless steel pistons. The clamping force is spread evenly over the length of the pad to minimize backing plate deflection and promote balanced pad wear. The overall piston bore area provides an increase in clamping force over similar range two piston calipers. Stainless steel is used to resist corrosion and retard the heat transfer from the brake pad to the caliper body, seals, and fluid.

The **GP 320** uses Wilwood type 6211 brake pads. The pads measure .44" (11,2mm) thick with an overall length of 2.74" (69,6mm). This represents nearly a 50% increase in pad area over some of the popular two piston calipers used on similar applications. The 6211 pad is available in PolyMatrix "H" compound which provides predictable engagement, high friction, long wear, and extreme high temperature fade resistance in the harshest conditions.

Other Wilwood performance enhancements include high temperature square faced bore seals that provide a wide sealing area with positive piston retraction on release. Quick-Clip retention pins provide easy access for pad service without caliper removal. The calipers are finished in signature Wilwood high luster black anodizing for protection against corrosion and the elements.

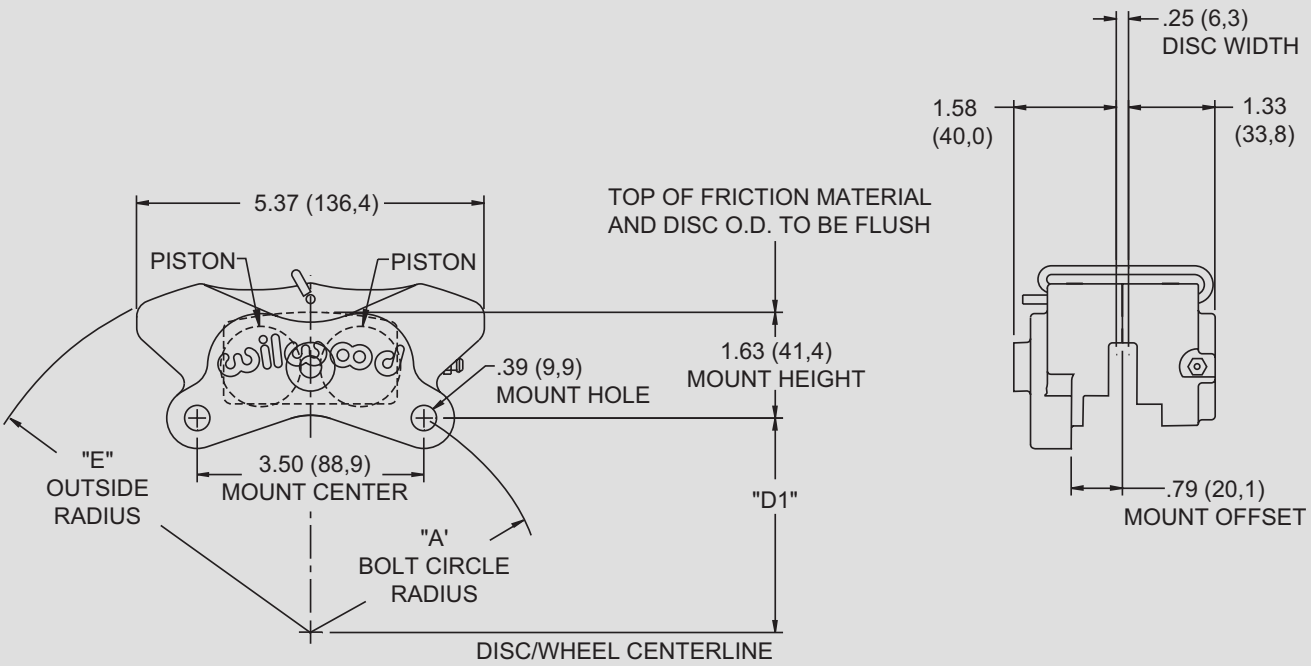
CALIPER ORDERING INFORMATION:(1)

BORE SIZE	DISC WIDTH	RH PART NUMBER (2)	LH PART NUMBER (2)
1.25" 31,8 mm	.19 - .24" 4,8 - 6,1 MM	120-8524	120-8525

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) RH AND LH ORIENTATION ARE BASED ON REAR (TRAILING) MOUNT STANDARDS. FOR FRONT MOUNT APPLICATIONS, EXCHANGE THE CALIPERS RIGHT TO LEFT TO MAINTAIN AN UPRIGHT BLEED ORIENTATION

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

GP 320 CALIPER, MOUNTING DIMENSIONS:

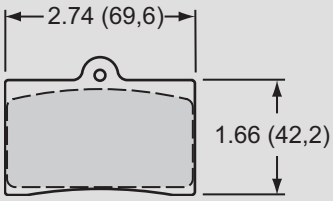


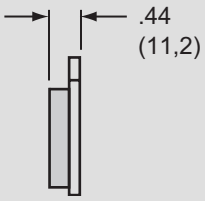
DIMENSION "D1" =
(DISC DIAMETER/2) - 1.63 (41,4)

INLET FITTING: 1/8-27 NPT

DISC DIAMETER	"E" OUTSIDE RADIUS	"D1" HEIGHT	"A" BOLT CIRCLE RADIUS
9.00 (228,6)	4.84 (122,7)	2.87 (72,9)	3.36 (85,3)
9.88 (251,0)	5.27 (133,9)	3.31 (84,1)	3.74 (94,9)
10.00 (254,0)	5.33 (135,4)	3.37 (85,6)	3.80 (96,5)
11.50 (292,1)	6.08 (154,4)	4.12 (104,6)	4.48 (113,8)

GP 320 BRAKE PAD TYPE 6211 - PAD VOLUME = 1.03 CU. IN.:





AXLE SET P/N	PAD TYPE / COMPOUND
15H - 8596K	6211 H PolyMatrix

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	BODY SEAL (EA)	PAD RETAINER CLIP PIN (4 PK)
120-8524	200-8488 (1.25")	130-3602	220-4783	210-2582	180-3861
120-8425	200-8488 (1.25")	130-3602	220-4783	210-2582	180-3861

DYNALITE SINGLE FLOATER

Caliper Highlights:

Wilwood's **Dynalite Single Floater** is a single piston billet caliper designed for Open Wheel, Drag Race, Karting and Motorcycle applications. The rigid outboard anvil half's low profile design allows it to fit in tight clearance situations where opposed piston designs will not. Weighing just 1.40 pounds, the caliper uses the same .49" thick, 1.1 cubic inch Dynalite Single quick change pads. Multiple 1/8-27 NPT inlet and bleed screw locations allow for versatile mounting positions. It comes with precision machined dry lubricated slide pins for bind-free operation. The **Dynalite Single Floater** is black anodized to resist corrosion and fits rotors from .25" to .38" wide and diameters from 6.00" to 13.00".

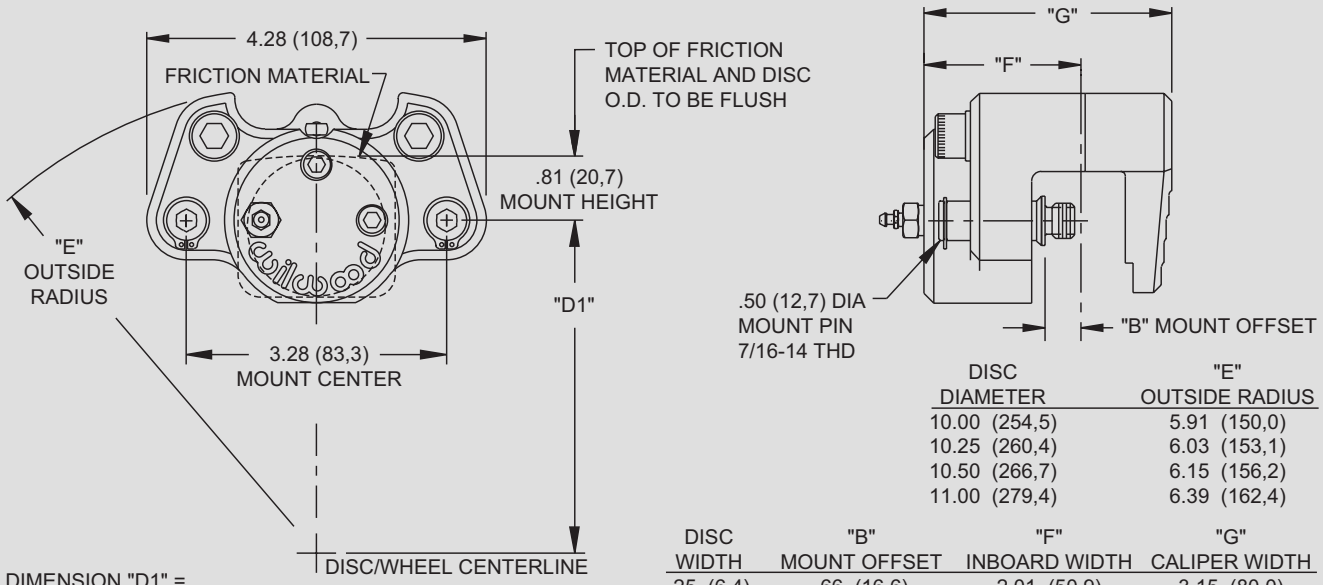


Black

CALIPER ORDERING INFORMATION:(1)

BORE SIZE		DISC WIDTH		PART NUMBER
1.75"	44,5 mm	.38"	9,6 mm	120-3277
1.75"	44,5 mm	.25"	6,4 mm	120-2498

DYNALITE SINGLE FLOATER, MOUNTING DIMENSIONS:(2)



DISC DIAMETER	"E" OUTSIDE RADIUS
10.00 (254,5)	5.91 (150,0)
10.25 (260,4)	6.03 (153,1)
10.50 (266,7)	6.15 (156,2)
11.00 (279,4)	6.39 (162,4)

DISC WIDTH	"B" MOUNT OFFSET	"F" INBOARD WIDTH	"G" CALIPER WIDTH
.25 (6,4)	.66 (16,6)	2.01 (50,9)	3.15 (80,0)
.38 (9,6)	.70 (17,8)	2.05 (52,1)	3.24 (82,3)

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	SLIDE PIN (EA)	SLIDE PIN SNAP-RING (EA)	COTTER PIN (10 PK)
120-2498	200-7532 (1.75")	130-2655	220-0627	230-2747	310-1218	180-0054
120-3277	200-7532 (1.75")	130-2655	220-0627	230-2747	310-1218	180-0054

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) THE DYNALITE SINGLE FLOATER UTILIZES BRAKE PAD TYPE 7012.
PLEASE REFER TO PAGE 49 FOR THE PHYSICAL CONFIGURATION OF THIS PAD

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

BILLET SPOT CALIPER

Caliper Highlights:

Wilwood's 1.75" diameter single piston **Billet Spot Caliper** is ideal for Micro and Mini Sprint, Kart, Off Road, Motorcycle, Drag Race Spindle Mount and industrial applications. Designed for light duty use, this floating caliper weighs just 1.20 pounds and holds a round .25" thick, .7 cubic inch brake pad, and accommodates rotors from 6.00" to 13.00" diameter and widths starting at .12". Maximum rotor width can be adjusted by specific bracket and spacer dimensions. The pads are held in place by stainless steel 10-24 x .38" long flat head cap screw (screws are included), and the caliper is available black anodized.

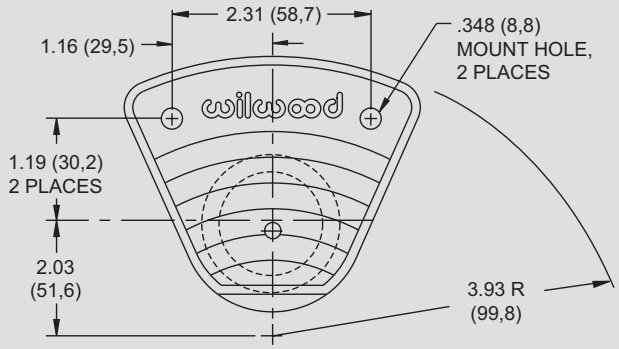


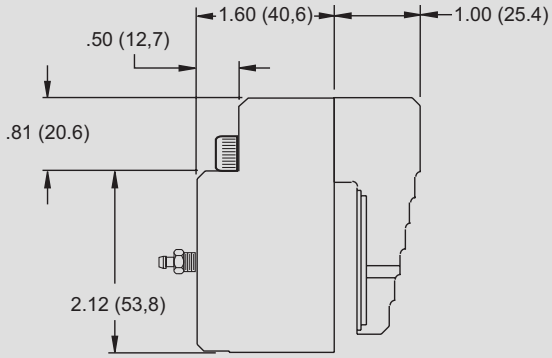
Black

CALIPER ORDERING INFORMATION:(1)

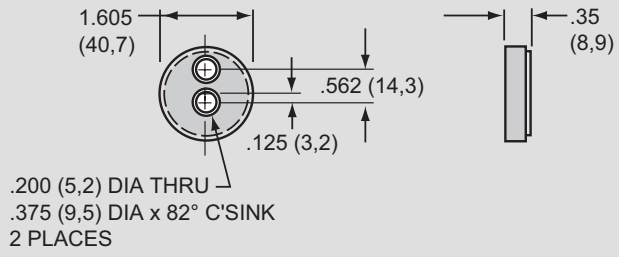
BORE SIZE		DISC WIDTH		PART NUMBER
1.75"	44,5 mm	.12 - .38"	3,0 - 9,6 mm	120-1064

BILLET SPOT CALIPER, MOUNTING DIMENSIONS:





BILLET SPOT BRAKE PAD - PAD VOLUME = 0.7 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND
150 - 1251K	Spot 10 BP-10 Smart Pad

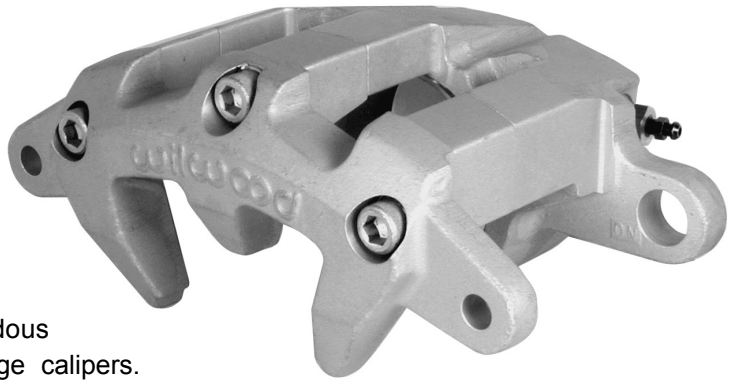
SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	O-RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	PAD RETAINER SCREW (EA)	BODY MOUNT BOLT (EA)
120-1064	200-0300 (1.75")	130-0047	220-0627	230-1112	230-0106

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION

GM III CALIPER

Caliper Highlights:



Wilwood's **GM III** caliper represents the latest refinements in caliper design and manufacturing through use of solid modeling and stress simulation programs. The result is the most rigid, highest torque, lightweight aluminum caliper in its class with weights starting at 3.36 pounds.

The real strength comes from its exclusive triple bridge configuration which provides a tremendous increase in clamping force over other twin bridge calipers. Efficient designs further maximize weight savings: material is properly placed to fortify all load bearing points. Each caliper model has its own unique casting: 2.38" diameter piston calipers incorporate a smaller external contour than the larger 2.75" diameter piston calipers. Any material that did not contribute to strength, was eliminated for weight reduction, resulting in a caliper that weighs just over three pounds.

The **GM III** incorporates standard Wilwood features like stainless steel pistons for increased fluid protection and high temperature seals for controlled retraction which provides improved driver feel. The **GM III** for 1.00" width rotor is machined and fitted with OEM type slide pin vibration dampeners for a direct OEM caliper interchange.

These tight grained, high density aircraft alloy aluminum castings are fully machined, assembled and tested in-house by fully trained technicians at Wilwood to assure top quality and peak performance.

CALIPER ORDERING INFORMATION:(1)

BORE SIZE		DISC WIDTH		PART NUMBER (2, 3)
2.75"	69,8 mm	1.25"	31,8 mm	120-5289
2.75"	69,8 mm	1.00"	25,4 mm	120-5861(4)
2.75"	69,8 mm	1.00"	25,4 mm	120-5862-P(4)
2.75"	69,8 mm	.81"	20,6 mm	120-5288
2.38"	60,4 mm	1.25"	31,8 mm	120-5344
2.38"	60,4 mm	.81"	20,6 mm	120-5343

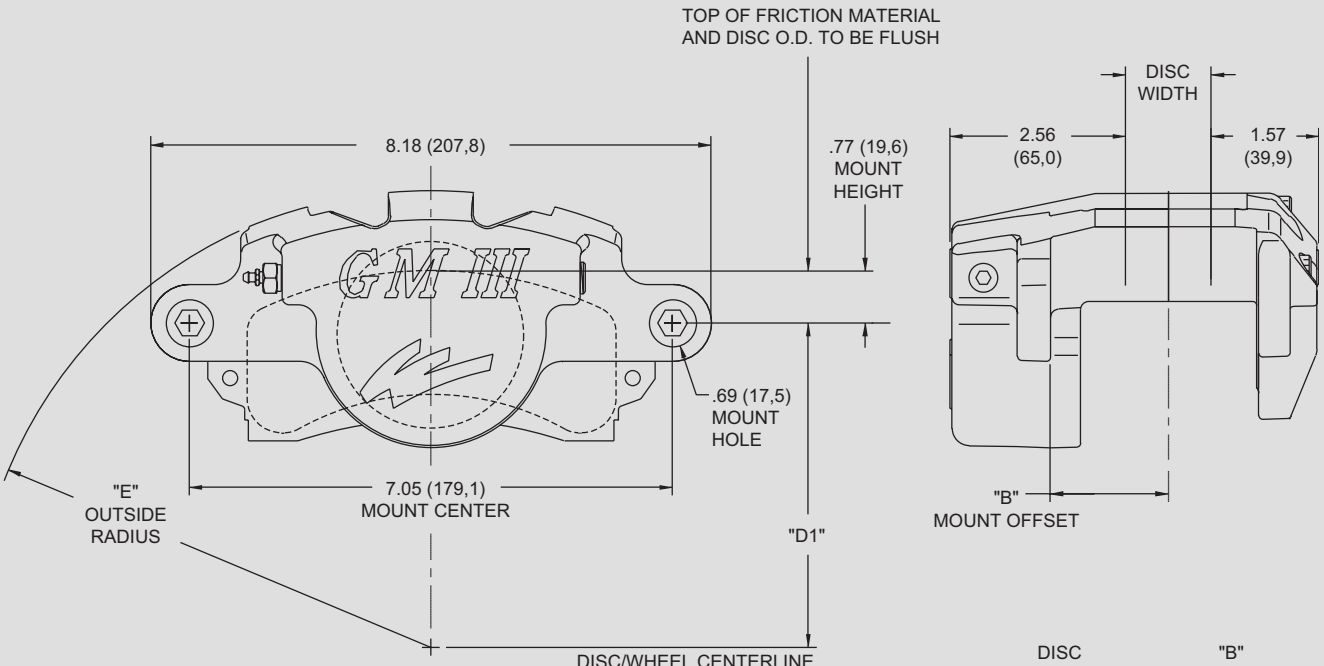
SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	O-RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	SLIDE PIN KIT (4 PK)
120-5288	200-6633 (2.75") (5)	130-4955	220-0627	230-0619
120-5289	200-6633 (2.75") (5)	130-4955	220-0627	230-0619
120-5343	200-1119 (2.38")	130-4956	220-0627	230-0619
120-5344	200-1119 (2.38")	130-4956	220-0627	230-0619
120-5861	200-6633 (2.75") (5)	130-4955	220-0627	230-0619
120-5862-P	200-6633 (2.75") (5)	130-4955	220-0627	230-0619

NOTES:
(1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) THE BASE PART NUMBER CAN BE RIGHT HAND OR LEFT HAND MOUNTED
(3) SLIDE PIN KIT P/N 230-0619 IS REQUIRED FOR INSTALLATION AND MUST BE ORDERED SEPARATELY
(4) INCLUDES SLIDE PIN VIBRATION DAMPENERS
(5) THIS PISTON IS NOT COMPATIBLE WITH THE EARLIER BLACK ANODIZED VERSIONS OF THE GM II AND GM III CALIPERS. ALL BLACK ANODIZED 2.75" BORE CALIPERS REQUIRE PISTON P/N 200-1120

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

GM III CALIPER, MOUNTING DIMENSIONS:



DISC WIDTH	"B" MOUNT OFFSET
.81 (20,6)	1.50 (38,1)
1.00 (25,4)	1.72 (43,7)
1.25 (31,8)	1.72 (43,7)

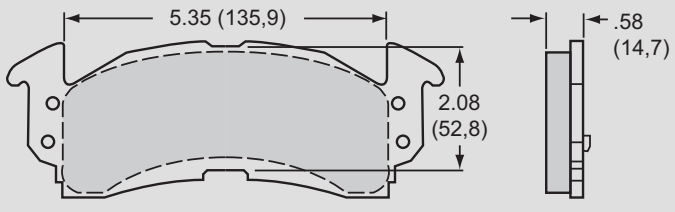
DISC DIAMETER	"E" OUTSIDE RADIUS
11.00 (279,4)	6.69 (169,9)
11.75 (298,5)	7.04 (178,8)

DIMENSION "D1" = (DISC DIAMETER/2) - .77 (19,6)
CALIPER MOVES INWARD AS PAD WEARS, .35 (8,9) MAX

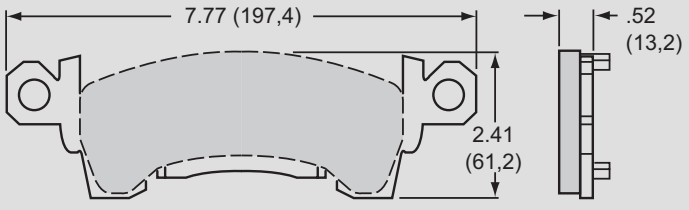
NOTE: RIGHT HAND CALIPER SHOWN, LEFT HAND HAS BLEED SCREW REVERSED

INLET FITTING: 1/8-27 NPT

GM III BRAKE PAD TYPE D52 - PAD VOLUME "INNER" = 3.9 CU. IN. / PAD VOLUME "OUTER" = 3.8 CU. IN.:



GM "INNER" PAD



GM "OUTER" PAD

AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5737K	D52 A PolyMatrix
15B - 3994K	D52 B PolyMatrix
15C - 4419K	D52 C PolyMatrix
15E - 6102K	D52 E PolyMatrix
15H - 8232K	D52 H PolyMatrix
15Q - 6830K	D52 Q PolyMatrix
150 - 8939K	D52 10 BP-10 Smart Pad
150 - 9421K	D52 20 BP-20 Smart Pad

GM METRIC CALIPER

Caliper Highlights:

Wilwood's **GM Metric Caliper** is a direct replacement for the 1978 and later D154 type GM metric caliper. Weights starting at 2.92 pounds, it provides a substantial weight savings over cast iron OE calipers.



This competition caliper represents the latest refinements in caliper design and manufacturing through the use of computer based FEA solid modeling and stress simulation programs. The real strength of this caliper comes from its triple bridge configuration, and its lightness is a result of efficient design.

The triple bridge provides higher clamping efficiency through lower deflection over all twin bridge models. All load bearing and stress points are fortified to maximize strength, and all unnecessary material is removed to maximize weight reduction. The results are the strongest, lightest, and most efficient aluminum caliper in its class.

The caliper body is a precision casting using a tight grained, high density aircraft alloy. Stainless steel pistons provide improved fluid protection with high resistance to corrosion and low heat transfer. Each caliper is fully machined, assembled with high temperature seals, and tested in-house by expert Wilwood technicians to assure top quality and peak performance – the kind of quality and performance you expect from Wilwood.

CALIPER ORDERING INFORMATION:(1)

BORE SIZE		DISC WIDTH		PART NUMBER (2,3)
2.38"	60,4 mm	1.25"	31,8 mm	120-6427
2.38"	60,4 mm	1.00"	25,4 mm	120-7197 (4)
2.38"	60,4 mm	.81"	20,6 mm	120-6426

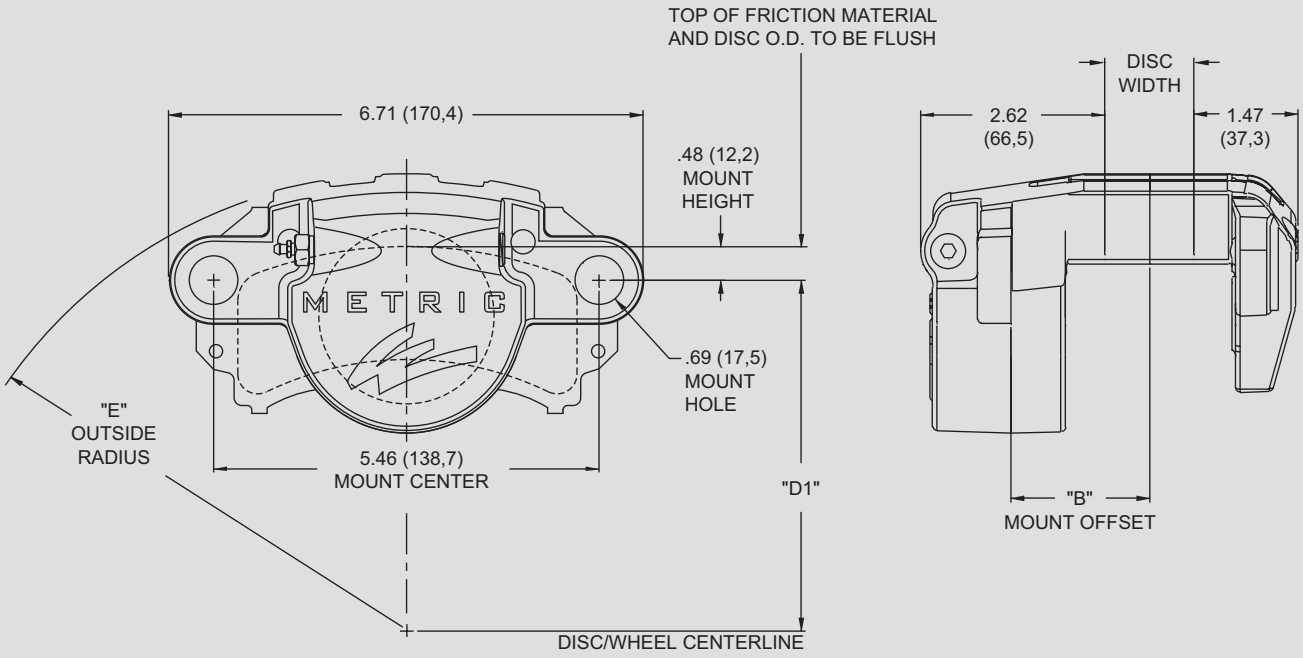
SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	O-RING KIT (4 PK)	BLEED SCREW KIT (4 PK)	SLIDE PIN KIT (4 PK)
120-6426	200-1119 (2.38")	130-4956	220-0627	230-0619
120-6427	200-1119 (2.38")	130-4956	220-0627	230-0619
120-7197	200-1119 (2.38")	130-4956	220-0627	230-0619

NOTES:
(1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(2) THE BASE PART NUMBER CAN BE RIGHT HAND OR LEFT HAND MOUNTED
(3) SLIDE PIN KIT P/N 230-0619 IS REQUIRED FOR INSTALLATION AND MUST BE ORDERED SEPARATELY
(4) INCLUDES SLIDE PIN VIBRATION DAMPENERS

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

GM METRIC CALIPER, MOUNTING DIMENSIONS:



DISC WIDTH	"B" MOUNT OFFSET
.81 (20,6)	1.74 (44,2)
1.00 (25,4)	1.84 (46,7)
1.25 (31,8)	1.96 (49,8)

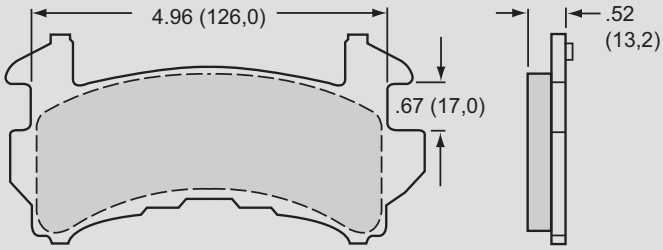
DISC DIAMETER	"E" OUTSIDE RADIUS
11.00 (279,4)	6.55 (166,4)
11.75 (298,5)	6.90 (175,3)

DIMENSION "D1" = (DISC DIAMETER/2) - .48 (12,2)
CALIPER MOVES INWARD AS PAD WEARS, .35 (8,9) MAX

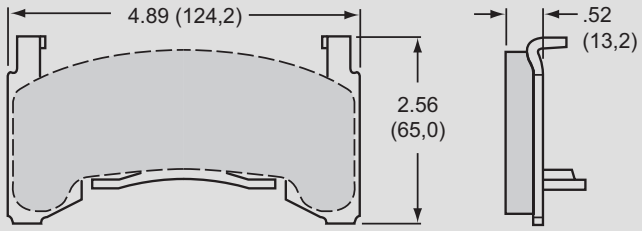
NOTE: RIGHT HAND CALIPER SHOWN, LEFT HAND HAS BLEED SCREW REVERSED

INLET FITTING: 1/8-27 NPT

GM METRIC BRAKE PAD TYPE D154 - PAD VOLUME "INNER" = 2.7 CU. IN. / - PAD VOLUME "OUTER" = 3.2 CU. IN.:



GM "INNER" PAD



GM "OUTER" PAD

AXLE SET P/N	PAD TYPE / COMPOUND
15A - 6219K	D154 A PolyMatrix
15B - 3998K	D154 B PolyMatrix
15C - 4420K	D154 C PolyMatrix
15E - 6103K	D154 E PolyMatrix
15H - 8231K	D154 H PolyMatrix
15Q - 6831K	D154 Q PolyMatrix
150 - 8936K	D154 10 BP-10 Smart Pad
150 - 9422K	D154 20 BP-20 Smart Pad

KART / JR. DRAGSTER CALIPER

Caliper Highlights:

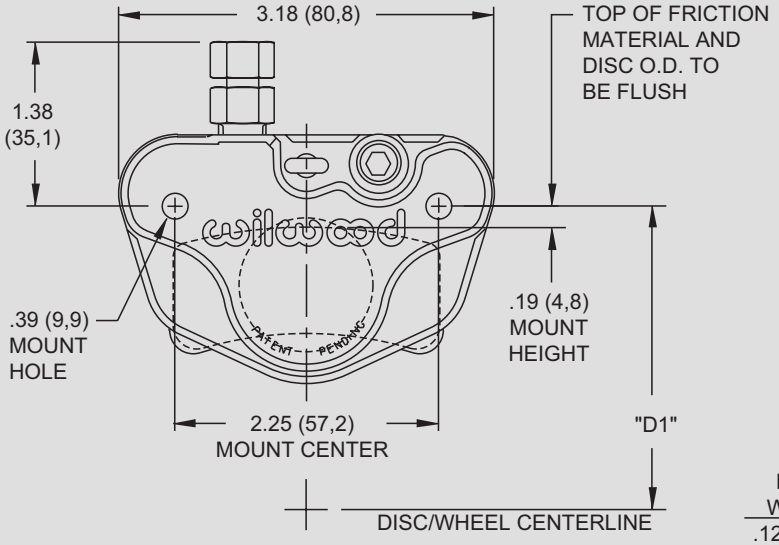
Wilwood's **Kart / Jr. Dragster Caliper** has been designed specifically for racing. A unique self retracting and adjusting piston system(1) has been incorporated into this caliper which enables the piston to retract as the brake line pressure is reduced. The caliper can be mounted on either side of the vehicle and comes in three rotor widths to accommodate most applications. Weighing just 1.20 pounds, the caliper's lightweight billet design includes high performance, high friction brake pads. Additional features include deep cup stainless steel piston for reduced heat transfer, cotter pin, pad retainer, internal fluid passage and blue anodized finish. A specifically designed master cylinder is also available for use with this caliper (see page 107).



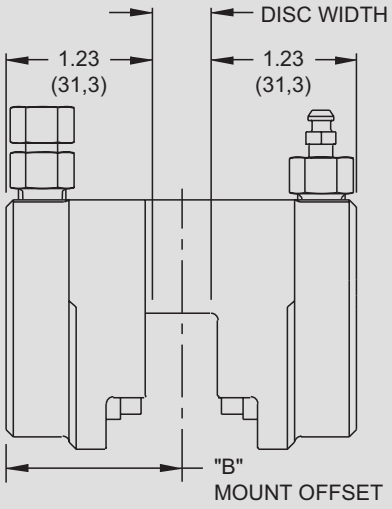
CALIPER ORDERING INFORMATION:(2)

BORE SIZE		DISC WIDTH		PART NUMBER
1.00"	25,4 mm	.12"	3,0 mm	120-5498
1.00"	25,4 mm	.18"	4,6 mm	120-5750
1.00"	25,4 mm	.50"	12,7 mm	120-5499

KART / JR. DRAGSTER CALIPER, MOUNTING DIMENSIONS:



DIMENSION "D1" =
(DISC DIAMETER/2) + .19 (4,8)



DISC WIDTH	"B" MOUNT OFFSET	DISC DIAMETER
.12 (3,05)	1.32 (33,5)	8.00 (203,2)
.18 (4,6)	1.36 (34,5)	8.00 (203,2)
.50 (12,7)	1.51 (38,4)	8.75 (222,3)

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	REBUILD KIT (NOTE 3)	BRAKE PAD SET (2 PK)
120-5498	200-5474 (1.00")	130-4320	220-5766	150-5602K
120-5499	200-5474 (1.00")	130-4320	220-5766	150-5602K
120-5750	200-5474 (1.00")	130-4320	220-5766	150-5602K

NOTES: (1) PATENT PENDING
(2) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION
(3) INCLUDES FITTINGS, ALL SEALS AND PAD RETAINERS

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

PS-1 CALIPER

Caliper Highlights:

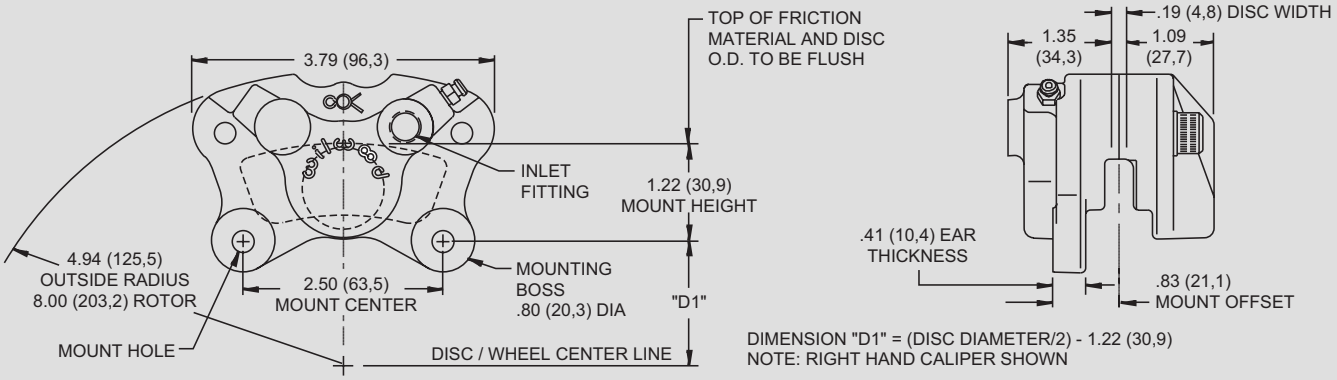
Wilwood's **PS-1 Caliper** is compact, lightweight, weighing just .93 pounds and combines the strength of cast aluminum construction with a sleek low profile design. This caliper utilizes two stainless steel deep cup pistons to minimize heat transfer from the .30" thick pad to the brake fluid while employing high temperature square piston seals to control piston retraction. Internal crossover brake fluid passages eliminate the use of external crossover tubes. The PS-1 fits rotors with diameters ranging from 6.00" to 9.00", thickness sizes from .15" to .20". Designed, engineered and manufactured in the U.S.A.



CALIPER ORDERING INFORMATION:(1)

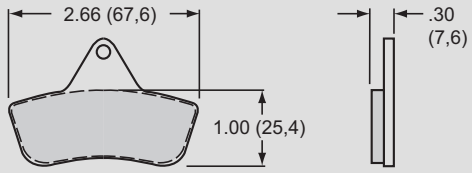
BORE SIZE		DISC WIDTH		MOUNT HOLE	INLET	PART NUMBER RH	PART NUMBER LH
1.12"	28,4 mm	.20"	5,1 mm	M8 x 1.25	M10 x 1.25	120-8373	120-8374
1.00"	25,4 mm	.20"	5,1 mm	.32"	1/8-27 NPT	120-5453	120-5456

PS-1 CALIPER, MOUNTING DIMENSIONS:



DIMENSION "D1" = (DISC DIAMETER/2) - 1.22 (30,9)
NOTE: RIGHT HAND CALIPER SHOWN

PS-1 BRAKE PAD TYPE POWER SPORT - PAD VOLUME = 0.36 CU. IN.:



AXLE SET P/N	PAD TYPE / COMPOUND	
150 - 4091K	PS-1	Sintered Metallic

SERVICE PARTS ORDERING INFORMATION:

CALIPER PART NO.	PISTON	SQ RING KIT (4 PK)	BLEED SCREW (EA)	BODY SEAL (EA)	PAD RETAINER PIN (EA)	COTTER PIN (EA)
120-8373	200-5089 (1.12")	130-2579	220-4269	210-2582	330-4517	180-3799
120-8374	200-5089 (1.12")	130-2579	220-4269	210-2582	330-4517	180-3799
120-5456	200-4309 (1.00")	130-4320	220-4269	210-2582	330-4517	180-3799
120-5453	200-4309 (1.00")	130-4320	220-4269	210-2582	330-4517	180-3799

NOTES: (1) REFERENCE FRONT OF MANUAL FOR GENERAL ORDERING INFORMATION, (P) AVAILABLE POLISHED, ADD -P TO P/N WHEN ORDERING

GP 310 / 300 MOTORCYCLE CALIPERS

Caliper Highlights:

Wilwood's **GP 310** and **GP 300** motorcycle disc brake calipers have been designed and engineered for use on 1984 - 2005 Harley-Davidson® Motorcycles. Built around a 4-piston, high performance powerhouse, these billet aluminum calipers bring distinctive, bolt-on styling: Direct leg-mounted calipers are available for all single and dual disc models (except Springer and 4-speed FL models), as well as the 1983 XR 1000.

Polished
Chrome

Rear calipers are available for all Softail®, Dyna, and touring models, utilizing unique bracket designs that combine the right elements of strength and style.

The **GP 310** and **GP 300** calipers are available in polished or brilliant chrome finishes, with the added performance characteristics found in Wilwood's racing calipers: stainless steel pistons to reduce brake fade while resisting corrosion and high temperature piston seals for extended life, controlled retraction and drag free operation. Additional features include bright-finish bleed screws and hardware, exclusive pad anti-rattle clip, and brake pads designed to operate in the widest range of temperatures and environments, utilizing our industry leading stainless steel rotor compatible formulation.

GP 310 FRONT MOTORCYCLE CALIPER ORDERING INFORMATION:

DESCRIPTION		POLISHED	CHROME
Front Left Hand Caliper (single)	1984-1999	120-7737-P	120-7737
Front Right Hand Caliper	1984-1999	120-7736-P	120-7736
Optional Mounting Bolt Kit, P/N: 230-4237			
Front Left Hand Caliper (single)	2000-Present	120-7739-P	120-7739
Front Right Hand Caliper	2000-Present	120-7738-P	120-7738
Optional Mounting Bolt Kit, P/N: 230-6330			



GP 310 REAR MOTORCYCLE CALIPER ORDERING INFORMATION:

DESCRIPTION (Bracket Not Included)	POLISHED	CHROME
Rear Right Hand Caliper (Std 3.50" Mount)	120-7740-P	120-7740
Rear Left Hand Caliper (Std 3.50" Mount) (1)	120-7741-P	120-7741
Optional Mounting Bolt Kit, P/N: 230-4236		

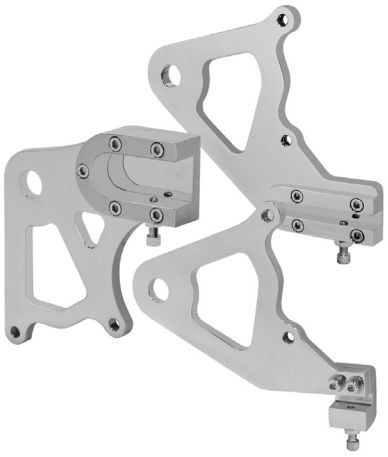
NOTE: (1) USE WITH DYNA "BOTTOM" BRACKET



GP 310 REAR MOTORCYCLE CALIPER BRACKETS ORDERING INFORMATION:

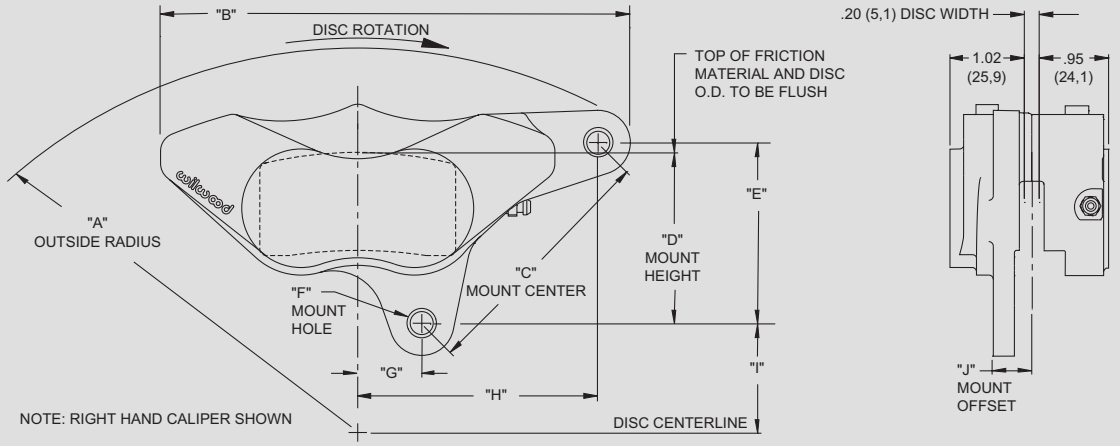
GP 310 REAR BRACKET DESCRIPTION		POLISHED	CHROME
Softail® Bracket Kit	1984-1999	250-8035-P	250-8035
Softail® Bracket Kit	2000-Present	250-8036-P	250-8036
Dyna Bracket Kit	1984-1999	250-8034-P	250-8034
Dyna Bracket Kit	2000-Present	250-8033-P	250-8033
Dyna "Bottom" Bracket Kit (1)	1984-1999	250-8252-P	250-8252
Cruiser Bracket Kit	1984-1999	Call for availability	
Cruiser Bracket Kit	2000-Present	Call for availability	
Optional Mounting Bolt Kit, P/N: 230-4236 is included with brackets			

NOTE: (1) LOCATES CALIPER ON THE BOTTOM SIDE OF THE ROTOR
USE WITH LEFT HAND GP 310 REAR CALIPER



WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

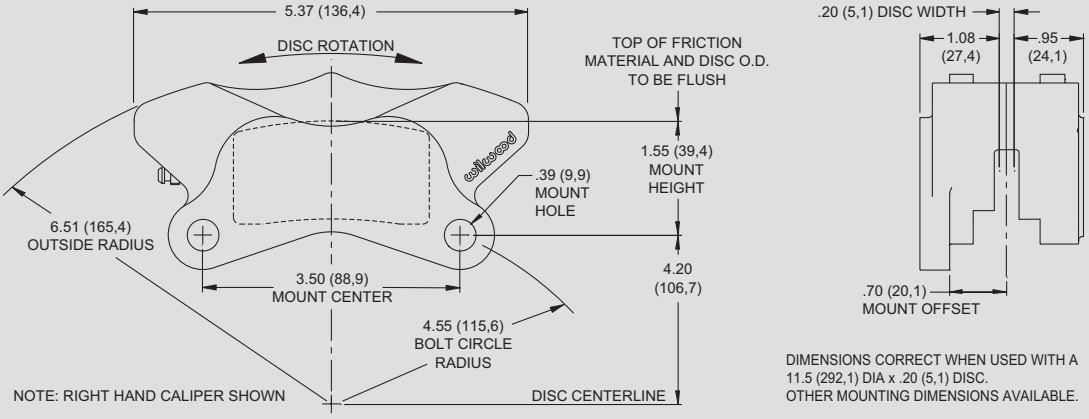
GP 310 FRONT, GP 300 FRONT / REAR MOTORCYCLE CALIPER, MOUNTING DIMENSIONS:



DIMENSIONS CORRECT WHEN USED WITH A 11.5 (292,1) DIA x .20 (5,1) DISC. OTHER MOUNTING DIMENSIONS AVAILABLE

CALIPER	"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"
GP 300 (1984-99)	7.21 (183,1)	6.48 (164,1)	3.44 (87,4)	2.33 (59,2)	2.46 (62,5)	3/8-16 THD	.87 (22,1)	3.27 (83,1)	3.43 (86,7)	.53 (13,5)
GP 310 (1984-99)	7.17 (182,1)	6.39 (162,3)	3.44 (87,4)	2.33 (59,2)	2.46 (62,5)	3/8-16 THD	.87 (22,1)	3.27 (83,1)	3.42 (86,7)	.53 (13,5)
GP 310 (2000-UP)	6.83 (173,5)	6.28 (159,5)	2.72 (69,1)	2.18 (55,4)	1.99 (50,5)	M10 x 1.5	1.31 (33,3)	3.16 (80,3)	3.57 (90,7)	.78 (19,8)

GP 310 REAR MOTORCYCLE CALIPER, MOUNTING DIMENSIONS:



DIMENSIONS CORRECT WHEN USED WITH A 11.5 (292,1) DIA x .20 (5,1) DISC. OTHER MOUNTING DIMENSIONS AVAILABLE.

GP 300 MOTORCYCLE CALIPER ORDERING INFORMATION:

DESCRIPTION		POLISHED	CHROME	BLACK
Front Left Hand Caliper (single)	1984-1999	120-3933-P	120-4243	
Front Right Hand Caliper	1984-1999	120-3945-P	120-4242	
Optional Mounting Bolt Kit, P/N: 230-4237				
Rear Caliper (bracket not included)		120-3935-P	120-4244	
Rear Softail® Bracket Kit (shown with caliper lower right)	1984-1999			250-4235





SERVICE PARTS ORDERING INFORMATION:

DESCRIPTION	PART NUMBER
GP 300 and GP 310 Brake Pads (caliper set)	150-8733-2
GP 300 and GP 310 Seal Kit	130-3602

NOTES: HARLEY-DAVIDSON® MOTORCYCLES SPECIFIES USE OF DOT 5 SILICONE BRAKE FLUID BECAUSE OF ITS MINIMIZED IMPACT ON PAINTED SURFACES. WILWOOD DISC BRAKE CALIPERS WILL WORK WITH EITHER FLUID, **BUT NEVER** MIX DOT 5 SILICONE BRAKE FLUID WITH DOT 3, 4, OR 5.1 FLUIDS.

BRAKE PADS

PAD COMPOUND QUICK REFERENCE GUIDE:

Wilwood brake pad compounds are the results of three decades of experience and continual development to provide optimized braking and driver feel for all types of motor sport and competition applications. This selection guide is intended to provide general characteristics and applications for each compound. The graphs on page 64 illustrate the differences in friction values and temperature ranges. On-track testing and driver evaluation however, will always remain the determining factor to final pad selection.

Compound	Performance Range Data	General Characteristics and Popular Applications
A	Heat Range: Low to X-High Cold Torque: X-High Hot Torque: X-High Wear Rate: X-Low	• Immediate cold response with highest friction values at all temperatures • Severe duty use on oval tracks and road courses or other applications that require immediate high response at low temperatures • Long wear rate for severe duty, sustained high temperature braking • Compatible with all iron ,steel, and titanium rotors
H	Heat Range: Low to X-High Cold Torque: High Hot Torque: X-High Wear Rate: X-Low	• Slightly softer initial response with same high temperature friction as "A" with a steady rise in friction as temperature and pedal pressure increases • Severe duty use with long wear for oval tracks and road courses • Predictable smooth engagement at all temperatures and pedal pressures • Compatible with all iron, steel, and titanium rotors
J	Heat Range: Low to X-High Cold Torque: Medium-High Hot Torque: Medium-High Wear Rate: X-Low	• Consistent medium-high friction over a broad temperature range • Long wear for endurance applications • Less aggressive alternative to A or H compounds • Excellent tuning pad for reduced response over the full temperature range • Compatible with all iron, steel, and titanium rotors
B	Heat Range: Medium to X-High Cold Torque: Medium-High Hot Torque: High Wear Rate: Low	• Baseline pad for asphalt late models, modifieds, and sprints • Severe duty, high temperature dirt track applications • Intermediate duty road racing, autocross, and rally • Easily bedded without abrasion on new iron or steel rotors • Compatible with all iron, steel, and titanium rotors
C	Heat Range: Medium to X-High Cold Torque: Medium Hot Torque: Medium-High Wear Rate: X-Low	• Gradual rise from medium to medium high torque as temperatures increase • Long wear and high temperature fade resistance • Tuning pad for reduced response in medium to high temperature ranges • Reduced friction alternative to B • Compatible with all iron, steel, and titanium rotors
SM	Heat Range: Medium to High Cold Torque: Medium Hot Torque: Medium Wear Rate: Medium	• Medium to high friction sintered metallic compound with steadily increasing torque curve as temperatures rise • Good wear and friction properties with high fade resistance for special applications where intermittent high temperature spikes are observed between periods of moderate temperature braking • Best compound for specialized application titanium rotors

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

Compound	Performance Range Data	General Characteristics and Popular Applications
E	Heat Range: Low to Med-High Cold Torque: Medium-High Hot Torque: Medium-High Wear Rate: Medium	• Very consistent positive driver's feel over full temperature range • Baseline material for all dirt track application including super late models, modifieds, and rear inboard sprints using vented iron rotors • Standard equipment in all steel rotor drag race brake kits • Dual purpose street and track rally, auto-cross, and track day events
BP-10	Heat Range: Low to Med-High Cold Torque: Medium Hot Torque: Medium-High Wear Rate: Medium	• Heavy duty replacement pads with increased friction and temperature range over OE type compound pads • Standard equipment in many street performance disc conversion kits • Beds quickly and provides fast response without excessive abrasion on vented iron rotors
BP-20	Heat Range: Medium-High Cold Torque: Medium Hot Torque: High Wear Rate: Medium	• Medium to heavy braking dirt tracks • Advanced level track day and club sport competition • Extreme duty dual purpose street / track vehicle • High speed or heavy weight drag cars • Hobby or sportsman category asphalt racing
Q	Heat Range: Low to Medium Cold Torque: Medium Hot Torque: Medium Wear Rate: Low	• Disc brake conversions on street rods, muscle cars, custom show cars and all moderate performance applications where low noise and dust are important • Best compound for specialized application aluminum rotors, and compatible with all vented iron rotors
PM	Heat Range: Low to Medium Cold Torque: Medium Hot Torque: Medium Wear Rate: Medium	• Speciality selected compounds for enhanced performance through increased friction properties and extended temperature range • Applicaton specific compounds are elements of Wilwood **ProMatrix** pad & rotor upgrade kits • Where available, **ProMatrix** compounds are designated for use in OE calipers on OE or performance upgraded rotors, please see our Kit Catalog for details

BRAKE PAD BEDDING:

Bedding is a "real conditions" heat cycle and the final step in preparing the pads for service. All pads, even OE stock replacement parts, will benefit from a proper bedding cycle. Bedding can be done either in the vehicle, or on a special bedding dyno that can realistically duplicate the torque loads, pressure, and temperature that will be realized in the vehicle.

The bedding process is the final "heat cure" for the pads. This final bedding cure differs from an oven heat cure in such that the oven heat cure does not include the pressure, torque, and elevated surface temperatures that are necessary to properly condition the pad for service. New pads must be gradually brought up to temperature and then slowly cooled. If the pads are put into hard service right from the start, damage from fractures or accelerated deterioration due to extreme temperature variations between the surface and the body of the pad can occur.

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

1. Begin with a series of 8-10 light stops from approx. 30 MPH down to 15 MPH allowing 20-30 seconds for cooling between each stop.
2. Progress to series of 8-10 moderate stops from around 45 MPH down to 30 MPH allowing a 20-30 second cool down period between each stop.
3. 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.
4. 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.

During the bedding process, a more positive feel from the brakes should develop. This is an indication that the bed in process is working. If any level of brake fade is observed during the hard stops, it may be an indication that the brakes have been more than adequately heated. Begin cooling the brakes with light driving and without brake contact immediately.

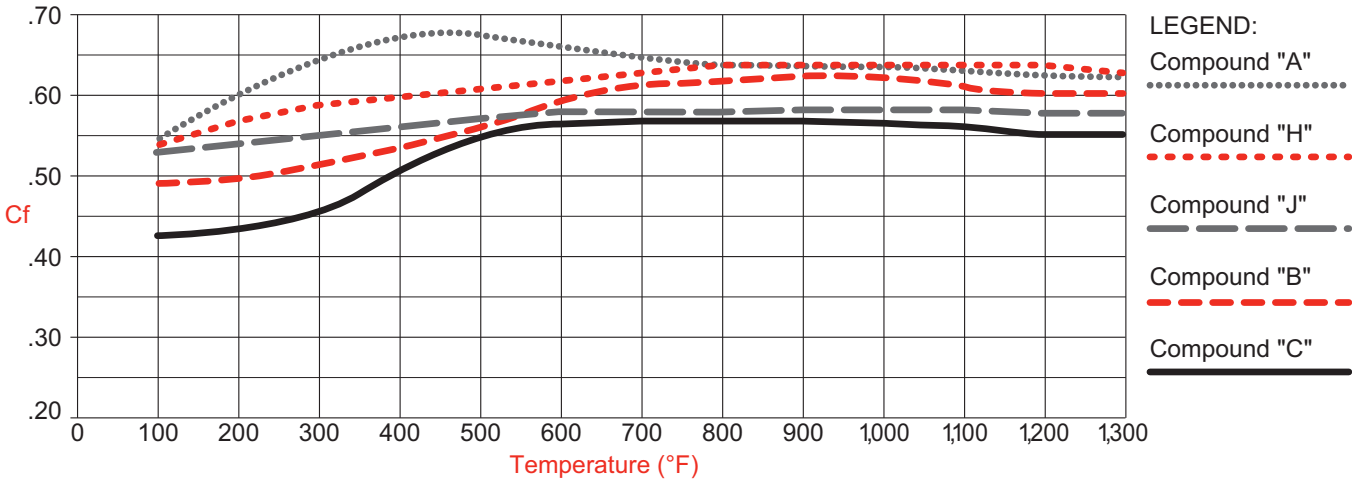
Wilwood Dyno Bedding Service: Wilwood offers computer controlled dyno bedding on many popular pads and rotors used in high temperature racing applications. Contact a dealer or factory representative for details.

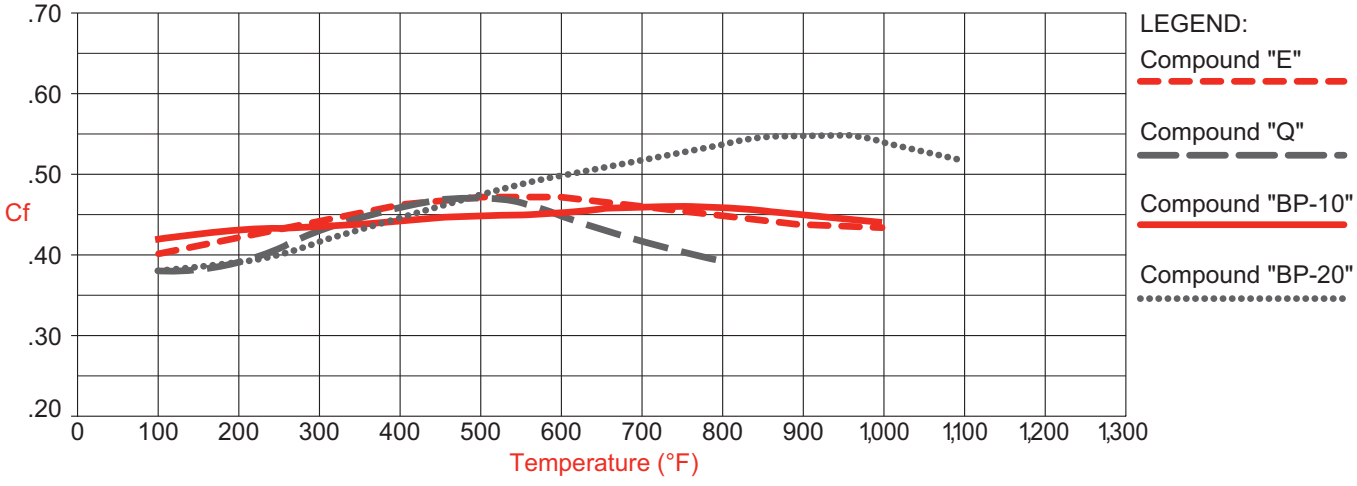
BRAKE PADS

FRICTION VALUES AND TEMPERATURE RANGES:

The graphs below illustrate the differences in friction values and temperature operating ranges for each pad compound. The graphs separate the compounds by similar operating temperature ranges. Pads in the high temperature group are normally used for sustained high temperature environments as observed on asphalt oval tracks, road courses, and endurance style competition. Pads from this group can be applied to applications that see short duration, but extreme high temperature spikes. Pads in the low to medium temperature group are often found on most any dirt track applications, drag cars, and high performance disc brake conversions on dual purpose street/track vehicles. Ultimately, the optimum pad compound for any given application and driver's preference can only be found after actual on-track testing and evaluation. First, use the performance characteristics and popular application guidelines on the preceding page to establish a baseline. Then, use the comparison charts below to make specific determinations regarding possible adjustments to your combination.

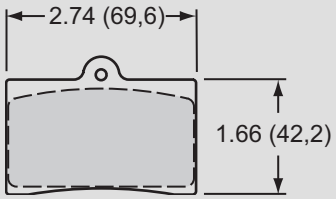
Compound types and ordering information for the pads used in Wilwood calipers can be found within the individual caliper pages. The pages that follow can also be used to identify and cross-reference the pad shapes and compounds used in all Wilwood calipers. Other compounds for a few specialized applications are also listed. A complete list of the Wilwood pads and compounds that are available for many OE calipers as well as other brands of racing calipers can be found in the Wilwood High Performance Disc Brake Pad catalog.

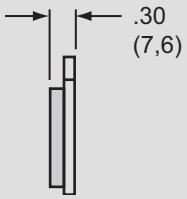




WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

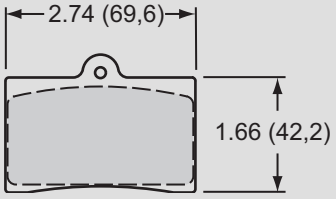
GP 300 / 310 BRAKE PAD TYPE 6208:

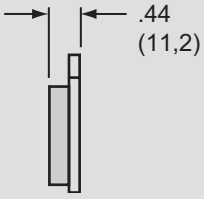




AXLE SET P/N	PAD TYPE / COMPOUND
150 - 8733-2	6208 10 BP-10 Smart Pad

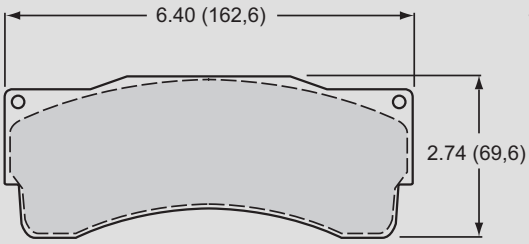
GP 320 BRAKE PAD TYPE 6211:

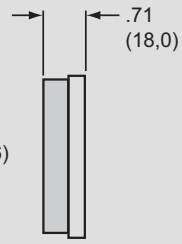




AXLE SET P/N	PAD TYPE / COMPOUND
15H - 8596K	6211 H PolyMatrix

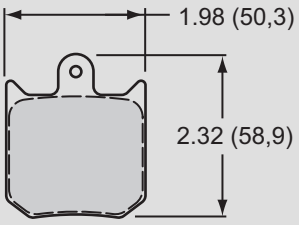
TC 6R TRUCK BRAKE PAD TYPE 6318:

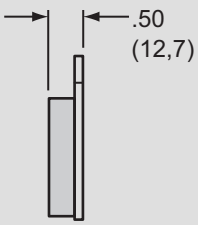




AXLE SET P/N	PAD TYPE / COMPOUND
15Q - 8823K	6318 Q PolyMatrix
150 - 9118K	6318 10 BP-10 Smart Pad
150 - 9411K	6318 20 BP-20 Smart Pad

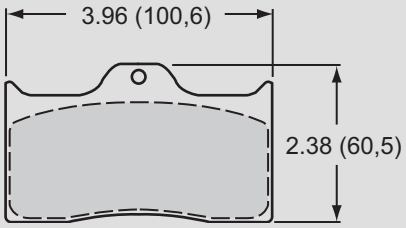
DYNALITE SINGLE BRAKE PAD TYPE 7012:

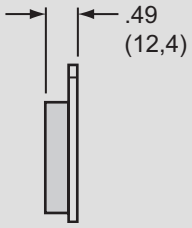




AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5733K	7012 A PolyMatrix
15B - 3990K	7012 B PolyMatrix
15C - 4414K	7012 C PolyMatrix
15E - 6083K	7012 E PolyMatrix
15Q - 6823K	7012 Q PolyMatrix
15T - 5910K	7012 T PolyMatrix
150 - 8937K	7012 10 BP-10 Smart Pad
150 - 9412K	7012 20 BP-20 Smart Pad
150 - 8272K	7012 SM For Titanium Rotor

DYNALITE BRAKE PAD TYPE 7112:

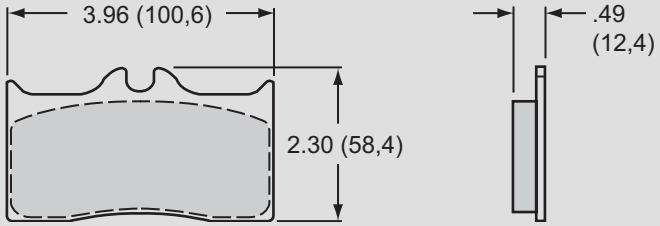




AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5734K	7112 A PolyMatrix
15B - 3991K	7112 B PolyMatrix
15C - 4415K	7112 C PolyMatrix
15E - 6096K	7112 E PolyMatrix
15H - 8291K	7112 H PolyMatrix
15Q - 6824K	7112 Q PolyMatrix
15T - 5911K	7112 T PolyMatrix
150 - 8850K	7112 10 BP-10 Smart Pad
150 - 9413K	7112 20 BP-20 Smart Pad
150 - 8450K	7112 SM For Titanium Rotor

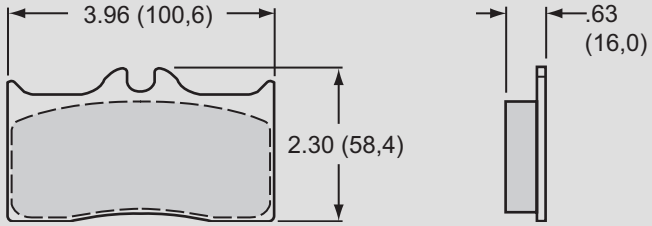
BRAKE PADS

BILLET DYNALITE BRAKE PAD TYPE 7212:



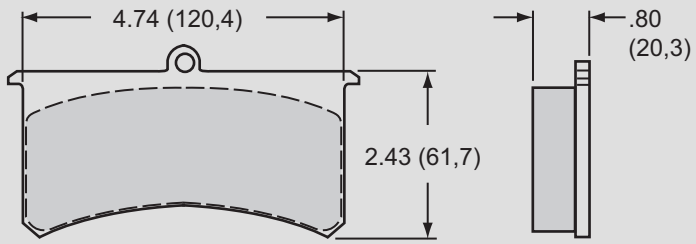
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5909K	7212 A PolyMatrix
15B - 3999K	7212 B PolyMatrix
15E - 6098K	7212 E PolyMatrix
15Q - 6825K	7212 Q PolyMatrix
150 - 8857K	7212 10 BP-10 Smart Pad
150 - 9418K	7212 20 BP-20 Smart Pad
150 - 8451K	7212 SM For Titanium Rotor

NDL BRAKE PAD TYPE 7216:



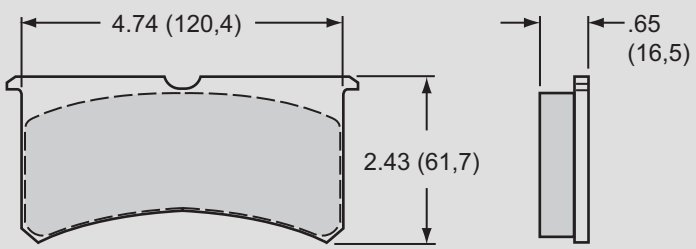
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5769K	7216 A PolyMatrix
15B - 4410K	7216 B PolyMatrix
15C - 4959K	7216 C PolyMatrix
15E - 6099K	7216 E PolyMatrix
15H - 8290K	7216 H PolyMatrix
15J - 7223K	7216 J PolyMatrix
15Q - 6828K	7216 Q PolyMatrix
15T - 5914K	7216 T PolyMatrix
150 - 8858K	7216 10 BP-10 Smart Pad
150 - 7504K	7216 SM For Titanium Rotor

SUPERLITE II, SUPERLITE III, BILLETSUPERLITE W/COTTER PIN BRAKE PAD TYPE 7320:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5735K	7320 A PolyMatrix
15B - 3992K	7320 B PolyMatrix
15C - 4040K	7320 C PolyMatrix
15E - 6100K	7320 E PolyMatrix
15H - 8108K	7320 H PolyMatrix
15J - 6442K	7320 J PolyMatrix
15Q - 6827K	7320 Q PolyMatrix
15T - 5915K	7320 T PolyMatrix
150 - 8856K	7320 10 BP-10 Smart Pad
150 - 8285K	7320 SM For Titanium Rotor
150 - 4909K	7320 Rapco

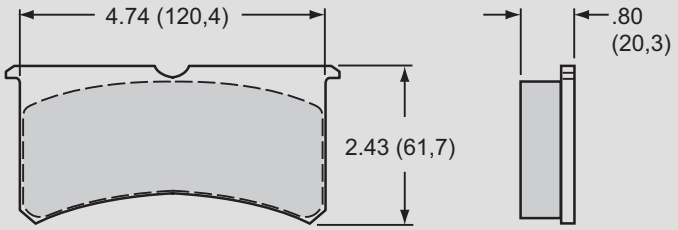
SL6R BRAKE PAD TYPE 7416:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 6704K	7416 A PolyMatrix
15B - 6705K	7416 B PolyMatrix
15E - 6707K	7416 E PolyMatrix
15H - 8546K	7416 H PolyMatrix
15Q - 6828K	7416 Q PolyMatrix
150 - 8855K	7416 10 BP-10 Smart Pad
150 - 9415K	7416 20 BP-20 Smart Pad

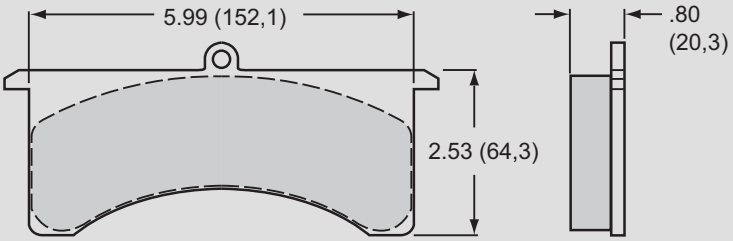
WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

SL6R BRAKE PAD TYPE 7420:



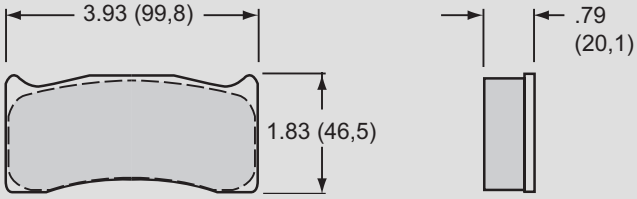
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5938K	7420 A PolyMatrix
15B - 5939K	7420 B PolyMatrix
15C - 6853K	7420 C PolyMatrix
15E - 6084K	7420 E PolyMatrix
15H - 8114K	7420 H PolyMatrix
15J - 6443K	7420 J PolyMatrix
15Q - 6829K	7420 Q PolyMatrix
150 - 8854K	7420 10 BP-10 Smart Pad
150 - 9416K	7420 20 BP-20 Smart Pad

GN III BRAKE PAD TYPE 7520:



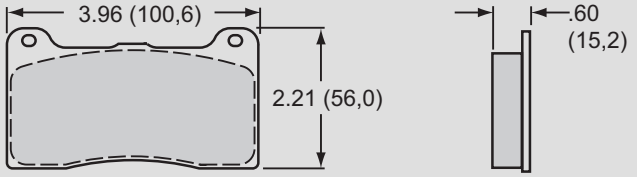
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5736K	7520 A PolyMatrix
15B - 3993K	7520 B PolyMatrix
15E - 6101K	7520 E PolyMatrix
15Q - 6879K	7520 Q PolyMatrix
150 - 9425K	7520 10 BP-10 Smart Pad
150 - 9417K	7520 20 BP-20 Smart Pad

IR-GT4R BRAKE PAD TYPE 7620:



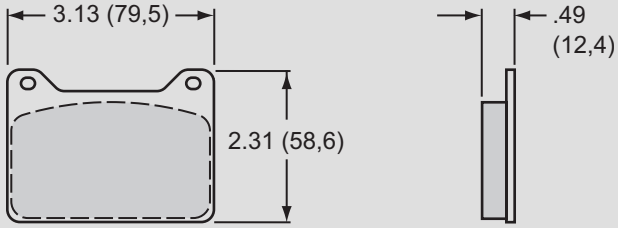
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5772K	7620 A PolyMatrix
15C - 4721K	7620 C PolyMatrix
15H - 8112K	7620 H PolyMatrix
15J - 6445K	7620 J PolyMatrix
150 - 4717K	7620 Rapco Pad (.34"Thick)

DYNAPRO AND NDL BRAKE PAD TYPE 7816:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 7263K	7816 A PolyMatrix
15B - 7264K	7816 B PolyMatrix
15E - 7266K	7816 E PolyMatrix
15Q - 7268K	7816 Q PolyMatrix
150 - 8946K	7816 10 BP-10 Smart Pad
150 - 9419K	7816 20 BP-20 Smart Pad

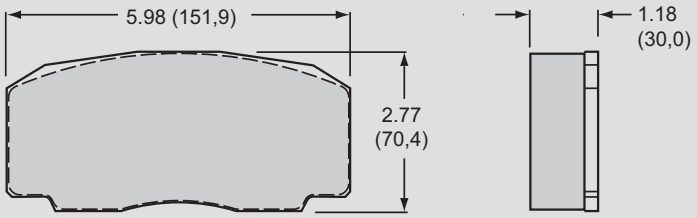
POWERLITE BRAKE PAD TYPE 7912:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 8809K	7912 A PolyMatrix
15B - 8949K	7912 B PolyMatrix
15E - 8810K	7912 E PolyMatrix
15H - 8811K	7912 H PolyMatrix
15Q - 8812K	7912 Q PolyMatrix
150 - 8813K	7912 10 BP-10 Smart Pad
150 - 9420K	7912 20 BP-20 Smart Pad

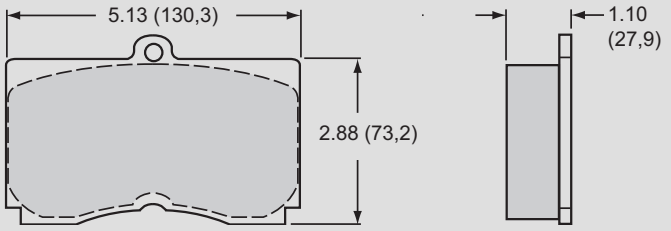
BRAKE PADS

STR BRAKE PAD TYPE 9330:



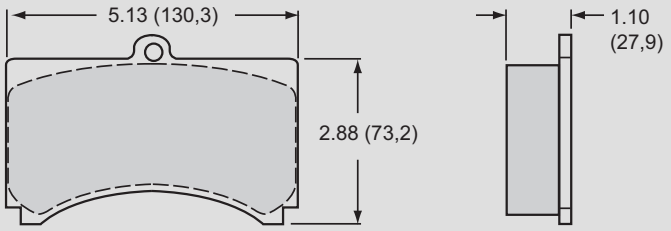
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 7509K	9330 A PolyMatrix
15H - 8119K	9330 H PolyMatrix

GT III/ST, GT III, GT 6000 BRAKE PAD TYPE 9428:



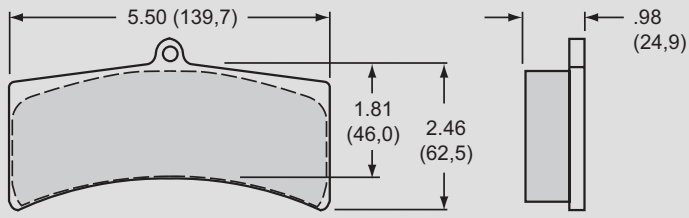
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5739K	9428 A PolyMatrix

GT III/ST, GT III, GT 6000 SPECIAL RADIUS BRAKE PAD TYPE 9528:



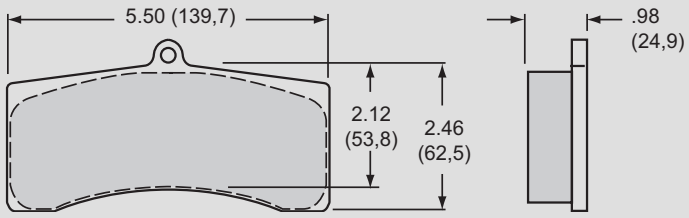
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 6225K	9528 A PolyMatrix
15H - 8125K	9528 H PolyMatrix
15J - 7230K	9528 J PolyMatrix

INTEGRA WITH LG-GT ROTOR BRAKE PAD TYPE 9625:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5765K	9625 A PolyMatrix
15J - 6447K	9625 J PolyMatrix

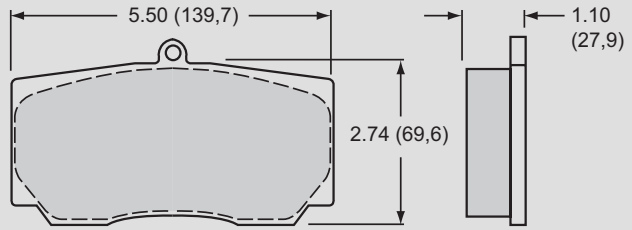
INTEGRA WITH IP-GT ROTOR BRAKE PAD TYPE 9725:



AXLE SET P/N	PAD TYPE / COMPOUND
15A - 6225K	9725 A PolyMatrix
15H - 8125K	9725 H PolyMatrix
15J - 7230K	9725 J PolyMatrix

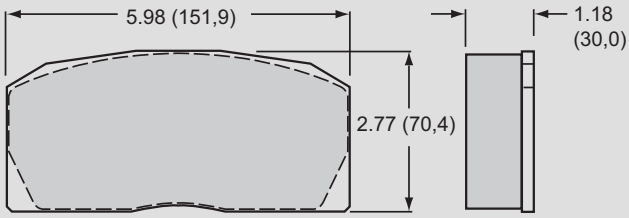
WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

INTEGRA WITH HT-GT ROTOR BRAKE PAD TYPE 9828:



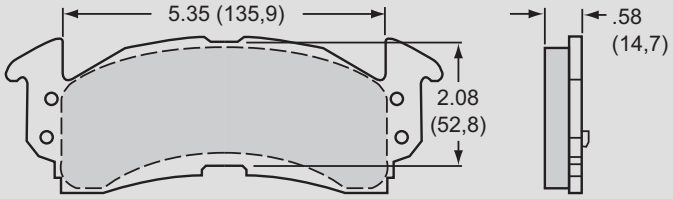
AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5741K	9828 A PolyMatrix
15H - 8110K	9828 H PolyMatrix
15J - 6450K	9828 J PolyMatrix

P6R BRAKE PAD TYPE 9930:

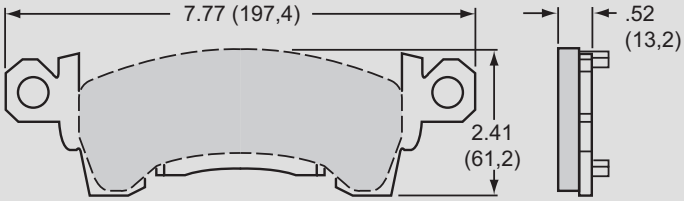


AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5742K	9930 A PolyMatrix
15H - 8107K	9930 H PolyMatrix
15J - 6448K	9930 J PolyMatrix

GM III BRAKE PAD TYPE D52:



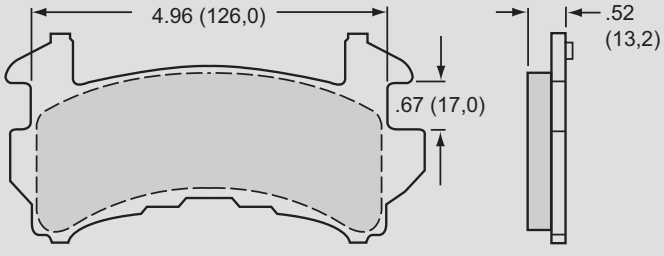
GM "INNER" PAD



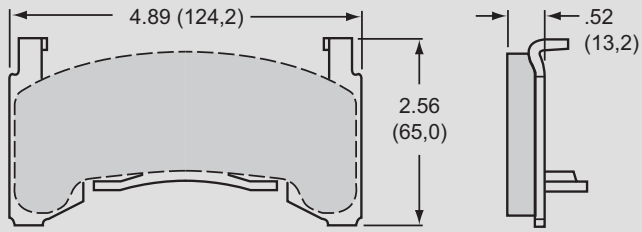
GM “OUTER” PAD

AXLE SET P/N	PAD TYPE / COMPOUND
15A - 5737K	D52 A PolyMatrix
15B - 3994K	D52 B PolyMatrix
15C - 4419K	D52 C PolyMatrix
15E - 6102K	D52 E PolyMatrix
15H - 8232K	D52 H PolyMatrix
15Q - 6830K	D52 Q PolyMatrix
15T - 5917K	D52 T PolyMatrix
150 - 8939K	D52 10 BP-10 Smart Pad
150 - 9421K	D52 20 BP-20 Smart Pad

GM METRIC BRAKE PAD TYPE D154:



GM "INNER" PAD



GM “OUTER” PAD

AXLE SET P/N	PAD TYPE / COMPOUND
15A - 6219K	D154 A PolyMatrix
15B - 3998K	D154 B PolyMatrix
15C - 4420K	D154 C PolyMatrix
15E - 6103K	D154 E PolyMatrix
15H - 8231K	D154 H PolyMatrix
15Q - 6831K	D154 Q PolyMatrix
15T - 5918K	D154 T PolyMatrix
150 - 8936K	D154 10 BP-10 Smart Pad
150 - 9422K	D154 20 BP-20 Smart Pad

ROTOR INFORMATION

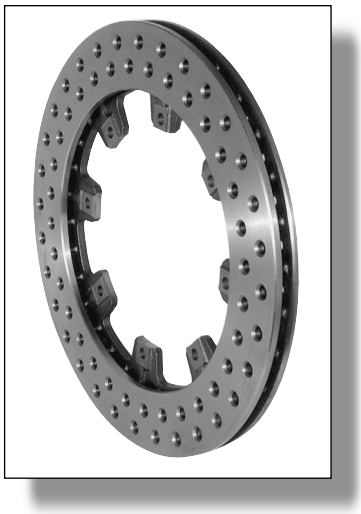
Rotor Performance:

Wilwood Engineering produces over 120 different types of premium rotors designed specifically for racing and high performance applications. Although a rotor's basic function is to disburse energy (in the form of heat) created by the brake pads clamping onto the rapidly rotating rotor, how well a rotor performs this job under the extremes of racing is why Wilwood rotors are considered the best in the industry.



The key elements involved in a high performance rotor are:

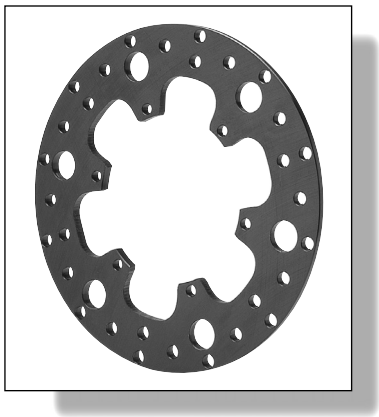
- •What is the mechanical advantage of the rotor (diameter)?
- •How stable (resistant to cracking) is the rotor material during thermal cycling (the continual process of heating and cooling)?
- •How stable is the rotor material when thermal shock occurs (the large, sudden, rapid change in rotor temperature)?
- •How efficient the rotor is at disbursing heat caused by friction between the rotor and brake pad?
- •How light the rotor can be made and still perform the task required (rotating weight not only contributes to unwanted unsprung weight, but also rotating weight)?



Wilwood Engineers address these and other critical questions when designing rotors. Because race cars differ in their braking requirements, Wilwood has developed both specific designs and specialized materials and manufacturing techniques to accommodate different performance criteria.

Wilwood vented rotors are designed for maximum cooling. The internal vanes pump cool air from the center of the wheel and take heat away from the rotor, allowing rotor temperatures to decrease. Wilwood has designed special curved vane and straight vane rotors to effectively move large volumes of air to rapidly disburse this heat (energy). Specially formulated iron is used to enhance the stability of the rotor, while allowing difficult castings in complex vane configurations to be produced. Wilwood's proprietary casting techniques are the result of over 20 years of vented rotor research and development combined with actual on-track performance evaluation. All rotors are precision machined to assure surfaces are flat and parallel.

Wilwood specialty steel rotors are used when rapid thermal inputs occur and material stability is required (i.e. when a dragster must brake from 300 mph). Under such conditions specialty steels are used, often cross drilled to reduce rotational weight. Wilwood also manufactures dynamic mount rotors for Super Speedway applications as well as special limited duty street rod and pro series solid rotors.

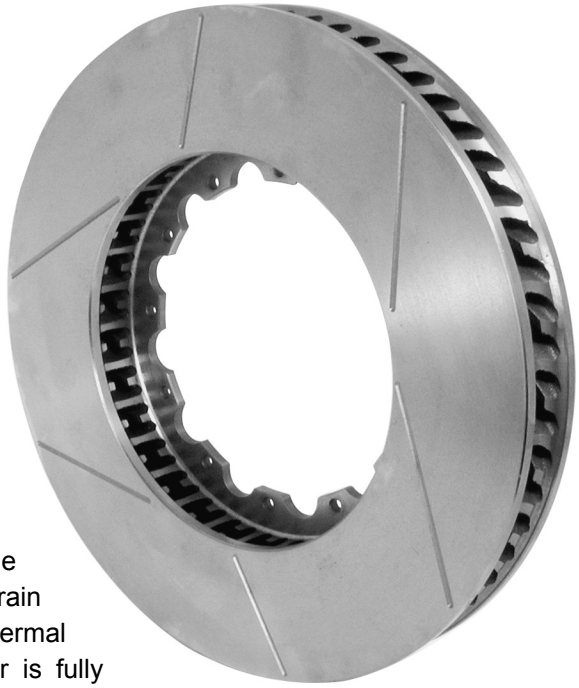


For all rotor designs, Wilwood conducts extensive in-house dynamometer testing to measure results of rotors under the most demanding conditions. This unique testing, teamed with extensive research and development and track testing assure the racer of the best quality high performance rotors available.

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

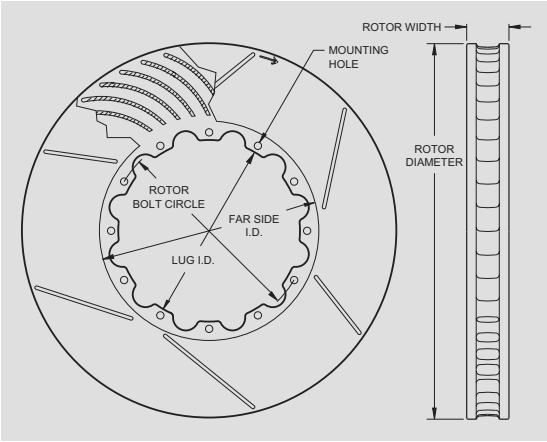
STAGGERED DIRECTIONAL VANE ROTORS

SV-GT SERIES DIRECTIONAL VANE ROTORS:



The **SV** series staggered vane rotor design has registered remarkable temperature reductions in severe duty, high heat environments. These advances have largely been the results of enhanced airflow through the center of the rotor. By staggering every other vane, from a full vane to two partial vanes, the airflow volume area was dramatically increased. Adding to the overall vane count also increased the surface cooling area. The face and vane wall sections were all increased without substantial weight gain. It is a simple matter of efficiency creating excellent heat exchange and high structural durability.

The **SV** rotor series is the next big step in brake system heat management. The **SV-GT** Series incorporates the increased cooling capacity and improved structural stability of the staggered vane design with Wilwood's premium GT machine preparation. Each rotor is cast from premium grade, long grain carbon iron. This material is used for its long wear, high thermal conductivity, and extreme resistance to distortion. Each rotor is fully detail machined to eliminate stress points and maintain less that .001"/.025mm flatness, parallelism, and run-out over the entire rotor. Wilwood's unique asymmetrical face groove pattern provides smoother engagement through reduced harmonics and even pad wear from improved thermal balance between the ID and OD of the rotor faces. Bed-in and interface gasses are effectively vented to achieve maximum performance from the pads. The clean and sweep action provided by this unique face slot pattern also minimizes any tendencies for irregular pad material build up or smearing over the rotor faces that can contribute to chatter during engagement. The minimal amount of material removed from the rotor faces during the slotting operation does not compromise the structural reliability or the wear rate of the rotor faces or pads. Finally, each rotor is individually spin balanced to assure vibration free performance at all speeds.



ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	RH / LH	PART NUMBER
16.00" (406,4)	1.38" (35,1)	12 x 10.75" (273,1)	.315"	11.76" (298,7)	10.00" (254,0)	22.5	RH	160-8953(1)
16.00" (406,4)	1.38" (35,1)	12 x 10.75" (273,1)	.315"	11.76" (298,7)	10.00" (254,0)	22.5	LH	160-8954(1)
14.00" (355,6)	1.25" (31,8)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	17.3	RH	160-8023(1)
14.00" (355,6)	1.25" (31,8)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	17.3	LH	160-8024(1)
14.00" (355,6)	1.25" (31,8)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	17.5	RH	160-8398(1)
14.00" (355,6)	1.25" (31,8)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	17.5	LH	160-8399(1)
14.00" (355,6)	1.10" (27,9)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	14.5	RH	160-8097(1)
14.00" (355,6)	1.10" (27,9)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	14.5	LH	160-8098(1)
14.00" (355,6)	1.10" (27,9)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	14.7	RH	160-8402(1)
14.00" (355,6)	1.10" (27,9)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	14.7	LH	160-8403(1)
12.90" (327,7)	1.62" (41,1)	12 x 6.75" (171,5)	.251"	7.55" (191,8)	6.25" (158,8)	20.3	RH	160-7305(1)
12.90" (327,7)	1.62" (41,1)	12 x 6.75" (171,5)	.251"	7.55" (191,8)	6.25" (158,8)	20.3	LH	160-7306(1)

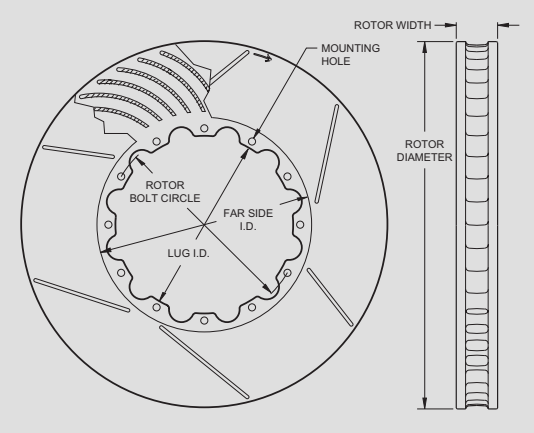
NOTES: (1) FOR DYNO-BEDDED ROTORS, ADD -"B" TO THE END OF THE PART NUMBER WHEN ORDERING

DIRECTIONAL VANE ROTORS

GT SERIES DIRECTIONAL VANE ROTORS:



GT-36 and **GT-48** vane rotors are built for the extreme conditions of professional motorsports. The superior heat absorption and dissipation characteristics of these heavy wall directional vane rotors are the keys to preventing heat fade and realizing long service life from the rotors and pads. All rotors are cast from premium grade, long grain carbon iron for long wear, thermal stability, and resistance to distortion. Every **GT** rotor is fully detail machined to eliminate stress points and unnecessary weight away from the pad sweep face. The faces and O.D. are precision turned to less than .001" for flatness, parallelism, and run-out. An asymmetrical face slot pattern provides smoother engagement through reduced harmonics and improved thermal balance between the I.D. and O.D. of the rotor. Every rotor is then individually dynamic balanced to provide vibration free performance at any speed. These rotors provide the highest cooling capacity and longest service life for extreme braking short tracks and road course competition.



12 Bolt Configuration

ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	RH / LH	PART NUMBER
13.06" (331,7)	1.38" (35,0)	8 x 7.00" (177,8)	.313"	9.21" (233,9)	6.53" (165,9)	16.0	RH	160-3584(1)
13.06" (331,7)	1.38" (35,0)	8 x 7.00" (177,8)	.313"	9.21" (233,9)	6.53" (165,9)	16.0	LH	160-3585(1)
13.06" (331,7)	1.25" (31,8)	12 x 8.75" (222,3)	.251"	9.46" (240,3)	8.25" (209,6)	12.3	RH	160-8165(1)
13.06" (331,7)	1.25" (31,8)	12 x 8.75" (222,3)	.251"	9.46" (240,3)	8.25" (209,6)	12.3	LH	160-8166(1)
13.00" (330,2)	1.10" (27,9)	12 x 7.00" (177,8)	.251"	8.57" (217,7)	6.38" (162,0)	14.6	RH	160-8508(1)
13.00" (330,2)	1.10" (27,9)	12 x 7.00" (177,8)	.251"	8.57" (217,7)	6.38" (162,0)	14.6	LH	160-8509(1)
12.91" (328,0)	1.38" (35,0)	12 x 7.17" (182,0)	8 mm	7.86" (199,7)	6.25" (158,8)	19.3	RH	160-6843(1)
12.91" (328,0)	1.38" (35,0)	12 x 7.17" (182,0)	8 mm	7.86" (199,7)	6.25" (158,8)	19.3	LH	160-6844(1)
12.91" (328,0)	1.26" (32,0)	10 x 8.11" (206,0)	8 mm	8.66" (220,0)	7.24" (184,0)	14.3	RH	160-7137(1)
12.91" (328,0)	1.26" (32,0)	10 x 8.11" (206,0)	8 mm	8.66" (220,0)	7.24" (184,0)	14.3	LH	160-7138(1)
12.90" (327,7)	1.38" (35,0)	12 x 7.00" (177,8)	.251"	8.05" (204,5)	6.55" (166,4)	18.6	RH	160-4932(1)
12.90" (327,7)	1.38" (35,0)	12 x 7.00" (177,8)	.251"	8.05" (204,5)	6.55" (166,4)	18.6	LH	160-4933(1)
12.90" (327,7)	1.38" (35,0)	12 x 6.75" (171,5)	.251"	7.55" (191,8)	6.25" (158,8)	19.4	RH	160-5122(1)
12.90" (327,7)	1.38" (35,0)	12 x 6.75" (171,5)	.251"	7.55" (191,8)	6.25" (158,8)	19.4	LH	160-5123(1)
12.90" (327,7)	1.31" (33,3)	12 x 8.38" (212,9)	.251"	8.92" (226,6)	7.87" (199,9)	14.3	RH	160-4702(1)
12.90" (327,7)	1.31" (33,3)	12 x 8.38" (212,9)	.251"	8.92" (226,6)	7.87" (199,9)	14.3	LH	160-4703(1)
12.90" (327,7)	1.25" (31,8)	12 x 8.75" (222,3)	.251"	9.46" (240,3)	8.25" (209,6)	11.7	RH	160-4564(1)
12.90" (327,7)	1.25" (31,8)	12 x 8.75" (222,3)	.251"	9.46" (240,3)	8.25" (209,6)	11.7	LH	160-4565(1)

NOTES: (1) FOR DYNO-BEDDED ROTORS, ADD -"B" TO THE END OF THE PART NUMBER WHEN ORDERING

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

ROTOR ORDERING INFORMATION:

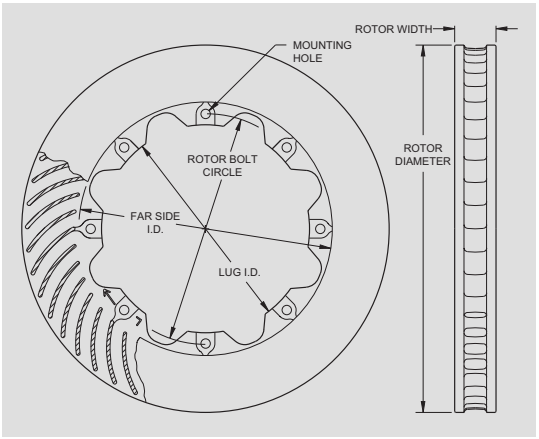
DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	RH / LH	PART NUMBER
12.90" (327,7)	1.10" (27,9)	12 x 8.75" (222,3)	.251"	9.46" (240,3)	8.25" (209,6)	12.3	RH	160-6833(1)
12.90" (327,7)	1.10" (27,9)	12 x 8.75" (222,3)	.251"	9.46" (240,3)	8.25" (209,6)	12.3	LH	160-6834(1)
12.90" (327,7)	1.00" (25,4)	12 x 8.75" (222,3)	.251"	9.46" (240,3)	8.25" (209,6)	10.5	RH	160-7597(1)
12.90" (327,7)	1.00" (25,4)	12 x 8.75" (222,3)	.251"	9.46" (240,3)	8.25" (209,6)	10.5	LH	160-7598(1)
12.80" (325,1)	1.25" (31,8)	12 x 7.06" (179,3)	.251"	8.41" (213,6)	6.53" (165,9)	15.0	RH	160-7742(1)
12.80" (325,1)	1.25" (31,8)	12 x 7.06" (179,3)	.251"	8.41" (213,6)	6.53" (165,9)	15.0	LH	160-7743(1)
12.72" (323,0)	1.38" (35,0)	12 x 6.75" (171,5)	.251"	7.69" (195,3)	6.25" (158,8)	18.7	RH	160-3314(1)
12.72" (323,0)	1.38" (35,0)	12 x 6.75" (171,5)	.251"	7.69" (195,3)	6.25" (158,8)	18.7	LH	160-3315(1)
12.72" (323,0)	1.25" (31,8)	8 x 7.62" (193,5)	5/16-24	8.88" (225,6)	7.13" (181,1)	13.0	RH	160-2978(1)
12.72" (323,0)	1.25" (31,8)	8 x 7.62" (193,5)	5/16-24	8.88" (225,6)	7.13" (181,1)	13.0	LH	160-2979(1)
12.72" (323,0)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.88" (225,6)	6.53" (165,9)	13.4	RH	160-2540(1)
12.72" (323,0)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.88" (225,6)	6.53" (165,9)	13.4	LH	160-2541(1)
12.60" (320,0)	1.29" (32,8)	12 x 7.00" (177,8)	.251"	7.69" (195,3)	6.38" (162,0)	15.6	RH	160-8746(1)
12.60" (320,0)	1.29" (32,8)	12 x 7.00" (177,8)	.251"	7.69" (195,3)	6.38" (162,0)	15.6	LH	160-8747(1)
12.40" (315,0)	1.10" (27,9)	12 x 6.75" (171,4)	.251"	8.41" (213,6)	6.18" (157,0)	14.2	RH	160-8704(1)
12.40" (315,0)	1.10" (27,9)	12 x 6.75" (171,4)	.251"	8.41" (213,6)	6.18" (157,0)	14.2	LH	160-8705(1)
12.31" (312,7)	1.26" (32,0)	10 x 8.11" (206,0)	8 mm	8.88" (225,6)	7.48" (190,0)	11.5	RH	160-7414(1)
12.31" (312,7)	1.26" (32,0)	10 x 8.11" (206,0)	8 mm	8.88" (225,6)	7.48" (190,0)	11.5	LH	160-7415(1)
12.19" (309,7)	1.25" (31,8)	8 x 8.50" (215,9)	.251"	9.10" (231,1)	7.88" (200,2)	10.7	RH	160-4576(1)
12.19" (309,7)	1.25" (31,8)	8 x 8.50" (215,9)	.251"	9.10" (231,1)	7.88" (200,2)	10.7	LH	160-4577(1)
12.19" (309,7)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.41" (213,6)	6.53" (165,9)	12.7	RH	160-2526(1)
12.19" (309,7)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.41" (213,6)	6.53" (165,9)	12.7	LH	160-2527(1)
12.19" (309,7)	.81" (20,6)	8 x 7.62" (193,5)	.325"	8.34" (211,8)	7.13" (181,1)	9.3	RH	160-8474(1)
12.19" (309,7)	.81" (20,6)	8 x 7.62" (193,5)	.325"	8.34" (211,8)	7.13" (181,1)	9.3	LH	160-8475(1)
12.19" (309,7)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	9.6	RH	160-8432(1)
12.19" (309,7)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	9.6	LH	160-8433(1)
12.00" (304,8)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.41" (213,6)	6.38" (162,0)	9.0	RH	160-8494(1)
12.00" (304,8)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.41" (213,6)	6.38" (162,0)	9.0	LH	160-8495(1)
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.34" (211,8)	6.38" (162,0)	10.9	RH	160-6902(1)
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.34" (211,8)	6.38" (162,0)	10.9	LH	160-6903(1)
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.325"	7.87" (199,9)	6.38" (162,0)	9.0	RH	160-9009(1)
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.325"	7.87" (199,9)	6.38" (162,0)	9.0	LH	160-9010(1)
11.66" (296,2)	.72" (18,3)	8 x 7.00" (177,8)	.325"	8.25" (209,6)	6.38" (162,0)	7.2	RH	160-8590(1)
11.66" (296,2)	.72" (18,3)	8 x 7.00" (177,8)	.325"	8.25" (209,6)	6.38" (162,0)	7.2	LH	160-8591(1)

NOTES: (1) FOR DYNO-BEDDED ROTORS, ADD -"B" TO THE END OF THE PART NUMBER WHEN ORDERING

DIRECTIONAL VANE ROTORS

HD SERIES DIRECTIONAL VANE ROTORS:

HD-48 and **HD-36 Series** directional vane rotors provide superior thermal stability and long service for asphalt late models, modifieds, open wheel, and most other types of high heat competition applications. All **HD** rotors are cast from premium grade, long grain carbon iron for long wear, high thermal stability and resistance to distortion. Thick wall pad sweep faces with directional cooling vanes provide superior heat absorption and dissipation qualities to prevent heat fade and realize long service life from the pads and rotors. All **HD** rotor faces are precision turned to less than .001" for flatness, parallelism, and run-out for smoother engagement and reduced vibration.





ROTOR ORDERING INFORMATION:

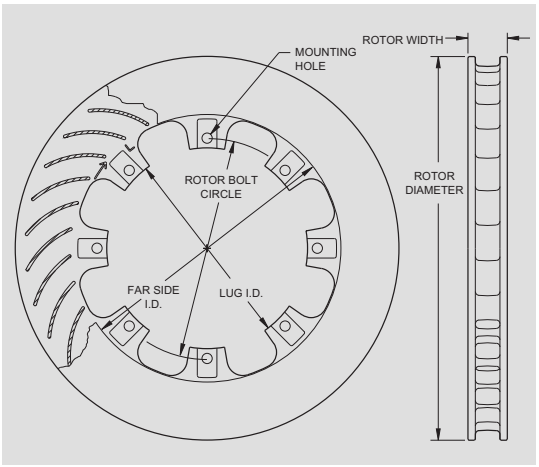
DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	RH / LH	PART NUMBER
12.19" (309,7)	1.38" (35,0)	8 x 7.62" (193,6)	5/16-24	8.41" (213,6)	6.90" (175,3)	14.8	RH	160-3874
12.19" (309,7)	1.38" (35,0)	8 x 7.62" (193,6)	5/16-24	8.41" (213,6)	6.90" (175,3)	14.8	LH	160-3875
12.19" (309,7)	1.25" (31,8)	8 x 7.62" (193,6)	5/16-24	8.41" (213,6)	6.90" (175,3)	12.7	RH	160-3872
12.19" (309,7)	1.25" (31,8)	8 x 7.62" (193,6)	5/16-24	8.41" (213,6)	6.90" (175,3)	12.7	LH	160-3873
12.19" (309,7)	1.38" (35,0)	8 x 7.00" (177,8)	.313"	8.41" (213,6)	6.53" (165,9)	13.5	RH	160-2684
12.19" (309,7)	1.38" (35,0)	8 x 7.00" (177,8)	.313"	8.41" (213,6)	6.53" (165,9)	13.5	LH	160-2685
12.19" (309,7)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.41" (213,6)	6.53" (165,9)	12.7	RH	160-3870
12.19" (309,7)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.41" (213,6)	6.53" (165,9)	12.7	LH	160-3871
12.19" (309,7)	.81" (20,6)	8 x 7.00" (177,8)	.313"	8.34" (211,8)	6.38" (162,0)	9.5	RH	160-7705(1)
12.19" (309,7)	.81" (20,6)	8 x 7.00" (177,8)	.313"	8.34" (211,8)	6.38" (162,0)	9.5	LH	160-7706(1)
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.34" (211,8)	6.38" (162,0)	10.9	RH	160-3846
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.313"	8.34" (211,8)	6.38" (162,0)	10.9	LH	160-3847
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.313"	7.87" (199,9)	6.38" (162,0)	8.5	RH	160-7701(1)
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.313"	7.87" (199,9)	6.38" (162,0)	8.5	LH	160-7702(1)

NOTES: (1) THESE ARE 36 VANE ROTORS

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

UL-32 SERIES DIRECTIONAL VANE ROTORS:

Ultra-Light UL-32 and **ULHP-32** directional vane rotors provide an excellent balance of efficient cooling and lower rotating mass on hard braking dirt tracks or rear axle service on pavement cars. **UL** rotors are cast from premium grade, long grain carbon iron for long wear, high thermal stability, and resistance to distortion. **UL-32** rotors are production machined and well suited to a wide range of sportsman racing categories. **ULHP-32** rotors offered the added performance and smoother operation of precision turned faces with less than .001" variation in flatness, parallelism, or run-out.





ULHP-32 SERIES ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	RH / LH	PART NUMBER
12.19" (309,7)	1.25" (31,8)	8 x 8.50" (215,9)	.251"	9.10" (231,1)	7.88" (200,2)	8.7	RH	160-4574
12.19" (309,7)	1.25" (31,8)	8 x 8.50" (215,9)	.251"	9.10" (231,1)	7.88" (200,2)	8.7	LH	160-4575
12.19" (309,7)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	10.4	RH	160-5845
12.19" (309,7)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	10.4	LH	160-5846
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	9.6	RH	160-5847
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	9.6	LH	160-5848

UL-32 SERIES ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	RH / LH	PART NUMBER
12.19" (309,7)	1.25" (31,8)	8 x 7.62" (193,6)	5/16-24	8.50" (215,9)	7.13" (181,1)	10.1	RH	160-2900
12.19" (309,7)	1.25" (31,8)	8 x 7.62" (193,6)	5/16-24	8.50" (215,9)	7.13" (181,1)	10.1	LH	160-2901
12.19" (309,7)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	10.5	RH	160-2894
12.19" (309,7)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	10.5	LH	160-2895
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	9.6	RH	160-2898
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	9.6	LH	160-2899

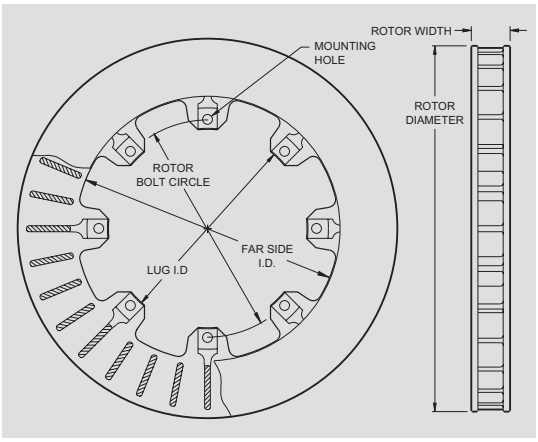
STRAIGHT VANE ROTORS

UL SERIES STRAIGHT VANE ROTORS:



Ultra-Light UL and ULHP straight vane rotors provide high value performance and rugged durability for a wide range of competition, high performance, and sport driving applications. Don't confuse these rotors with bargain priced off-brand named parts. Wilwood's modern manufacturing capability, combined with large scale economies, make it possible to offer this level of quality and performance at such an affordable price.

Every Wilwood rotor is cast from premium grade, long grain carbon iron. This material exhibits long wear, high thermal stability, and excellent resistance to distortion in high heat. Modern foundry and machining techniques hold close tolerances on face and vane thickness. Combining the correct face thickness with a 30 or 32 vane casting provides superior heat management and long service life with low rotating and unsprung weight. The straight vane design also makes it possible to use the same rotor on left or right hand mounting locations.



8 Bolt Configuration

UL series rotors are production machined and will provide excellent service for many applications. **ULHP** series rotors provide the additional performance and smoother operation of precision machined faces with less than .001" variation in flatness, parallelism, and run-out.

UL-HP SERIES ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	ROTOR TYPE	PART NUMBER
12.19" (309,6)	.81" (20,6)	8 x 7.78" (197,6)	.251"	8.53" (216,7)	7.29" (185,2)	8.7	ULHP-32	160-6984
12.19" (309,6)	.81" (20,6)	8 x 7.62" (193,6)	5/16-24	8.50" (215,9)	7.13" (181,1)	8.8	ULHP-32	160-5844
12.19" (309,6)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	8.9	ULHP-32	160-5843
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	8.1	ULHP-32	160-5841
11.00" (279,4)	.81" (20,6)	6 x 6.25" (158,8)	.325"	7.00" (177,8)	5.59" (142,0)	7.9	ULHP-30	160-5840
10.75" (273,1)	.81" (20,6)	6 x 6.25" (158,8)	.325"	7.00" (177,8)	5.59" (142,0)	7.4	ULHP-30	160-5839
10.50" (266,7)	1.15" (29,2)	6 x 5.50" (139,7)	.325"	6.75" (171,5)	4.94" (125,5)	7.3	ULHP-48	160-2397

UL SERIES ROTOR ORDERING INFORMATION:

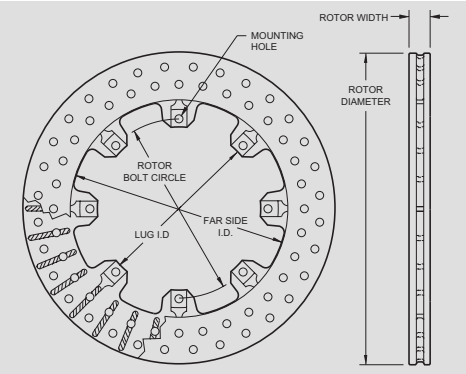
DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	ROTOR TYPE	PART NUMBER
12.19" (309,6)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	8.9	UL-32	160-0277
12.00" (304,8)	1.20" (30,5)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	8.6	UL-32	160-0586
11.75" (298,5)	1.25" (31,8)	10 x 6.81" (173,0)	.325"	8.00" (203,2)	6.28" (159,5)	9.5	UL-30	160-0789
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	8.8	UL-32	160-0483
11.75" (298,5)	.81" (20,6)	10 x 6.81" (173,0)	.325"	8.00" (203,2)	6.28" (159,5)	9.1	UL-30	160-0790
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	8.1	UL-32	160-0471
11.75" (298,5)	.75" (19,6)	8 x 7.62" (193,6)	5/16-24	8.50" (215,9)	7.13" (181,1)	6.9	UL-32	160-1949
10.50" (266,7)	.75" (19,6)	6 x 5.50" (139,7)	.325"	6.75" (171,5)	4.94" (125,5)	6.6	UL-30	160-3450
10.25" (260,4)	.75" (19,6)	6 x 5.50" (139,7)	.325"	6.75" (171,5)	4.94" (125,5)	6.1	UL-30	160-3747

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

LIGHTENED STRAIGHT VANE ROTORS

When it comes to rotors, racers are constantly searching for the ultimate balance between the lowest weight and the ability to effectively manage heat. Decreased rotating weight in the drive line provides quicker deceleration under braking and quicker acceleration out of the corners. Lower weight also benefits handling with improved spring and shock control over the unsprung suspension mass. Wilwood's **ULD-32** drilled and **ULS-32** scalloped iron rotors provide two highly effective lightweight options for sprints, late models, modifieds, and other competition applications that race in low to medium temperature ranges.

ULD-32 SERIES DRILLED STRAIGHT VANE VENTED IRON ROTORS:



ULD-32 Series Drilled Straight Vane Vented Iron Rotors feature a two row, 64 hole pattern that alternates between and directly over each vane. Each hole is deeply chamfered to eliminate any stress points that could result in premature cracking at the drill holes. The drilling process removes an average of one pound from each rotor. Rotating and unsprung rotor mass is reduced by as much as 12%.

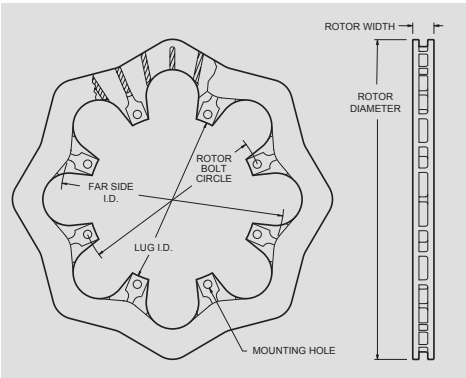


Caution on drilled rotors: There is a common mis-perception that rotors are drilled to improve cooling. The reduced mass of a drilled rotor will dissipate its retained heat quicker, but it also builds up heat a much faster rate. The decision to use drilled rotors should be solely based on the merits of the lower rotating and unsprung weight, and not for improved cooling. It is not wise to use drilled rotors in sustained high heat on hard braking tracks unless the team budget affords a high frequency of rotor and brake pad replacement.

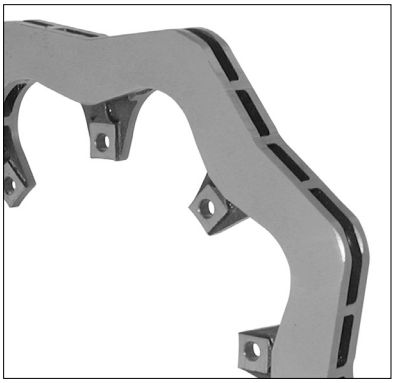
ULD-32 SERIES ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	ROTOR TYPE	PART NUMBER
12.19" (309,6)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	8.0	ULD-32	160-5865
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	7.7	ULD-32	160-5864
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	7.2	ULD-32	160-5863

UL-32 SERIES SCALLOPED VENTED IRON ROTORS:



ULS-32 Series Scalloped Rotors feature a fully machined scallop configuration that provides the highest degree of weight reduction on a vented straight vane iron rotor. Scallop machining will remove as much as three pounds, or nearly 33% of the rotor mass. The vented castings provide increased cooling capacity over machined steel plate rotors, with improved structural durability over drilled rotor designs.



ULS-32 SERIES ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	ROTOR TYPE	PART NUMBER
12.19" (309,6)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	5.9	ULS-32	160-8136
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	5.8	ULS-32	160-8343
11.75" (298,5)	1.25" (31,8)	8 x 7.00" (177,8)	.325"	8.75" (222,2)	6.38" (162,0)	6.7	ULS-32	160-8814
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.34" (211,8)	6.38" (162,0)	5.4	ULS-32	160-8135
10.50" (266,7)	.65" (16,5)	6 x 5.50" (139,7)	.325"	7.30" (185,4)	4.94" (125,5)	3.8	ULS-32	160-8427

SRP DRILLED PERFORMANCE ROTORS

SRP SERIES DRILLED PERFORMANCE ROTORS:

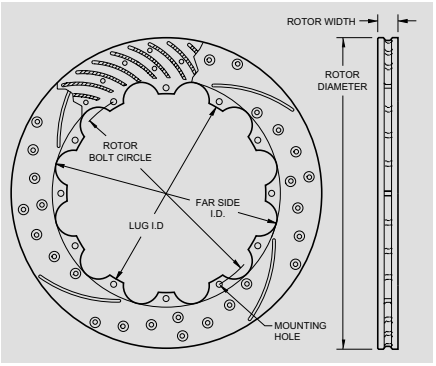
SRP Drilled Performance Rotors feature a specially engineered directional cross drill and face slot pattern that improve brake response and pad performance throughout the entire range of light to heavy braking. The venting and cleaning action of the holes and slots will reduce pad glaze and disperse gasses and heat generated during the pad to rotor interface. The holes and slots also inhibit irregular pad compound build-up on the rotor faces resulting in smoother engagement and improved pedal response in all conditions. The material removed also contributes to lower rotating and unsprung suspension weight.



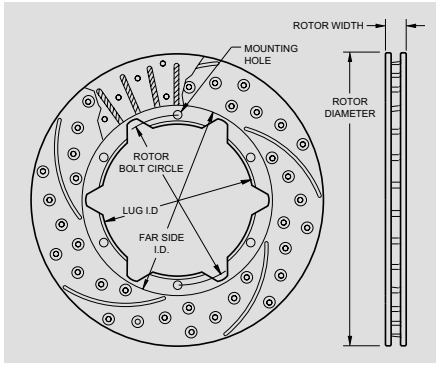


Along with the excellent performance characteristics of this rotor design, each rotor is treated with a silver zinc wash to inhibit corrosion on all areas of the rotor not swept clean by the brake pads. The high tech design, classic style, and aesthetic appeal of the **SRP** series are the perfect finishing touches to any wheel and tire detail.

SRP rotors are available in all popular sizes used in Wilwood's Pro Series and Big Brake conversion kits. Kits in these categories designated with the drilled rotor option get the SRP as standard equipment.



12 Bolt Configuration



6 Bolt Configuration

ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	RH / LH	PART NUMBER
16.00" (406,4)	1.38" (35,1)	12 x 10.75" (273,1)	.315"	11.76" (298,7)	10.00" (254,0)	22.4	RH	160-8955
16.00" (406,4)	1.38" (35,1)	12 x 10.75" (273,1)	.315"	11.76" (298,7)	10.00" (254,0)	22.4	LH	160-8956
14.00" (355,6)	1.25" (31,8)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	17.2	RH	160-8025
14.00" (355,6)	1.25" (31,8)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	17.2	LH	160-8026
14.00" (355,6)	1.25" (31,8)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	17.4	RH	160-8396
14.00" (355,6)	1.25" (31,8)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	17.4	LH	160-8397
14.00" (355,6)	1.10" (27,9)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	14.3	RH	160-8099
14.00" (355,6)	1.10" (27,9)	12 x 9.18" (233,2)	.251"	10.00" (254,0)	8.57" (217,7)	14.3	LH	160-8100

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	FAR SIDE I.D.	LUG I.D.	WEIGHT LBS	RH / LH	PART NUMBER
14.00" (355,6)	1.10" (27,9)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	14.5	RH	160-8400
14.00" (355,6)	1.10" (27,9)	12 x 8.75" (222,2)	.251"	10.00" (254,0)	8.25" (209,6)	14.5	LH	160-8401
13.06" (331,7)	1.25" (31,8)	12 x 8.75" (222,2)	.251"	9.46" (240,3)	8.25" (209,6)	12.3	RH	160-7798
13.06" (331,7)	1.25" (31,8)	12 x 8.75" (222,2)	.251"	9.46" (240,3)	8.25" (209,6)	12.3	LH	160-7799
13.00" (330,2)	1.10" (27,9)	12 x 7.00" (177,8)	.251"	8.57" (217,7)	6.38" (162,0)	14.4	RH	160-8510
13.00" (330,2)	1.10" (27,9)	12 x 7.00" (177,8)	.251"	8.57" (217,7)	6.38" (162,0)	14.4	LH	160-8511
12.90" (327,7)	1.25" (31,8)	12 x 8.75" (222,2)	.251"	9.46" (240,3)	8.25" (209,6)	11.5	RH	160-7172
12.90" (327,7)	1.25" (31,8)	12 x 8.75" (222,2)	.251"	9.46" (240,3)	8.25" (209,6)	11.5	LH	160-7173
12.90" (327,7)	1.10" (27,9)	12 x 8.75" (222,2)	.251"	9.46" (240,3)	8.25" (209,6)	11.9	RH	160-6835
12.90" (327,7)	1.10" (27,9)	12 x 8.75" (222,2)	.251"	9.46" (240,3)	8.25" (209,6)	11.9	LH	160-6836
12.90" (327,7)	1.00" (25,4)	12 x 8.75" (222,2)	.251"	9.46" (240,3)	8.25" (209,6)	10.4	RH	160-8006
12.90" (327,7)	1.00" (25,4)	12 x 8.75" (222,2)	.251"	9.46" (240,3)	8.25" (209,6)	10.4	LH	160-8007
12.80" (325,1)	1.25" (31,8)	12 x 7.06" (179,3)	.251"	8.41" (213,6)	6.53" (165,9)	14.5	RH	160-7744
12.80" (325,1)	1.25" (31,8)	12 x 7.06" (179,3)	.251"	8.41" (213,6)	6.53" (165,9)	14.5	LH	160-7745
12.80" (325,1)	1.25" (31,8)	5 x 4.75" (120,7)	–	8.53" (216,7)	– –	18.7	RH	160-9334(1)
12.80" (325,1)	1.25" (31,8)	5 x 4.75" (120,7)	–	8.53" (216,7)	– –	18.7	LH	160-9335(1)
12.40" (315,0)	1.10" (27,9)	12 x 6.75" (171,5)	.251"	8.41" (213,6)	6.18" (157,0)	14.0	RH	160-8706
12.40" (315,0)	1.10" (27,9)	12 x 6.75" (171,5)	.251"	8.41" (213,6)	6.18" (157,0)	14.0	LH	160-8707
12.19" (309,6)	.81" (20,6)	8 x 7.78" (197,6)	.251"	8.53" (216,7)	7.29" (185,2)	8.6	RH	160-6924
12.19" (309,6)	.81" (20,6)	8 x 7.78" (197,6)	.251"	8.53" (216,7)	7.29" (185,2)	8.6	LH	160-6925
12.19" (309,6)	.81" (20,6)	8 x 7.78" (197,6)	.251"	8.53" (216,7)	7.29" (185,2)	8.5	RH	160-6986
12.19" (309,6)	.81" (20,6)	8 x 7.78" (197,6)	.215"	8.53" (216,7)	7.29" (185,2)	8.5	LH	160-6987
12.19" (309,6)	.81" (20,6)	8 x 7.62" (193,6)	5/16-24	8.50" (215,9)	7.13" (181,1)	8.6	RH	160-7105
12.19" (309,6)	.81" (20,6)	8 x 7.62" (193,6)	5/16-24	8.50" (215,9)	7.13" (181,1)	8.6	LH	160-7106
12.19" (309,6)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	8.8	RH	160-7103
12.19" (309,6)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.50" (215,9)	6.38" (162,0)	8.8	LH	160-7104
12.00" (304,8)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.41" (213,6)	6.38" (162,0)	8.3	RH	160-8496
12.00" (304,8)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.41" (213,6)	6.38" (162,0)	8.3	LH	160-8497
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.34" (211,9)	6.38" (162,0)	8.0	RH	160-7101
11.75" (298,5)	.81" (20,6)	8 x 7.00" (177,8)	.325"	8.34" (211,9)	6.38" (162,0)	8.0	LH	160-7102
11.66" (296,2)	.72" (18,3)	8 x 7.00" (177,8)	.325"	8.25" (209,6)	6.38" (162,0)	7.1	RH	160-8592
11.66" (296,2)	.72" (18,3)	8 x 7.00" (177,8)	.325"	8.25" (209,6)	6.38" (162,0)	7.1	LH	160-8593
11.00" (279,4)	.81" (20,6)	6 x 6.25" (158,8)	.325"	7.00" (177,8)	5.59" (142,0)	7.7	RH	160-7099
11.00" (279,4)	.81" (20,6)	6 x 6.25" (158,8)	.325"	7.00" (177,8)	5.59" (142,0)	7.7	LH	160-7100
10.75" (273,1)	.81" (20,6)	6 x 6.25" (158,8)	.325"	7.00" (177,8)	5.59" (142,0)	7.2	RH	160-7097
10.75" (273,1)	.81" (20,6)	6 x 6.25" (158,8)	.325"	7.00" (177,8)	5.59" (142,0)	7.2	LH	160-7098
10.50" (266,7)	.75" (19,6)	6 x 5.50" (139,7)	.325"	6.75" (171,5)	4.94" (125,5)	6.4	RH	160-9249
10.50" (266,7)	.75" (19,6)	6 x 5.50" (139,7)	.325"	6.75" (171,5)	4.94" (125,5)	6.4	LH	160-9250

NOTES: (1) THESE ARE ONE PIECE HAT/ROTOR COMBINATION ROTORS UTILIZED AS OEM REPLACEMENTS FOR FRONT C-5, C-6 CORVETTE

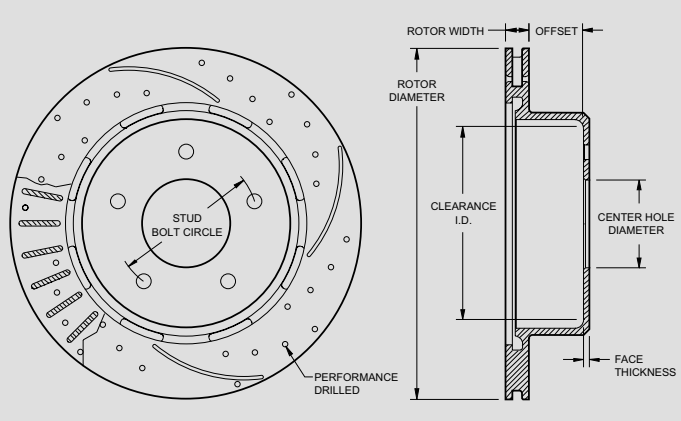
DISC / DRUM ROTORS FOR INTERNAL PARKING BRAKES

SRP DRILLED PEFORMANCE SERIES ROTORS:

For custom, show, and high performance sport driving, SRP rotors offer the high tech look and improved performance of a directional cross-drill and face slot pattern. In addition to the aesthetic appeal, the venting and cleaning action of the hole and slot pattern helps to reduce pad glaze and minimize irregular pad build-up on the rotor faces. The results are a smoother engagement feel at the pedal and consistent response from the pads. Each rotor is precision machined to less than .001" tolerance for overall flatness, parallelism, and radial run-out on long grain carbon iron castings. The rotors are finished with a silver zinc wash to provide corrosion resistance on the surfaces not contacted by the brake pads.



SRP Drilled & Slotted .81" Vented Rotor



Typical Dimensional Reference Guide

SRP DRILLED PEFORMANCE ROTORS ORDERING INFORMATION:

DIAMETER	WIDTH	LUG PATTERN	STUD HOLE	OFFSET	SHOE I.D.	FACE THICKNESS	CENTER HOLE	ROTOR TYPE	PART NUMBER
13.70" (348,0)	.79" (20,1)	6 on 5.31"	.62"	3.16"	8.98"	.34"	3.55"	SRP-RH	160-9098
13.70" (348,0)	.79" (20,1)	6 on 5.31"	.62"	3.16"	8.98"	.34"	3.55"	SRP-LH	160-9099
13.00" (330,2)	1.15" (29,2)	8 on 6.50"	.63"	1.90"	8.12"	.32"	4.63"	SRP-RH	160-8876
13.00" (330,2)	1.15" (29,2)	8 on 6.50"	.63"	1.90"	8.12"	.32"	4.63"	SRP-LH	160-8877
12.75" (323,9)	.80" (20,3)	6 on 5.50"	.65"	2.30"	8.27"	.24"	3.10"	SRP-RH	160-8958
12.75" (323,9)	.80" (20,3)	6 on 5.50"	.65"	2.30"	8.27"	.24"	3.10"	SRP-LH	160-8959
12.27" (311,7)	.78" (19,8)	5 on 4.75"	.58"	2.08"	7.08"	.34"	2.96"	SRP-RH	160-8685
12.27" (311,7)	.78" (19,8)	5 on 4.75"	.58"	2.08"	7.08"	.34"	2.96"	SRP-LH	160-8686
12.19" (309,6)	.81" (20,6)	5 on 4.50/4.75/5.00"	.52"	2.32"	7.24"	.18"	3.06"	SRP-RH	160-6970
12.19" (309,6)	.81" (20,6)	5 on 4.50/4.75/5.00"	.52"	2.32'	7.24"	.18"	3.06"	SRP-LH	160-6971
12.19" (309,6)	.81" (20,6)	5 on 4.50/4.75/5.00"	.52"	2.32"	7.24"	.20"	2.78"	SRP-RH	160-9317
12.19" (309,6)	.81" (20,6)	5 on 4.50/4.75/5.00"	.52"	2.32"	7.24"	.20"	2.78"	SRP-LH	160-9318
12.19" (309,6)	.81" (20,6)	5 on 4.50/4.75/5.00"	.52"	1.91"	7.24"	.18"	3.06"	SRP-RH	160-6968
12.19" (309,6)	.81" (20,6)	5 on 4.50/4.75/5.00"	.52"	1.91"	7.24"	.18"	3.06"	SRP-LH	160-6969
12.19" (309,6)	.81" (20,6)	5 on 4.75"	12mm	2.32"	7.24"	.18"	2.78"	SRP-RH	160-6976
12.19" (309,6)	.81" (20,6)	5 on 4.75"	12mm	2.32"	7.24"	.18"	2.78"	SRP-LH	160-6977
12.19" (309,6)	.81" (20,6)	5 on 4.75"	.52"	2.31"	7.48"	.21"	2.76"	SRP-RH	160-8744
12.19" (309,6)	.81" (20,6)	5 on 4.75"	.52"	2.31"	7.48"	.21"	2.76"	SRP-LH	160-8745
12.19" (309,6)	.81" (20,6)	Undrilled	—	2.32"	7.24"	.18"	2.78"	SRP-RH	160-8866
12.19" (309,6)	.81" (20,6)	Undrilled	—	2.32"	7.24"	.18"	2.78"	SRP-LH	160-8867
12.19" (309,6)	.81" (20,6)	Undrilled	—	1.91"	7.24"	.18"	2.78"	SRP-RH	160-6972
12.19" (309,6)	.81" (20,6)	Undrilled	—	1.91"	7.24"	.18"	2.78"	SRP-LH	160-6973
12.19" (309,6)	.50" (12,7)	5 on 4.50/4.75/5.00"	.52"	2.15"	7.24"	.18"	3.06"	SRP-RH	160-6962
12.19" (309,6)	.50" (12,7)	5 on 4.50/4.75/5.00"	.52"	2.15"	7.24"	.18"	3.06"	SRP-LH	160-6963
12.19" (309,6)	.50" (12,7)	5 on 4.50/4.75/5.00"	.52"	1.74"	7.24"	.18"	3.06"	SRP-RH	160-6960
12.19" (309,6)	.50" (12,7)	5 on 4.50/4.75/5.00"	.52"	1.74"	7.24"	.18"	3.06"	SRP-LH	160-6961
12.19" (309,6)	.50" (12,7)	5 on 4.75"	12mm	2.15"	7.24"	.18"	2.78"	SRP-RH	160-6948
12.19" (309,6)	.50" (12,7)	5 on 4.75"	12mm	2.15"	7.24"	.18"	2.78"	SRP-LH	160-6949
12.00" (304,8)	1.03" (26,2)	5 on 4.75"	.53"	.64"	7.48"	.26"	2.78"	SRP-RH	160-7767
12.00" (304,8)	1.03" (26,2)	5 on 4.75"	.53"	.64"	7.48"	.26"	2.78"	SRP-LH	160-7768

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

HP PERFORMANCE SERIES ROTORS:

HP rotors are close tolerance machined with smooth turned pad faces. The additional mass of the HP series extends service life on heavier competition vehicles and other severe duty applications. They are also the base model for every day use.

Each rotor is precision machined to less than .001" tolerance for overall flatness, parallelism, and radial run-out on long grain carbon iron castings. Long grain carbon iron is used for its superior thermal conductivity and stability properties that resist distortion and fatigue.



HP Smooth Face Rotor

HP PERFORMANCE ROTORS ORDERING INFORMATION:

DIAMETER	WIDTH	LUG PATTERN	STUD HOLE	OFFSET	SHOE I.D.	FACE THICKNESS	CENTER HOLE	ROTOR TYPE	PART NUMBER
12.19" (309,6)	.81" (20,6)	5 on 4.50/4.75/5.00"	.52"	2.32"	7.24"	.18"	3.06"	HP-R/L	160-6865
12.19" (309,6)	.81" (20,6)	5 on 4.50/4.75/5.00"	.52"	2.32"	7.24"	.20"	2.78"	HP-R/L	160-9314
12.19" (309,6)	.81" (20,6)	5 on 4.50/4.75/5.00"	.52"	1.91"	7.24"	.18"	3.06"	HP-R/L	160-6864
12.19" (309,6)	.81" (20,6)	5 on 4.50/4.75/5.00"	.52"	1.91"	7.24"	.18"	2.78"	HP-R/L	160-7508
12.19" (309,6)	.81" (20,6)	5 on 4.75"	12mm	2.32"	7.24"	.18"	2.78"	HP-R/L	160-6872
12.19" (309,6)	.81" (20,6)	Undrilled	—	2.32"	7.24"	.18"	2.78"	HP-R/L	160-8865
12.19" (309,6)	.81" (20,6)	Undrilled	—	1.91"	7.24"	.18"	2.78"	HP-R/L	160-6868
12.19" (309,6)	.50" (12,7)	5 on 4.50/4.75/5.00"	.52"	2.15"	7.24"	.18"	3.06"	HP-R/L	160-6719
12.19" (309,6)	.50" (12,7)	5 on 4.50/4.75/5.00"	.52"	1.74"	7.24"	.18"	3.06"	HP-R/L	160-6718
12.19" (309,6)	.50" (12,7)	5 on 4.75"	12mm	2.15"	7.24"	.18"	2.78"	HP-R/L	160-6854

GT COMPETITION SERIES ROTORS:

GT rotors feature Wilwood's ultimate competition preparation with full detail machining, asymmetrical face slotting, and individual dynamic balancing. Full detail machining eliminates unnecessary weight and potential stress points. The venting and cleaning action of the asymmetrical face slot pattern helps to reduce pad glaze, minimize irregular pad build-up on the rotor faces, and interrupt engagement harmonics.

GT rotors run smooth, true, and vibration free at all speeds with the highest levels of performance in sustained high heat conditions.



GT Slotted Rotor

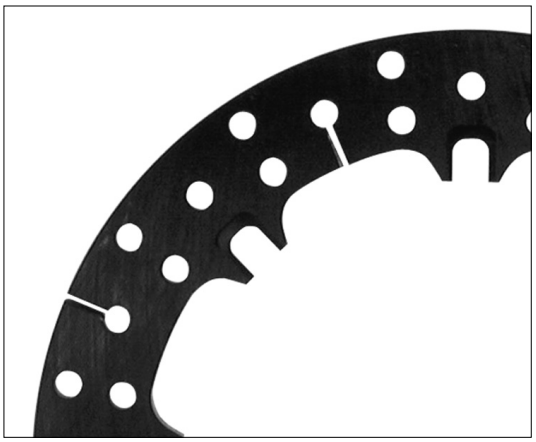
GT COMPETITION ROTORS ORDERING INFORMATION:

DIAMETER	WIDTH	LUG PATTERN	STUD HOLE	OFFSET	SHOE I.D.	FACE THICKNESS	CENTER HOLE	ROTOR TYPE	PART NUMBER
13.70" (348,0)	.79" (20,1)	6 on 5.31"	.62"	3.16"	8.98"	.34"	3.55"	GT-R/L	160-9097
13.00" (330,2)	1.15" (29,2)	8 on 6.50"	.63"	1.90"	8.12"	.32"	4.63"	GT-R/L	160-8875
12.75" (323,9)	.80" (20,3)	6 on 5.50"	.65"	2.30"	8.27"	.24"	3.10"	GT-R/L	160-8957
12.27" (311,7)	.78" (19,8)	5 on 4.75"	.58"	2.08"	7.08"	.34"	2.96"	GT-RH	160-8683
12.27" (311,7)	.78" (19,8)	5 on 4.75"	.58"	2.08"	7.08"	.34"	2.96"	GT-LH	160-8684
12.19" (309,6)	.81" (20,6)	5 on 4.75"	.52"	2.31"	7.48"	.21"	2.76"	GT-R/L	160-8743
12.00" (304,8)	1.03" (26,2)	5 on 4.75"	.53"	.64"	7.48"	.26"	2.78"	GT-RH	160-8013
12.00" (304,8)	1.03" (26,2)	5 on 4.75"	.53"	.64"	7.48"	.26"	2.78"	GT-LH	160-8014

STEEL ROTORS

Steel Rotors:

Steel rotors have applications in all types of motorsports. Steel rotors provide a durable lightweight option in applications where sustained temperatures remain in the low to moderate range, and high heat spikes are only observed on an intermittent basis. This could be anything from a hard stopping drag race car at the end of a quarter mile, or a high speed stock car coming in from a qualifier at a super speedway. Steel rotors can also be found in lighter weight open wheel cars such as sprints and modifieds, and a variety of light weight, open wheel road course racers. A special alloy and proprietary manufacturing processes give these rotors high resistance to thermal distortion with excellent friction and wear characteristics against the pads.



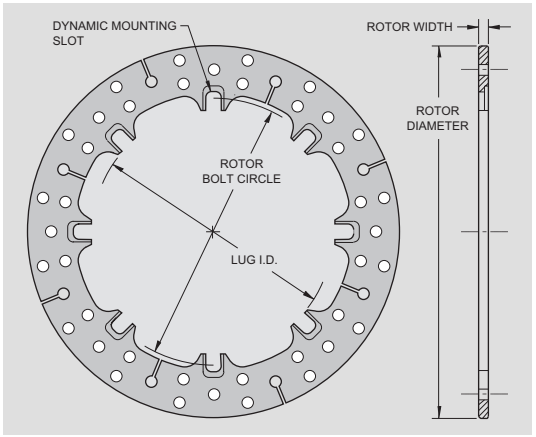
Dynamic Mount SSP Rotor



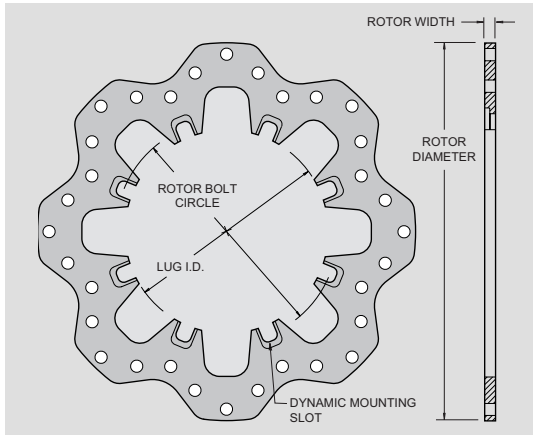
8 Hole Lug Mount Rotor

DYNAMIC MOUNT DRILLED STEEL ROTORS:

Dynamic mounting is the most effective method of eliminating all types of thermal stress and distortion in steel rotor applications. These rotors are machined with mounting slots that are used with special t-nuts and bolt kits. This mounting system allows the rotor to expand and contract independently of the mounting hat or hub as the rotor goes through temperature changes. This eliminates all strain or bind at the mounting points. The rotors run truer, last longer, and all undo stress on the hats or hubs is eliminated. Dynamic mounting is preferred in all applications where temporary, but extreme temperature spikes may cause high expansion rates in the steel. Wilwood also offers slotted dynamic mount hats and plates that are used to provide "float" with a standard hole mount rotor, but the rotors in this category are machined for use on "fixed" mounts that require the "float" to be placed within the rotor itself.



SSP Configuration



Scalloped Configuration

ROTOR ORDERING INFORMATION:

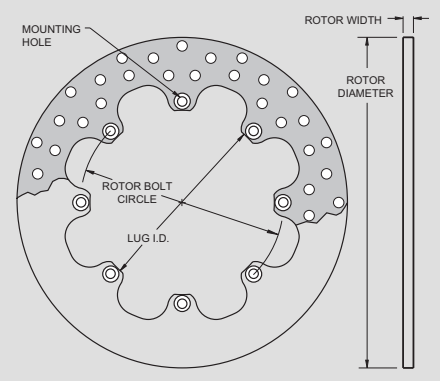
DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	LUG I.D.	BOLT KIT	WEIGHT LBS	ROTOR TYPE	PART NUMBER
12.90" (327,7)	.38" (9,7)	12 x 8.75" (222,3)	SLOT	8.25" (209,6)	230-4900	5.7	SSP	160-4766
12.19" (309,6)	.31" (7,9)	8 x 8.50" (215,9)	SLOT	8.00" (203,2)	230-4882	4.2	SSP	160-4880
12.19" (309,6)	.35" (8,9)	8 x 7.00" (177,8)	SLOT	6.56" (166,6)	(1, 2)	4.8	SCALLOP	160-5538
11.75" (298,5)	.35" (8,9)	8 x 7.00" (177,8)	SLOT	6.56" (166,6)	(1, 2)	4.5	SCALLOP	160-5855

NOTES: (1) TO MOUNT THIS ROTOR ON A 5/16-18 THREADED HAT OR HUB, USE BOLT AND T-NUT KIT 230-5308
(2) TO MOUNT THIS ROTOR ON A SPRINT CAR OR OPEN WHEEL AXLE MOUNT CLAMP, USE BOLT AND T-NUT KIT 230-5567

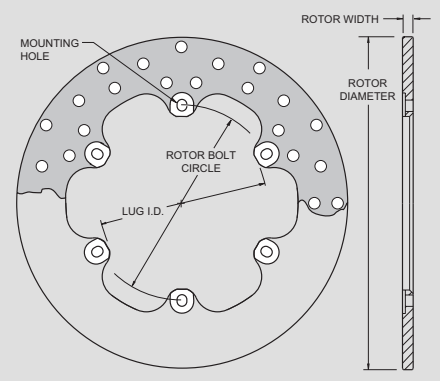
WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

STANDARD HOLE MOUNT STEEL ROTORS:

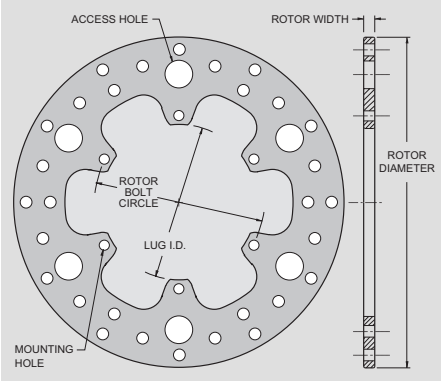
These rotors are most often directly mounted to "fixed" mount hats or mounting plates, but they can also be used with special dynamic slotted mount hats or plates that require the use of a standard hole mount disc. Each rotor size is available in the standard solid plate style, or weight drilled for lighter duty applications.



8 Bolt Lug Mount



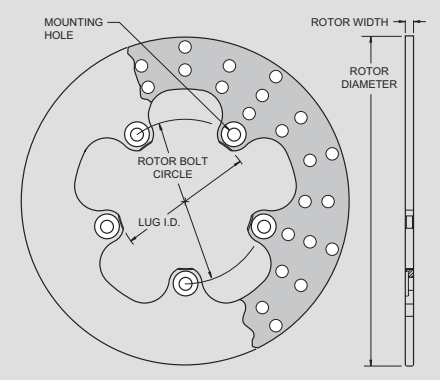
6 x 6.25" Lug Mount



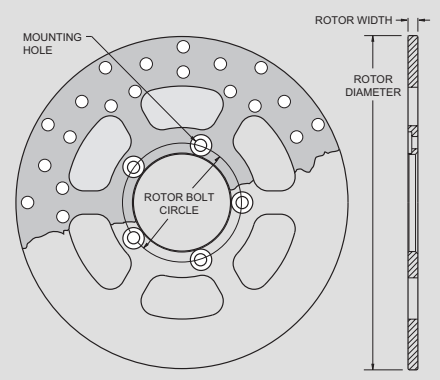
6 x 5.50" Lug Mount

6 AND 8 BOLT ROTOR ORDERING INFORMATION:

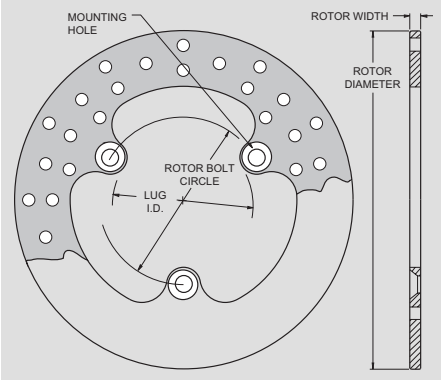
DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	LUG I.D.	WEIGHT LBS	ROTOR TYPE	PART NUMBER
12.00" (304,8)	.31" (7,9)	8 x 7.62" (193,6)	5/16-24	7.00" (177,8)	5.3	SOLID	160-0490
12.00" (304,8)	.31" (7,9)	8 x 7.62" (193,6)	5/16-24	7.00" (177,8)	4.6	DRILLED	160-0495
12.00" (304,8)	.35" (8,9)	8 x 7.00" (177,8)	.325"	6.38" (162,0)	6.0	SOLID	160-0524
12.00" (304,8)	.35" (8,9)	8 x 7.00" (177,8)	.325"	6.38" (162,0)	5.4	DRILLED	160-0525
11.75" (298,5)	.35" (8,9)	8 x 7.00" (177,8)	.325"	6.38" (162,0)	5.9	SOLID	160-3201
11.75" (298,5)	.35" (8,9)	8 x 7.00" (177,8)	.325"	6.38" (162,0)	5.3	DRILLED	160-3202
11.44" (290,6)	.35" (8,9)	8 x 7.00" (177,8)	.325"	6.38" (162,0)	5.4	SOLID	160-0201
11.44" (290,6)	.35" (8,9)	8 x 7.00" (177,8)	.325"	6.38" (162,0)	4.7	DRILLED	160-1601
11.44" (290,6)	.35" (8,9)	8 x 7.00" (177,8)	.316"	6.38" (162,0)	5.4	SOLID	160-7663
10.75" (273,1)	.35" (8,9)	6 x 6.25" (158,5)	.316"	5.54" (142,0)	5.2	SOLID	160-3305
10.75" (273,1)	.35" (8,9)	6 x 6.25" (158,5)	.316"	5.54" (142,0)	4.7	DRILLED	160-3306
10.50" (266,7)	.35" (8,9)	6 X 5.50" (139,7)	.325"	4.94" (125,5)	4.7	DRILLED	160-3455
10.25" (260,4)	.35" (8,9)	6 X 5.50" (139,7)	.325"	4.94" (125,5)	4.6	DRILLED	160-3748



5 x 5.00" Lug Mount



5 x 3.88" Flange Window Mount



3 x 5.00" Lug Mount

3 AND 5 BOLT ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	LUG I.D.	WEIGHT LBS	ROTOR TYPE	PART NUMBER
11.00" (279,4)	.31" (7,9)	3 x 5.00" (127,0)	.500"	4.10" (104,1)	4.6	DRILLED	160-2084
10.25" (260,4)	.31" (7,9)	3 x 5.00" (127,0)	.500"	4.10" (104,1)	4.1	DRILLED	160-3458
10.00" (254,0)	.32" (8,2)	5 x 3.88" (98,6)	.391"	3.12" (79,2)	5.2	SOLID	160-2181
10.00" (254,0)	.32" (8,2)	5 x 3.88" (98,6)	.391"	3.12" (79,2)	4.8	DRILLED	160-2182
10.00" (254,0)	.25" (6,4)	5 x 5.00" (127,0)	.391"	4.10" (104,1)	3.6	SOLID	160-0867
10.00" (254,0)	.25" (6,4)	5 x 5.00" (127,0)	.391"	4.10" (104,1)	3.2	DRILLED	160-1602
9.88" (250,9)	.19" (4,8)	3 x 5.00" (127,0)	.500"	4.10" (104,1)	2.6	DRILLED	160-8621(1)

NOTES: (1) THIS ROTOR IS POLYMETALLIC PLASMA COATED

Brakes are critical safety components, see warnings and disclaimer on page 131

ALUMINUM ROTORS

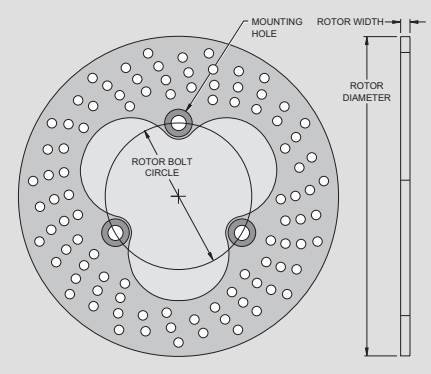
WARNING: SPECIAL RACING APPLICATION ONLY

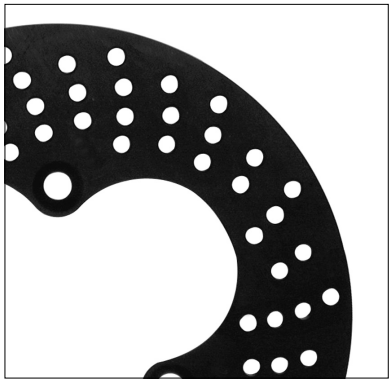
ALUMINUM ROTORS ARE UNSAFE FOR STREET USE • ALUMINUM ROTORS ARE NOT SUITABLE FOR MOST FORMS OF RACING AND CAN RESULT IN CATASTROPHIC FAILURE WHEN MISUSED

READ DISCLAIMER OF WARRANTY LOCATED AT THE REAR OF THE MANUAL

3 HOLE MOUNT ALUMINUN ROTORS:

Wilwood's 3 hole mount rotors are precision CNC machined from high strength billet plate. Full symmetrical machining provides perfect balance, perfect flatness and the truest rotation of any rotor being built. These rotors fit the popular 3 x 5.00" mount bolt circle found on most sprint and midget front hubs. Wilwood's engineered drill and relief slot pattern combines the highest degree of weight reduction with the highest resistance to thermal distortion in the contact faces. You get smooth engagement and a consistent full pedal from the low knock-back characteristics of this design. A durable black anodized finish prevents corrosion and simplifies the visual inspection of the contact faces. The best results are always achieved using PolyMatrix Q compound brake pads with these rotors.



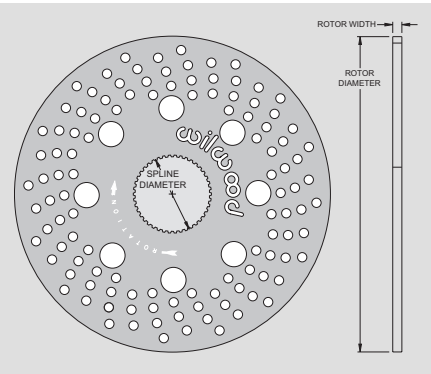


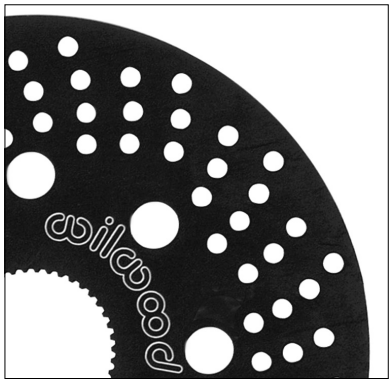
3 HOLE MOUNT ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	HOLE TYPE	WEIGHT LBS	ROTOR TYPE	PART NUMBER
10.95" (278,1)	.31" (7,9)	3 x 5.00" (127,0)	.516"	1.8	DRILLED	160-3327
10.20" (259,1)	.31" (7,9)	3 x 5.00" (127,0)	.516"	1.6	DRILLED	160-3411

SPLINED AXLE MOUNT ALUMINUM ROTORS:

Wilwood's 3.00" x 42 splined axle mount rotors are manufactured from the same high strength billets with the same precision as our 3 hole mount front rotors. Full symmetrical machining provides perfect balance, perfect flatness and the truest rotation of any aluminum rotor being built. Wilwood's engineered drill and relief slot pattern combines the highest degree of weight reduction with the highest resistance to thermal distortion in the contact faces. You get smooth engagement and a consistent full pedal from the low knock-back characteristics of this design. A durable black anodized finish prevents corrosion and simplifies the visual inspection of the contact faces. The best results are always achieved using PolyMatrix Q compound brake pads with these rotors.





SPLINED MOUNT ROTOR ORDERING INFORMATION:

DIAMETER	WIDTH	BOLT CIRCLE	WEIGHT LBS	ROTOR TYPE	PART NUMBER
10.95" (278,1)	.31" (7,9)	3 x 42 SPLINE	2.3	DRILLED	160-3275
10.20" (259,1)	.31" (7,9)	3 x 42 SPLINE	1.9	DRILLED	160-3270

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

ROTOR BEDDING-IN

ROTOR BEDDING:

All new iron rotors should be bedded-in before being used under racing conditions. Proper bedding-in will prepare the rotor surface, prolong the rotor's life and make it more resistant to thermal checking or cracking under severe braking conditions. The following procedures should be followed when bedding-in rotors:

- Thoroughly inspect all brake system components before proceeding to track. Check all bolt connections, make sure mounting bolts and rotor bolts are properly lockwired, that brake pads are properly secured by retaining clips or cotter pins, that master cylinders and brake pedals are working properly, that brakes are properly bled with plenty of fluid, and that proper engagement of brakes occur when pedal is depressed.

- Because the bedding process is different for rotors and pads, it is best to bed-in a new rotor (disc) using a used set of pads, preferably ones which will not create heat rapidly. Generating heat too quickly will thermal shock the rotors. Likewise, when bedding-in a new set of brake pads, use a used rotor. This new-used bedding process permits controlled bedding of each individual component.

- Make sure that the rotor surfaces are free from oils, grease and brake fluid.

- Close air ducts approximately 75% to expedite the bedding-in process.

- Run vehicle up to moderate speed and make several medium deceleration stops to heat up the rotor slowly. This will help reduce the chance of thermal shock caused by un-even heating of the rotor.

- Pull into the pits and allow the rotor to cool to ambient air temperature.

- Do not hold brakes on after performing the bedding-in procedure until cooling is completed. This will avoid "hot spotting" or un-even cooling which can damage the rotor.

ROTOR RUNOUT:

Rotor runout should be adjusted as soon as you receive your Wilwood components. Wilwood rotors are precision machined to ensure the rotor surfaces are flat and parallel. Sometimes hubs, bearings or other components have runout that cause the rotor to runout. As a rule of thumb, allowable runout should be .005" - .008". Adjust the runout by re-indexing the rotor or by placing shims between the rotor and hub or hat. Runout should be rechecked regularly. You can assume the runout to be acceptable as long as you are not experiencing brake drag, pedal oscillation or excessive piston knock back.

ROTOR WEAR:

Rotors will eventually start to show signs of wear; how fast depends on the type of racing, the frequency, and the brake usage. Grooving and/or cracking due to severe heat and thermal cycling indicate the rotor should be replaced. Note that surface checking itself is not a sign a rotor needs replacing as this can occur on iron rotors. Always replace rotor mounting bolts and lockwire whenever replacing rotors, taking care to inspect mounting hats or hubs for signs of abuse.



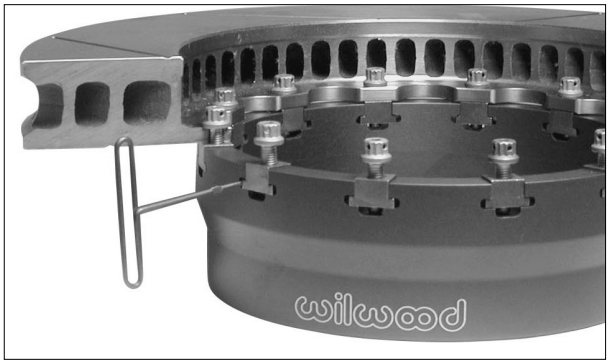
"Dyno" Rotor Bedding-in

WILWOOD PRE-BEDDING SERVICE:

Wilwood offers many of their rotors "PRE-BEDDED" at the factory utilizing a computerized brake dynamometer that ensures a consistent "bed" from rotor to rotor. This yields "ready-to-race" rotors, which eliminates valuable practice laps when time is at a premium.

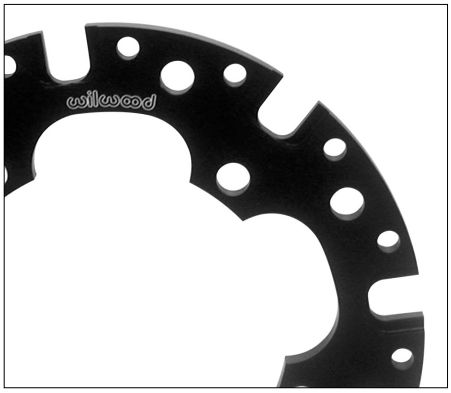
Please contact your Wilwood representative for price and availability.

DYNAMIC ROTOR MOUNTING SYSTEMS

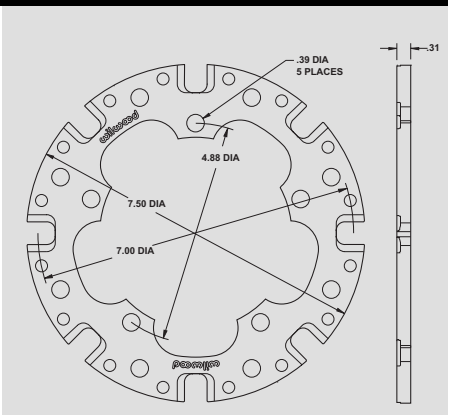


Wilwood's Dynamic Rotor Mounting System provides the most accurate and durable method of isolating potential pad engagement harmonics and the in-service thermal variances that occur between the mounting hat or plate and the rotor. The Wilwood system places the "float" within the hat or plate, and then allows the use of standard through-hole mount rotors. The ability to use through-hole mount rotors provides increased durability, improved accuracy, and a wider variety of selections over slotted mount hole rotor designs. Wilwood's square faced T-nuts provide a substantially wider load-bearing surface as compared to the round pin and bobbin type mounts. Each rotor bolt and T-nut kit includes an installation tool that correctly positions the T-nut during the assembly process. This assures bind-free operation right from the start. The results are felt with truer running, smoother engagement, extended reliability, and consistent pedal feel after every lap.

DYNAMIC MOUNT ROTOR PLATES FOR 5 X 5 HUBS:



These "dynamic" mount plates replace the "fixed" mount plates used on 5 x 5 lug pattern racing hubs designed for integral backside rotor mounting. Each plate is precision machined from premium alloy aluminum offering high strength with low rotating and unsprung weight. The rotor bolt and T-Nut kits allow "float" mounting of any standard 5/16" hole rotor with an 8 on 7" bolt circle.



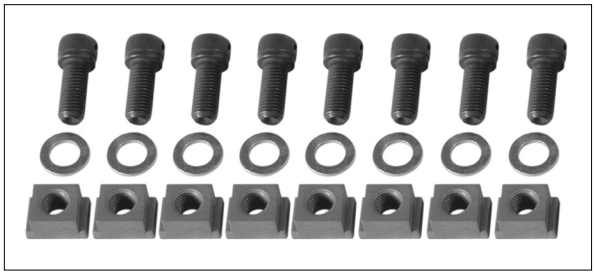
DYNAMIC MOUNT ROTOR PLATES FOR 5 X 5 HUBS ORDERING INFORMATION:

ROTOR BOLT CIRCLE	HUB MOUNTING BOLT PATTERN	PLATE OFFSET	HUB MOUNT HOLE I.D.	PLATE LUG I.D.	PLATE O.D.	PLATE THICKNESS	ROTOR MOUNT	PLATE PART NUMBER	BOLT & T-NUT KIT NUMBER
8 x 7.00"	5 x 4.88"	0"	.39"	4.26"	7.50"	.31"	T-SLOT	300-7107	230-6710

DYNAMIC MOUNT ROTOR PLATES FOR WIDE 5 HUBS:



These plates attach directly to the rotor mount bosses on wide 5 hubs and use the T-Nut rotor bolt kits (shown below) to "float" mount any standard 5/16" hole rotor with an 8 on 7" bolt circle. Use of these plates requires hubs that have been specially machined to compensate for the plate thickness to maintain the original rotor position. Starlite and Starlite "55' hubs can be found on pages 92-93.



DYNAMIC MOUNT ROTOR PLATES FOR WIDE 5 HUBS ORDERING INFORMATION:

ROTOR BOLT CIRCLE	HUB MOUNTING BOLT PATTERN	PLATE OFFSET	HUB MOUNT HOLE I.D.	PLATE LUG I.D.	PLATE O.D.	PLATE THICKNESS	ROTOR MOUNT	PLATE PART NUMBER	BOLT & T-NUT KIT NUMBER
8 x 7.00"	8 x 7.00"	0"	.32"	5.50"	7.60"	.24"	T-SLOT	300-8431	230-8454

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

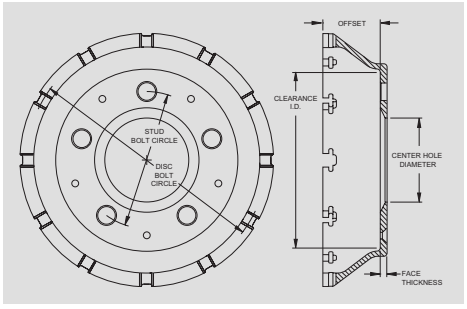
GT SERIES DYNAMIC MOUNT ROTOR HATS:

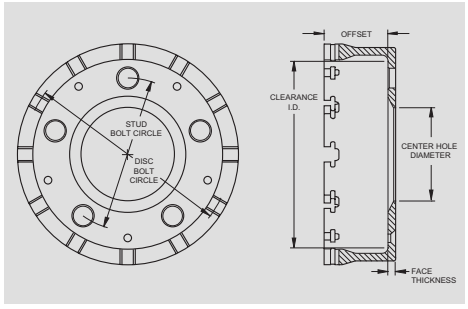
GT Series Dynamic Mount Rotor Hats are engineered to withstand the rigors and demands of extreme motorsports competition. Each hat is precision machined from premium grade aluminum offering high strength with low unsprung and rotating weight. Wilwood T-nuts float within the hat and provide true dynamic mounting of a standard through-hole mount rotor. The wide load bearing load surface of the T-nut and the straight through-hole mount rotors provide the most durable and accurate method of isolating potential pad engagement harmonics and the in-service thermal variations that occur between the hat and the rotor.





GT Series Dynamic Mount Hats are available in a variety of configurations for use with racing hubs, flanged axles, and several OE applications. Straight bell hats are used for the 6.75" and 7.00" rotor mount patterns. Hats for the larger diameter rotor mount patterns will be the flared bell design. Use the charts below to match the rotor mount circle, lug pattern, offset, and the other dimensions necessary for each application.





ORDERING INFORMATION:

ROTOR BOLT CIRCLE	WHEEL LUG PATTERN	HAT OFFSET	STUD HOLE DIAMETER	CENTER HOLE I.D.	FACE THICKNESS	CLEARANCE I.D.	MOUNT HOLE	HAT PART NUMBER	BOLT & T-NUT KIT NUMBER	NOTES
12 x 8.75"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.40"	T-SLOT	170-6583	230-6656	(1)
12 x 8.75"	5 x 5.00"	1.88"	.64"	3.06"	.25"	6.40"	T-SLOT	170-7652	230-6656	(1)
12 x 8.38"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.40"	T-SLOT	170-6518	230-6656	(1)
12 x 8.38"	5 x 5.00"	1.88"	.64"	3.06"	.25"	6.40"	T-SLOT	170-7650	230-6656	(1)
12 x 7.00"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.40"	T-SLOT	170-6580	230-6656	(1)
12 x 7.00"	5 x 5.00"	1.88"	.64"	3.06"	.25"	6.40"	T-SLOT	170-7651	230-6656	(1)
12 x 6.75"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.12"	T-SLOT	170-6517	230-6656	(1)
12 x 6.75"	5 x 5.00"	1.88"	.64"	3.06"	.25"	6.12"	T-SLOT	170-7400	230-6656	(1)
12 x 6.75"	5 x 5.00"	1.74"	.64"	3.06"	.25"	6.12"	T-SLOT	170-7399	230-6656	(1)
8 x 8.50"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.40"	T-SLOT	170-6582	230-6709	(1)
8 x 7.00"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.64"	T-SLOT	170-6581	230-6710	(1)
8 x 7.00"	5 x 4.75/5.00"	1.96"	.70"	3.06"	.25"	6.40"	T-SLOT	170-7662	230-7666	(2)
8 x 7.00"	5 x 4.50/4.75/5.00"	1.96"	.52"	3.06"	.25"	6.40"	T-SLOT	170-7661	230-7666	(2)
8 x 7.00"	5 x 4.50/4.75/5.00"	1.41"	.52"	3.06"	.25"	6.32"	T-SLOT	170-7694	230-7666	(2)

NOTES:
(1) THIS HAT IS DRILLED AND COUNTERSUNK TO ACCOMMODATE HAT TO HUB ANCHORING SCREWS. SCREW KIT P/N 230-2482 CONTAINS FIVE (5) GRADE 8 1/4-28 X 1.00" COUNTERSUNK FLAT HEAD HEX DRIVE SCREWS AND SHOULD BE ORDERED IN ADDITION TO THE HAT
(2) ROTOR BOLT AND T-NUT KIT P/N 230-7666 INCLUDES A SHORT PROFILE HEX HEAD BOLT THAT PROVIDES ADDITIONAL CLEARANCE BETWEEN THE BOLT HEAD AND THE CALIPER MOUNT BRACKET USED ON WILWOOD DYNAMIC MOUNT REAR DRAG KITS. THESE HATS ARE ALSO COMPATIBLE WITH BOLT AND T-NUT KIT P/N 230-6710 ON OTHER APPLICATIONS WHERE ADDITIONAL CLEARANCE EXISTS BETWEEN THE ROTOR BOLT HEAD AND THE CALIPER MOUNTING HARDWARE

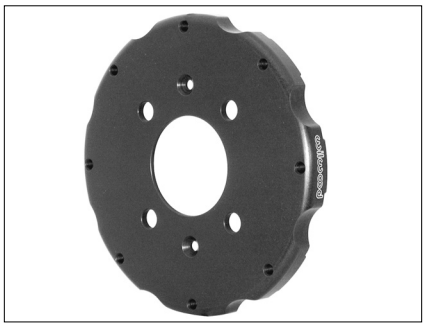
FIXED MOUNT ROTOR HATS

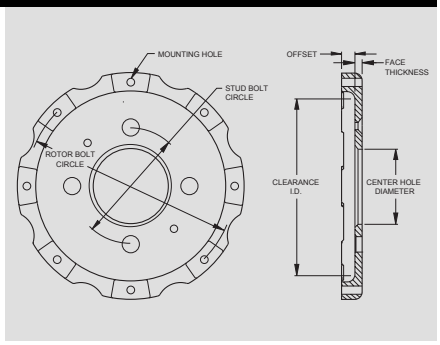
GT Series Fixed Mount Rotor Hats

GT Series hats are precision machined from premium aluminum alloys for high strength and attention to minimized weight. Hats in this category feature threaded rotor mount holes for use with standard through-hole mount rotors. Threaded hole hats may also be used with T-Nuts or bobbins designed for use with specially machined slotted hole dynamic mount rotors. When used in conjunction with matched Wilwood rotor hardware kits, GT hats provide solid, reliable performance in the most demanding conditions.

SHALLOW OFFSET HATS:

Shallow Offset Hats are for narrow space applications with offsets often less than 1.00". They are available for most rotor bolt patterns in a variety of four and five lug wheel patterns.

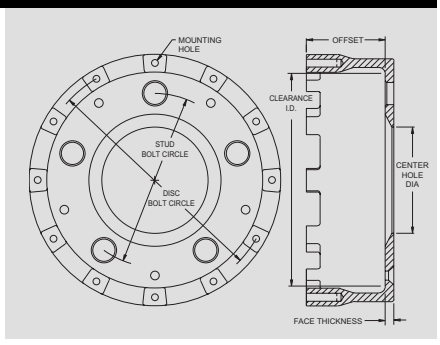




STRAIGHT BELL HATS:

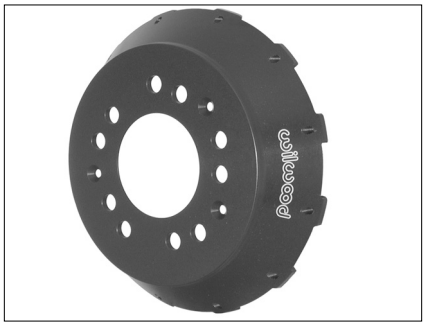
Straight Bell Hats are most often used with 11.75" to 13.00" diameter rotors with 6.75" or 7.00" rotor mount bolt circle rotors on stock car front hubs and rear axles.

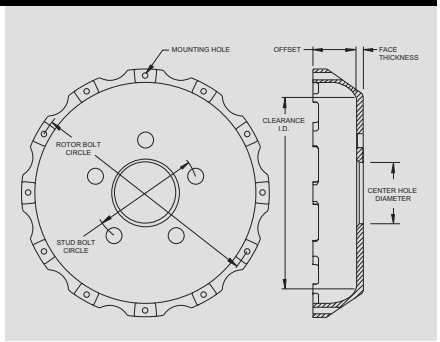




FLARED BELL HATS:

Flared Bell Hats are generally used with rotor mount bolt circles of 8.38" and larger. Offsets range from 1.88" to 3.00" for rotor diameters 12.19" and up.

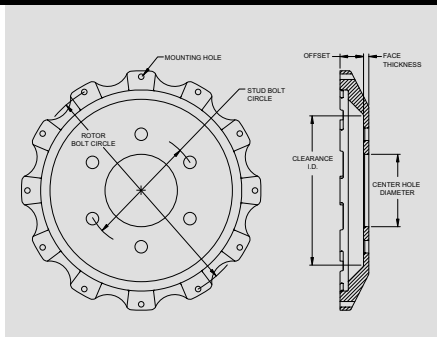




TRUCK HATS:

Truck Hats feature strengthening ribs on a flared bell configuration for big rotor brake kits on truck, SUV, and 4WD axles with either 6 or 8 lug configurations.





WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

GT SERIES FIXED MOUNT ROTOR HATS:

GT Series Fixed Mount Rotor Hats are available in a variety of configurations for use with racing hubs, flanged axles, and several OE applications. Use the charts below to match the rotor mount circle, lug pattern, offset, and the other dimensions necessary for each application.

ORDERING INFORMATION:

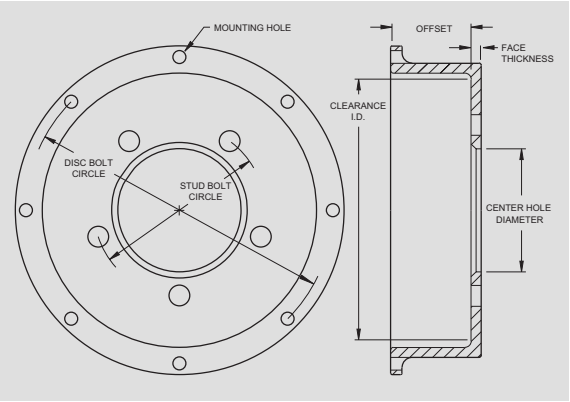
ROTOR BOLT CIRCLE	WHEEL LUG PATTERN	HAT OFFSET	STUD HOLE DIAMETER	CENTER HOLE I.D.	FACE THICKNESS	CLEARANCE I.D.	MOUNT HOLE	HAT PART NUMBER	ROTOR BOLT KIT NUMBER	NOTES
12 x 10.75"	8 x 6.50"	1.55"	.625"	4.64"	.45"	7.85"	5/16-18	170-8878	230-9068	
12 x 10.75"	6 x 5.50"	.813"	.625"	3.09"	.45"	7.21"	5/16-18	170-8960	230-8960	
12 x 10.75"	6 x 5.32"	1.11"	.591"	3.42"	.25"	7.05"	5.16-18	170-9066	230-9068	
12 x 9.18"	5 x 4.75"	0.41"	.52"	2.78"	.30"	8.14"	1/4-20	170-8073	230-4572	
12 x 8.75"	5 x 5.00"	3.00"	.64"	3.06"	.25"	6.40"	1/4-20	170-4767	230-4572	(1)
12 x 8.75"	5 x 5.00"	2.25"	.64"	3.06"	.25"	6.40"	1/4-20	170-4568	230-4572	(1)
12 x 8.75"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.40"	1/4-20	170-4844	230-4572	(1)
12 x 8.75"	5 x 5.00"	1.88"	.64"	3.06"	.25"	6.40"	1/4-20	170-5261	230-4572	(1)
12 x 8.75"	5 x 5.00"	1.50"	.64"	3.06"	.25"	6.40"	1/4-20	170-5429	230-4572	(1)
12 x 8.75"	5 x 4.50/4.75"	1.20"	.52"	3.00"	.25"	6.93"	1/4-20	170-8883	230-4572	
12 x 8.75"	5 x 4.75"	0.88"	.52"	2.78"	.30"	7.13"	1/4-20	170-6837	230-4572	
12 x 8.75"	5 x 4.75"	0.71"	.52"	2.17"	.30"	7.49"	1/4-20	170-9011	230-4572	
12 x 8.75"	5 x 4.75"	0.57"	.52"	2.78"	.30"	7.37"	1/4-20	170-7177	230-4572	
12 x 8.75"	5 x 4.75"	0.41"	.52"	2.78"	.30"	7.72"	1/4-20	170-8132	230-4572	
12 x 8.75"	5 x 4.75"	0.29"	.52"	2.78"	.30"	7.73"	1/4-20	170-8919	230-4572	
12 X 8.75"	5 X 4.75"	0.56"	.52"	3.12"	.29"	7.75"	1/4-20	170-8815	230-4572	
12 x 8.75"	5 x 4.72"	1.00"	.67"	2.82"	.39"	7.75"	1/4-20	170-8757	230-4572	
12 x 8.75"	5 x 4.50/4.75"	2.00"	.52"	3.06"	.25"	6.40"	1/4-20	170-7038	230-4572	
12 x 8.75"	5 x 4.50/4.75"	1.88"	.52"	3.06"	.25"	6.40"	1/4-20	170-6994	230-4572	
12 x 8.75"	5 x 4.50/4.75"	1.75"	.52"	3.06"	.25"	6.40"	1/4-20	170-7467	230-4572	
12 x 8.75"	5 x 4.50"	0.81"	.52"	3.06"	.25"	7.25"	1/4-20	170-6126	230-4572	
12 x 8.75"	5 x 4.50"	0.72"	.52"	2.80"	.31"	6.30"	1/4-20	170-9128	230-4572	
12 x 8.75"	5 x 4.50"	0.41"	.58"	2.80"	.27"	7.75"	1/4-20	170-6223	230-4572	
12 x 8.75"	5 x 3.94"	1.10"	.52"	2.29"	.27"	7.02"	1/4-20	170-6990	230-4572	
12 x 8.75"	4 x 4.25"	0.81"	.52"	3.06"	.25"	7.25"	1/4-20	170-6157	230-4572	
12 x 8.75"	4 x 3.93"	0.60"	.52"	2.17"	.25"	7.49"	1/4-20	170-8357	230-4572	
12 x 8.38"	5 x 5.00"	2.25"	.64"	3.06"	.25"	6.40"	1/4-20	170-4694	230-4572	(1)
12 x 8.38"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.40"	1/4-20	170-4843	230-4572	(1)
12 x 8.38"	5 x 5.00"	1.88"	.64"	3.06"	.25"	6.40"	1/4-20	170-5260	230-4572	(1)
12 x 7.06"	5 x 4.75"	0.25"	.52"	2.78"	.30"	6.18"	1/4-20	170-7746	230-8008	
12 x 7.00"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.40"	1/4-20	170-4847	230-4572	(1)
12 x 7.00"	5 x 4.75"	0.81"	.52"	2.78"	.30"	6.00"	1/4-20	170-8492	230-4572	
12 x 7.00"	5 x 4.50"	0.35"	.58"	2.80"	.27"	6.19"	1/4-20	170-8588	230-8008	
12 x 7.00"	5 x 4.50"	0.21"	.52"	2.72"	.25"	6.22"	1/4-20	170-8750	230-8008	
12 x 6.75"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.12"	1/4-20	170-3788	230-3319	(1, 2)
12 x 6.50"	5 x 4.50"	0.75"	.52"	3.11"	.29"	5.84"	1/4-20	170-8687	230-8008	
8 x 8.50"	5 x 5.00"	3.00"	.64"	3.06"	.25"	6.40"	1/4-20	170-5589	—	(1)
8 x 8.50"	5 x 5.00"	2.50"	.64"	3.06"	.25"	6.40"	1/4-20	170-5588	—	(1)
8 x 8.50"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.40"	1/4-20	170-4580	—	(1)
8 x 7.00"	5 x 5.00"	2.50"	.64"	3.06"	.25"	6.64"	5/16-18	170-2751	230-2589	(1)
8 x 7.00"	5 x 5.00"	2.12"	.64"	3.06"	.25"	6.64"	5/16-18	170-2522	230-2589	(1)
8 x 7.00"	5 x 4.75"	0.88"	.52"	2.78"	.30"	6.00"	5/16-18	170-8493	230-8390	
8 x 7.00"	5 x 4.50/4.75"	1.43"	.52"	3.00"	.25"	6.04"	5/16-18	170-7632	230-3484	
8 x 7.00"	5 x 4.50"	1.05"	.58"	2.78"	.28"	6.02"	5/16-18	170-8589	230-8390	
8 x 7.00"	5 x 4.50"	0.94"	.48/.52"	2.66"	.24"	5.90"	5/16-18	170-8320	230-8390	(3)
8 x 7.00"	5 x 4.50"	0.72"	.50"	2.53"	.25"	5.90"	5/16-18	170-6947	230-8390	
8 x 7.00"	5 x 4.38"	1.01"	.45"	3.25"	.25"	5.88"	5/16-18	170-8386	230-8390	
8 x 7.00"	5 x 3.93"	0.77"	.50"	2.30"	.32"	5.90"	5/16-18	170-8324	230-8390	
8 x 7.00"	5 x 3.93"	0.50"	.55"	2.40"	.25"	5.90"	5/16-18	170-6378	230-8390	
8 x 7.00"	5 x 3.93"	0.41"	.58"	2.56"	.25"	5.90"	5/16-18	170-8269	230-8390	
8 x 7.00"	4 x 4.50"	0.72"	.50"	2.72"	.25"	5.90"	5/16-18	170-6996	230-8390	
8 x 7.00"	4 x 3.93"	1.16"	.50"	2.53"	.25"	5.90"	5/16-18	170-8405	230-8390	
8 x 7.00"	4 x 3.93"	0.83"	.52"	2.53"	.26"	5.90"	5/16-18	170-8645	230-8390	
8 x 7.00"	4 x 3.93"	0.45"	.50"	2.53"	.25"	5.90"	5/16-18	170-6288	230-8390	
8 x 7.00"	Undrilled	1.22"	N/A	2.17"	.26"	6.40"	5/16-18	171-8976	230-8390	
8 x 7.00"	Undrilled	0.72"	N/A	2.40"	.25"	5.90"	5/16-18	171-7671	230-8390	
6 x 6.25"	4 x 3.93"	0.66"	.50"	2.53"	.32"	5.60"	5/16-18	170-8643	230-8991	
6 x 6.25"	Undrilled	0.77"	N/A	2.17"	.32"	5.60"	5/16-18	171-8975	230-8991	

NOTES:
(1) THIS HAT IS DRILLED AND COUNTERSUNK TO ACCOMMODATE HAT TO HUB ANCHORING SCREWS. SCREW KIT P/N 230-2482 CONTAINS FIVE (5) GRADE 8 1/4-28 X 1.00" COUNTERSUNK FLAT HEAD HEX DRIVE SCREWS AND SHOULD BE ORDERED IN ADDITION TO THE HAT
(2) OFFSET DIMENSION INCLUDES .100" THICKNESS FROM STAINLESS STEEL INSULATOR SPACERS SUPPLIED WITH ROTOR BOLT KIT P/N 230-3319
(3) .48" / .52" DUAL PATTERN 5 X 4.50 STUD HOLE SIZES

FIXED MOUNT ROTOR MOUNTING HATS

HD SERIES FIXED MOUNT ROTOR HATS:

Wilwood's HD Series Fixed Mount Rotor Hats have a long standing reputation for fit, performance, and durability. HD Series hats are manufactured from premium grade aluminum alloys offering high strength, low weight, and show quality appeal. HD hats have not only been a mainstay in many of Wilwood's racing disc brake conversion kits, but they can cover a range of applications from an OE four lug axle shaft to a Grand-National stock car racing hub. HD hats feature a straight bell construction with a flanged rotor mount ring. These features combine to provide maximum radial clearance between the caliper body and the hat. This can be a critical factor when trying to squeeze a large caliper inside a small wheel. Many hats offer multi-lug wheel patterns for added versatility. Some hats can be ordered blank for custom axle building and other unique applications.



The HD hat configurations are divided into two groups. There are threaded hole hats for use with though-hole mount rotors, and there are through-hole mount hats for use with threaded hole rotors. When used with matching Wilwood rotor hardware, these hats provide solid mounting for a wide range of custom and competition disc brake applications. Use the charts below to match the rotor mount, lug pattern, offset, and the other dimensions necessary for each application.



HD FIXED MOUNT ALUMINUM HATS FOR 5/16-24 THREADED HOLE ROTORS ORDERING INFORMATION:

ROTOR BOLT CIRCLE	WHEEL LUG PATTERN	HAT OFFSET	STUD HOLE DIAMETER	CENTER HOLE I.D.	FACE THICKNESS	CLEARANCE I.D.	MOUNT HOLE	HAT PART NUMBER	ROTOR BOLT KIT NUMBER	NOTES
8 x 7.62”	6 x 5.00”	2.00”	.64”	3.50”	.25”	6.50”	.323”	170-0089	230-0150	
8 x 7.62”	5 x 5.00”	2.50”	.64”	3.06”	.25”	6.31”	.323”	170-0030	230-0150	
8 x 7.62”	5 x 5.00”	2.12”	.64”	3.06”	.25”	6.31”	.323”	170-0031	230-0150	
8 x 7.62”	5 x 4.50/4.75/5.00”	2.00”	.52”	3.06”	.25”	6.50”	.323”	170-1827	230-0150	(2)
8 x 7.62”	5 x 4.75”	1.50”	.51”	2.85”	.50”	6.51”	.323”	170-0176	230-0150	
8 x 7.62”	5 x 4.50”	2.10”	.50”	2.75”	.25”	6.31”	.323”	170-0636	230-0150	
8 x 7.62”	5 x 4.50”	1.38”	.67”	3.23”	.25”	6.27”	.323”	170-0635	230-0150	
8 x 7.62”	5 x 4.50”	1.25”	.52”	3.06”	.25”	6.32”	.323”	170-3265	230-0150	
8 x 7.62”	4 x 4.25”	2.00”	.52”	3.06”	.29”	6.50”	.323”	170-2637	230-0150	
8 x 7.62”	4 x 4.25”	1.25”	.52”	3.06”	.29”	6.32”	.323”	170-3149	230-0150	
8 x 7.62”	Undrilled	2.00”	—	2.78”	.25”	6.50”	.323”	171-2233	230-0150	

HD FIXED MOUNT ALUMINUM HATS FOR 5/16’ THROUGH-HOLE ROTORS ORDERING INFORMATION:

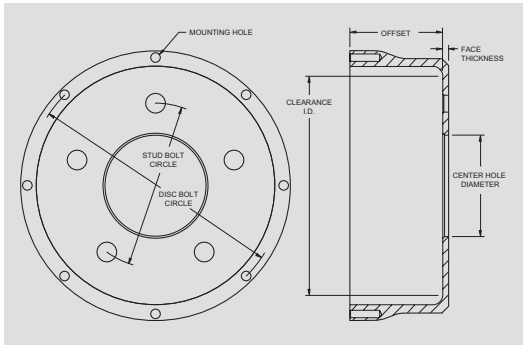
ROTOR BOLT CIRCLE	WHEEL LUG PATTERN	HAT OFFSET	STUD HOLE DIAMETER	CENTER HOLE I.D.	FACE THICKNESS	CLEARANCE I.D.	MOUNT HOLE	HAT PART NUMBER	ROTOR BOLT KIT NUMBER	NOTES
8 x 7.00”	5 x 4.75/5.00”	1.96”	.70”	3.06”	.25”	6.14”	5/16-18	170-5244	230-0233D	(1)
8 x 7.00”	5 x 4.50/4.75/5.00”	1.96”	.52”	3.06”	.25”	6.14”	5/16-18	170-0208	230-0233D	(1)
8 x 7.00”	5 x 4.50/4.75/5.00”	1.77”	.52”	3.06”	.25”	6.14”	5/16-18	170-0357	230-0233D	(1)
8 x 7.00”	5 x 4.50/4.75/5.00”	1.71”	.52”	3.06”	.25”	6.14”	5/16-18	170-0259	230-0233D	(1)
8 x 7.00”	5 x 4.50/4.75/5.00”	1.59”	.52”	3.06”	.25”	6.14”	5/16-18	170-0317	230-0233D	(1)
8 x 7.00”	5 x 4.50/4.75/5.00”	1.41”	.52”	3.06”	.50”	6.14”	5/16-18	170-0764	230-0233D	(1)
8 x 7.00”	4 X 4.50”	1.41”	.51”	2.68”	.50”	6.14”	5/16-18	170-1754	230-0233D	(1)
8 x 7.00”	Undrilled	1.96”	—	3.06”	.25”	6.14”	5/16-18	171-3753	230-0233D	(1)
8 x 7.00”	Undrilled	1.71”	—	3.06”	.25”	6.14”	5/16-18	171-3754	230-0233D	(1)
8 x 7.00”	Undrilled	1.59”	—	3.06”	.25”	6.14”	5/16-18	171-3755	230-0233D	(1)
8 x 7.00”	Undrilled	1.41”	—	2.78”	.50”	6.14”	5/16-18	171-2234	230-0233D	(1)

NOTES:
(1) ROTOR BOLT KIT P/N 230-0233D INCLUDES A SHORT PROFILE HEX HEAD BOLT THAT PROVIDES ADDITIONAL CLEARANCE BETWEEN THE BOLT HEAD & THE CALIPER MOUNTING HARDWARE AS USED IN WILWOOD LIGHTWEIGHT READ DRAG KITS. THESE HATS CAN ALSO BE USED WITH BOLT KIT P/N 230-2589, OTHER APPLICATIONS WHERE ADDITIONAL CLEARANCE EXISTS BETWEEN THE ROTOR BOLT HEAD & THE CALIPER MOUNT HARDWARE
(2) THIS HAT IS UN-ANODIZED

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

FIXED MOUNT IRON HATS FOR INTERNAL SHOW PARKING BRAKES AND BOLT-ON ROTORS:

These premium grade cast iron hats make it possible to use bolt-on rotors on vehicles equipped with internal shoe parking brake assemblies. Each hat is a precision machined, threaded hole design for use in conjunction with through-hole mount rotors. After machining, the hats are zinc plated for corrosion resistance. Use the charts below to match the rotor mount circle, lug pattern, offset, and other dimensions necessary for each application.



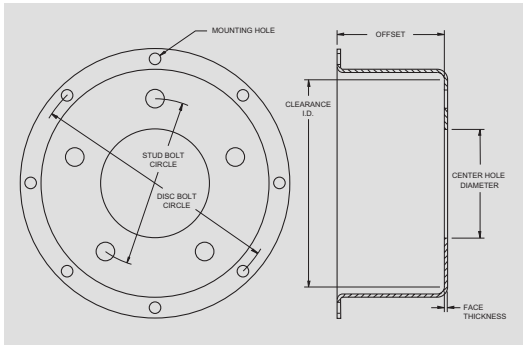


ORDERING INFORMATION:

ROTOR BOLT CIRCLE	WHEEL LUG PATTERN	HAT OFFSET	STUD HOLE DIAMETER	CENTER HOLE I.D.	FACE THICKNESS	CLEARANCE I.D.	MOUNT HOLE	HAT PART NUMBER	ROTOR BOLT KIT NUMBER	NOTES
12 x 8.75"	5 x 4.75"	0.69"	.52"	2.78"	.25"	7.10"	1/4-28	170-8169	230-8217	
8 x 7.78"	5 x 4.50/4.75/5.00"	2.80"	.52"	3.06"	.18"	6.63"	1/4-28	170-6240	230-6409	
8 x 7.78"	5 x 4.50/4.75/5.00"	2.39"	.52"	3.06"	.18"	6.63"	1/4-28	170-6239	230-6409	
8 x 7.78"	5 x 3.93""	1.71"	.51"	2.29"	.26"	6.54"	1/4-28	170-6983	230-7011	

FIXED MOUNT SPUN STEEL HATS FOR BOLT-ON ROTORS:

These lightweight, high-strength spun steel hats provide solid mounting of bolt-on rotors to OE axles and racing hubs when aluminum hats are not allowed. Each hat features a multi-hole lug pattern for universal application on the popular 5 lug mount patterns. These hats are not for use on parking brake applications.



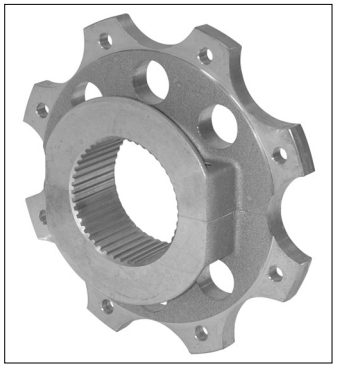


ORDERING INFORMATION:

ROTOR BOLT CIRCLE	WHEEL LUG PATTERN	HAT OFFSET	STUD HOLE DIAMETER	CENTER HOLE I.D.	FACE THICKNESS	CLEARANCE I.D.	MOUNT HOLE	HAT PART NUMBER	ROTOR BOLT KIT NUMBER	NOTES
8 x 7.00"	5 x 4.50/4.75/5.00"	3.02"	.52"	3.06"	.09"	5.83"	.325"	170-3695	230-0840	

SPRINT - OPEN WHEEL LIVE AXLE CLAMP-ON ROTOR MOUNT:

Lightweight and strong, this magnesium clamp provides sturdy fixed position mounting for rear inboard brake systems on live axle sprints and modifieds. Wilwood rotor hardware kits are available to attach slotted hole dynamic mount steel rotors and all other standard through-hole fixed mount discs.



ORDERING INFORMATION:

ROTOR BOLT CIRCLE	AXLE SPLINE	ROTOR MOUNT HOLE	AXLE CLAMP PART NUMBER	ROTOR BOLT KIT NUMBER
8 x 7.00"	3.00" x 46 Spline	5/16"	270-2394	(1, 2)

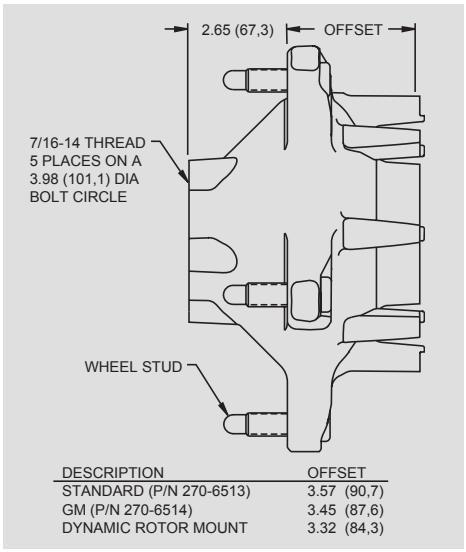
NOTES: (1) USE BOLT KIT P/N 230-2404 WITH VENTED IRON AND OTHER 5/16" THROUGH-HOLE FIXED MOUNT ROTORS
(2) USE BOLT AND T-NUT KIT P/N 230-5567 WITH DYNAMIC MOUNT LIGHTWEIGHT STEEL T-SLOTTED ROTORS

STARLITE “55” WIDE 5 RACING HUBS

Hub Features:

Starlite "55" hubs provide the superior strength of permanent mold, high density aircraft aluminum at weights comparable to the much higher priced magnesium hub assemblies. The Starlite "55" features the strength of our traditional eight bolt Starlite hub, but with a redesign focussed on eliminating unnecessary weight in the hub and its related components.

Rear hubs have been reconfigured to include five bolt drive flanges and weigh in at less than 7 pounds with bearing races and studs installed. When combined with the additional weight savings of the five bolt drive flange and bolt kit, the assembled hub meets or beats the assembled weight of nearly every eight bolt magnesium hub assembly available.



DESCRIPTION	OFFSET
STANDARD (P/N 270-6513)	3.57 (90,7)
GM (P/N 270-6514)	3.45 (87,6)
DYNAMIC ROTOR MOUNT	3.32 (84,3)

Starlite “55” Hub Offset Diagram

Front hubs offer further weight reduction by completely eliminating the bolt bosses with the use of a fiber reinforced composite Snap-Cap dust cover. Optional drilled studs round-out the total lightweight package. Starlite "55" hubs are available in the traditional GM or standard rotor mount offset, with an all new configuration available for use with Wilwood's dynamic rotor mount plates. Standard offset hubs can be ordered with a special black coating that seals the surface and maintains a clean appearance against oxidation and corrosion from track born substances.



Starlite “55” Rear Wide 5 Racing Hub



Starlite “55” Front Hub with Snap-Cap

STARLITE “55” FIVE BOLT DRIVE REAR HUBS ORDERING INFORMATION:

OFFSET	FINISH	STUDS	PART NUMBER
Standard	Aluminum	5/8” Coarse	270-6513C
Standard	Aluminum	5/8” Coarse Drilled	270-6513D
Standard	Black	5/8” Coarse	270-6513BC
Standard	Black	5/8” Coarse Drilled	270-6513BD
GM	Aluminum	5/8” Coarse	270-6514C
GM	Aluminum	5/8” Coarse Drilled	270-6514D
Dynamic Mount	Aluminum	5/8” Coarse	270-8435C
Dynamic Mount	Aluminum	5/8” Coarse Drilled	270-8435D

STARLITE “55” FRONT HUBS WITH SNAP-CAP ORDERING INFORMATION:

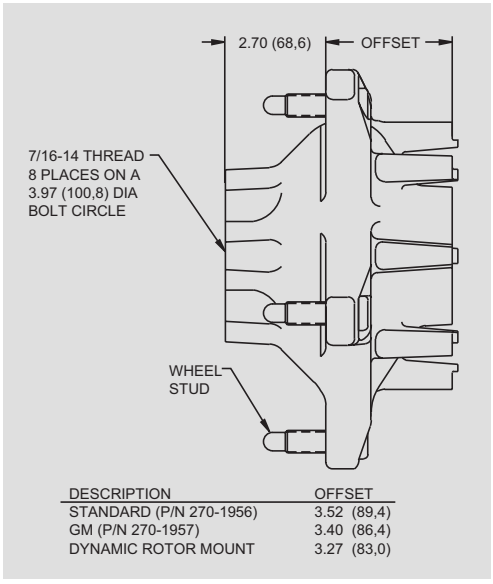
OFFSET	FINISH	STUDS	PART NUMBER
Standard	Aluminum	5/8” Coarse	270-6735C
Standard	Aluminum	5/8” Coarse Drilled	270-6735D
Standard	Black	5/8” Coarse	270-6735BC
Standard	Black	5/8” Coarse Drilled	270-6735BD
GM	Aluminum	5/8” Coarse	270-6736C
GM	Aluminum	5/8” Coarse Drilled	270-6736D
Dynamic Mount	Aluminum	5/8” Coarse	270-8436C
Dynamic Mount	Aluminum	5/8” Coarse Drilled	270-8436D

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

STARLITE WIDE 5 RACING HUBS

Hub Features:

Starlite hubs remain as the oval track benchmark standard. Based on the traditional eight-bolt drive flange design, Starlite hubs demonstrate superior strength from permanent mold, high density aircraft aluminum. The close tolerance castings are precision machined to assure consistent fit, strength, and durability. Over the years, this innovative hollow core design has been refined and is race proven. Wilwood's high volume, quality assured manufacturing capability has made it both racing tough and economical.



DESCRIPTION	OFFSET
STANDARD (P/N 270-1956)	3.52 (89,4)
GM (P/N 270-1957)	3.40 (86,4)
DYNAMIC ROTOR MOUNT	3.27 (83,0)

Starlite Eight Bolt Offset Diagram

Starlite hubs are available in standard offset for use with Superlite, Dyanlite, and Narrow Mount Dynalite series fixed mount calipers. The GM offset is available for use with GM style floating mount calipers. A new offset configuration is also available to accommodate the thickness of dynamic rotor mounting plates. Fine threaded 5/8" studs are also an option on the Starlite series.



Starlite Eight Bolt Wide 5 Racing Hub



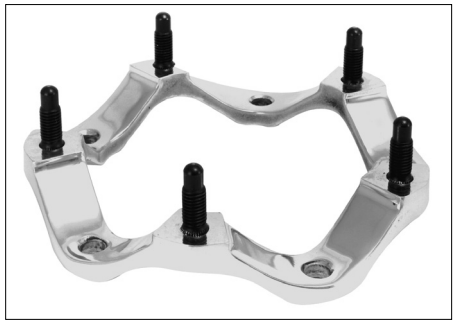
Wide 5 Racing Hub Assembly Showing T-Nut Placement with Rotor and Dynamic Mounting Plate. See Page 86.

STARLITE EIGHT BOLT DRIVE HUBS ORDERING INFORMATION:

OFFSET	FINISH	STUDS	PART NUMBER
Standard	Aluminum	5/8” Coarse	270-1956C
Standard	Aluminum	5/8” Fine	270-1956F
GM	Aluminum	5/8” Coarse	270-1957C
GM	Aluminum	5/8” Fine	270-1957F
Dynamic Mount	Aluminum	5/8” Coarse	270-8434C
Dynamic Mount	Aluminum	5/8” Coarse Drilled	270-8434D

WHEEL SPACER:

Wilwood’s unique 2” offset aluminum **Wide 5 Wheel Spacer** utilizes a radical triangulated design to achieve maximum strength and rigidity. This race proven wheel spacer is lighter than any other on the market. Available with coarse 5/8” studs, Wilwood’s 4.1 pound spacer gives greater flexibility in chassis setup while keeping rotating weight to a minimum.



ORDERING INFORMATION:

DESCRIPTION	PART NO.
2” Offset Wheel Spacer, coarse studs	270-2189C

WIDE 5 HUB PARTS AND ACCESSORIES

STARLITE "55" DRIVE FLANGES AND HUB CAPS ORDERING INFORMATION[1]:

DESCRIPTION	PART NO.
Standard Five Bolt Drive Flange with Bolts, Washers	270-6732
Lightweight Five Bolt Drive Flange with Bolts, Washers	270-6733
Snap-Cap Front Hub Dust Cover	270-6913
Drive Flange Bolts with Washers - 5 Pack	270-6911
O-Ring, Snap-Cap	211-6950

STARLITE DRIVE FLANGES AND HUB CAPS ORDERING INFORMATION[2]:

DESCRIPTION	PART NO.
Eight Bolt Drive Flange, Gold	270-2290
Eight Bolt Drive Flange, Black	270-2290B
Eight Bolt Drive Flange, Red	270-2290R
Lightweight Steel Front Hub Cap, Gold Cad Plated	270-0374
Drive Flange / Hub Cap Bolt Kit - 8 Pack	230-1378

BEARING, SEALS, AND SPINDLE LOCKNUTS ORDERING INFORMATION:

DESCRIPTION	PART NO.
Bearing, Seal and Self Lock Spindle Nut Kit	370-6885
Bearing and Seal Only Kit	370-0563
Self-Lock Spindle Nut	230-6659
Seal	380-0429
Inner Bearing	370-0431
Inner Hub Bearing Race	370-0314
Outer Bearing	370-0432
Outer Hub Bearing Race	370-0315

STUDS AND LUG NUTS ORDERING INFORMATION:

DESCRIPTION	PART NO.
5/8" Coarse Stud - 5 pack	230-0620
5/8" Coarse Stud - Bulk (100 piece minimum)	230-0510
5/8" Coarse Stud, Gun Drilled - Bulk (100 piece minimum)	230-6459
5/8" Coarse Lug Nut - 5 pack	230-0622
5/8" Coarse Lug Nut - Bulk (100 piece minimum)	230-0511
5/8" Fine Stud - 5 pack	230-0621
5/8" Fine Stud - Bulk (100 piece minimum)	230-0304
5/8" Fine Lug Nut - 5 pack	230-0624
5/8" Fine Lug Nut - Bulk (100 piece minimum)	230-0512



Plate to Hub Bolt Kit



Lightweight 5 Bolt Drive Flange



Bearing, Seal & Locknut Kit



8 Bolt Drive Flange

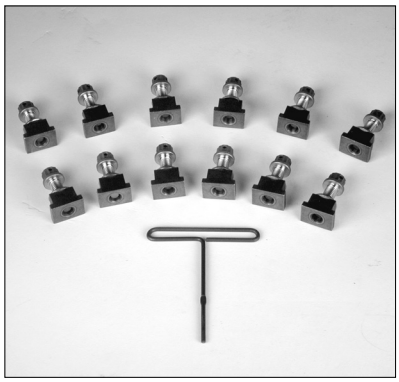
NOTES: (1) USE ONLY THE BOLTS SUPPLIED WITH THE 5 BOLT DRIVE FLANGES ON STARLITE "55" HUBS. USE OF OTHER BOLTS CAN LEAD TO DAMAGE OR FAILURE. ALWAYS USE SAFETY WIRE TO SECURE THE BOLTS
(2) BOLT KITS MUST BE ORDRED SEPARATELY. ALWAYS USE SAFETY WIRE TO SECURE THE BOLTS

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

ROTOR BOLT KITS

DYNAMIC MOUNT BOLT KITS FOR THROUGH HOLE ROTORS WITH T-SLOTTED HATS OR PLATES:

Bolt kits in this group include bolts, t-nuts and associated hardware to attach a standard though-hole mount rotor to a dynamic mount, t-slot machined hat or rotor plate. All bolts are lock-wire drilled.

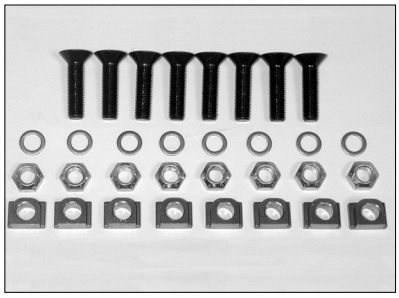


ORDERING INFORMATION:

QTY	BOLT SIZE	BOLT TYPE	APPLICATIONS	KIT NO.
12	1/4-28 x .75"	Stainless Steel 12 Point	GT Hats	230-6656
8	1/4-28 x .75"	Stainless Steel 12 Point	GT Hats	230-6709
8	5/16-24 x .81"	Stainless Steel 12 Point	GT Hats, 5 x 5 Hub Plate	230-6710
8	5/16-24 x .75"	Grade 8 Socket Head	Wide 5 Hub Plate	230-7666
8	5/16-24 x .75"	Grade 8 Short Profile Hex	Rear Axle GT Drag Hats	230-7666

DYNAMIC MOUNT BOLT KITS FOR SLOTTED HOLE STEEL ROTORS:

These bolt kits include bolts, t-nuts, and associated hardware to attach a specially machined slotted hole plate steel rotor to a threaded hat, hub, or live axle rotor clamp. All kits are supplied with either lock-wire drilled bolts or crimp nuts.



ORDERING INFORMATION:

QTY	BOLT SIZE	BOLT TYPE	APPLICATIONS	KIT NO.
8	5/16-24 x 1.25"	Grade 8 Countersunk	Live Axle Rotor Clamp	230-5567(1)
8	5/16-24 x .81"	Grade 8 Socket Head	Threaded Hats, Wide 5 Hubs	230-5308

BOLT KITS FOR FIXED MOUNT THREADED OR THROUGH HOLE MOUNT ROTORS:

Bolt kits in this group include bolts, and any other necessary hardware to attach a threaded or through hole mount rotor or rotor mounting plate to a threaded or through hole mount hat, hub, or live axle rotor clamp. With one exception, all bolts are lock wire drilled.



ORDERING INFORMATION:

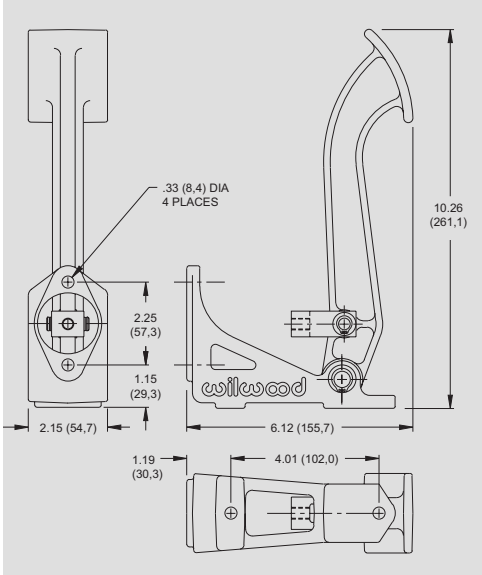
QTY	BOLT SIZE	BOLT TYPE	APPLICATIONS	KIT NO.
12	1/4-20 x 1.25"	Grade 8 Socket Head	GT Hat with Insulator Spacers	230-3319
12	1/4-20 x 1.00"	Stainless Steel 12 Point	GT Hats	230-4572
12	1/4-20 x 0.75"	Stainless Steel 12 Point	GT Hats, ProMatrix Kits	230-8008
8	5/16-24 x 1.00"	Grade 8 Socket Head	Steel Hats with Through Hole Rotors	230-0840(1)
8	5/16-24 x 0.75"	Grade 8 Socket Head	Threaded Rotors on Through Hole Hats	230-0150
8	5/16-18 x 1.00"	Grade 8 Hex Head	Wide 5 Hubs, Threaded Hats	230-0526(2)
8	5/16-18 x 1.00"	Grade 8 Socket Head	GT Hats, Wide 5 Hubs	230-2589
8	5/16-18 x 1.00"	Grade 8 Socket Head	GT Hats, Wide 5 Hubs	230-6365
8	5/16-18 x 0.75"	Grade 8 Short Profile Hex	8 on 7.00" P/S Rotor Plate	230-3484
8	5/16-18 x 0.75"	Grade 8 Short Profile Hex	Drag Race Rear Axle Kits	230-0233D
8	1/4-28 x 1.00"	Grade 8 Socket Head	2 Piece Internal Parking Brake	230-6409
8	1/4-28 x 0.75"	Grade 8 Socket Head	Subaru WRX Rear	230-7011
6	5/16-18 x 1.00"	Grade 8 Hex Head	6 on 6.25" P/S Drag Rotor Plate	230-3328
5	3/8-18 X 1.00"	Grade 8 Torx	Rotor Plate to P/S Hub	230-3829

NOTES: (1) INCLUDES CRIMP NUTS
(2) INCLUDES SPLIT LOCK WASHERS. NOT LOCK WIRED DRILLED

PEDAL ASSEMBLIES

FLOOR MOUNT SINGLE MASTER CYLINDER PEDAL - BRAKE OR CLUTCH:

This pedal is often used as a clutch pedal with a single outlet master cylinder, or as a brake pedal in conjunction with dual outlet, tandem master cylinders on four wheel brake equipped vehicles. The pedal features all aluminum frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad.



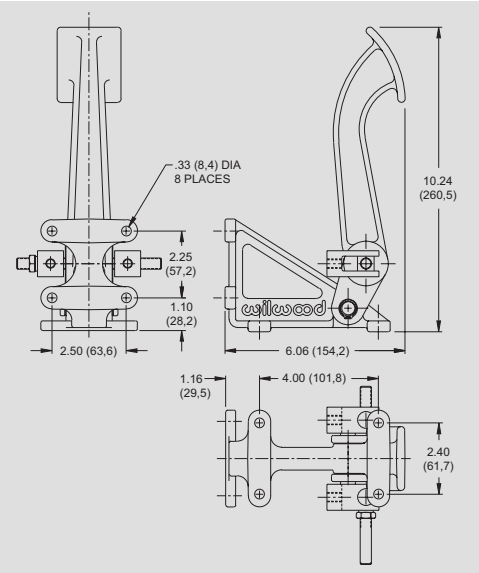
Single Mount Brake or Clutch Pedal
6:1 Ratio • **P/N 340-1289**



P/N 340-1289 Pedal with Optional Aluminum Master Cylinder (*)

FLOOR MOUNT DUAL MASTER CYLINDER BRAKE PEDAL WITH BALANCE BAR:

This is one of racing's most popular pedals for mounting two brake master cylinders with a bias balance bar. The pedal features all aluminum frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments.



Dual Mount Brake Pedal with Balance Bar
6:1 Ratio • **P/N 340-1285**



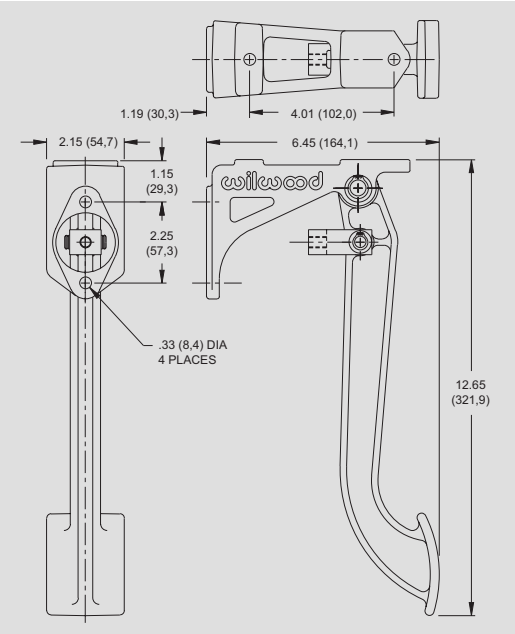
P/N 340-1285 Pedal with Optional Aluminum Master Cylinders (*)

(*) Master cylinders must be ordered separately. See pages 104-109 for available selections

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

FORWARD SWING MOUNT SINGLE MASTER CYLINDER PEDAL - BRAKE OR CLUTCH:

This pedal is often used as a clutch pedal with a single outlet master cylinder, or as a brake pedal in conjunction with dual outlet, tandem master cylinders on four wheel brake equipped vehicles. The pedal features all aluminum frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad.



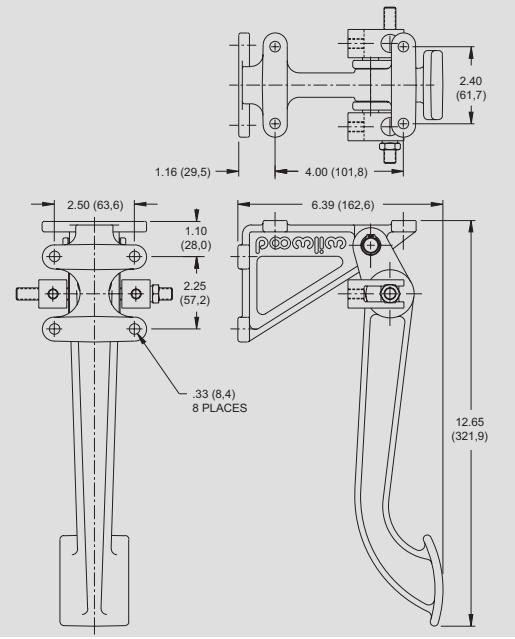
Single Mount Brake or Clutch Pedal
7:1 Ratio • **P/N 340-1290**



P/N 340-1290 Pedal with Optional Aluminum Master Cylinder (*)

FORWARD SWING MOUNT DUAL MASTER CYLINDER BRAKE PEDAL WITH BALANCE BAR:

This popular pedal mounts two brake master cylinders with a bias balance bar. The pedal features all aluminum frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments.



Dual Mount Brake Pedal with Balance Bar
7:1 Ratio • **P/N 340-1287**



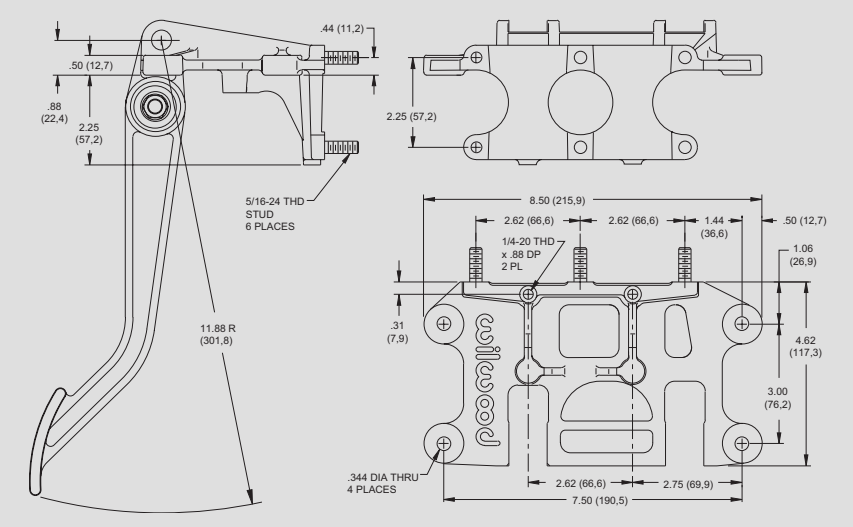
P/N 340-1287 Pedal with Optional Aluminum Master Cylinders (*)

(*) Master cylinders must be ordered separately. See pages 104-109 for available selections

PEDAL ASSEMBLIES

FORWARD SWING MOUNT TRIPLE MASTER CYLINDER PEDAL - ALUMINUM:

This pedal assembly operates the brakes and the clutch together in one unit and positions the master cylinders outside of the firewall. It features all aluminum frame and arm construction with steel pivots, mounting studs, and anti-skid pedal pads. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments.



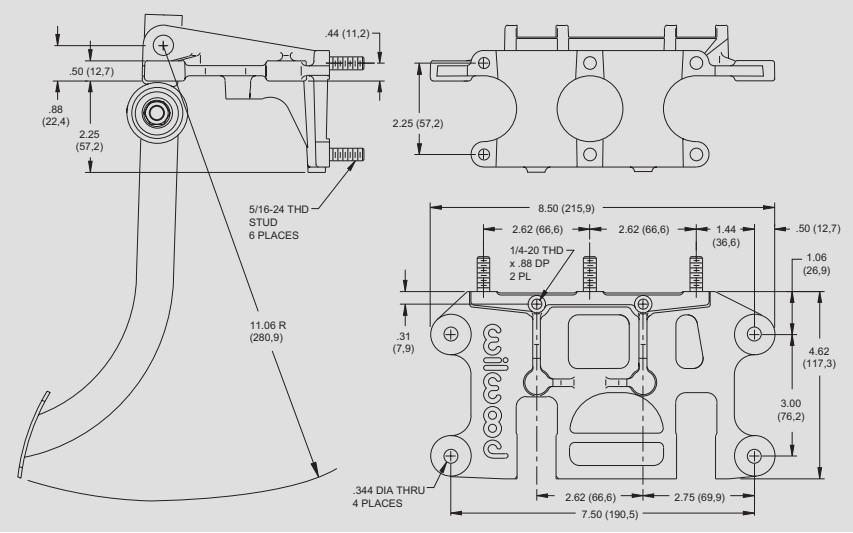
Triple Mount Brake and Clutch Pedal with Balance Bar
6.25:1 • **P/N 340-3950**



P/N 340-3950 Pedal with Optional Master Cylinders (*)

FORWARD SWING MOUNT TRIPLE MASTER CYLINDER PEDAL - STEEL:

This steel pedal assembly was built for cars racing under rules that prohibit aluminum pedal arms. This assembly operates the brakes and the clutch together in one unit and positions the master cylinders outside of the firewall. It features an aluminum frame with steel arm construction, steel pivots, mounting studs, and anti-skid pedal pads. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments.



Triple Mount Brake and Clutch Pedal with Balance Bar
6.25:1 Ratio • **P/N 340-6916**



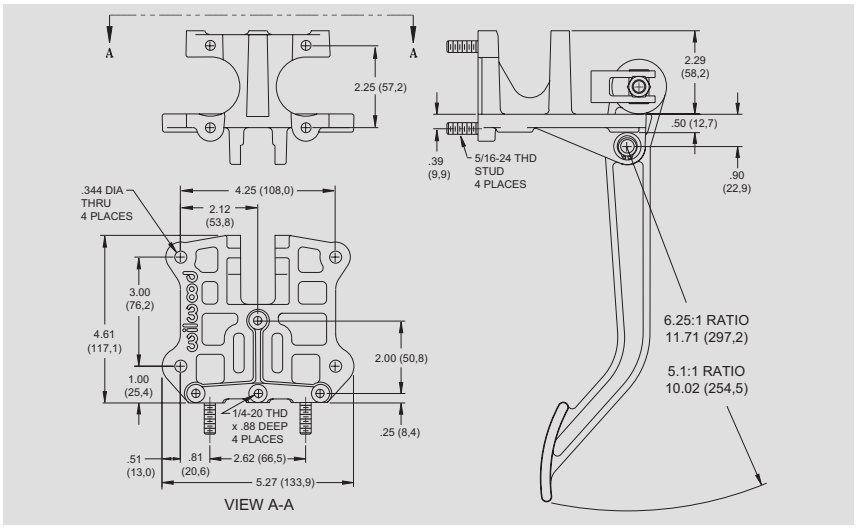
P/N 340-6916 Pedal with Optional Master Cylinders (*)

(*) Master cylinders must be ordered separately. See pages 104-109 for available selections

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

REVERSE SWING MOUNT DUAL MASTER CYLINDER BRAKE PEDAL WITH BALANCE BAR:

This pedal mounts two brake master cylinders with a bias balance bar and positions the master cylinders inside the firewall and away from engine heat. The pedal features all aluminum frame and arm construction with steel pivots, mounting studs, and an anti-skid pedal pad. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments. Two ratios are offered to suit mounting and leverage requirements.



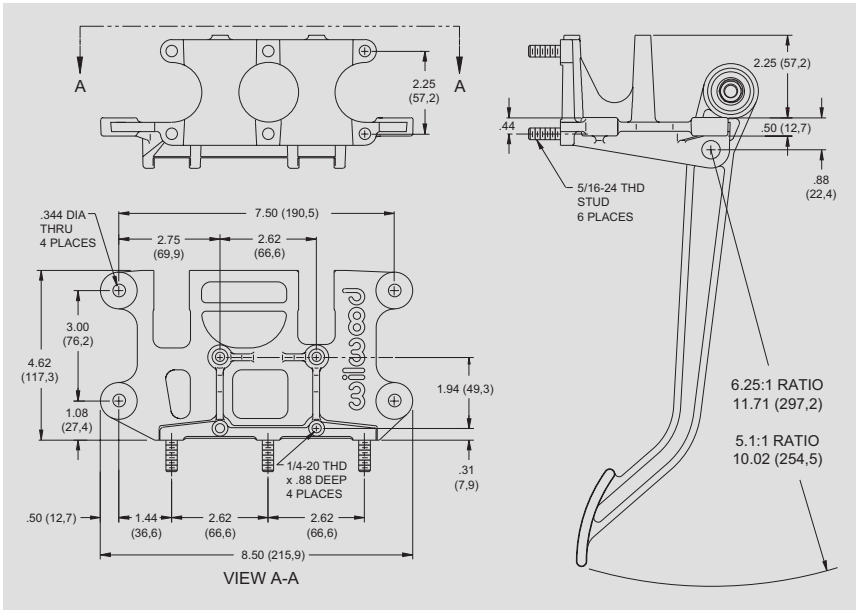
Reverse Dual Mount Brake Pedal with Balance Bar
5.1:1 Ratio - **P/N 340-5180** • 6.25:1 Ratio - **P/N 340-5181**



P/N 340-5181 Pedal with Optional Master Cylinders (*)

REVERSE SWING MOUNT TRIPLE MASTER CYLINDER CLUTCH & BRAKE PEDAL WITH BALANCE BAR:

This assembly combines the brake and clutch pedals together in one unit and positions the master cylinders inside the firewall and away from engine heat. It features all aluminum frame and arm construction with steel pivots, mounting studs, and anti-skid pedal pads. Wilwood's clevis and pivot pin balance bar provide smooth and accurate settings of the brake pedal bias. It can be set and locked down with the jam nut, or attached to a remote cable for quick on-track adjustments. Three ratio options are offered to suit mounting and leverage requirements.



Triple Mount Clutch and Brake Pedal with Balance Bar
5.1:1 - **P/N 340-4828** • 6.25:1 - **P/N 340-3342**
6.25:1 Brake / 5.1:1 Clutch - **P/N 340-6451**



P/N 340-3342 Pedal with Optional Master Cylinders (*)

(*) Master cylinders must be ordered separately. See pages 104-109 for available selections

Brakes are critical safety components, see warnings and disclaimer on page 131

PEDAL ASSEMBLIES

REMOTE BRAKE BIAS ADJUSTER:

Wilwood's Remote Balance Bar Cable Adjuster is used with balance bars to adjust front-to-rear brake bias during changing race conditions. The highly visible bright blue knob features a special bi-directional detente control providing the driver with positive adjustment feedback. The special five foot cable and housing (which can be cut to any length for a custom fit) provides an optimum bending radius for easy installation and smooth performance in tight confines. The assembly comes with two label faces for either front-to-rear or rear-to-front adjustment. Standard 3/8-24 thread fits Wilwood and most commonly used balance bars.



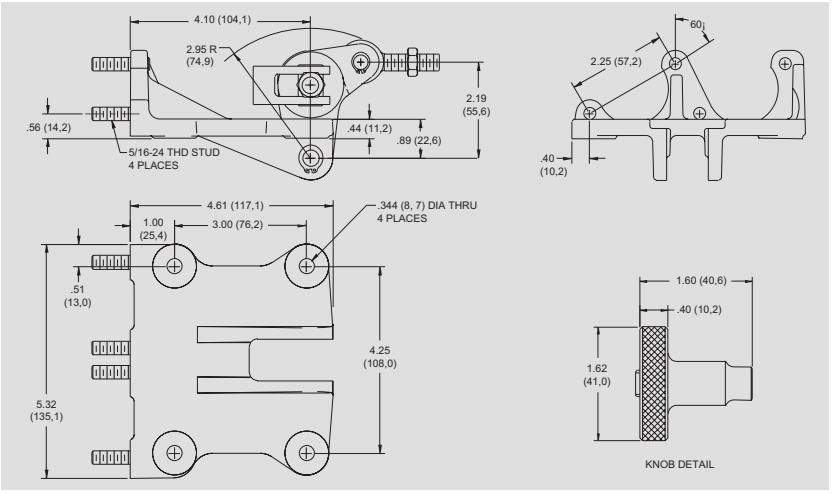
Remote Brake Bias Adjuster

ORDERING INFORMATION:

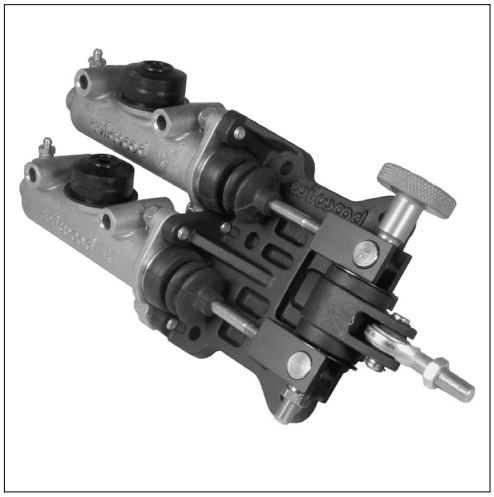
DESCRIPTION	PART NO.
Remote Brake Bias Adjuster	340-4990

60 DEGREE BALANCE PEDAL ASSEMBLY:

This lightweight unit is ideal for Dirt Modifieds, Champ Cars, Sprint Cars and Midgets where master cylinders must be mounted in a remote location because of tight space constraints. Usually mounted to the driver's left side chassis rail, the units balance bar controls two standard mount master cylinders with remote mounted reservoirs. The 60 degree mounting angle allows for tight fit applications and easy accessibility. Strong cast aluminum housing and balance bar weighs only 1.8 pounds. An adjuster knob is included with each assembly.



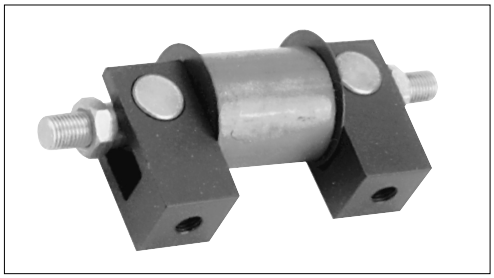
60 Degree Balance Bar Assembly • **P/N 340-4630**



60 Degree Mount (*)

BALANCE BAR ASSEMBLY:

Our balance bar assembly is designed to maximize travel and adjustability providing increased front-to-rear bias control. The precision spherical bearing with corrosion resistant finish is durable and smooth performing. The 3/8-24 threaded adjuster bar is high strength aircraft alloy and fitted with lightweight, maintenance free clevises and thrust washers to eliminate binding under extreme pivot angles.



Balance Bar

ORDERING INFORMATION:

DESCRIPTION	PART NO.
Balance Bar	340-1757

(*) Master cylinders must be ordered separately. See pages 104-109 for available selections

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

BRAKE PEDAL GUIDELINES:

Wilwood pedal assemblies and integrated balance bars have been designed specifically for racing applications. Properly set-up, this assembly will allow for the precise adjustment of front-to-rear brake bias. The advantages of an adjustable balance bar and dual master cylinders are:

- •Brake proportioning can be adjusted by use of different size master cylinder bores for front and rear brakes.
- •Front to rear brake balance can be fine tuned by adjusting the balance bar.
- •With two independent hydraulic systems, should one master cylinder fail, the other system may remain functional.

Brake pedals should be mounted securely. When possible, keep the master cylinder reservoir level higher than the horizontal plane of the calipers to prevent excessive fluid drain back which can result in double pumping of the pedal. If this is not possible, a two pound residual pressure valve should be plumbed into the brake line at the exit of the master cylinder to prevent fluid drain back (do not confuse the two pound valve with the ten pound version; the ten pound valve is for use with drum brakes only).

Brake pedals should be free to return when no pressure is being applied, allowing the master cylinder pushrod to return to its undepressed position. In some cases, the master cylinder spring (internal) may not be strong enough to fully return the pushrod; in this case an additional pedal return spring can be used. There are two important items for consideration:

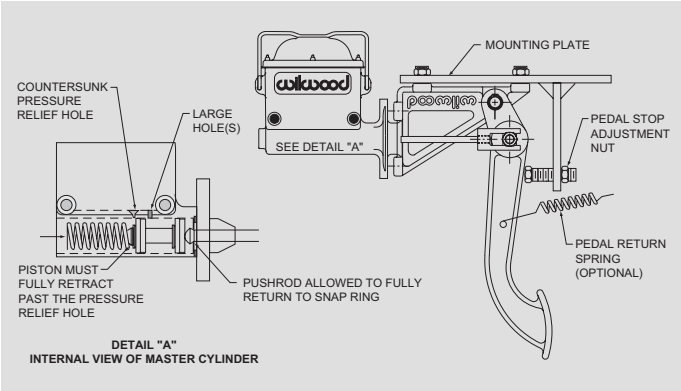


Figure 1. Master cylinder pedal stop and return hole position

1. The brake pedal should have an adjustable return stop on it when a strong pedal return spring is used. This prevents the master cylinder from excessively banging the snap ring stop inside the master cylinder bore (visible under the rubber boot). Adjust the stop so the pedal stops returning at the point when the master cylinder piston retracts against the snap ring, Figure 1.

2. The master cylinder piston must fully retract. If the master cylinder piston is not allowed to fully retract when the brake pedal is not applied, the primary inside seal will not return past the small pressure relief hole (visible within the master cylinder reservoir on some master cylinders). This can cause excessive residual line pressure and contribute to brake drag and an overheating condition, see Figure 1, Detail “A”.

BALANCE BAR ADJUSTING:

The balance bar is an adjustable lever (usually a threaded rod), that pivots on a spherical bearing and uses two separate master cylinders for the front and rear brakes. Most balance bars are part of a pedal assembly that also provides a mounting for the master cylinders. When the balance bar is centered, it pushes equally on both master cylinders creating equal pressure, given that the master cylinders are the same size bore. When adjusted as far as possible toward one master cylinder it will push approximately twice as hard on that cylinder as the other.

To set up the balance bar, thread the master cylinder pushrods through their respective clevises to obtain the desired position. Threading one pushrod into its respective clevis means threading the other one out the same amount. Sometimes this will lead to a “cocked” balance bar when the pedal is in the relaxed position, see Figure 2, “no pedal effort”. This is acceptable as long as each master cylinder pushrod is completely free of pressure when the pedal is relaxed.

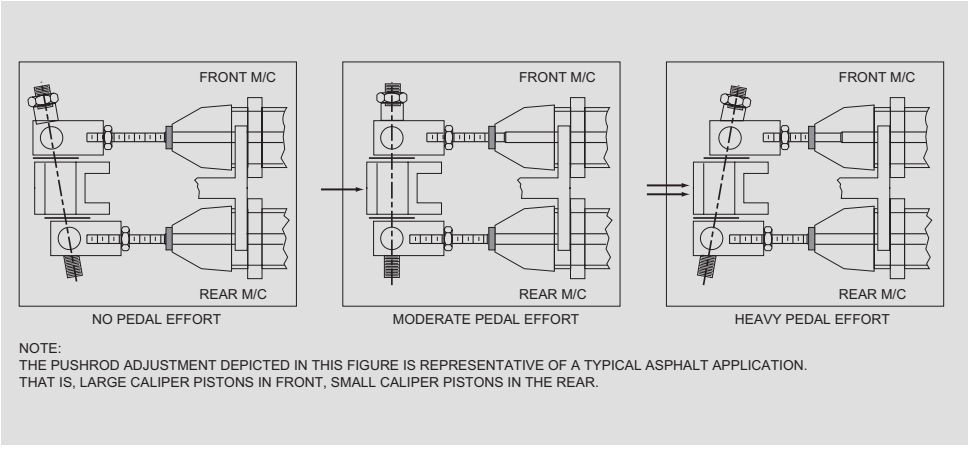


Figure 2. Balance bar lever adjustment

PEDAL ASSEMBLIES

BALANCE BAR ADJUSTING:

It is **important** that the operation of the balance bar functions without interference by over adjustment. This can occur when a clevis jams against the side of the pedal or the lever (bolt) hits the pedal bore during any point of pedal travel, Figure 3.

Lever movement should be unimpeded throughout pedal travel. In the neutral position, clevises should have between .20" - .25" total clearance between the side of the pedal. The large washers between the pedal and clevis should remain loose. Make sure that the master cylinder pushrods remain true in relationship to the cylinder during entire pedal travel; pushrods should not be pushing master cylinder pistons at an angle. See Figure 4.

NOTE: In its non-depressed position, the pedal and balance bar should allow the pushrod of the master cylinders to fully return. This can be checked by feeling pushrods for very *slight* movement, not loose movement. Master cylinder pistons should be against the retaining snap ring (under boot).

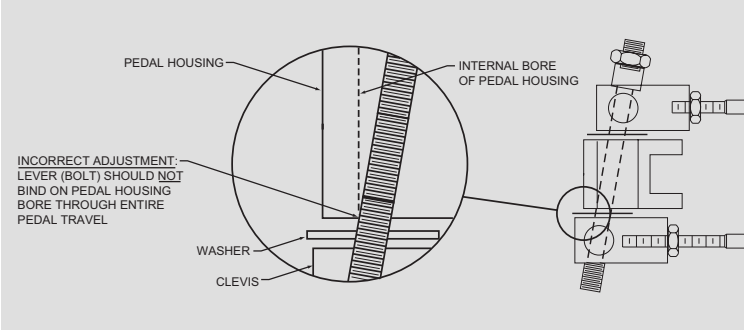


Figure 3. Balance bar lever interference

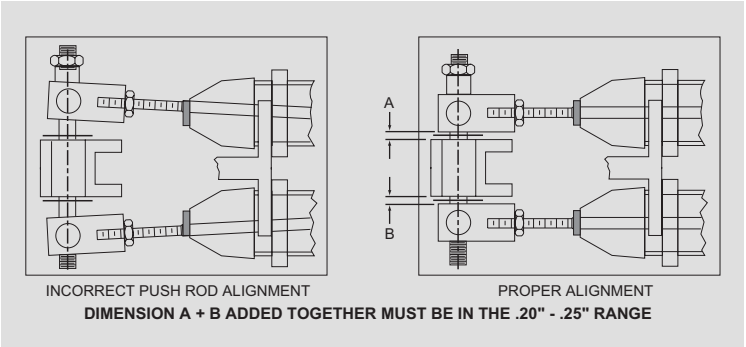


Figure 4. Example of pushrod alignment

PEDAL RATIOS / MECHANICAL LEVERAGE:

Pedal ratio, or mechanical leverage is the ratio calculated from the length from the pivot point of the pedal to the center of the foot pedal (A), divided by the length from the pivot point to the master cylinder pushrod (B). Refer to the figures below.

Mechanical leverage is simply a means of increasing the brake force without increasing your leg effort. As "A" gets longer and "B" gets shorter, the mechanical leverage increases brake force without pushing harder on the pedal. The disadvantage is that the pedal stroke also increases, requiring you to push the pedal further.

With a 1 inch master cylinder stroke, a 100 pound push on the pedal, and the pedal having a 4:1 ratio, the force is 4 x 100 = 400 pounds, and the stroke is 4 x 1 = 4 inches. With a 100 pound push on the pedal, and the pedal having a 6:1 ratio, the force is 6 x 100 = 600 pounds, and the stroke is 6 x 1 = 6 inches.

If uncertain about which pedal ratio is right for your application, a 6:1 ratio is an excellent starting point.

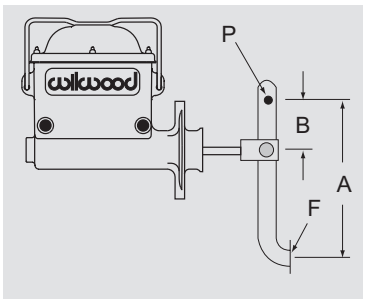


Figure 1

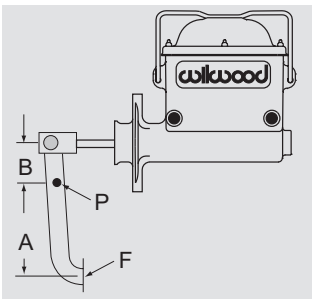


Figure 2

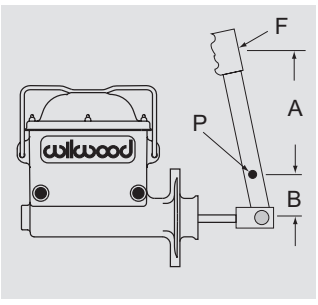


Figure 3

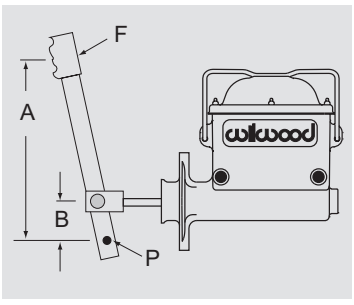


Figure 4

A = Distance from pivot point to middle of push / pull point
B = Distance from pivot to point of push on master cylinder
P = Pivot point
F = Force or push

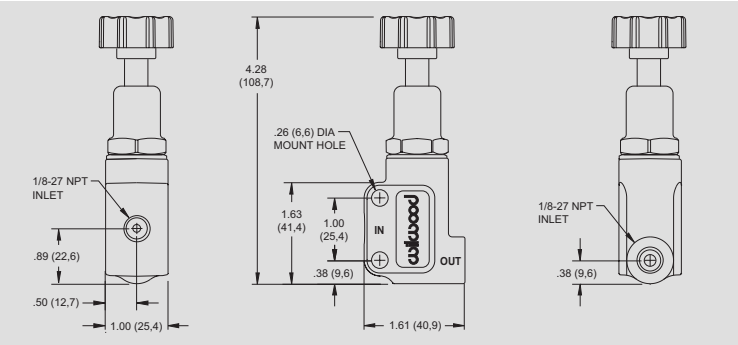
WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

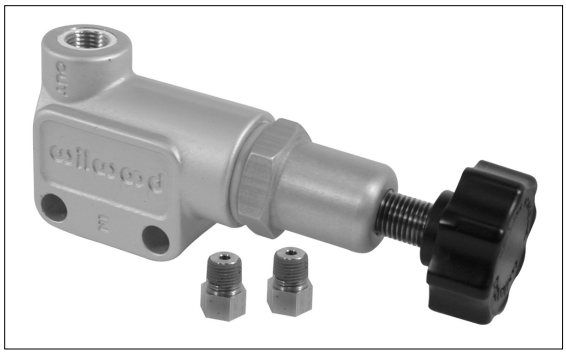
PROPORTIONING VALVES

The new generation of adjustable proportioning valves combines the latest refinements in manufacturing processes and materials to deliver precise pressure metering and unyielding strength from a compact and lightweight forged billet design Pressure adjustments range from 100-1000 PSI and provide for a maximum decrease of 57% in line pressure, the most of any available valve. This adjustment lets you fine tune the front to rear braking balance by proportionally decreasing the rear (or in some cases the front) brake line pressure. Can also be used to adjust individual front wheel braking in dirt track applications. Valves weigh only 5.2 ounces (knob), 6.1 ounces (lever), and have two .25" side mounting holes spaced 1.00" apart. Standard in and out ports are 1/8-27 NPT.

KNOB STYLE PROPORTIONING VALVE:

Adjuster knob with fine thread tuning provides precise pressure adjustment. Used for street rods, pro series racing and off road vehicles.



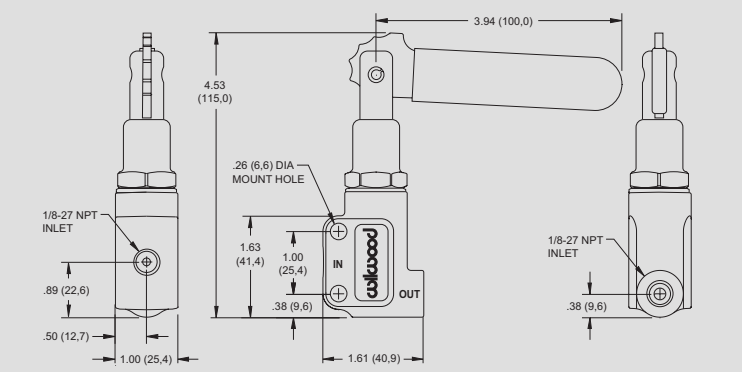


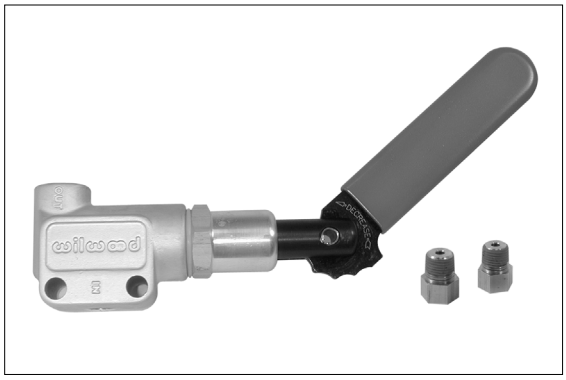
ORDERING INFORMATION:

DESCRIPTION	PART NO.
Knob style proportioning valve	260-8419

LEVER STYLE PROPORTIONING VALVE:

This proportioning valve has six preset adjustment points actuated by moving a lever allowing racers to adjust brake bias during a race without having to "look" where the knob position is. The lever "clicks" into the six positions for positive adjustment and the bright red lever is easily seen in a busy racing cockpit. Lever can be rotated 180° for easy installation and mounting location. Ideal for oval track, road race, and off road racing where car and racing conditions change throughout the race.





ORDERING INFORMATION:

DESCRIPTION	PART NO.
Lever style proportioning valve	260-8420

QUICK CHECK PRESSURE GAUGE:

This easy to read two inch diameter non-hazing face allows for quick brake line pressure checks from 0-1,500 PSI (or 0-10,000 kPa). 20 PSI graduations and accuracy to 1.5% permit reliable brake bias setup and brake system troubleshooting. It is durable and corrosion resistant.



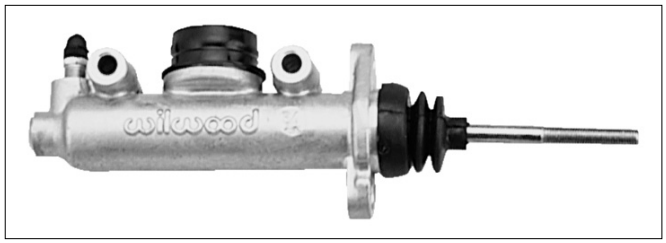
ORDERING INFORMATION:

DESCRIPTION	PART NO.
Quick check pressure gauge	260-0966

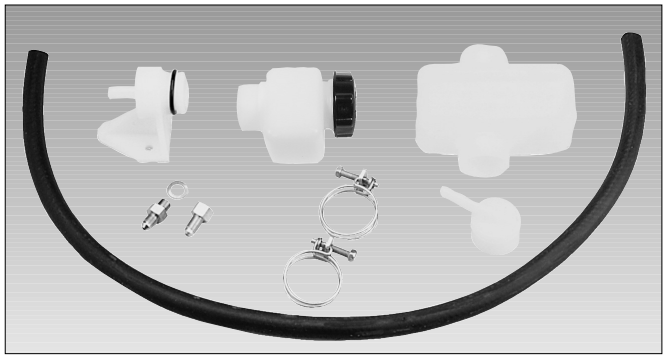
MASTER CYLINDERS

COMBINATION REMOTE MASTER CYLINDER KIT:

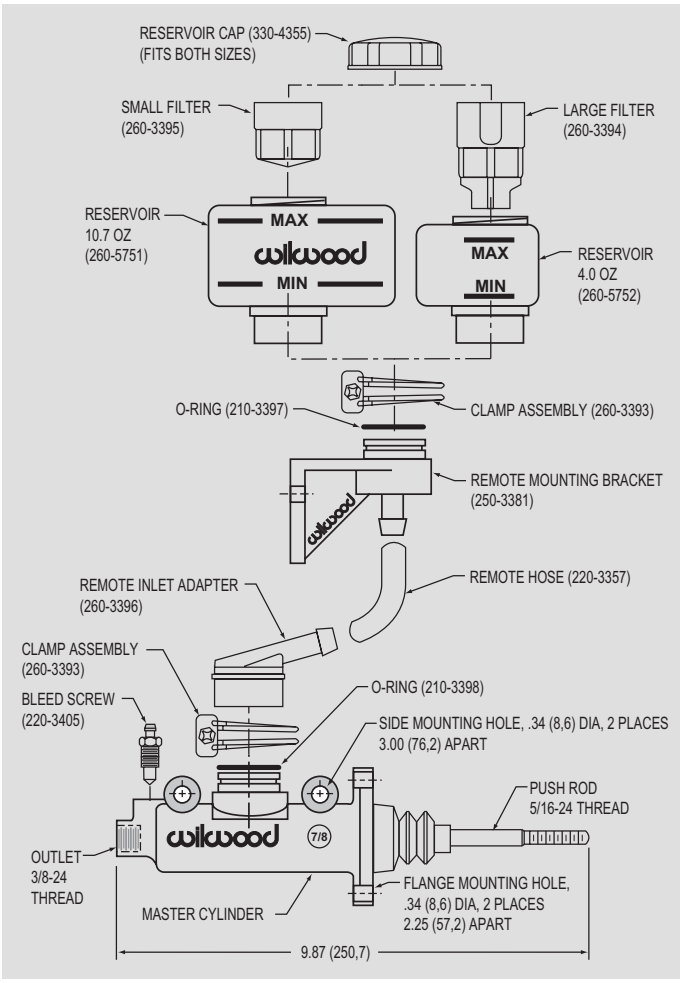
Six different bore sizes and four different installation configurations are available in this master cylinder kit. Precision machined from high strength aluminum, this kit includes both small and large size reservoirs which can be mounted directly on the master cylinder or remotely mounted for more convenient service access. Standard mounting bolt hole configurations provide easy applications for racing and off road vehicles, specialty cars, recreation and industrial vehicles.



Combination Remote Master Cylinder



Individual Kit Components

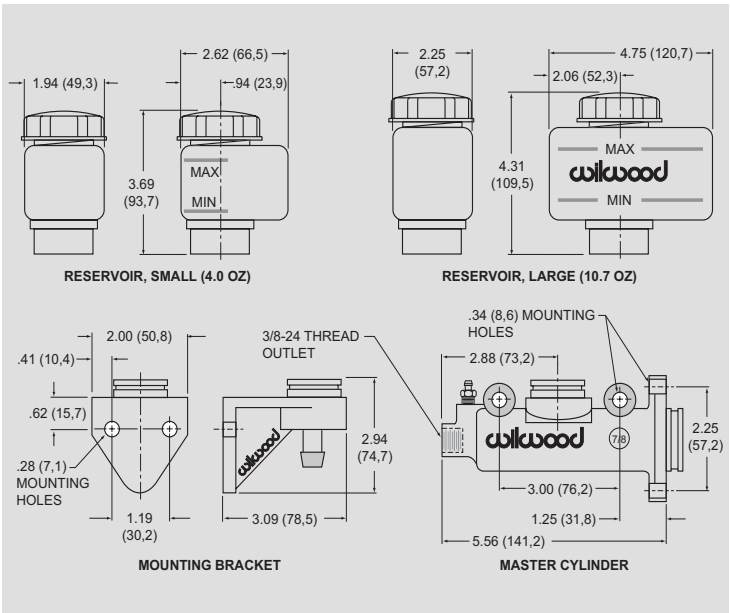


Individual Components with Part Numbers

ORDERING INFORMATION:

DESCRIPTION	PART NO.
5/8” Combination M/C Kit (1.3 stroke)	260-3372
3/4” Combination M/C Kit (1.1 stroke)	260-3374
13/16” Combination M/C Kit (1.1 stroke)	260-5920
7/8” Combination M/C Kit (1.2 stroke)	260-3376
1” Combination M/C Kit (1.0 stroke)	260-3378
1-1/8” Combination M/C Kit (1.0 stroke)	260-3380

REBUILD KITS	PART NO.
Rebuild Kit, 5/8” Combination	260-3880
Rebuild Kit, 3/4” Combination	260-3881
Rebuild Kit, 13/16” Combination	260-5921
Rebuild Kit, 7/8” Combination	260-3882
Rebuild Kit, 1” Combination	260-3883
Rebuild Kit, 1-1/8” Combination	260-3884
Push Rod	230-8947
Remote Reservoir Hose, 3/8” I.D. (Available Bulk, By the Foot)	220-5613

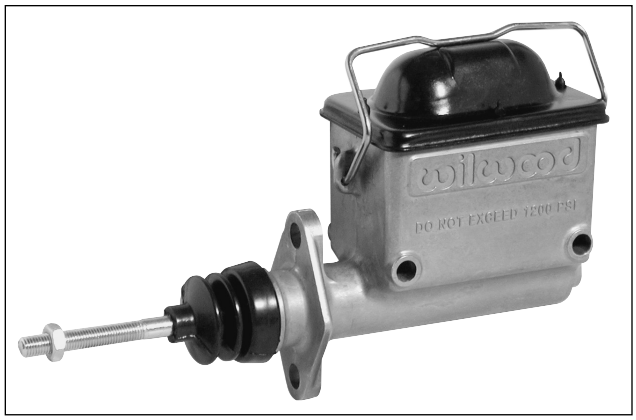


Minimum Mounting Requirements for Mounting Bracket, M/C and Reservoirs

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

HIGH VOLUME ALUMINUM MASTER CYLINDER:

Wilwood High-Volume Aluminum Master Cylinders represent the latest refinements in brake pressure actuation and fluid control. Each master cylinder is high pressure die-cast from high-grade aluminum, fully machined, and assembled with exclusive features only available from Wilwood.



High-Volume Aluminum Master Cylinder

Wilwood High-Volume aluminum master cylinders have the highest fluid capacity of any integral reservoir design. With a total capacity of 8.2 ounces, there is at least 26% more fluid than most competitive brands. More fluid volume means cooler temperatures and additional insurance for extreme conditions where high pad wear can compromise fluid levels during long events. With 1-7/16" of piston travel, there is plenty of margin when used with large four or six piston calipers.

Most other brands of aluminum master cylinders are traditional sand castings. Sand castings have a rougher and less accurate finish than die-castings and are more prone to porosity and pitting when the bores are machined. Consequently, sand-cast cylinders must be fitted with a stainless steel sleeve to achieve a smooth bore finish. The sleeve not only inflates the price of the master cylinder, but it also retains heat longer causing higher operating temperatures inside the piston bore.

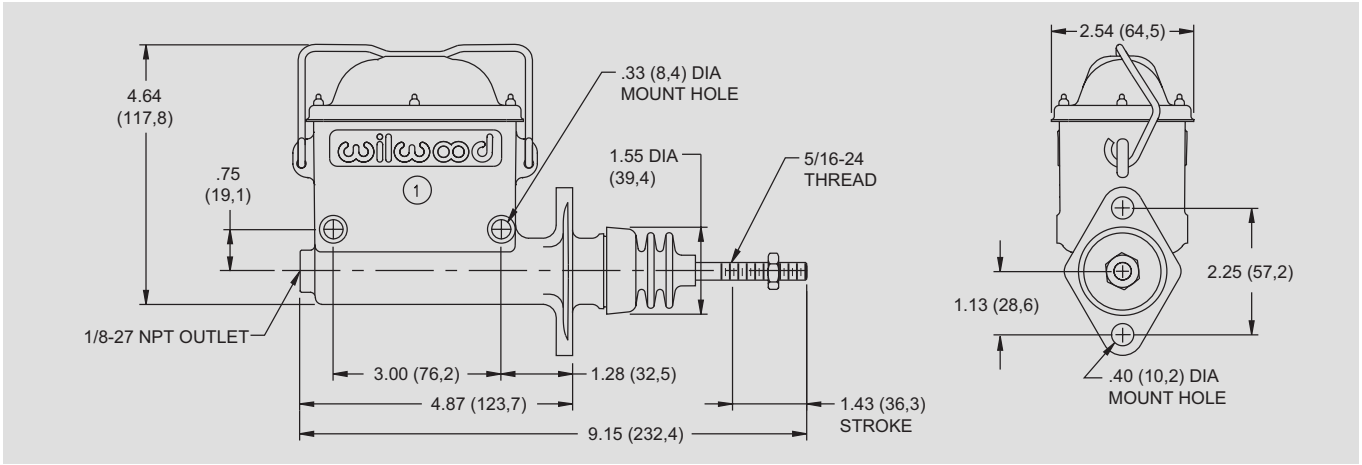
The accuracy of high pressure die-casting allows Wilwood aluminum master cylinders to leave the mold at near finished bore size. First, the fluid feed and pressure compensation holes are drilled from the reservoir chamber to the piston bore. Then, a special micro-finishing process produces a porosity free bore that provides superior seal life, long wear, and better heat dissipation than stainless steel sleeved models. Bore diameter and taper tolerances are held tight to assure proper seal contact and the elimination of any potential pressure loss from bypassing under load.

An internal slosh baffle guarantees a constant fluid supply to the bore chamber during hard cornering, acceleration, and braking. This unique baffle also eliminates aeration into the reservoir from return fluid that can occur during brake release and bleeding procedures.

Heavy duty internal piston springs provide fast retraction for immediate release and positive fluid transfer without the need for cumbersome external pushrod springs. Pedal feel is improved, piston retraction is guaranteed, fluid recovery is quicker, and the bleeding process is simplified.

Formed steel lids, heavyweight bail wires, and bellows type gaskets keep the fluid in and the moisture out, with correct pressure balancing during fluid displacement.

Wilwood master cylinders use common dimensions for either flange or side mounting with 1/8-27 NPT fluid ports for easy interchange with all other racing master cylinders.



ORDERING INFORMATION:

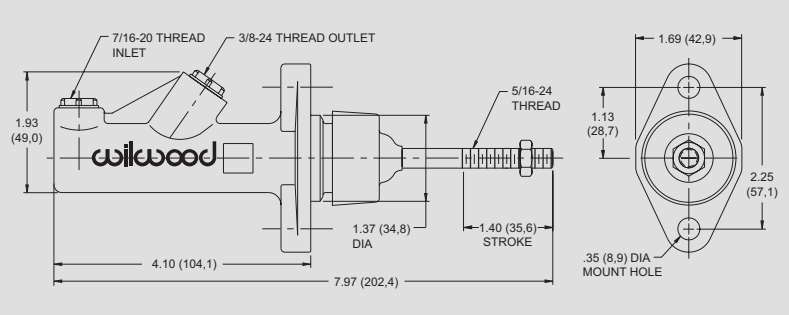
DESCRIPTION	PART NO.	ACCESSORIES	PART NO.
High-Volume Alum M/C – 3/4" bore	260-6764	Rebuild Kit – 3/4" bore	260-6898
High-Volume Alum M/C – 7/8" bore	260-6765	Rebuild Kit – 7/8" bore	260-6899
High-Volume Alum M/C – 1" bore	260-6766	Rebuild Kit – 1" bore	260-6900
		Lid with Gasket	330-7085
		Gasket	210-6725

MASTER CYLINDERS

COMPACT MASTER CYLINDERS:

Compact master cylinders are the perfect solution for club sport racers, small open wheel cars, or any other custom application where there is limited space for the master cylinder and fluid reservoir. Aluminum cylinders with either a detachable or remote fill reservoirs, or a one-piece integral reservoir version, are available in three bore sizes from .625" to .750" with a full 1.4" of stroke to accommodate short pedal ratios, small brake calipers, and hydraulic clutch actuation on space limited applications.

DETACHED RESERVOIR COMPACT ALUMINUM MASTER CYLINDER:



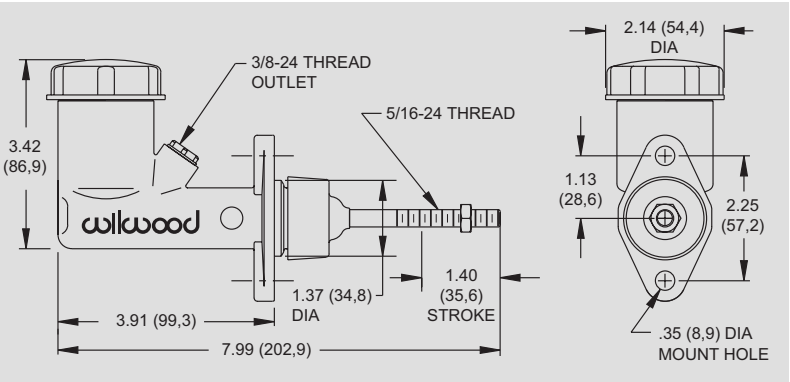


ORDERING INFORMATION:

DESCRIPTION	PART NO.
Remote Master Cylinder – .625" bore (shown top right)	260-6087
Remote Master Cylinder – .700" bore (shown top right)	260-6088
Remote Master Cylinder – .750" bore (shown top right)	260-6089
Reservoir Kit (bottom right), Compact Remote (small 4.0 oz)	260-7577
Reservoir Kit (bottom right), Compact Remote (large 10.7 oz)	260-8742

INTEGRAL RESERVOIR COMPACT ALUMINUM MASTER CYLINDER:

This popular lightweight, compact design is used for clutch and small master cylinder requirements and is well known for its dependability. It incorporates an improved plastic screw-on filler cap which protects the fluid in the 1.4 ounce reservoir, and is available in all three bore sizes.





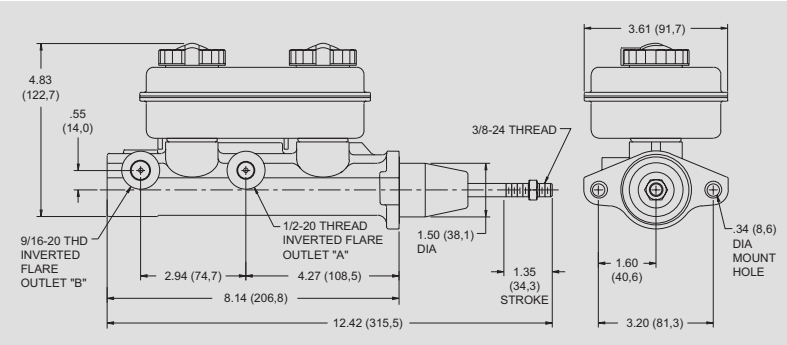
ORDERING INFORMATION:

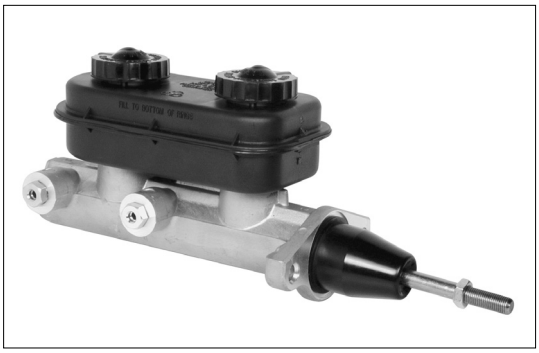
DESCRIPTION	PART NO.
Aluminum Master Cylinder - .625” bore	260-2636
Aluminum Master Cylinder - .700” bore	260-6579
Aluminum Master Cylinder - .750” bore	260-1304
Replacement cap with seal	330-4355

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

TANDEM MASTER CYLINDER:

Made from durable lightweight aluminum with a large capacity plastic reservoir and dual outlet bores, this master cylinder utilizes standard O.E.M. internal components. Standard factory mounting bolt holes can be adapted to racing pedal assemblies with an optional mounting adapter bracket (including push rod and dust boot, see diagram below). This lightweight (2.5 pounds) reliable master cylinder is used for Drag Racing, Late Model Stock Cars, Street Rod and Off Road applications.





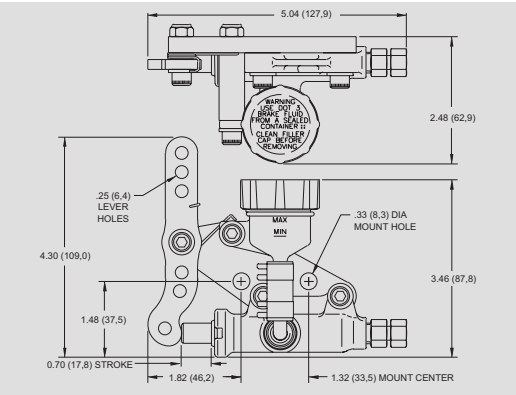
Shown with kit P/N: 260-4894

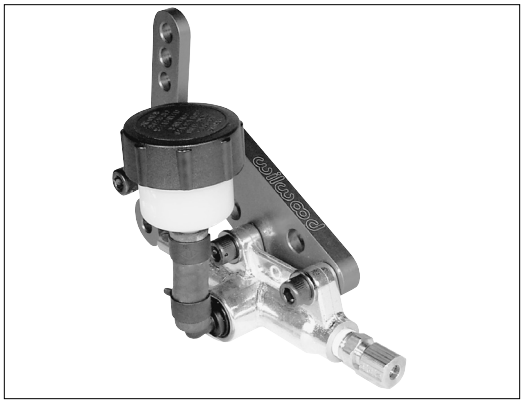
ORDERING INFORMATION:

DESCRIPTION	PART NO.
1-1/16” Tandem Master Cylinder	260-4893
Tandem Master Cylinder Rebuild Kit (1-1/16” bore)	260-4896
Tandem Master Cylinder Kit (includes m/c, boot, pushrod, retainer)	260-4894
Universal Bracket Kit, (tandem master cylinder to fire wall)	250-2406
Bracket Adapter Kit (tandem master cylinder to single brake pedal)	250-3677
Replacement tube adapter fitting (3/16 x 1/2-20)	220-5247
Replacement tube adapter fitting (3/16 x 9/16-20)	220-5248

KART / JR. DRAGSTER MASTER CYLINDER:

This super lightweight (only .55 pounds) 1/2” bore aluminum master cylinder designed specifically for Kart and Jr. Dragster racing applications incorporates an adjustable lever ratio with a remote mount clear fluid reservoir for easy monitoring. The assembly comes ready to install and includes billet bracket, lockwired drilled hardware and fluid line fitting. The unit is best utilized in conjunction with Wilwood’s Kart / Jr. Dragster caliper (see page 56).





ORDERING INFORMATION:

DESCRIPTION	PART NO.
Master Cylinder with remote mount reservoir	260-5520
Fitting, Straight, Brass, 1/8-27 NPT x 3/16	220-5487
Hose, 1/4” I.D. x 1.15” Long	220-5534
Clamp, .50” Diameter	260-5556
Reservoir Assembly with Cap	330-4615
Cap Assembly	330-6014
Lever	330-5513

MASTER CYLINDERS

COMBINATION REMOTE TANDEM MASTER CYLINDER:

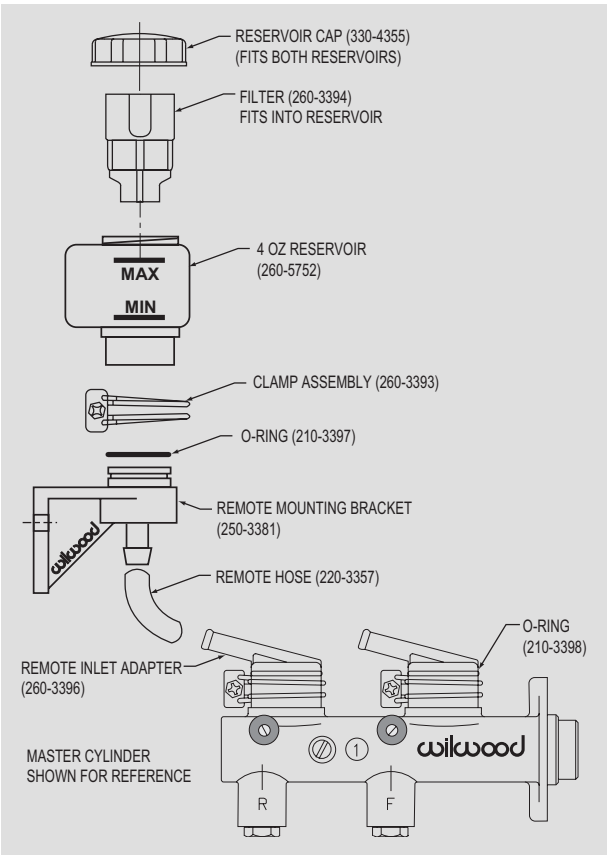
Tandem master cylinders provide one of the safest ways to actuate four wheel or dual caliper axle brake systems. This versatile, lightweight and easily adapted master cylinder provides single pushrod activation of two separate brake fluid circuits. By completely isolating the fluid reservoirs and circuits, the front and rear brakes are able to operate independently of each other and provide a safety net should any one side of the system become inoperable. The cylinder features 50/50 output from a 1.00" bore with 1.10" stroke. It is a great match for Wilwood's Bolt-On Disc Brake Kits, systems configured from OE components, and a variety of industrial applications. This pedal can be bolted directly to Wilwood's single mount pedals. The kit is shipped complete with the master cylinder and all necessary hardware including 30 inches of hose that can be cut to the desired length for remote mounting of the two 4 ounce fluid reservoirs.



Tandem Master Cylinder with Remote Inlet Adapters



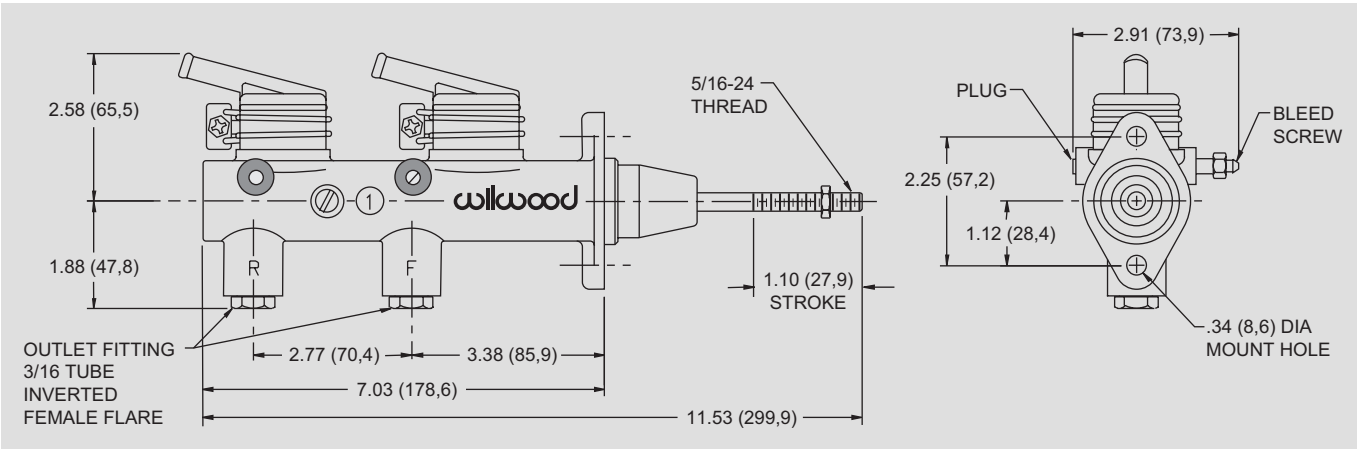
Fluid Reservoirs and Remote Mount Brackets



Remote Reservoir Configuration

ORDERING INFORMATION:

DESCRIPTION	PART NO.
Combination Remote Tandem M/C Kit-1.00" Bore	260-7563
Push Rod	230-6926



WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

ALUMINUM TANDEM CHAMBER MASTER CYLINDER:

Wilwood tandem chamber master cylinders represent the latest refinements in brake pressure actuation and fluid control. The exclusive Wilwood features incorporated in this innovative and unique new design make it the perfect choice for a wide range of custom manual or power brake applications.



Aluminum Tandem Chamber Master Cylinder
Pushrod (not shown) Included with 7/8" Bore Size Only

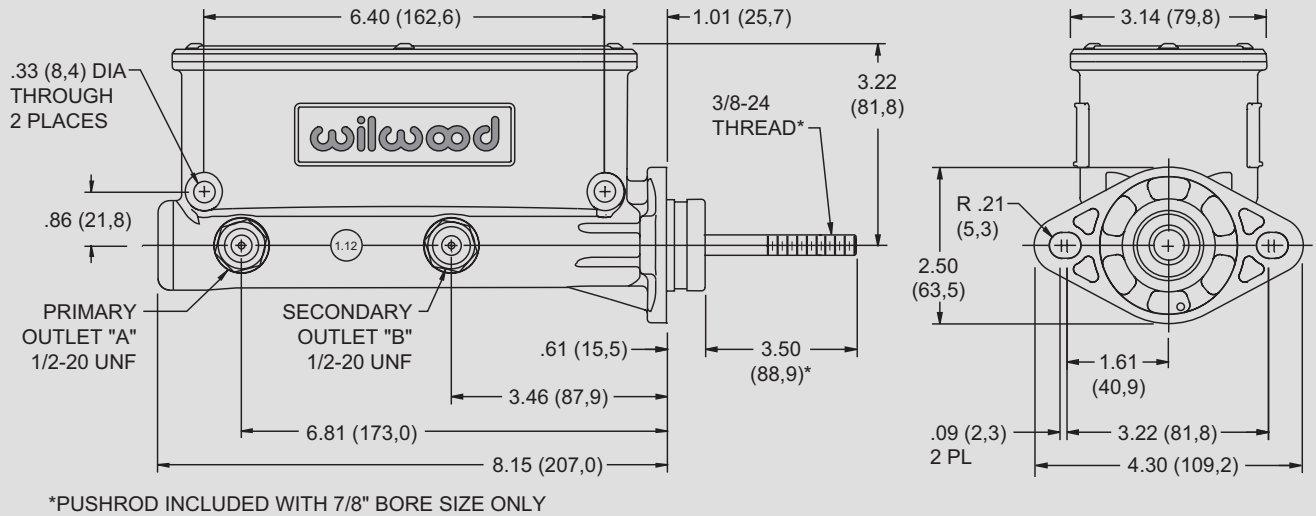
High-pressure die casting of a premium alloy produces a high-capacity body that is lightweight, looks great, and has the durability for competition. A black anodized, machined billet lid captures a pressure balanced bellows gasket with 100% sealing against moisture invasion or fluid leakage. The mounting flange is slotted to accommodate installation on bolt centers between 3.22" and 3.40". That makes it a simple bolt-on to many OE mounts including the popular Chrysler, Corvette, GM, and Ford Mustang master cylinder bolt patterns. The body also features two through-hole mounts on 6.40" centers for side mounting to frame members or other secure elements of the chassis.

Each master cylinder is configured with full separation between the front and rear reservoir chambers and fluid outlets. There is pressure access on both sides of the piston bore for right or left hand plumbing based on mount location. A total piston stroke of 1.10" is distributed at a 2:1 volume ratio between the primary and secondary chambers. A choice of either 7/8", 1" or 1-1/8" bore sizes provides the necessary options to match the volume and pressure requirements of nearly any application. And for those wanting a show car look, a bright finish, media burnished version is available and guaranteed to catch the eye of the most discriminating enthusiasts.

NOTE: Included with the master cylinder are fittings for various installation configurations. They include one (1) tube adapter, 1/2-20 x 9/16-18 IF, P/N 220-8575, one (1) tube adapter, 1/2-20 x 1/2-20 IF, P/N 220-8574 and two (2) tube adapters, 1/2-20 x 3/8-24 IF.

NOTE: Fabrication or modification of the pedal pushrod may be required on the 1" or 1-1/8" bore size to adapt the master cylinder to some applications. Installation should only be performed by persons with experience in the safe and proper operation of disc brake systems.

MOUNTING DIMENSIONS:



*PUSHROD INCLUDED WITH 7/8" BORE SIZE ONLY

ORDERING INFORMATION:

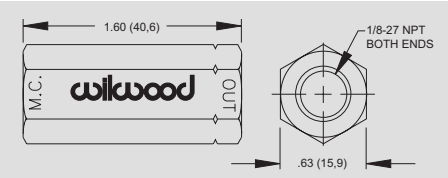
7/8" BORE M/C	PART NO.	1" BORE M/C	PART NO.	1-1/8" BORE M/C	PART NO.
Standard Finish	260-9439	Standard Finish	260-8555	Standard Finish	260-8556
Bright Finish	260-9439-P	Bright Finish	260-8555-P	Bright Finish	260-8556-P

RESIDUAL PRESSURE VALVE / SLAVE CYLINDER

WILWOOD RESIDUAL PRESSURE VALVES:

These in-line pressure valves retain a minimum brake line pressure to help eliminate excessive pedal travel in both disc and drum brake systems.

The two pound valve is used in disc brake applications where the master cylinder is mounted below the horizontal plane of the calipers and fluid drain back occurs from gravity and vibration, thereby causing excessive caliper piston retraction and a longer brake pedal stroke. The minimal two pound residual pressure prevents fluid from flowing back without causing the brakes to drag. With drum brakes, a ten pound valve is used to compensate for return spring tension in the drums. Residual Pressure Valves are made from billet aluminum and color coded for easy identification. Ideal for Drag Racing, Street Rod and many Off Road applications.





2 lb & 10 lb Residual Pressure Valves

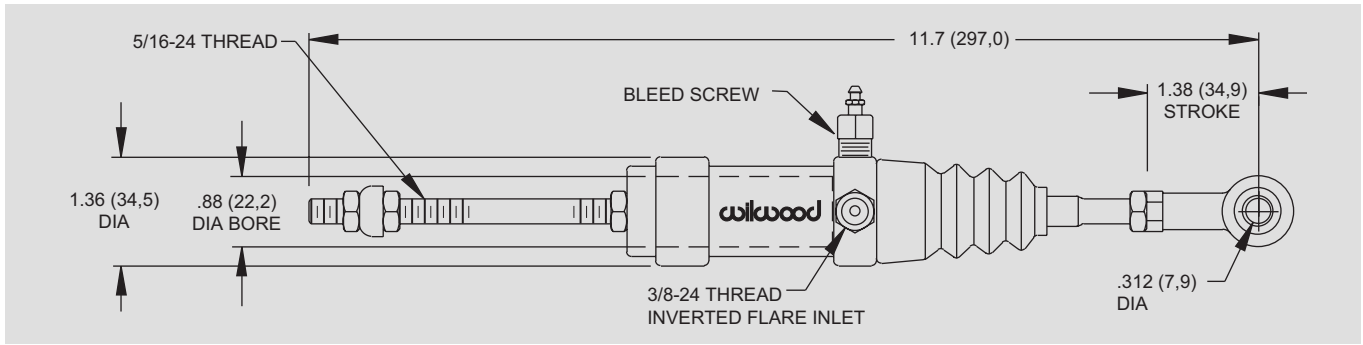
ORDERING INFORMATION:

DESCRIPTION	PART NO.	DESCRIPTION	PART NO.
2 lb residual pressure valve (blue)	260-1874	10 lb residual pressure valve (red)	260-1876
2 lb residual pressure valve (blue) w/fittings	260-3278	10 lb residual pressure valve (blue) w/fittings	260-3279
1/8-27 double ended brass fitting - each	220-2415	1/8-27 to 3/8-24 tube adapter - 4 pack	220-0628

CLUTCH SLAVE CYLINDER:

This “Pull Type” slave cylinder is made from billet aluminum for high strength and plated with a tough anti-corrosion finish. The stainless steel push rod has a longer stroke than most cylinders assuring a full release of the clutch. Ideal for Drag Racing, Late Model Stock, Pro Series and Off Road applications.





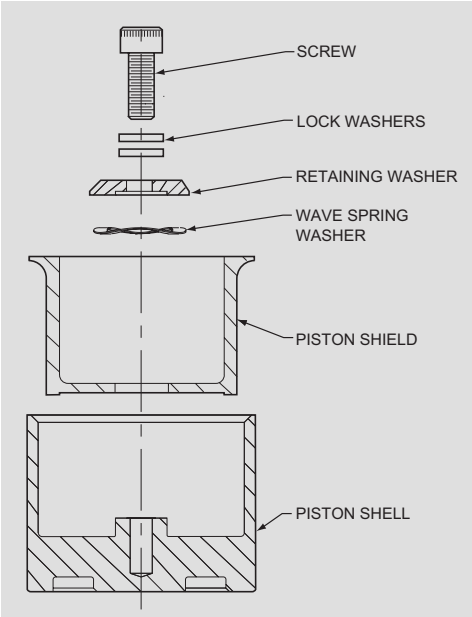
ORDERING INFORMATION:

DESCRIPTION	PART NO.	DESCRIPTION	PART NO.
Clutch Slave Cylinder	260-1333	Rebuild Kit	260-5524

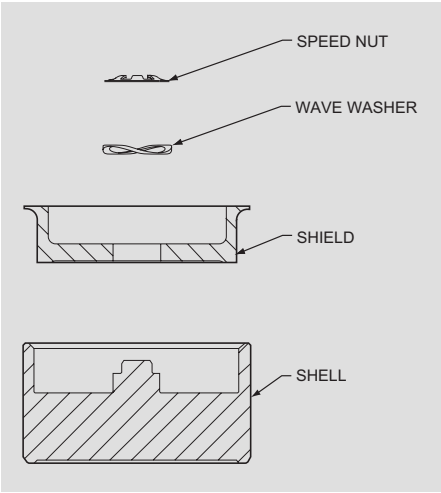
WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

THERMLOCK® PISTON TECHNOLOGY:

Wilwood's exclusive **Thermlock®** Pistons provide the most effective thermal barrier available for minimizing heat transfer from the brake pads to the caliper body, seals, and fluid. This innovative multi-part design incorporates a stainless steel shield and coated aluminum shell configuration that effectively retards heat transfer by 25% and more. Lower operating temperatures translate to the elimination of seal crystallization, the elimination of localized fluid boiling, and longer service life through decreased distortion in the caliper body and piston bores. This technology was originally developed for the extreme temperatures and sustained high heat realized in NASCAR's Nextel Cup, Busch GN and Craftsman Truck Series brake systems. The applications now cover all the popular Wilwood calipers used for extreme duty short track and road course competition.



Thermlock T2 Piston, Exploded View



Thermlock T1 Piston, Exploded View

Thermlock® T2 Pistons are the latest design deep cup pistons used as standard equipment in the STR, Prolite, Integra, and GTIII/ST calipers. The T2 series utilizes increased shield wall thickness and a revised thermal barrier configuration to eliminate all compressibility within the piston. The part numbers listed below can be used as current service replacements or as upgrades for older model calipers.

Thermlock® T1 Pistons are the latest intermediate length design used as standard equipment in all Superlite and GN III "ST" designated calipers. The T1 pistons feature a revised shield, shell, and thermal barrier configuration to eliminate all compressibility within the piston. The part numbers listed below can be used as current service replacements or as upgrades over stainless steel equipped or older model calipers. Shallow cup pistons for special built Dynalite and SSP series calipers are also listed below.

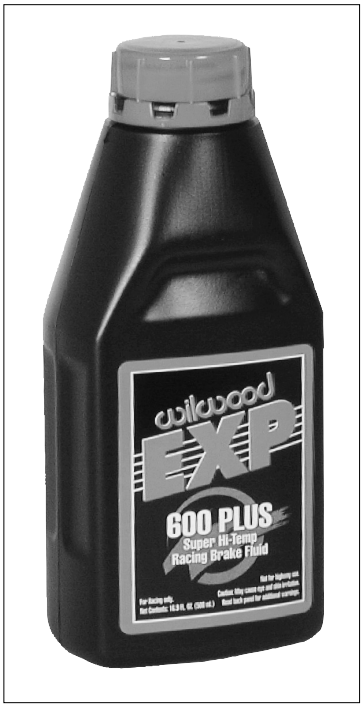
ORDERING INFORMATION:

T2 PART NO.	DIAMETER	LENGTH	CALIPER APPLICATIONS
200-5207	1.88”	1.40”	GT III/ST, GT 6000, Integra 4, Prolite 4
200-5143	1.75”	1.40”	GT III/ST, GT 6000, Integra 4, Prolite 4
200-7398	1.62”	1.40”	STR, Integra 4 and 6, Prolite 4 and 6
200-7402	1.25”	1.40”	STR, Integra 6R, Prolite 6R

T1 PART NO.	DIAMETER	LENGTH	CALIPER APPLICATIONS
200-7550	1.88”	1.05”	Superlite, LC-GT
200-7551	1.75”	1.05”	SL, NDL, GN III, LC-GT
200-7552	1.75”	0.88”	Dynalite, SSP
200-7553	1.62”	1.05”	Superlite, NDL
200-7554	1.38”	1.05”	SL, NDL, GN III
200-7555	1.25”	1.05”	Superlite, IR-GT
200-7556	1.12”	1.05”	Superlite, IR-GT, NDL
200-7557	1.00”	1.05”	Superlite, IR-GT, NDL

BRAKE FLUID

EXP 600 PLUS - EXTREME PERFORMANCE RACING BRAKE FLUID:



EXP 600 Plus is a highly refined blend developed for extreme performance under the high heat and extreme pressure of professional motorsports.

EXP 600 Plus has tested to 626 degrees Fahrenheit with a wet boiling point of 417 degrees Fahrenheit. These numbers far exceed any DOT or SAE specifications.

It is true that racing fluids need to have high boiling points. It is also true that fluids need to have low moisture affinity to slow the natural absorption rate of water vapor. But the true test of any fluid is how well it resists aeration and compressibility after it has been heated and pressure cycled a few hundred times. The real test is at the track. EXP has been proven to maintain firm pedal feel and quick response, long after others have failed.

A Nextel Cup car racing for 500 laps at Martinsville is the most grueling brake test in all of motorsports. The brakes will be applied up to 1,000 times, plus pit stops, at sustained high heat and repeated high pressure. IRL, CART, ASA, Busch, Craftsman Trucks, and a whole world of other oval and road course competition series also demand extreme performance from their brake systems. EXP 600 Plus has passed the test in every series!

Available in six-packs or economical 20 bottle cases.

Note: For optimum performance, EXP 600 Plus should not be diluted with any other brake fluids. Add new fluid to a clean system.

ORDERING INFORMATION:

DESCRIPTION	PART NO.
EXP 600 Plus Six Pack, 6 ea 500 ML Bottles (16.9 fl oz)	290-8478
EXP 600 Plus Case, 20 ea 500 ML Bottles (16.9 fl oz)	290-6210

WILWOOD HI-TEMP° 570 RACING BRAKE FLUID:



Wilwood's specially formulated Hi-Temp° 570 Racing Brake Fluid has a minimum 570° F dry boiling point to withstand the severe heat requirements of automotive racing. Hi-Temp° 570's low viscosity allows easy bleeding of your brake system, eliminating aeration of the brake fluid caused by foaming due to excessive pumping of the pedal.

Hi-Temp° 570 comes in convenient 12 ounce containers hermetically sealed to guarantee against unwanted absorption of moisture which can drastically lower the fluids boiling point (fluid from larger containers tends to become contaminated with moisture, lowering its boiling point and making it unsuitable for racing applications).

Available in six-packs or economical 24 bottle cases.

ORDERING INFORMATION:

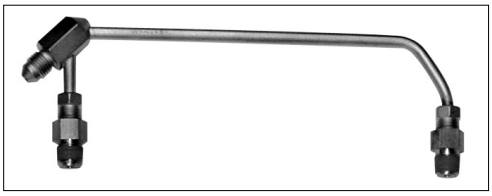
DESCRIPTION	PART NO.
Wilwood Hi-Temp° 570 (24 bottle case)	290-0633
Wilwood Hi-Temp° 570 (6 pack)	290-2210

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

SELF BLEED LINES / CHECK VALVE

SELF BLEED LINES:

Wilwood's **Self Bleed Lines** are designed for a precise, low profile fit to accommodate gravity bleed and fluid recirculation systems. Each line is pressure tested to ensure quality and performance. For detailed plumbing instructions, request Wilwood's Dynamic Bleed System Installation Diagram / Instructions, DS-213.

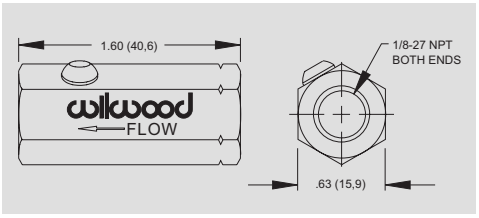


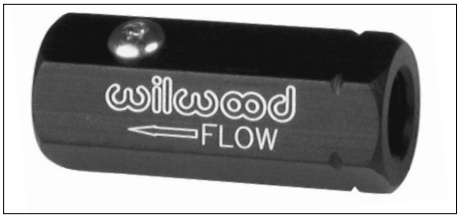
ORDERING INFORMATION:

DESCRIPTION	PART NO.	DESCRIPTION	PART NO.
STR (1.62" rotor)	190-7507	SL III, SL-GT, LC-GT Self Bleed Line (1.25" rotor)	190-4743
Superlite 4 / 6 (1.25" rotor)	190-8310	GN III (1.38" rotor)	190-3615
GT III (1.38" rotor)	190-4357	Integra Series (1.25 / 1.31 / 1.38" rotor)	190-5144
Prolite 6 / Prolite 6R (1.38" rotor)	190-5604		

CHECK VALVE:

Wilwood compact **Check Valves**, or Flow Control Valves are used in conjunction with our caliper Self Bleed Lines. Together they form a closed loop brake fluid system that allows small amounts of brake fluid to circulate every time the brake pedal is depressed, thereby eliminating the possibility of localized fluid boiling and build-up of gases within the brake fluid. Gases end up being vented back into the master cylinder reservoir rather than trapped within the caliper and brake lines. The result is a firmer, more consistent brake pedal under severe braking conditions. Our Check Valve accepts standard 1/8-27 NPT fittings. For plumbing instructions request Wilwood's Data Sheet, DS-213.

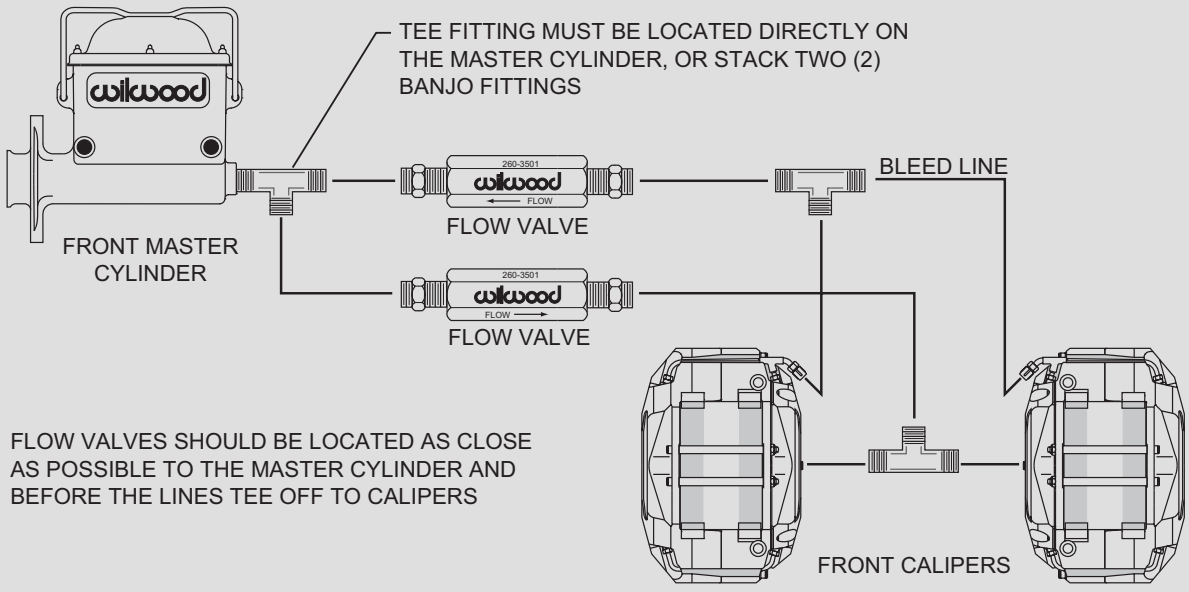




ORDERING INFORMATION:

DESCRIPTION	PART NO.
Check Valve (flow control valve)	260-3501

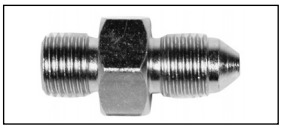
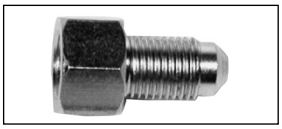
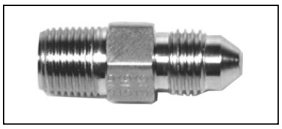
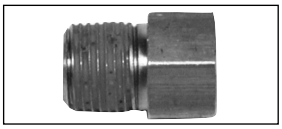
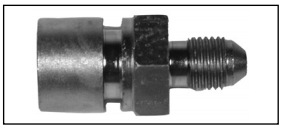
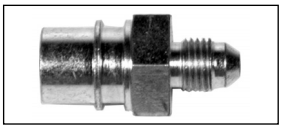
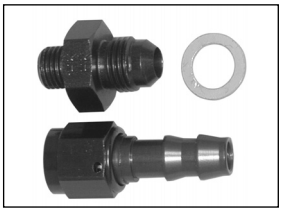
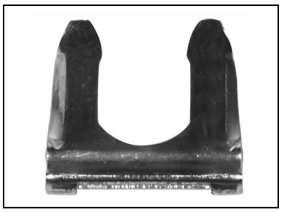
BALANCE BAR DUAL MASTER CYLINDER SETUP, FLOW VALVE INSTALLATION DIAGRAM:



BRAKE LINE FITTINGS, LINES AND KITS

BRAKE LINE FITTINGS:

Wilwood's **Brake Line Fittings** are manufactured to high quality standards and are available in various sizes and configurations as outlined below.

DESCRIPTION	PART NO.	
Fitting, 3/8-24 to -3 male (requires P/N 240-2705 washer) Uses: Girling / combination master cylinder outlet	220-3406	
Fitting, 3/8-24 I.D. tube adapter, 3/16 tube female to 3/8-24 (-3 male, long) Uses: Girling / combination master cylinder outlet	220-3407	
Fitting, -3 male to 1/8-27 NPT male Uses: Caliper inlet fitting	220-6956	
Tube adapter, 3/16 female tube (3/8-24 I.F.) to 1/8-27 NPT (4 pack) Uses: Proportioning valve, residual valve, master cylinder, caliper inlet (rear)	220-0628	
Frame fitting, 3/16 tube (3/8-24 I.F.) to -3 male Frame fitting, 7/16 tube (7/16-24 I.F.) to -3 male	220-6410 220-6457	
Fitting, Inlet, 45 degree elbow, -3 male to 1/8-27 NPT male Uses: Caliper inlet fitting	220-6412	
Frame fitting, tubing 10 mm x 1.00 I.F. to -3 male Frame fitting, tubing 10 mm x 1.00 bubble flare to -3 male	220-6413 220-6890	
Fitting, Inlet, 90 degree elbow, -3 male to 1/8-27 NPT male Uses: Caliper inlet fitting	220-6415	
Fitting, -6 to 3/8 hose barb, swivel Fitting, -6 male to 7/16-20 male Crush washer, -4 (7/16) aluminum Uses: Compact remote master cylinder inlet	220-7534 220-7537 240-7538	
Retainer clip, chassis fitting adapter	300-6416	

WARNING: **The user or installer of any product from this catalog must determine its suitability for their intended purpose or application**

BRAKE FLEXLINES:

Wilwood's stainless steel braided **Flexlines** are manufactured to high quality standards and are available in various -3 and -4 styles. These premium grade flexlines are durable and provide "hard line" pedal feel.

ORDERING INFORMATION:

DESCRIPTION	PART NO.
10.00" Flexline, -3 female to -3 female	220-8763
10.00" Flexline, 10mm male to 10mm female	220-9095
13.00" Flexline, -3 hose with 45 degree block	220-8514
14.00" Flexline, -3 female to -3 female	220-7090
14.00" Flexline, -3 female to -3 female, 90 degree	220-6411
15.00" Flexline, -3 hose with 30 degree block	220-8515
16.00" Flexline, -3 female to -3 female	220-7686
16.00" Flexline, -3 hose to -3 female,90 degree	220-8523
17.00" Flexline, -3 female to 10mm male, DOT	220-8223
18.00" Flexline, -3 female to -3 female	220-2156
18.00" Flexline, -4 female to -4 female	220-2157
18.75" Flexline, -3 female w/12 degree banjo, DOT	220-8215
19.00" Flexline, -3 female to 10mm male, DOT	220-8222
19.00" Flexline, 10mm male to 10mm female	220-9094
19.00" Flexline, 10mm to -3 w/bracket, right hand	220-9329
19.00" Flexline, 10mm to -3 w/bracket, left hand	220-9330
20.00" Flexline, -3 female w/12 degree banjo, DOT	220-8216
20.00" Flexline, -3 female to straight 10mm female	220-6861
20.00" Flexline, -3 hose to -3 female	220-8371
22.00" Flexline, -3 female to -3 female	220-6414
23.00" Flexline, 10mm to -3 w/bracket, right hand	220-9331
23.00" Flexline, 10mm to -3 w/bracket, left hand	220-9332
24.00" Flexline, -3 hose to 10mm	220-9364
40.00" Flexline, -3 female to -3 female	220-8317



BRAKE FLEXLINE KITS:

Wilwood's stainless steel braided **Flexline Kits** are manufactured to high quality standards and are available in various -3 styles. These premium grade flexline kits have been designed for application specific kits. They are available as an optional item when ordering your disc brake kits and include all the required fittings. Wilwood highly recommends using these top quality flexlines as replacement for the OE rubber hoses.

ORDERING INFORMATION:

DESCRIPTION	PART NO.	DESCRIPTION	PART NO.
Acura Integra with OE 262mm rotor (1994-2001) Fits Kit P/N: 140-6163, 140-8442	220-6420	BMW Z3, 2.3 Liter, Front (1998-1999) Fits Kit P/N: 140-8797	220-8799
Acura RSX with OE 262mm rotor (2002-2004) Fits Kit P/N: 140-6163, 140-7014	220-6860	BMW Z3, 2.3 Liter, Front OE Replacement (1998-2001) Fits Kit P/N: 140-8801	220-8803
BMW M3, E36, Front (1995-2000) Fits Kit P/N: 140-8797	220-8799	BMW Z3, 2.3 Liter, Rear OE Replacement (1998-2001) Fits Kit P/N: 140-8802	220-8804
BMW M3, E36, Rear (1995-2000) Fits Kit P/N: 140-8798	220-8800	Cadillac Escalade, EXT Front (2002-2005) Fits Kit P/N: 140-8992	220-8998
BMW M3, E36 Front OE Replacement (1995-2000) Fits Kit P/N:140-8801	220-8803	Cadillac Escalade, ESV, Front (2003-2005) Fits Kit P/N: 140-8992	220-8998
BMW M3, E36, Rear OE Replacement (1995-2000) Fits Kit P/N: 140-8802	220-8804	Avalanche 1500, Front (2002-2005) Fits Kit P/N: 140-8992	220-8998
BMW Mini Cooper and Cooper "S" (2002-2005) Fits Kit P/N: 140-8528, 140-8740	220-8491	Avalanche 2500, Front (2002-2005) Fits Kit P/N: 140-8996	220-8998

BRAKE FLEXLINE KITS

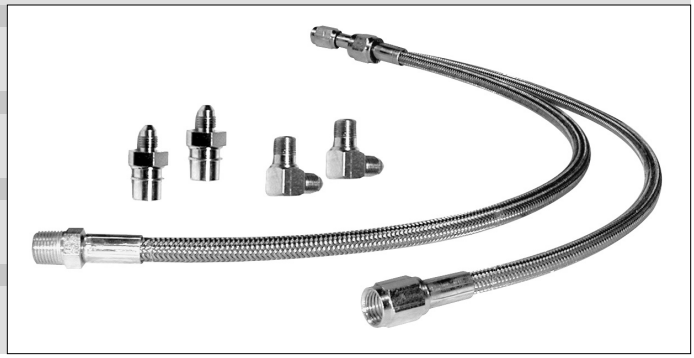
ORDERING INFORMATION:

DESCRIPTION	PART NO.	DESCRIPTION	PART NO.
Chevrolet Belair, Front (1955-1957) Fits Kit P/N: 140-3425, 140-7676	220-7699	Cheverolet Tahoe, Front (2001-2005) Fits Kit P/N: 140-8992	220-8998
Chevrolet Camaro, Rear (1993-2002) Fits Kit P/N: 140-6745, 140-7148	220-6856	Cheverolet Tahoe, Silverado Style, Front (2000) Fits Kit P/N: 140-8992	220-8998
Chevrolet Camaro, Front (1993-2002) Fits Kit P/N: 140-6743, 140-7190, 140-7763	220-6746	Chrysler PT Cruiser, Front (2000-2004) Fits Kit P/N: 140-6376	220-6428
Chevrolet Camaro, Nova, Chevelle, Front (1964-1972) Fits Kit P/N: 140-7019 / 2285 / 1017 / 7675	220-7056	Dodge Neon SRT-4, Front (2003-2005) Fits Kit P/N: 140-6376	220-6428
Chevrolet Cavalier, Front (1995-2004) Fits Kit P/N: 140-8423	220-8422	Ford F-150, Front (2004-2006) w/TC Caliper Firs Kit P/N: 140-9072	220-9073
Chevrolet Corvette, C-4, Front (1988-1996) Fits Kit P/N: 140-8337	220-8338	Ford Mustang, Front (1968-1973) Fits Kit P/N: 140-9189, 140-9501	220-9195
Chevrolet Corvette, C-4, Front OE Replace (1988-1996) Fits Kit P/N: 140-8313	220-8516	Ford Mustang, Front (1986-1993) Fits Kit P/N: 140-4503 / 6154 / 6156 / 7589	220-6471
Chevrolet Corvette, C-4, Rear OE Replace (1988-1996) Fits Kit P/N: 140-8314	220-8517	Ford Mustang, Front (1994-2004) Fits Kit P/N: 140-9107, 140-9117	220-6458
Chevrolet Corvette, C-5, Z06 Front OE Replace (1997-04) D.O.T. Approved, Fits Kit P/N: 140-8009	220-8021	Ford Mustang II, Front (1974-1978) Fits Kit P/N: 140-9482	220-9481
Chevrolet Corvette, C-5, Z06 Rear OE Replace (1997-04) D.O.T. Approved, Fits Kit P/N: 140-8010	220-8072	Ford Mustang Cobra, Front OE Replacement (1994-2004) Fits Kit P/N: 140-8443	220-8594
Chevrolet Corvette, C-5, Z06 Front (1997-2004) D.O.T. Approved, Fits Kit P/N: 140-8031	220-8176	Ford Mustang Cobra, Rear OE Replacement (1994-2004) Fits Kit P/N: 140-8444	220-8595
Chevrolet Corvette, C-5, Z06 Rear (1997-2004) D.O.T. Approved, Fits Kit P/N: 140-8032	220-8177	Ford Mustang, Front (2005-2006) w/SL4 or SL6 Caliper Fits Kit P/N: 140-9109	220-9111
Chevrolt Corvette, C-6 Front (2005-2006) D.O.T. Approved, Fits Kit P/N: 140-8921/22	220-9100	Ford Mustang, Rear (2005) Fits Kit P/N: 140-9228	220-9248
Chevrolet Corvfette, C-6 Rear (2005-2006) D.O.T. Approved, Fits Kit P/N 140-9119	220-9101	GMC 1500/2500 Series, Rear w/BNSL Caliper (1999-2005) Firs Kit P/N:140-8993, 140-8997, 140-9188	220-8999
Chevrolet Silverado 1500, Non Crew Cab, Front (1999-2005) Fits Kit P/N: 140-8992	220-8998	GMC Sierra 1500 Non Crew Cab, Front w/TC 6R Caliper (1999-2005) Fits Kit P/N: 140-8992	220-8998
Chevrolet Silverado Pickup 2500 and 3500, Front (2001-2005) Fits Kit P/N: 140-8996	220-8998	GMC Sierra Pickup 2500/3500, Front w/TC 6R Caliper (2001-2005) Fits Kit P/N" 140-8996	220-8998
Chevrolet Silverado Pickup Crew Cab, Front (2001-2003) Fits Kit P/N: 140-8996	220-8998	GMC Sierra Pickup Crew Cab, Front w/TC 6R Caliper (2001-2003) Fits Kit P/N: 140-8996	220-8998
Chevrolet Silverado Pickup-8 Stud Wheels, Front (2004-2005) Fits Kit P/N: 140-8996	220-8998	GMC Sierra Pickup-8 Stud Wheels, Front w/TC 6R Caliper (2004-2005) Fits Kit P/N: 140-8996	220-8998
Chevrolet Suburban 1500, Front (2000-2005) Fits Kit P/N: 140-8992	220-8998	GMC Yukon, Front w/TC 6R Caliper (2001-2005) Fits Kit P/N: 140-8992	220-8998
Chevrolet Suburban 2500, Front (2001-2005) Fits Kit P/N: 140-8996	220-8998	GMC Yukon (Except Denali), Front w/TC 6R Caliper (2000) Fits Kit P/N: 140-8992	220-8998

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

ORDERING INFORMATION:

DESCRIPTION	PART NO.
GMC Yukon XL 1500, Front w/TC 6R Caliper (2000-2005) Fits Kit P/N: 140-8992	220-8998
GMC Yukon XL 2500, Front w/TC 6R Caliper (2001-2005) Fits Kit P/N: 140-8996	220-8998
Honda Civic, Front with OE 240mm rotor (1990-1999) Fits Kit P/N: 140-6310, 140-8695	220-6419
Honda Civic with OE 262mm rotor (1994-2004) Fits Kit P/N: 140-6163, 140-8442	220-6420
Honda Civic SI with OE 262mm rotor (2002-2004) Fits Kit P/N: 140-6163, 140-7014	220-6860
Hummer H2, Front w/TC 6R Caliper (2003-2005) Fits Kit P/N: 140-8996	220-8998
Hummer H2, Rear w/BNSL Caliper (2003-2005) Fits Kit P/N: 140-8997, 140-9188	220-8999
Mitsubishi Eclipse, Gen II, Front (1995-1999) Fits Kit P/N: 140-8292	220-8293
Mitsubishi EVO VIII, Front OE Replacement (2003-2005) Fits Kit P/N: 140-8805	220-8806
Mitsubishi EVO VIII, Rear OE Replacement (2003-2005) Fits Kit P/N: N/A	220-8934
Mitsubishi EVO VIII, Front (2003-2005) Fits Kit P/N: 140-9284, 140-9285	220-9287
Mitsubishi EVO VIII, Rear (2003-2005) Fits Kit P/N: 140-9286	220-9288
Mitsubishi Lancer, Front (2002-2004) Fits Kit P/N: 140-7015	220-7016
Nissan 240SX, Front (1995-1998) Fits Kit P/N: 140-9194	220-9199
Nissan 350Z and G35, Front (2004-2005) Fits Kit P/N: 140-9190, 140-9192	220-9196
Nissan 350Z and G35, Rear (2004-2005) Fits Kit P/N: 140-9191	220-9197
Pontiac GTO, Front (2004-2005) Fits Kit P/N: 140-8753	220-8755
Pontiac GTO, Rear (2004-2005) Fits Kit P/N: 140-8754	220-8756
Pontiac Sunfire, Front (1995-2004) Fits Kit P/N: 140-8423	220-8422
Scion xA, xB, Front (2004-2005) Fits Kit P/N: 140-8335	220-8336
Scion tC, Front (2005) Fits Kit P/N: 140-9013	220-8336
Subaru Impreza / WRX, Front (1999-2004) Fits Kit P/N: 140-7005, 140-9193	220-7009
Subaru Impreza / WRX, Rear (1999-2004) Fits Kit P/N: 140-7006	220-7010
Suzuki Aerio, Front (2002-2005) Fits Kit P/N: 140-6310	220-6419
Volkswagen Golf IV, 1.8T and VR6, Front (1999½-04) Fits Kit P/N: 140-8276	220-8339
Universal Line 14" Domestic, 3/8-24 Chassis Fitting	220-7056
Universal Line 16" Domestic, 3/8-24 Chassis Fitting	220-7699
Universal Line 18" Domestic, 3/8-24 Chassis Fitting	220-8307
Universal Line 18" Domestic, 7/16-24 Chassis Fitting	220-6471
Universal 14" Metric, 10mm x 1.00 (bbl flare), Chassis Fitting	220-6746
Universal 18" Metric, 10mm x 1.00 (bbl flare), Chassis Fitting	220-6856



BRAKE FLEXLINE KITS

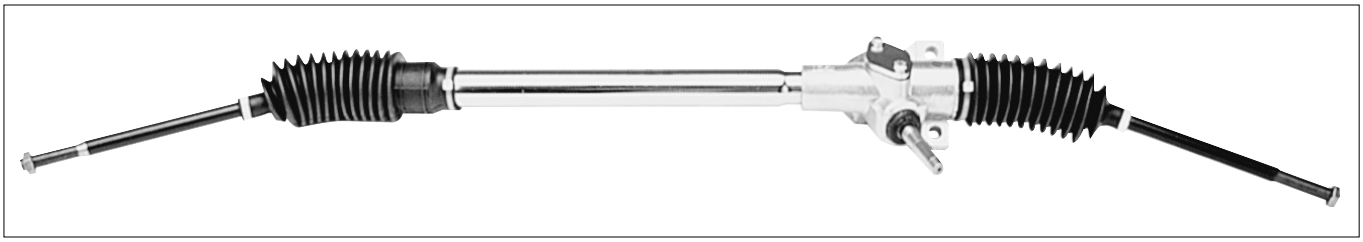
ORDERING INFORMATION:

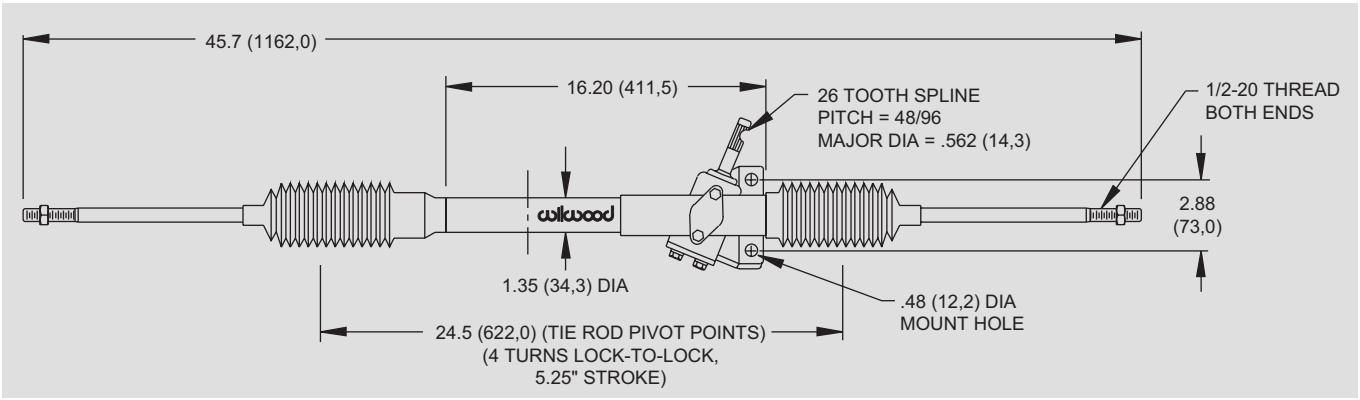
DESCRIPTION	PART NO.	DESCRIPTION	PART NO.

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

WILWOOD'S "PINTO" RACK AND PINION:

Wilwood has available a reproduction of the front steer 1971 - 1972 Pinto Rack and Pinion. This rack is an all new unit that weighs only 9.5 pounds, and is dimensionally identical to the original Pinto Rack. Stock mounting locations and input shaft with the upgrade of over sized rod ends for added strength and reliability make this the popular choice for racing applications. Add a chromed center tube and polished housing as a standard feature, and there is no reason to choose a used or rebuilt unit.





ORDERING INFORMATION:

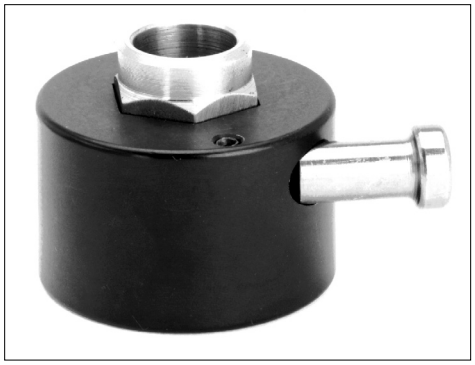
DESCRIPTION	PART NO.
Stock Ratio Rack and Pinion	350-2038
Replacement Boot Kit (pair)	350-8821

QUICK RELEASE STEERING HUB:

Wilwood's lightweight billet aluminum Quick Release Steering Hub is a reliable and important safety feature for any race car. The spring loaded button is non-removable and easy to use. The steel steering shaft adapter fits into a precision machined hex bore for a close tolerance fit. It is available to fit either a 5/8" or 3/4" shaft and accepts a standard three bolt steering wheel pattern. Specify either machined or satin black anodized finish.

ORDERING INFORMATION:

DESCRIPTION	PART NO.
3/4" shaft, black anodized	270-2016
5/8" shaft, black anodized	270-2017
3/4" shaft, machined finish	270-2316
Replacement 3/4" steel shaft	300-2019
Replacement 5/8" steel shaft	300-2020



WILWOOD BOLT-ON DISC BRAKE KITS

Overview:

Wilwood components comprise the elements of the broadest coverage line of bolt-on disc brake kits available. Bolt-on brake kits consist of specially engineered and matched groups of components designed to provide superior brake system performance and custom appeal over a wide range of applications. Most kits are easily installed with the common hand tools used to perform routine brake service. A few kits do require some modifications to the spindle or axle to complete the installation. Wilwood kits can be a simple as a pad and rotor upgrade, or as extensive as complete systems featuring all new calipers, rotors, hubs, mounting hats brake pads, and the associated hardware necessary to install these components on specific front spindle or rear axle applications. Either way, Wilwood kits are the simplest way to provide superior brake system performance in show winning style.

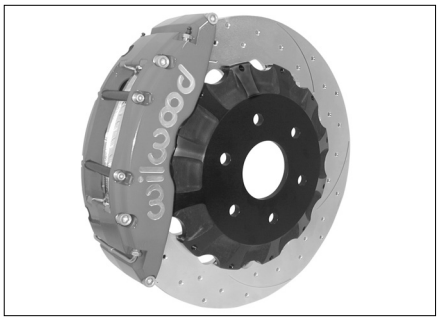
The pages that follow provide a current listing of the spindle and axle types covered and the variety of kit styles available for each. Part numbers, detailed specifications, and listings for service component can be found in Wilwood's Bolt-on Disc Brake Kit catalog. Please feel free to consult the factory for any spindle or axle model not listed here as new kits and applications are in continuous development.



SL6 Big Brake Front Hat Kit with GT Rotor

GROUP 1 • TC 6R BIG BRAKE FRONT HAT KITS:

TC 6R truck brake kits, for customized late models pickups and SUV's, provide big brake stopping power and a stylish look inside big wheel and tire upgrades. Forged six piston calipers, high performance pad compounds, and whopping sixteen inch diameter rotors are bundled with high strength forged hats, and all the necessary hardware to attach the kit to the spindles. Kits are a full bolt-on installation and compatible with ABS and the OE master cylinder output.



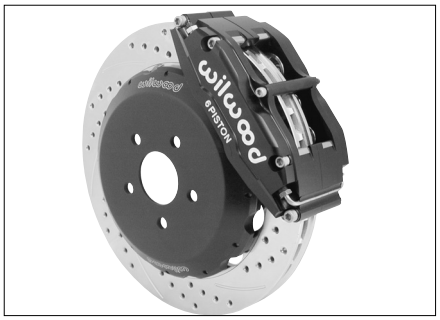
GROUP 2 • SUPERLITE 6 BIG BRAKE FRONT HUB KITS:

SL6 Big Brake front hub kits for non-ABS conventional snout front spindles provide big brake looks and superior stopping power to compliment wheel, tire, and suspension system upgrades on all types of custom and competition applications. Each kit includes machined billet Superlite six piston calipers, forged billet aluminum hubs, GT series hats, 13" GT or SRP series rotors, Wilwood brake pads, mounting brackets, wheel bearings and seals, and a complete hardware package to install the kit on the spindles.



GROUP 3 • SUPERLITE 6 BIG BRAKE FRONT HAT KITS

SL6 Big Brake front hat kits are fully ABS compatible for use in conjunction with OE hub assemblies. These kits provide the big brake looks and superior stopping power that compliment wheel, tire, and suspension system upgrades on all types of custom and competition applications. Each kit includes machined billet Superlite six piston calipers, GT series hats, 13" GT or SRP series rotors, Wilwood brake pads, mounting brackets, and a complete hardware package to install the kit over the hubs and attach the calipers to the uprights.



WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

GROUP 4 • FORGED SUPERLITE BIG BRAKE FRONT HAT KITS:

The powerful clamping force of the lug mounted Forged Superlite four piston caliper provides mounting opportunities and easy adaptation of Wilwood's 13" Big Brake Front Hat kits to a new range of vehicles. Calipers, high performance pads, 13" SRP or GT series rotors, mounting brackets and all the necessary hardware to attach the brakes to the OE hub and spindle are included. Kits are a full bolt-on installation and compatible with ABS and the OE master cylinder output.



GROUP 5 • DYNAPRO BIG BRAKE FRONT HAT KITS:

Dynapro Big Brake front hat kits provide big stopping power and the custom look to match wheel, tire, and suspension upgrades on select OE type hubs without interference to the factory ABS system. Each kit includes the fully machined forged billet Dynapro four piston calipers with radial mounting, GT series hats, 12.19" HP or SRP series rotors, Wilwood brake pads, mount brackets, and the necessary hardware to install the kit over the hubs and attach the calipers to the uprights.



GROUP 6 • DYNALITE BIG BRAKE FRONT HUB KITS:

Dynalite Big Brake front hub kits provide big brake stopping power and the custom look for non-ABS conventional snout front spindles. Each kit includes forged billet Dynalite four piston calipers, forged billet aluminum hubs, aluminum rotor mounting hats or plates, 12.19" HP or SRP series rotors, Wilwood brake pads, mounting brackets, wheel bearings and seals, and a complete hardware package to install the kit on the spindles.



GROUP 7 • DYNALITE BIG BRAKE FRONT HAT KITS:

Dynalite Big Brake front hat kits provide big brake stopping power and the custom look for use in conjunction with a variety of ABS equipped OE hub assemblies. Each kit includes forged billet Dynalite four piston calipers, GT series hats, 12.19" HP or SRP series rotors, Wilwood brake pads, mounting brackets, and a complete hardware package to install the kit over the hubs and attach the calipers to the uprights.



GROUP 8 • DYNALITE PRO SERIES FRONT HUB KITS:

Wilwood's Pro Series front hub kits have been a long standing tradition in hot rodding and motorsports. These kits are designed upgrades and conversions on the popular non-ABS conventional snout spindles found on many muscle cars, street rods and drag cars. Current Pro Series kits include forged billet Dynalite four piston calipers, forged billet aluminum hubs, aluminum rotor mounting plates, 10.75" or 11.75" HP or SRP rotors, Wilwood brake pads, wheel bearings, seals, and the necessary hardware to install the kit on the spindles.



WILWOOD BOLT-ON DISC BRAKE KITS

GROUP 9 • DYNALITE DRAG RACE FRONT HUB KITS:

Patterned after the popular Pro Series front hub kits, the Dynalite drag race front hub kits provide superior stopping power and substantial weight reduction over OE type brake systems on non-ABS conventional snout front spindles and struts. Each kit includes forged billet Dynalite four piston calipers, forged billet aluminum hubs, aluminum rotor mounting plates, high strength steel rotors, Wilwood brake pads, wheel bearings, seals, and the necessary hardware to install the kit on the spindles.



GROUP 10 • DYNALITE SINGLE DRAG RACE FRONT KITS:

Dynalite Single drag race front hub kits are the ultimate solution for lightweight four-wheel disc brake drag cars with conventional snout front spindles and struts. Each DLS drag kit includes a machined billet Dynalite Single two piston caliper, forged billet aluminum hubs, direct mount high strength steel rotors, Wilwood brake pads, wheel bearings, seals, and the necessary hardware to install the kit on the spindles.



GROUP 11 • SUPERLITE BIG BRAKE REAR AXLE PARKING BRAKE KITS:

Superlite Big Brake rear axle parking brake kits provide big brake stopping power, and big brake style while incorporating an internal shoe park brake assembly. The internal shoe system is a proven performer with secure holding power and bolt-on simplicity for all types of custom, high performance, and competition rear wheel drive axles. Each kit includes forged billet Superlite calipers, high performance pads, 13" or 14" HP, GT, or SRP series bolt on rotors with steel parking brake drum hats, pre-assembled internal shoe parking brakes, caliper brackets, and the hardware necessary to attach the kit to the axle.



GROUP 12 • DYNALITE PRO SERIES REAR AXLE PARKING BRAKE KITS:

Dynalite Pro Series rear axle parking brake kits generate heavy duty stopping power and high tech style while incorporating an internal shoe parking brake assembly. The internal shoe system is a proven performer with secure holding power and bolt-on simplicity for all types of custom, high performance, and competition rear wheel drive axles. Each kit includes forged billet Dynalite four piston calipers, high performance pads, one-piece solid or vented 12.19" diameter HP or SRP discs with integral parking brake drum hats, pre-assembled internal shoe parking brakes, caliper brackets, and the hardware necessary to attach the kit to the axle.



WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

GROUP 13 • BIG BRAKE UPGRADE KITS FOR OE REAR PARKING BRAKE AXLES:

These specially engineered kits provide substantial improvements in stopping power and style on rear axles utilizing the original factory internal shoe parking brakes. Based on the axle, kits with either the Dynalite or Superlite series calipers and GT, HP, or SRP rotors ranging from 12.19" to a full 14" diameter, can be optioned for full on style or full on competition. Each kit also includes steel parking brake drum hats to mount the bolt-on rotors, high performance pads, caliper mount brackets, and the hardware necessary to attach the kit to the axle.



GROUP 14 • DYNALITE PRO SERIES REAR AXLE KITS:

Dynalite Pro Series rear axle kits provide a fully bolt-on installation of a complete competition ready system for non-parking brake rear wheel drive muscle car axles. These kits are competition proven from the drag strip to the road courses and include forged billet Dynalite four piston calipers, HD series hats, HP or SRP 12.19" vented iron rotors, Wilwood brake pads, mounting brackets, and the hardware necessary to install the kit onto the axle.



GROUP 15 • DYNALITE DRAG RACE REAR AXLE KITS:

Dynalite drag race rear axle brake kits are a perfect match to our drag race and Pro Series front kits. They provide big stopping power with the lowest rotating and overall unsprung weight available from a steel rotor brake system. Rear drag race kits are available for all the popular muscle car rear axles with either OE or custom aftermarket axles and bearing ends. Each kit includes forged billet Dynalite calipers, HD aluminum hats, high strength steel rotors, Wilwood brake pads, mounting brackets, and the hardware necessary to mount the kit on the axles.



GROUP 16 • DYNALITE DYNAMIC MOUNT DRAG RACE REAR AXLE KITS:

Dynamic rotor mounting allows independent expansion between the steel disc and the aluminum hat to minimize thermal distortion and undo stress on the components. Dynamic mount hats are slotted for t-nuts that "float" within the slot to eliminate all bind and thermal distortion on the rotor and hat. Standard single caliper (per wheel) kits are offered for four wheel brake cars, with dual caliper kits available for tandem systems on dragsters and other rear brake only applications. Each kit includes forged billet Dynalite four piston calipers, dynamic mount GT series hats with t-nuts and rotor bolts, high strength steel rotors, Wilwood brake pads, mounting brackets, and the hardware necessary to mount the kit on the axles.



GROUP 17 • PROMATRIX OE UPGRADE PAD AND ROTOR KITS:

ProMatrix kits for show and competition replace the OE rotors, pads, and rubber flexlines on vehicles using the OE caliper in the stock mounting location. Each kit is a direct bolt-on replacement for the OE components and fully compatible with the ABS systems and parking brake assemblies. Front kits include Wilwood brake pads, GT or SRP series rotors, GT series aluminum hats, stainless rotor bolts, and DOT approved stainless steel flexlines. Rear kits include all the same components, but with a one-piece iron rotor with an integral mounting hat.



WILWOOD BOLT-ON DISC BRAKE KITS

ORIGINAL EQUIPMENT (OE) FRONT SPINDLE APPLICATIONS:

ORIGINAL EQUIPMENT (OE) FRONT SPINDLE APPLICATIONS

MAKE	MODEL	YEARS	OE SPINDLE TYPE	TC 6R Big Brake GROUP 1	Superlite Big Brake GROUP 2	Superlite Big Brake GROUP 3	Forged Superlite Big Brake GROUP 4	DynaPro Big Brake GROUP 5	Dynalite Big Brake GROUP 6	Dynalite Big Brake GROUP 7	Dynalite Pro Series GROUP 8	Dynalite Drag Race GROUP 9	Dynalite Single Drag Race GROUP 10	Pro-Matrix OE Upgrade GROUP 17
Acura	Integra - OEM 262 mm Rotor	1990-01	Disc							x				
	RSX - 5 Lug 262 mm Rotor	2002-04	Disc							x				
Audi	TT	1999-05	Disc					x						
BMW	M3 - E36	1995-00	Disc			x								x
	Z3 - 3.2 Liter	1995-01	Disc			x								x
	Mini Cooper and Cooper S	2002-05	Disc					x						
Buick	Apollo	1973-74	Disc / Drum		x				x		x	x	x	
	Apollo	1975	Disc						x		x	x		
	Buick with 11" Rotor	1979-84	Disc						x		x			
	Buick, GN	1979-87	Disc								x	x		
	Century	1973-81	Disc						x		x	x		
	Regal	1973-87	Disc						x		x	x		
	Skylark	1975-79	Disc						x		x	x		
	Special	1973-74	Disc		x				x		x	x		
Cadillac	Escalade, EXT	2002-05	Disc	x										
	Escalade, ESV	2003-05	Disc	x										
Chevrolet	Avalanche 1500	2002-05	Disc	x										
	Acalanche 2500	2002-05	Disc	x										
	Belair	1955-57	Drum						x		x			
	Belair	1959-64	Drum								x			
	Blazer, 4 x 2, 100.5" Wheel Base	1983-90	Disc								x	x		
	Biscayne	1959-64	Drum								x			
	Camaro	1967-69	Disc / Drum		x				x		x	x	x	
	Camaro	1970-81	Disc						x		x	x		
	Camaro	1982-92	Disc								x	x		
	Camaro	1993-02	Disc			x								
	Cavalier	1995-04	Disc					x						
	Caprice	1977-78	Disc						x		x	x		
	Chevelle	1964-72	Disc / Drum		x				x		x	x	x	
	Chevelle	1973-77	Disc						x		x	x		
	Chevrolet, Full Size	1977-78	Disc						x		x	x		
	Chevy II / Nova	1964-74	Disc / Drum		x				x		x	x	x	
	Chevy Passenger with 11" Rotor	1979-84	Disc						x		x			
	Chevy S10	1982-90	Disc								x	x		
	Corvette	1963-64	Drum								x			
	Corvette C-4	1988-96	Disc			x								x
	Corvette C-5	1997-04	Disc			x								x
	Corvette C-6	2005	Disc			x								x
	El Camino	1967-72	Disc / Drum		x				x		x	x	x	
	El Camino	1973-77	Disc						x		x	x		
	Impala	1959-64	Drum								x			
	Impala, 11" Rotor	1977-78	Disc						x		x	x		
	Malibu	1973-87	Disc						x		x	x		
	Monte Carlo	1970-72	Disc / Drum		x				x		x	x	x	
	Monte Carlo	1973-77	Disc						x		x	x		
	Monte Carlo	1979-88	Disc						x		x	x		
	Monza	1975	Disc										x	
	Nova, See Chevy II	1975-79	Disc						x		x	x		
	Silverado 1500, Non Crew Cab	1999-05	Disc	x										
	Silverado Pickup 2500 & 3500	2001-05	Disc	x										
	Silverado Pickup Crew Cab	2002-03	Disc	x										
	Silverado Pickup - 8 Stud Wheels	2004-05	Disc	x										
	Suburban 1500	2000-05	Disc	x										
	Suburban 2500	2001-05	Disc	x										
	Tahoe	2001-05	Disc	x										
	Tahoe, Silverado Style	2000	Disc	x										
	Vega	1971-77	Disc										x	

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

ORIGINAL EQUIPMENT (OE) FRONT SPINDLE APPLICATIONS:

ORIGINAL EQUIPMENT (OE) FRONT SPINDLE APPLICATIONS

MAKE	MODEL	YEARS	OE SPINDLE TYPE	TC 6R Big Brake GROUP 1	Superlite Big Brake GROUP 2	Superlite Big Brake GROUP 3	Forged Superlite Big Brake GROUP 4	DynaPro Big Brake GROUP 5	Dynalite Big Brake GROUP 6	Dynalite Big Brake GROUP 7	Dynalite Pro Series GROUP 8	Dynalite Drag Race GROUP 9	Dynalite Single Drag Race GROUP 10	Pro-Matrix OE Upgrade GROUP 17
Chrysler / Dodge	Aspen	1976-80	Disc								x	x		
	Challenger	1970-74	Disc / Drum								x	x		
	Charger	1966-78	Disc / Drum								x	x		
	Chrysler F-Body Passenger	1979-88	Disc								x	x		
	Cordoba	1975-83	Disc								x	x		
	Coronet	1965-76	Disc								x	x		
	Dart	1963-74	Disc / Drum								x	x		
	Diplomat	1977-88	Disc								x	x		
	Dodge Pass (except 880 series)	1962-64	Drum								x	x		
	Dodge F-Body Passenger	1973-81	Disc								x	x		
	Imperial	1981-83	Disc								x	x		
	Lancer	1961-62	9" Drum								x	x		
	LeBaron	1977-81	Disc								x	x		
	Magnum	1978-79	Disc								x	x		
	Mirada	1980-83	Disc								x	x		
	Neon SRT-4	2003-05	Disc							x				
	PT Cruiser	2000-01	Disc							x				
	R/T	1967-70	Disc / Drum								x	x		
Ford	Early Ford Passenger Car	1937-48	Drum						x		x	x		
	F-150 PIckup (2 WD only)	2004-05	Disc	x										
	Fairlane	1966-71	Disc / Drum								x	x		
	Falcon	1965-71	Disc / Drum								x	x		
	Maverick	1970-73	Disc / Drum				x				x			
	Mustang V8 Spindle	1965-69	Disc / Drum								x			
	Mustang Shelby GT350, GT500	1970	Disc								x	x		
	Mustang II	1974-78	Disc / Drum		x				x		x	x	x	
	Mustang SVO	1984-86	Disc		x						x	x		
	Mustang	1968-69	Disc / Drum				x							
	Mustang	1970-73	Disc / Drum				x				x			
	Mustang	1987-93	Disc		x						x	x		
	Mustang	1994-04	Disc / Drum			x								
	Mustang	2005-06	Disc			x								
	Mustang Cobra	1994-04	Disc											x
	Pinto	1971-80	Disc / Drum		x				x		x	x	x	
	Ranchero	1967-69	Disc / Drum								x	x		
	Thunderbird Turbo Coupe	1987-88	Disc		x						x	x		
GMC	GMC Sprint	1971-87	Disc / Drum		x				x		x	x	x	
	Jimmy, 4 x 2, 100.5" Wheel Base	1983-90	Disc								x	x		
	S15, 4 x 2	1982-90	Disc							x	x	x		
	Sierra 1500, Non Crew Cab	1999-05	Disc	x										
	Sierra Pickup 2500, 3500	2001-05	Disc	x										
	Sierra Pickup Crew Cab	2001-03	Disc	x										
	Sierra Pickup - 8 Stud Wheels	2004-05	Disc	x										
	Yukon	2001-05	Disc	x										
	Yukon (except Denali)	2000	Disc	x										
	Yukon XL 1500	2000-05	Disc	x										
	Yukon XL 2500	2001-05	Disc	x										
Honda	Civic - OEM 262 mm Rotor	2002-04	Disc							x				
	Civic - OEM 240 mm Rotor	1990-99	Disc							x				
	Civic Si - OEM 262 mm Rotor	1994-04	Disc							x				
Hummer	H2	2002-05	Disc	x										
Mercury	Bobcat	1975-80	Disc / Drum		x				x		x	x	x	
	Comet	1965-71	Disc / Drum								x	x		
	Cougar	1967-73	Disc / Drum				x				x	x		
	Montego	1970-71	Disc / Drum								x			
Mitsubishi	Eclipse Generation II	1995-99	Disc					x						x
	EVO VIII	2003-05	Disc			x								x
	Lancer w/4 x 114.3 mm Wheel Pattern	2002-04	Disc							x				

WILWOOD BOLT-ON DISC BRAKE KITS

ORIGINAL EQUIPMENT (OE) FRONT SPINDLE APPLICATIONS:

ORIGINAL EQUIPMENT (OE) FRONT SPINDLE APPLICATIONS

MAKE	MODEL	YEARS	OE SPINDLE TYPE	TC 6R Big Brake GROUP 1	Superlite Big Brake GROUP 2	Superlite Big Brake GROUP 3	Forged Superlite Big Brake GROUP 4	DynaPro Big Brake GROUP 5	Dynalite Big Brake GROUP 6	Dynalite Big Brake GROUP 7	Dynalite Pro Series GROUP 8	Dynalite Drag Race GROUP 9	Dynalite Single Drag Race GROUP 10	Pro-Matrix OE Upgrade GROUP 17
Nissan	240SX (SE, 5 Lug Only)	1995-98	Disc											
	350Z, G35	2004-06	Disc											
Oldsmobile	Cutlass	1973-88	Disc								x	x		
	F-85	1967-72	Disc / Drum		x				x		x	x	x	
	F-85	1973-77	Disc						x		x	x		
	Oldsmobile	1977-85	Disc								x	x		
	Oldsmobile with 11" Rotor	1979-84	Disc						x					
	Omega	1973-74	Disc / Drum		x				x		x	x	x	
	Omega	1975-79	Disc						x		x	x		
Plymouth	Barracuda	1964-74	Disc / Drum								x	x		
	Belvedere	1965-70	Disc / Drum								x	x		
	Fury (except Gran)	1975-77	Disc								x	x		
	GTX	1967-71	Disc								x	x		
	Plymouth	1962-64	Drum								x	x		
	Plymouth F-Body Passenger	1976-88	Disc								x	x		
	Road Runner	1968-72	Disc / Drum								x	x		
	Satellite	1965-72	Disc / Drum								x	x		
	Superbee	1968-70	Disc / Drum								x	x		
	Valiant	1960-74	Drum								x	x		
	Volare	1976-80	Disc								x			
Pontiac	Bonneville	1982-86	Disc								x	x		
	Firebird	1970-81	Disc						x		x	x		
	Firebird	1982-92	Disc								x	x		
	Firebird	1993-02	Disc			x								
	Grand Prix	1973-87	Disc								x	x		
	GTO	2004-05	Disc			x								
	LeMans	1973-81	Disc						x		x	x		
	Phoenix	1977-79	Disc						x		x	x		
	Pontiac, Full Size	1977-81	Disc								x	x		
	Pontiac with 11" Rotor	1979-81	Disc						x		x			
	Sunfire	1995-04	Disc					x						
	Tempest	1973-77	Disc						x		x	x		
	Ventura II	1971-74	Disc / Drum		x				x		x	x	x	
	Ventura II	1975-77	Disc						x		x	x		
Scion	tC	2005	Disc				x							
	xA	2004-05	Disc				x							
	xB	2004-05	Disc				x							
Subaru	Impreza WRX	1999-05	Disc			x		x						
Suzuki	Aerio	2002-05	Disc							x				
Volkswagen	Beetle 1.8T	1998-05	Disc					x						
	Golf IV, 1.8T and VR6	1999½-05	Disc					x						
	Jetta IV, 1.8T and VR6	1999½-05	Disc					x						

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

CUSTOM SPINDLE AND STRUT APPLICATIONS:

CUSTOM SPINDLE AND STRUT APPLICATIONS

MAKE	MODEL	YEARS	TYPE	TC 6R Big Brake GROUP 1	Superlite Big Brake GROUP 2	Superlite Big Brake GROUP 3	Forged Superlite Big Brake GROUP 4	DynaPro Big Brake GROUP 5	Dynalite Big Brake GROUP 6	Dynalite Big Brake GROUP 7	Dynalite Pro Series GROUP 8	Dynalite Drag Race GROUP 9	Dynalite Single Drag Race GROUP 10	Pro-Matrix OE Upgrade GROUP 17
Anglia/P & S	Spindle	N / A											x	
Art Morrison	Struts	N / A									x	x		
	Spindle											x		
Chassis Engineering	Struts	N / A									x	x	x	
Strange	Struts	N / A											x	
Superior	Spindle - 2" Drop	N / A									x			

REAR AXLE APPLICATIONS:

REAR AXLE APPLICATIONS

MAKE	MODEL	YEARS	SL4 Big Brake Rear Disc/Drum GROUP 11	Dynalite Pro Series Park Brake GROUP 12	Pro Series Kits for OE Park Brake GROUP 13	Dynalite Pro Series GROUP 14	Dynalite Drag Race GROUP 15	Dynalite Drag Race GROUP 16	Pro-Matrix OE Upgrade GROUP 17
BMW	M3 - E36	1995-00			x				x
Ford	Small Ford	All	x	x		x	x		
	Big Ford	All	x	x		x	x	x	
	Big Ford, New Style	All	x	x		x	x		
	Ford 8.8, 5 Lug	Thru 1998	x	x		x			
	Mustang Cobra	1994-04							x
GM	10 and 12 Bolt Housings	All	x	x		x	x		
	Camaro and Firebird	1993-99		x					
	Corvette C-4	1988-96							x
	Corvette C-5, Z06	1997-04			x				x
	Corvette C-6	2005			x				x
	Olds / Pontiac	1958-64	x	x		x	x	x	
	Pontiac GTO (1)	2004-05			x				
Mitsubishi	EVO VIII (1)	2003-2005			x				
Mopar	8-3/4, Dana 60 Press Fit Flanged Bearing	All				x	x		
	8-3/4, Dana 60 Loose Fit Snap-Ring Bearing	All	x	x		x	x		
Nissan	350Z, G35 (1)	2004-06			x				
Subaru	Impreza WRX	1999-04			x				
Custom Housing	GM 12 Bolt Special 3.15" Bearing		x	x		x	x		
	Lamb / Mark Williams Symmetrical End						x	x	

NOTE: (1) This kit utilizes a DynaPro caliper

Please visit our web-site at **www.wilwood.com** for the latest updates as well as new applications not listed here

TROUBLE SHOOTING

This table lists some of the most common items than can signal problems with your brake system. Please consult this table before calling Wilwood. However, if your problem is not found here, or the solution given does not solve the problem, please do not hesitate to contact your Wilwood technical advisor for assistance.

SYMPTOM	CAUSE	SOLUTION
LOSE YOUR PEDAL DURING RACE	Fluid boiling due to wet fluid or foot drag.	Flush out entire system with fresh Wilwood Hi-Temp° 570 racing brake fluid. Install dashboard brake light reminder.
	Undersize brake system.	Refer to the caliper portion of the catalog to select the correct caliper/rotor combination for your application.
	Wrong size residual pressure valve.	Use no larger than 2 lb residual pressure valve.
	Incorrect or faulty master cylinder.	Repair or replace master cylinder.
	Leak in caliper or hydraulic lines.	Check for leaks in caliper and (replace) lines.
	Inadequate ducting.	Reposition air ducts to center of rotor and caliper. (refer to Wilwood air duct technical sheet)
	Pedal linkage failure.	Check pedal assembly.
	Excessive spindle deflection in corners.	Check spindles for warpage. Install 2 lb residual pressure valve.
BRAKE DRAG	Bad master cylinder.	Switch or replace master cylinder.
	Incorrect residual pressure valve.	Use no larger than 2 lb residual pressure valve.
	Rotors warped.	Replace rotors.
	Calipers not square to rotor.	Re-align brackets or shim calipers.
	Tapered brake pads.	Replace pads, check caliper alignment to rotor.
	M/C has internal residual pressure.	Remove residual pressure valve.
CAR WILL NOT STOP	Glazed pads and/or rotors.	Grind and/or sand glaze from rotors.
HAVE TO PUSH HARD ON PEDAL	Too large of a master cylinder.	See master cylinder section of catalog to select the correct size unit for your application.
	Not enough pedal ratio.	Increase pedal ratio, see pedal section of catalog.

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

TROUBLE SHOOTING:

SYMPTOM	CAUSE	SOLUTION
HAVE TO PUSH HARD ON PEDAL	Pedal mounted at bad angle.	Master cylinder push rod should not be off more than 5° in any angle
	Wrong pad material for your applications.	Pads must match rotor operating temperature range. See pad section of catalog.
	Frozen pistons in calipers.	Rebuild calipers.
CALIPER LEAKS	Caliper seal old or dried out.	Replace with new seals.
	Nick or ding on piston or cut seal.	Replace pistons and/or seals as necessary.
SPONGY PEDAL OR BOTTOMS OUT	Air in brake system.	Re-bleed the system.
	Calipers not bled with bleed screws straight up.	Unbolt calipers and hold with bleed screws in the vertical position.
	Wrong size master cylinder (too small).	Refer to master cylinder section of catalog to select the correct size for your application.
	Faulty master cylinder.	Replace master cylinder.
	Calipers not mounted square to the rotor.	Re-align brackets parallel to rotor or shim caliper.
	Calipers mounted equal to, or higher than master cylinder.	Install 2 pound in-line residual pressure valve.
	Calipers flex excessively.	Check pressure. Do not exceed 1,500 P.S.I.
	Pedal ratio too great.	Reduce pedal ratio.
	Excessive spindle deflection in corners causing piston knock-back.	Install 2 pound in-line residual pressure valve. Check spindles for warpage.
OSCILLATION FEED BACK IN PEDAL	Excessive rotor run out.	Shim between rotor and hub/hat.
	Pad material buildup on rotors.	Change pads, clean rotor face.
	Calipers loose.	Tighten caliper mounting bolts.
	Rotor faces not parallel.	Re-grind rotor faces or replace rotors.
	Cracked rotors.	Replace rotors.
	Excessive front bearing clearance.	Check for proper bearing size or tighten the spindle nut.

TECHNICAL TIPS

BRAKE FLUID:

Due to the extreme operating temperatures of a high performance brake system, standard “off-the-shelf” brake fluids are not recommended. Of critical importance in determining a fluid’s ability to handle high temperature applications are its Dry Boiling Point and Compressibility.

The Dry Boiling Point is the temperature at which a brake fluid will boil in its virgin non-contaminated state. The highest temperature Dry Boiling Point available in a DOT 3 fluid is 572° F.

The Wet Boiling Point is the temperature a brake fluid will boil after it has been fully saturated with moisture. The DOT 3 requirement for wet boiling point is a minimum temperature of 284° F.

There are many ways for moisture to enter your brake system. Condensation from regular use, washing the vehicle and humidity are the most common, with little hope of prevention. Glycol based DOT 3 & 4 fluids are hygroscopic; they absorb brake system moisture, and over time the boiling point is gradually reduced.

Wilwood does not recommend using DOT 5 fluid in any racing applications. DOT 5 fluid is not hygroscopic, so as moisture enters the system, it is not absorbed by the fluid and results in beads of moisture moving through the brake line, collecting in the calipers. It is not uncommon to have caliper temperatures exceed 200° F, and at 212° F, this collected moisture will boil causing vapor lock and system failure. Additionally, DOT 5 fluid is highly compressible due to aeration and foaming under normal braking conditions, providing a spongy brake feel. DOT 5 fluid is best suited for show car applications where its anti-corrosion and paint friendly characteristics are important.

Whenever you add fresh fluid to your existing system (never mix fluids of different DOT classifications), it immediately becomes contaminated, lowering the boiling point of the new fluid. For maximum performance, start with the highest Dry Boiling Point available (try Wilwood’s Hi-Temp° 570 Racing Brake Fluid), flush the system completely and flush it regularly, especially after severe temperatures have been experienced.

BRAKE SYSTEM COOLING:

Proper air ducting is critical for effective performance of short track stock car disc brake systems. Faster cars, improved tires and better aerodynamics has changed the design requirements for brake ducting. Short tracks and most road courses require specific air duct considerations to maximize the brake systems effectiveness.

Channeling sufficient air from the front of the car through the front brakes is required to remove the large amounts of heat generated by severe and prolonged brake use. An efficient air ducting system can prevent brake system overheating and greatly improve pad life. As car designs have evolved, the aerodynamics of the car’s front end has changed, thereby affecting the air flow entering the front air scoops (plenum). Because of this change in air flow, the positioning of intake plenums should be re-evaluated.

By repositioning the plenum intakes vertically as close as possible to the center of the vehicle, air flow is increased. Vertically placed intakes reduce the unwanted effect of air skimming past the duct openings. Locating the intake ducts closer to the center of the vehicle positions them in a high pressure area resulting in greater intake air flow. For more information on brake cooling, order Wilwood’s AIR DUCTING for Short Track Stock Car Racing, DS-254.

CALIPER BLEED SCREWS POINTING UP:

When bleeding the brakes, make sure the bleed screws on the calipers are pointing straight up so there is no possibility of air bubbles getting trapped. If the calipers are mounted on an angle, you will need to unbolt one ear from the bracket. Pivot the caliper so it points straight up and place a spacer between the pads to prevent the pistons from coming out of the housing.

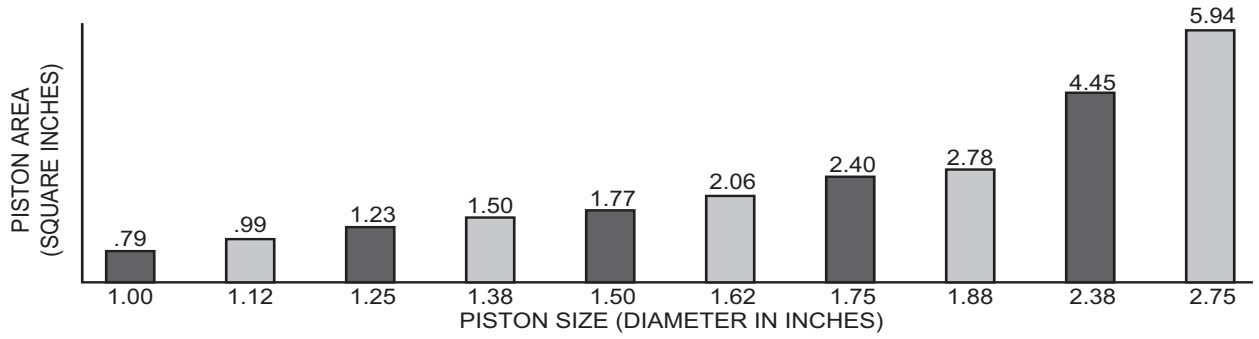
WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

CALIPER MOUNTING:

Brake calipers should be mounted square with rotor to prevent excessive piston knock-back and uneven pad wear. While looking at brake area, have someone apply brakes. Caliper should not move (square itself to rotor): only the pistons and pad should move. If caliper is not parallel with rotor, shims should be used between mounting bracket and caliper ears for proper alignment. Caliper brackets should be strong enough not to deflect under heavy braking. All caliper mounting bolts should be of the highest quality and lockwired for safety.

CALIPER PISTON AREA:

A caliper's piston area is calculated by finding the total piston area from one side of the caliper (this is true for a single piston caliper also). The graph provides the piston area for individual piston diameters. Note that differential piston bore calipers will be the total piston area of the different size pistons.



Example: For the six piston GN III caliper (1.38, 1.38, 1.75" pistons), the effective piston area would be: 1.50" + 1.50" + 2.40" = 5.40 square inches.

CALIPER REBUILDING:

If you race on dirt or drag race on a weekly basis throughout the year, you should disassemble your calipers mid-season and inspect the caliper seals for excessive wear or hardness caused by heat. Asphalt racers generally experience more heat and should do inspections more frequently, especially after racing on a track where high temperatures are reached. NASCAR's Winston Cup, Busch GN, Craftsman Truck and Road Race teams usually replace caliper seals after each race to ensure proper disc brake performance. Disassembly and replacement of the seals is a simple process and can prevent catastrophic brake failure.

CALIPER SELECTION AND MOUNTING:

Most Wilwood extreme performance calipers are one directional because of the ***differential piston bore design*** (one end of the caliper having larger pistons than the other); the caliper must be mounted in a specific position relative to the rotor rotation. All Wilwood differential bore calipers are marked with a rotor rotation arrow on them. The caliper should be mounted so that the smaller piston end is closest to the rotor entrance and the larger piston end toward the rotor exit. The larger piston end provides slightly greater clamping force to compensate for pad taper that can occur under extended severe use applications. An improperly mounted caliper (reverse rotation) will cause increased pad taper and reduce overall braking efficiency.

Note that differential piston bore calipers cannot be used interchangeably from side to side - there is a left hand caliper and a right hand caliper. Also, calipers differ depending on whether the mounting is behind or in front of the spindle - this affects bleed screw position. Make sure to properly analyze these criteria when ordering and mounting or replacing differential bore calipers.

TECHNICAL TIPS

MOTORCYCLE BRAKE FLUID:

When changing brake calipers, it is a good idea to put in fresh fluid. **Unlike all other racing applications mentioned in this catalog, Harley-Davidson® Motorcycles use DOT 5 silicon fluid, which has different characteristics than DOT 3, DOT 4, or DOT 5.1 Racing Brake Fluid.** The primary reason for using DOT 5 fluid with street bikes is to prevent paint damage should brake fluid be spilled or dripped on fenders, gas tanks, etc. DOT 3, 4, or 5.1 Racing Brake Fluid is superior for high performance racing applications. Wilwood racing and performance calipers will work with either DOT 3, 4, 5, or 5.1 brake fluid, but it should be emphasized that DOT 5 silicon fluid should **NEVER** be mixed with DOT 3, 4, or 5.1 fluids. Replace your factory DOT 5 silicon brake fluid with another DOT 5 type, or flush out your brake system and replace it with a high performance DOT 3, 4, or 5.1 fluid, taking care not to spill on any paint surfaces and taking note of proper use instructions.

PAD SELECTION:

Proper selection of a brake pad compound is critical to disc brake system performance. Each material has specific torque and wear characteristics relative to its operating temperature. Track conditions and driving style can also influence pad requirements. For best performance, final selection of pad material often requires evaluation at the track over a range of actual race conditions. Please reference the Wilwood Brake Pad Catalog, or pages 62 - 69 in this Technical Manual for descriptions of the various compounds available. You may also contact the Wilwood Technical Department for recommendations.

PAD WEAR:

As long as your pads are wearing evenly across the pad surface, the pads can be used almost down to the backing plate. Spacer plates may be added behind the pad backing plate as it wears so the caliper pistons will not have to be exposed to the abusive track dirt and grit.

A regular check of the brake pads for excessive wear and taper is necessary to ensure proper disc brake performance.

WEIGHT REDUCTION:

Finding areas to cut weight is becoming increasingly more difficult, so if you are evaluating whether or not to take weight out of your brake system, here is something to keep in mind:

A caliper's size (and weight) is largely affected by the size of the brake pad it needs to hold. If you can go to a smaller brake pad (without running out of pad before you run out of event) then a smaller, lighter caliper may be for you. For example, if your pads last about 10 races, consider going to a smaller pad that will require changing a bit more frequently. Remember, if you go to a smaller caliper, you won't affect stopping performance provided piston sizes stay the same. Also keep in mind that pad wear is heavily dependent on operating temperature, so if you are going to experiment with downsizing, make sure you have adequate cooling.

WARNING: The user or installer of any product from this catalog must determine its suitability for their intended purpose or application

WARNINGS:

WARNING

INSTALLATION OF ANY COMPONENT OR KIT FROM THIS MANUAL SHOULD **ONLY** BE PERFORMED BY PERSONS EXPERIENCED IN THE INSTALLATION AND PROPER OPERATION OF DISC BRAKE SYSTEMS. IT IS THE RESPONSIBILITY OF THE PERSON INSTALLING ANY BRAKE COMPONENT OR KIT TO DETERMINE THE SUITABILITY OF THE COMPONENT OR KIT FOR THAT PARTICULAR APPLICATION.

RACING EQUIPMENT AND BRAKES MUST BE MAINTAINED AND SHOULD BE CHECKED REGULARLY FOR FATIGUE, DAMAGE AND WEAR.

WARNING - DO NOT OPERATE ANY VEHICLE ON UNTESTED BRAKES!

BEFORE OPERATING VEHICLE, TEST THE BRAKES UNDER CONTROLLED CONDITIONS IN A SAFE AREA. TEST THE SYSTEM IN STATIC CONDITIONS FOR PROPER PEDAL HEIGHT AND THE ABILITY TO HOLD PRESSURE BEFORE ATTEMPTING TO MOVE THE VEHICLE. MAKE SEVERAL STOPS IN A SAFE AREA AT SLOW SPEEDS AND GRADUALLY WORK UP TO NORMAL OPERATING CONDITIONS. **ALWAYS** UTILIZE SAFETY RESTRAINT SYSTEMS AND ALL OTHER REQUIRED SAFETY EQUIPMENT WHILE OPERATING THE VEHICLE.

IMPORTANT - READ THE DISCLAIMER OF WARRANTY BELOW

DISCLAIMER OF WARRANTY:

Purchasers recognize and understand that racing parts and equipment, such as disc brakes, hubs, etc. and all parts, inventory and services manufactured and/or sold by Wilwood Engineering, Inc. are exposed to many and varied conditions due to the manner in which they are installed and used. Purchasers and Wilwood Engineering, Inc. consciously desire to make their own bargain, irrespective of any court decision and purchasers agree upon good faith and in consideration for being allowed to purchase from Wilwood Engineering, Inc. said parts or services. Purchasers expressly acknowledge and understand that Wilwood Engineering, Inc. does not make any affirmation of fact or promise to purchaser, which relates to said parts, inventory, or services that becomes part of the basis of the bargain between Wilwood Engineering, Inc. and purchasers. Nor does Wilwood Engineering, Inc. make, or cause to be made to purchaser any description of the goods sold to purchaser, nor does Wilwood Engineering, Inc. make, or cause to be made, as part of the basis of the bargain with purchasers, any description or affirmation of fact concerning any sample or model of racing parts, and equipment inventory or service.

As further consideration for purchasers using Wilwood Engineering, Inc. racing parts and equipment any and all inventory and services, purchasers acknowledge that due to the differing conditions and circumstances under which all equipment and parts are installed and used, purchasers are not relying on Wilwood Engineering, Inc. skill or judgement to select or furnish the proper part or equipment. Purchasers expressly affirm they are relying upon their own skill or judgement to select and purchase suitable goods.

Wilwood Engineering, Inc. makes no warranties whatsoever, expressed or implied, oral or written, to purchasers. There is no warranty of merchantability made to purchasers. Wilwood Engineering, Inc. further excludes any implied warranty of fitness with respect to racing and equipment, any and all inventory and service.

It is expressly understood and agreed between purchasers and Wilwood Engineering, Inc. that as part of the bargain between Wilwood Engineering, Inc. and purchasers, and in consideration of doing business with each other, all purchasers take, select and purchase said racing parts, equipment, any and all inventory, or services from Wilwood Engineering, Inc. “as is” and “with all faults” and Wilwood Engineering, Inc. shall always provide purchasers with a full and complete opportunity to examine, at purchasers’ leisure and convenience, any racing parts and equipment, any and all inventory, or services when purchasing or contemplating purchasing from Wilwood Engineering, Inc.

If, and in the event that purchasers expressly or impliedly cause representations, or statements or affirmations of fact contrary to this disclaimer of all warranties, expressed or implied, then purchasers agree to indemnify and hold harmless Wilwood Engineering, Inc. in the event of any claim, demand, or legal action against Wilwood Engineering, Inc. by any purchaser.

Purchasers understand and agree that no officer, director, employee, or salesman of Wilwood Engineering, Inc. has any authority to make any statement contrary to the terms of this agreement. On the contrary, Wilwood Engineering, Inc. disavows any statement contrary to what is herein above written.

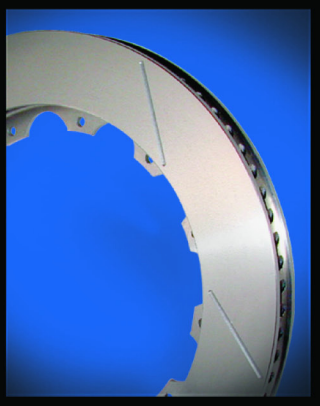
wilwood
DISC BRAKES



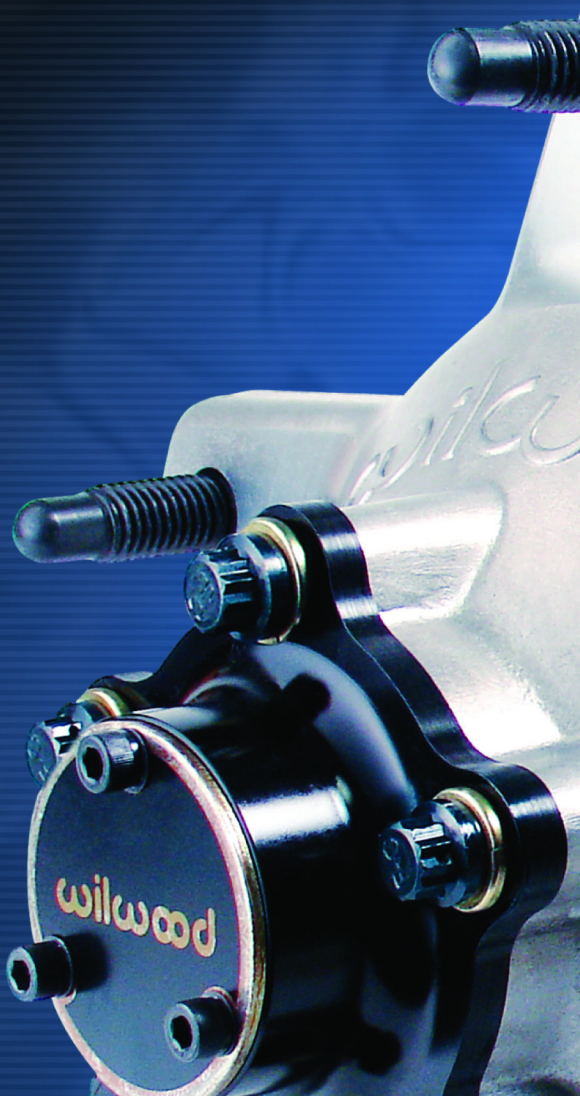








WILWOOD ENGINEERING
4700 Calle Bolero Camarillo, CA 93012
Tel: 805-388-1188 Fax: 805-388-4938
www.wilwood.com





2006 Wilwood Engineering © All Rights Reserved
Catalog $7.00