

ASSEMBLY INSTRUCTIONS

FOR

SUPERLITE 6 BIG BRAKE FRONT HAT KIT VENTED ROTOR TYPE

1999 - 2004 SUBARU IMPREZA WRX

PART NUMBER GROUP

140-7005

WARNING

INSTALLATION OF THIS KIT 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 INCLUDED IN THE KIT.

WARNING: 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 wheel clearance diagram (Figure 2, page 3) to verify that there is adequate clearance with the wheels you will be using with this installation.

Exploded Assembly Diagram and Parts List

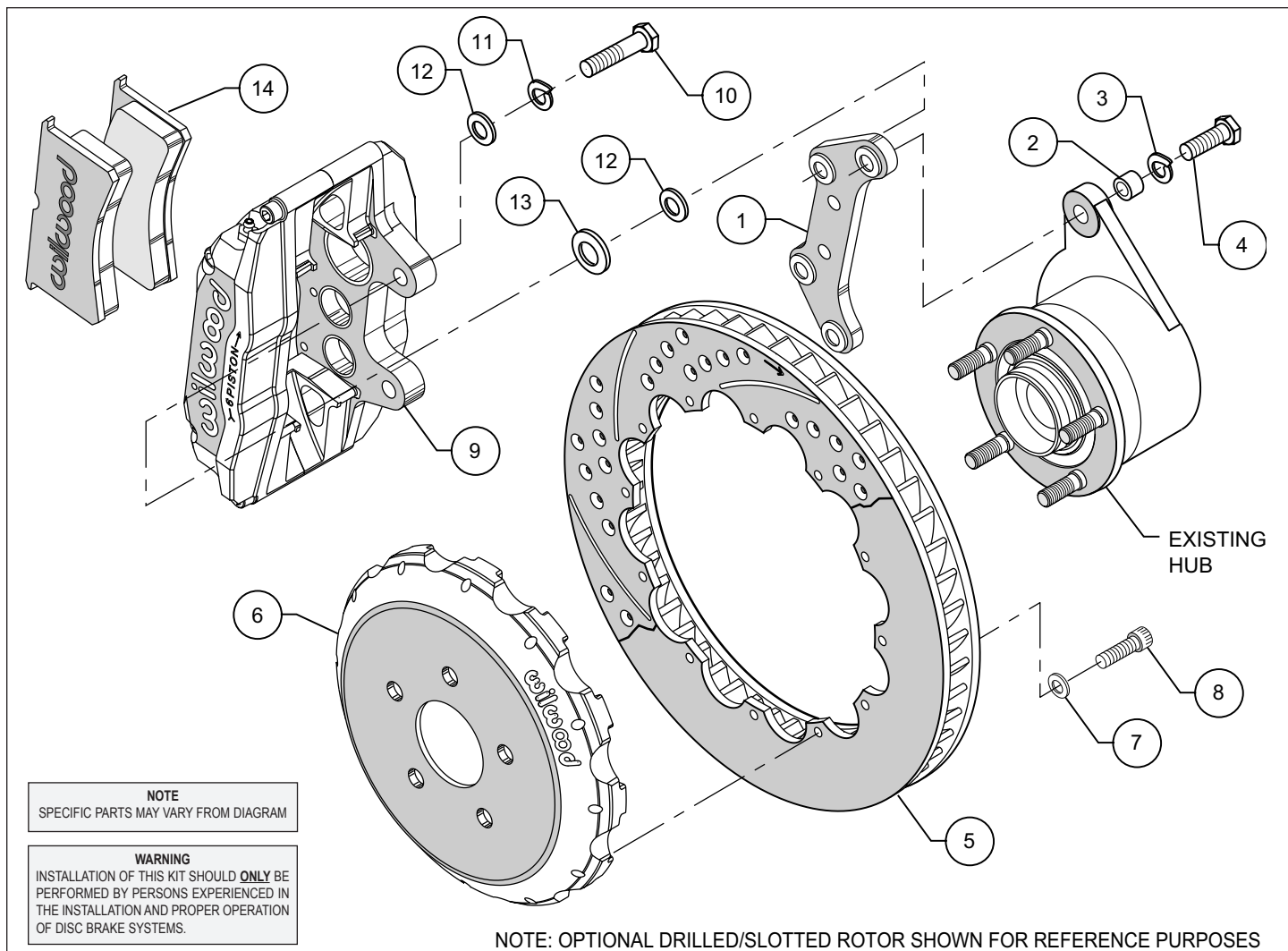


Figure 1. Typical Installation Configuration, Left Hand Application Shown

ITEM NO.	PART NO.	DESCRIPTION	QTY
1	250-6991	Bracket, Caliper Mounting	2
2	300-6347	Sleeve	4
3	240-0139	Washer, Lock 3/4 inch	4
4	230-6321	Bolt, 7/16-20 x 1.25 Long	4
5	160-6833/34	Rotor, 1.10" Thk x 12.90" Dia, 12 x 8.75" Bolt Circle	2
5A	160-6835/36	Rotor, Drilled and Slotted	2
6	170-6990	Hat	2
7	240-2509	Washer, 1/16 inch	24
8	230-6737	Bolt, 1/4-20 x 1.00 Long, 12 PT CS	24
9	120-7228/29-RS	Caliper, Billet Superlite 6	2
10	230-6381	Bolt, 7/16-20 x 2.00 Long	4
11	240-0139	Washer, Lock 3/4 inch	4
12	240-1848	Washer, .030 thick	16
13	300-3686	Spacer	4
14	150-8855K	Pad, BP-10 Compound, Axle Set	1
Optional	220-7009	Braided Stainless Steel Hose Kit (Not Included)	

NOTES: Part Number 230-4572 Rotor Bolt Kit, includes part numbers 230-6737 and 240-2509
 Part Number 230-7007 Caliper Bracket Mounting Bolt Kit, includes P/N's 230-6321, 240-0139 and 300-6347
 Part Number 230-7008 Caliper Mounting Bolt Kit, includes P/N's 230-3239, 240-0139, 240-1848 and 300-6992
 Item 5A is an optional item and is included in the (D) kits. Add "-D" to end of part number when ordering

General Information 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 1996 Subaru spindle will not fit a 2002 Subaru spindle).
- Verify the hat stud pattern in this kit matches the stud pattern of the vehicle's hubs.
- Verify your wheel clearance using Figure 2.
- Inspect the package contents against the parts list to ensure that all components and hardware are included.

Disassembly

- Disassemble the original equipment front brakes:
Raise the front wheels off the ground. The vehicle's weight must be on jack stands and not supported by a car jack or hoist.

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.

- Thoroughly clean the hubs.

Assembly Instructions (numbers in parenthesis refer to the part list/diagram on the preceding page): **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 caliper mounting bracket (1) with the heads of the threaded inserts facing the outside of the vehicle. Slide bolt (4) through lock washer (3) and into the previously installed insert (2) from the backside of the hub. Finger tighten. Repeat for the lower mounting holes. Torque bolts to 47 ft-lb.

- With the larger I.D. side of the rotor (5) facing away from the hat (6), bolt rotor (5) to hat (6) through the backside of the rotor using washers (7) and bolts (8). Torque bolts (8) to 85 **in-lb**. Safety wire bolts (8) using standard 0.032 inch diameter stainless steel safety wire as shown in Figure 4. Please refer to Wilwood's data sheet DS-386 (available at www.wilwood.org/ds386.pdf) for complete safety wire installation instructions. Slide the rotor/hat assembly 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 (9) onto the caliper mounting bracket (1) using two bolts (10), two lock washers (11) and two flat washers (12). On the back side of the caliper (9) between the caliper ears and the caliper mounting bracket (1) insert spacer (13) before tightening caliper mounting bolts (10). View the rotor (5) through the top of the caliper (9). The rotor (5) should be aligned in the center of the caliper (9). If not, loosen the two bolts (10) and adjust the caliper (9) by using 0.030 inch thick shim washers (12). The shim washers (12) should be placed between the caliper (9) and the caliper mounting bracket (1). Finger tighten and recheck alignment. Add as many shim washers (12) as necessary to achieve the correct alignment. Always use the same amount of shims on both the top and bottom caliper mounting bolts (10). Loosen the two bolts (10) and apply red *Loctite*® 271 to bolt threads (10) and torque to 47 ft-lb. Safety wire the two bolts (10).

- Remove the caliper bridge bolt and install the disc brake pads (14) then reinstall the caliper bridge bolt. Repeat this procedure for the other wheel.

- **NOTE:** OEM rubber brake hoses will not adapt to Wilwood calipers and should not be used. The caliper inlet fitting is a 1/8-27 NPT. 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 not allow contact with moving suspension, brake or wheel components.** Periodically check hose and components for irregular wear. Wilwood brake and 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 220-7009, which includes hoses, fittings, etc., all in one package.

- 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.

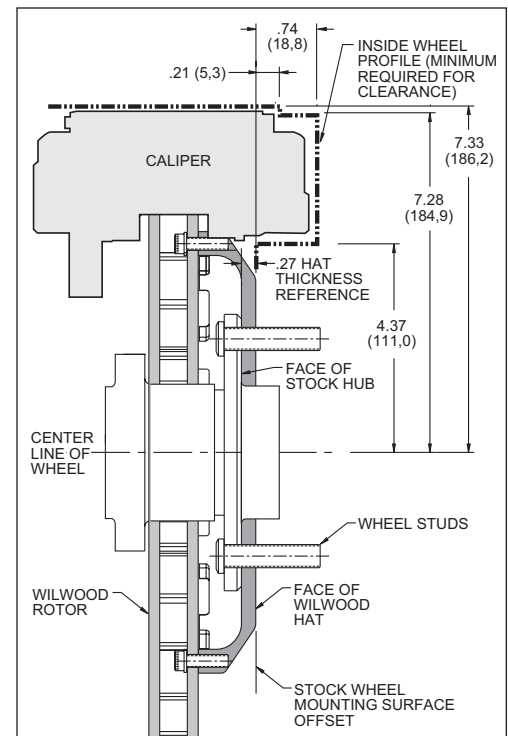


Figure 2. Wheel Clearance Diagram

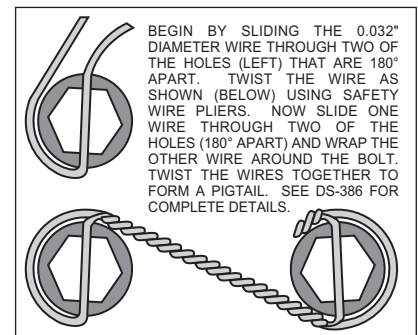


Figure 4. Safety Wire Diagram

Additional Information and Recommendations

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

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

This 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 test should be performed by persons experienced in the installation and proper operation of brake systems. Evaluation and test should be performed under controlled conditions. Make several stops from low speeds and gradually work speeds up. Always utilize safety restraint systems while operating vehicle.

Use a Wilwood adjustable proportioning valve if necessary to achieve proper brake balance, or

Use a Wilwood brake pedal/balancebar assembly with dual master cylinders (requires custom mounting as used in fabricated chassis race cars). A balance bar brake system permits incremental front to rear brake pressure adjustments.

•For optimum performance, fill and bleed the new system with Wilwood Hi-Temp^o 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.

•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 the master cylinder is mounted lower than the disc brake calipers, some fluid flowback to the master cylinder reservoir may occur, creating a vacuum effect that retracts the caliper pistons into the housing. This will cause the pedal to go to the floor on the first stroke until it has "pumped up" and moved all the pistons out against the pad again. A Wilwood in-line 2 lb. Residual Pressure Valve installed near the master cylinder will stop the fluid flowback and keep the pedal firm and responsive.

•Test the brake pedal. It should be firm, not spongy, and stop at least 1 inch from the floor under heavy load.
If the brake pedal is spongy, bleed the system again.

If the brake pedal is initially firm, but then sinks to the floor, check the system for leaks. Correct the leaks (if applicable) and then bleed the system again.

If the brake pedal goes to the floor and continued bleeding of the system does not correct the problem, either air may be trapped in the system, or a master cylinder with increased capacity (larger bore diameter) may be required. Wilwood offers various lightweight master cylinders with large fluid displacement capacities (custom fabricated mounting may be required).

•On some models of disc brake spindles there are "ears" where the OEM calipers were mounted that interfere with the assembly of the Wilwood disc brake kit. If "ear" removal is required, remove only what is necessary to clear the new bracket, retaining appropriate mounting bolt holes.

PAD BEDDING PROCEDURE:

•Pump brakes at low speed to assure proper operation. On the race track, or other safe location, make a series of hard stops until some brake fade is experienced. Allow brakes to cool while driving at moderate speed to avoid use of the brakes. This process will properly burnish the brake pads, offering maximum performance.

Associated Components

PART NO.	DESCRIPTION
260-1874	Wilwood Residual Pressure Valve (2 lb for disc brakes)
260-1876	Wilwood Residual Pressure Valve (10 lb for drum brakes)
260-8419	Wilwood Proportioning Valve
290-0632	Wilwood Racing Brake Fluid (Hi-Temp ^o 570) (12 oz)
290-6209	Wilwood Racing Brake Fluid (EXP 600 Plus) (16.9 oz)
340-1285	Wilwood Floor Mount Brake Pedal (with balance bar)
340-1287	Wilwood Swing Mount Brake Pedal (with balance bar)
260-6764	Wilwood 3/4 inch High Volume Aluminum Master Cylinder
260-6765	Wilwood 7/8 inch High Volume Aluminum Master Cylinder
260-6766	Wilwood 1 inch High Volume Aluminum Master Cylinder
260-8555	Wilwood 1 inch Aluminum Tandem Chamber Master Cylinder
260-8556	Wilwood 1-1/8 inch Aluminum Tandem Chamber Master Cylinder
270-2016	Quick Release Steering Hub (3/4 inch shaft)
270-2017	Quick Release Steering Hub (5/8 inch shaft)
220-3509	Fitting, Straight (1/8-27 NPT to -3)
220-6412	Fitting, 45° Elbow (1/8-27 NPT to -3)
220-6413	Fitting, Adaptor Tubing (10mm to -3)
220-6415	Fitting, 90° Elbow (1/8-27 NPT to -3)

Bolt Torque Specifications

BOLT SIZE	TORQUE
1/4-20	85 in-lb
1/4-28	103 in-lb
5/16-18	180 in-lb
5/16-24	198 in-lb
3/8-16	22 ft-lb
3/8-24	30 ft-lb
7/16-14	42 ft-lb
7/16-20	47 ft-lb
1/2-13	65 ft-lb
1/2-20	77 ft-lb
9/16-12	95 ft-lb
9/16-18	105 ft-lb
5/8-11	110 ft-lb
5/8-18	120 ft-lb

NOTE: This bolt torque specification list is for use with specific grades of bolts as supplied in the particular Wilwood kit and is not intended as a guide for any other application.