

ASSEMBLY INSTRUCTIONS
FOR
SUPERLITE 4 BIG BRAKE FRONT HAT KIT WITH
12.90" DIAMETER VENTED ROTOR

1995 - 1998 NISSAN 240SX, SE 5 LUG MODELS
1989-1998 NISSAN 240SX W/4 LUG HUB & 5 LUG HUB UPGRADE

PART NUMBER GROUP

140-9194

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

READ ALL WARNINGS

WARNING

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. IF YOU ARE NOT SURE HOW TO SAFELY USE THIS BRAKE COMPONENT OR KIT, YOU SHOULD NOT INSTALL OR USE IT. DO NOT ASSUME ANYTHING. IMPROPERLY INSTALLED OR MAINTAINED BRAKES ARE DANGEROUS. IF YOU ARE NOT SURE, GET HELP OR RETURN THE PRODUCT. YOU MAY OBTAIN ADDITIONAL INFORMATION AND TECHNICAL SUPPORT BY CALLING WILWOOD AT (805) 388-1188, OR VISIT OUR WEB SITE AT WWW.WILWOOD.COM. USE OF WILWOOD TECHNICAL SUPPORT DOES NOT GUARANTEE PROPER INSTALLATION. **YOU**, OR THE PERSON WHO DOES THE INSTALLATION MUST KNOW HOW TO PROPERLY USE THIS PRODUCT. IT IS NOT POSSIBLE OVER THE PHONE TO UNDERSTAND OR FORESEE ALL THE ISSUES THAT MIGHT ARISE IN YOUR INSTALLATION.

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!
SEE MINIMUM TEST PROCEDURE WITHIN

ALWAYS UTILIZE SAFETY RESTRAINT SYSTEMS AND ALL OTHER AVAILABLE SAFETY EQUIPMENT WHILE OPERATING THE VEHICLE

IMPORTANT • READ THE DISCLAIMER OF WARRANTY INCLUDED IN THE KIT

NOTE: Some cleaners may stain or remove the finish on brake system components. Test the cleaner on a hidden portion of the component before general use.

Important Notice - Read This First

Before any tear-down or disassembly begins, review the following information:

- Review the wheel clearance diagram (figure 2, page 3) to verify that there is adequate clearance with the wheels you will be using with the installation.
- Front brake kits do not include flex lines. OEM brake lines will not adapt to Wilwood calipers. Check the assembly instructions, or associated components section for brake line recommendations before assembly. In addition, Wilwood offers an extensive listing of brake lines and fittings on our web site: www.wilwood.com.
- Due to OEM production differences and other variations from vehicle to vehicle, the fastener hardware and other components in this kit may not be suitable for a specific application or vehicle.
- It is the responsibility of the purchaser and installer of this kit to verify suitability / fitment of all components and ensure all fasteners and hardware achieve complete and proper engagement. Improper or inadequate engagement can lead to component failure.

Exploded Assembly Diagram and Parts List

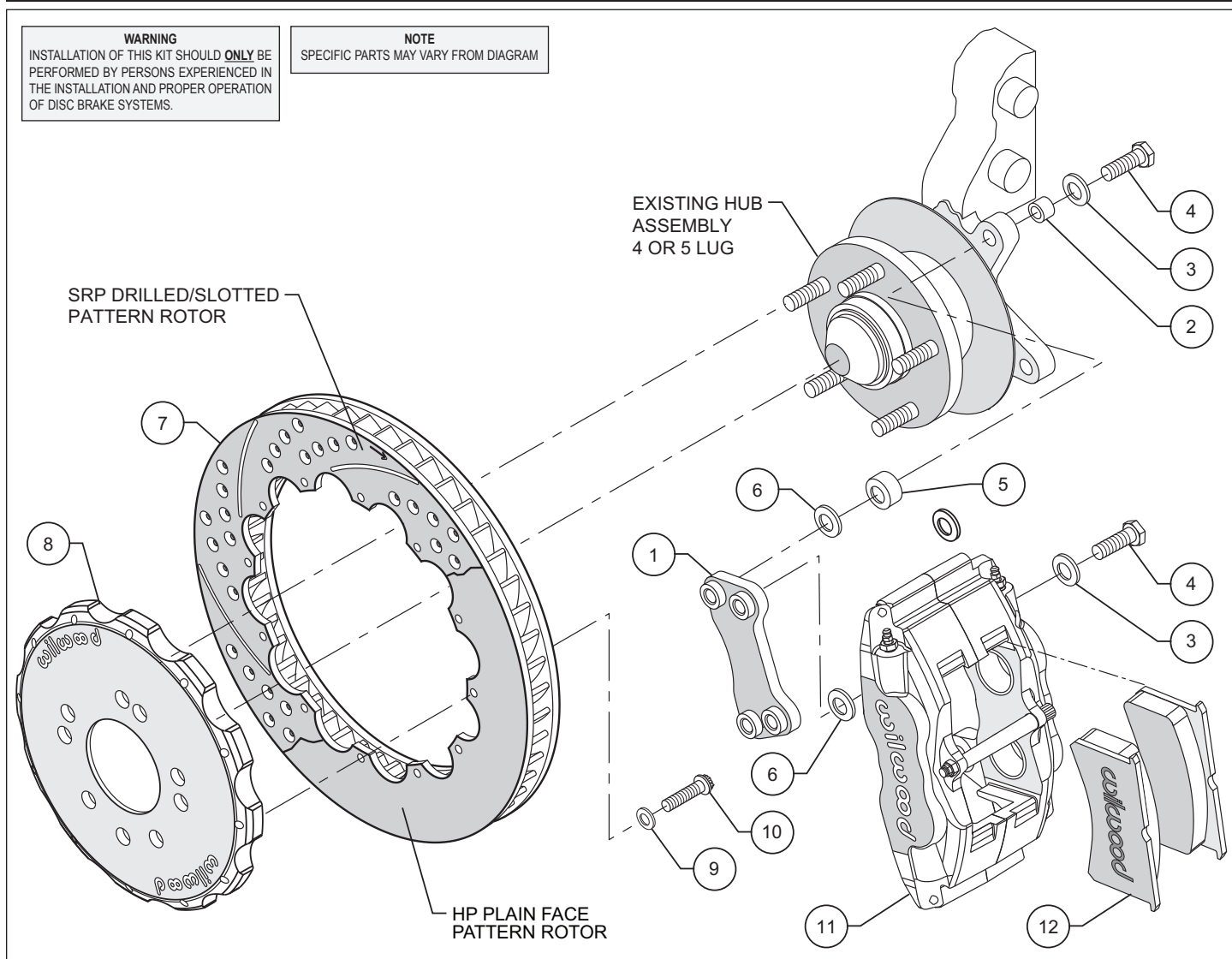


Figure 1. Typical Installation Configuration

Parts List

ITEM NO.	PART NO.	DESCRIPTION	QTY
1	250-9295	Bracket, Caliper Mounting	2
2	300-6347	Sleeve	4
3	240-11101	Washer, .453 I.D. x .750 O.D. x .063 Thick	8
4	230-10425	Bolt, 7/16-20 x 1.50 Long, Hex Head	8
5	300-9283	Spacer, .170 Long	4
6	240-3902	Shim, .441 I.D. x 1.000 O.D. x 0.016 Thick	16
7	160-6833/34	Rotor, GT 1.10" Thk x 12.90" Dia, 12 x 8.75" Bolt Circle (one each, right and left)	2
7A	160-6835/36	Rotor, SRP Drilled and Slotted (one each, right and left)	2
8	170-9294	Hat, 4 x 4.50"/5 x 4.50", .745" Offset, 12 x 8.75" Bolt Circle	2
9	240-11240	Washer, .265 I.D. x .500 O.D. x .063 Thick	24
10	230-6737	Bolt, 1/4-20 x 1.00 Long, 12 Point	24
11	120-11128	Caliper, Forged Superlite 4	2
12	150-8855K	Pad, BP-10 Compound, Axle Set	1

NOTES:

Part Number 230-4572 Rotor Bolt Kit, includes part numbers 230-6737 and 240-11240

Part Number 230-9433 Caliper Mounting Bolt Kit, includes P/N's 230-10425, 240-11101, 240-3902, 300-6347 and 300-9283

Item 7A is an optional item included in the (D) kits. Add "-D" to end of part number when ordering.

Wilwood offers an optional Braided Stainless Steel Hose Kit. Order part number 220-9199 (not included in kit)

General Information, Disassembly, and Assembly Instructions

Installation of this kit should **ONLY** be performed by persons experienced in the installation and proper operation of disc brake systems. Before installation begins, please read the complete procedure thoroughly to familiarize yourself with the process, and double check the following items to ensure a trouble-free installation.

- Make sure this is the correct kit to match the exact make and model year of the vehicle's hubs (i.e., brackets for a 1990 Nissan spindle will not fit a 1998 Nissan spindle).
- Verify the hat stud pattern in this kit matches the stud pattern of the vehicle's hubs. This kit will service both 4 and 5 lug applications.
- Verify your wheel clearance using Figure 2.
- Inspect the package contents against the parts list to ensure that all components and hardware are included.

Disassembly

- Disassemble the original equipment front brakes:

Raise the front wheels off the ground and support the front suspension according to the vehicle manufacturer's instructions.

Remove the wheel. Disconnect the caliper brake hose from the brake line at the body. Remove the two bolts that hold the stock caliper mounting bracket to the hub. Lift off the bracket and stock caliper as one unit, then slide off the stock hat and rotor assembly. On some models you may have to unbolt the stock caliper from the caliper bracket before removal.

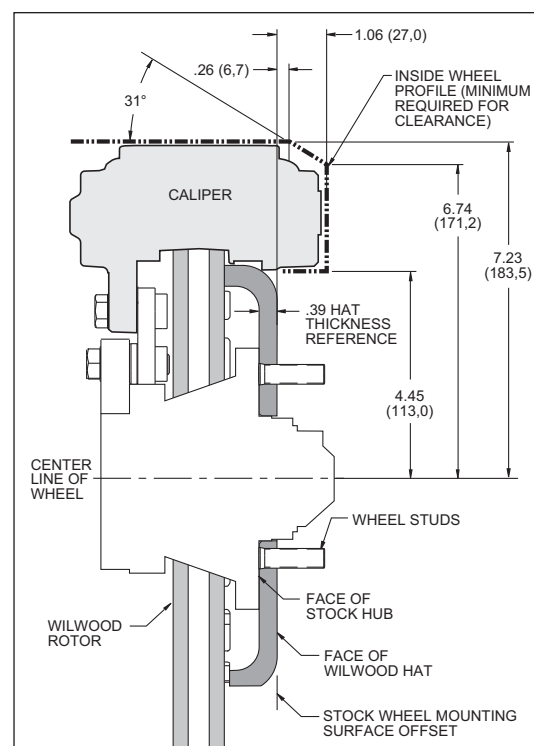


Figure 2. Wheel Clearance Diagram

- Thoroughly clean the hubs and remove all nicks or burrs.

Assembly Instructions (numbers in parenthesis refer to the part list/diagram on the preceding pages): **CAUTION:** All mounting bolts must fully engage insert nuts. Be sure to check that all bolts are either flush or protruding through flanged side of insert nut after shimming.

- Insert one sleeve (2) each into the holes on the top and bottom of the spindle "ears" where the OEM caliper bracket was removed. Apply red *Loctite*® 271 to the caliper mounting bracket bolt threads (4) before installation of the caliper mounting bracket (1). Install the bracket with the flanged heads of the clinch nuts facing outboard, as shown in Figure 1. Slide bolt (4) through washer (3) and into the previously installed sleeve (2) from the backside of the hub. On the front side of the hub place spacer (5) and one shim (6) between hub and bracket. Finger tighten. Repeat for the lower mounting holes. Torque bolts to 75 ft-lb.

Assembly Instructions (Continued)

•With the larger I.D. side of the rotor (7) facing away from the hat (8), bolt rotor (7) to the hat (8) through the backside of the rotor using washers (9) and bolts (10). Torque bolts (10) to 85 in-lb. Safety wire bolts (10) using standard 0.032 inch diameter stainless steel safety wire as shown in Figure 3. Please refer to Wilwood's data sheet DS-386 (available at www.wilwood.com/pdf/ds386.pdf) for complete safety wire installation instructions. Slide the rotor/hat assembly being sure to align the correct bolt pattern onto the hub. Install a couple of lug nuts (finger tighten) to keep the rotor/hat assembly in place while continuing with the installation.

•**NOTE:** Please reference the caution statement at the beginning of the assembly instructions. With the bleed screws pointing up, mount the caliper (11) onto the caliper mounting bracket (1) using bolts (4) and washers (3), as shown in Figure 1. View the rotor (7) through the top of the caliper (11). The rotor should be aligned in the center of the caliper. If not, loosen the bolts and adjust the caliper by using 0.016 inch thick shims (6). Finger tighten and recheck alignment. Always use the same amount of shims on both the top and bottom caliper mounting bolts. Loosen the bolts and apply red *Loctite*® 271 to bolt threads, and torque to 75 ft-lb.

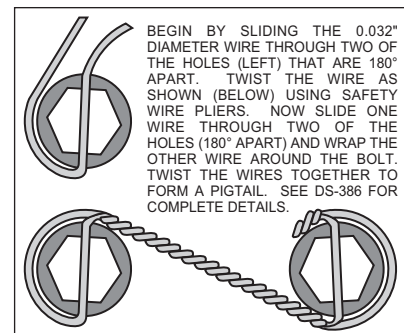


Figure 3. Safety Wire Diagram

•Remove the caliper bridge bolt and install the disc brake pads (12) then reinstall the caliper bridge bolt.

•**NOTE:** OEM rubber brake hoses generally cannot be adapted to Wilwood calipers. The caliper inlet fitting is a 1/8-27 NPT. The preferred method is to use steel adapter fittings at the caliper, either straight, 45 or 90 degree and enough steel braided line to allow for full suspension travel and turning radius, lock to lock. **Carefully route lines to prevent contact with moving suspension, brake or wheel components.** Wilwood hose kits are designed for use in many different vehicle applications and it is the installer's responsibility to properly route and ensure adequate clearance and retention for brake hose components. Wilwood offers a hose kit, P/N 220-9199, which includes hoses, fittings, etc., all in one package for this application.

•Specified brake hose kits may not work with all Years, Makes and Models of vehicle that this brake kit is applicable to, due to possible OEM manufacturing changes during a production vehicle's life. It is the installer's responsibility to ensure that all fittings and hoses are the correct size and length, to ensure proper sealing and that they will not be subject to crimping, strain and abrasion from vibration or interference with suspension components, brake rotor or wheel.

•In absence of specific instructions for brake line routing, the installer must use his best professional judgment on correct routing and retention of lines to ensure safe operation. Test vehicle brake system per the 'minimum test' procedure stated within this document before driving. After road testing, inspect for leaks and interference. Initially after install and testing, perform frequent checks of the vehicle brake system and lines before driving, to confirm that there is no undue wear or interference not apparent from the initial test. Afterwards, perform periodic inspections for function, leaks and wear in a interval relative to the usage of vehicle.

•Repeat this entire procedure for the other wheel.

•Bleed the brake system. Reference the general information and recommendations on the last page for proper bleeding instructions.

•Remove the two lug nuts that were used to hold the rotor/hat assembly in place during caliper installation. Install the wheel and lug nuts, torque to OEM specifications.

Additional Information and Recommendations

•**NOTE:** With the installation of aftermarket disc brakes, the wheel track may change depending on the application. Check your wheel offset before final assembly.

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

This Nissan brake kit can be operated using the stock OEM master cylinder. However, as with most suspension and tire modifications (from OEM specifications), changing the brakes may alter the front to rear brake bias. Rear brakes should **NOT** lock up before the front. Brake system evaluation and tests should be performed by persons experienced in the installation and proper operation of brake systems. Evaluation and tests should be performed under controlled conditions. Start by making several stops from low speeds then gradually work up to higher speeds. Always utilize safety restraint systems while operating vehicle.

•For optimum performance, fill and bleed the new system with Wilwood Hi-Temp® 570 grade fluid or EXP 600 Plus. For severe braking or sustained high heat operation, use Wilwood EXP 600 Plus Racing Brake Fluid. Used fluid must be completely flushed from the system to prevent contamination. **NOTE:** Silicone DOT 5 brake fluid is **NOT** recommended for racing or performance driving.

•To properly bleed the brake system, begin with the caliper farthest from the master cylinder. Bleed the outboard bleed screw first, then the inboard. Repeat the procedure until all calipers in the system are bled, ending with the caliper closest to the master cylinder. If the caliper is fitted with bleed screws on four corners, make sure the bottom bleed screws are tight. Only bleed from the top bleed screws. **NOTE:** When using a new master cylinder, it is important to bench bleed the master cylinder first.

•If after following the instructions you still have difficulty in assembling or bleeding your Wilwood disc brakes, consult your local chassis builder, or retailer where the kit was purchased for further assistance.

Brake Testing and Pad Bedding

WARNING • DO NOT DRIVE ON UNTESTED BRAKES BRAKES MUST BE TESTED AFTER INSTALLATION OR MAINTENANCE MINIMUM TEST PROCEDURE

- Make sure pedal is firm: Hold firm pressure on pedal for several minutes, it should remain in position without sinking. If pedal sinks toward floor, check system for fluid leaks. DO NOT drive vehicle if pedal does not stay firm or can be pushed to the floor with normal pressure.
- At very low speed (2-5 mph) apply brakes hard several times while turning steering from full left to full right, repeat several times. Remove the wheels and check that components are not touching, rubbing, or leaking.
- Carefully examine all brake components, brake lines, and fittings for leaks and interference.
- Make sure there is no interference with wheels or suspension components.
- Drive vehicle at low speed (15-20 mph) making moderate and hard stops. Brakes should feel normal and positive. Again check for leaks and interference.
- Always test vehicle in a safe place where there is no danger to (or from) other people or vehicles.
- Always wear seat belts and make use of all safety equipment.

PAD BEDDING PROCEDURE:

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

- Begin with a series of 8-10 light stops from approximately 30 MPH down to 15 MPH allowing 20-30 seconds for cooling between each stop.
- Progress to a 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.
- Proceed with a series of 8-10 hard stops from 55-65 MPH down to 25 MPH allowing 20-30 seconds of cool down time between each stop.
- Drive at a moderate cruising speed, with the least amount of brake contact possible, until most of the heat has dissipated from the brakes. Avoid sitting stopped with the brake pedal depressed to hold the car in place during this time. Park the vehicle and allow the brakes to cool to ambient air temperature.

Associated Components

<u>PART NO.</u>	<u>DESCRIPTION</u>
220-9199	Stainless Steel Braided Flex Line Kit
260-8419	Knob Style Adjustable Proportioning Valve
260-8420	Lever Style Adjustable Proportioning Valve
290-0632	Hi-Temp° 570 DOT 3 Brake Fluid (12 ounces)
290-6209	EXP 600 Plus Competition Brake Fluid (16.9 ounces)