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Rear Wilwood Disc Brake Kit Installation

Immediately upon delivery, open all packages and check the contents of the shipment. Report any issues directly to SCP within 15 days. After 15 days, SCP will not be responsible for missing or damaged items.

INSTALLATION

Congrats on your purchase of the Small Car Performance Rear Wilwood Disc Brake Kit. This kit offers supreme performance and is sure to outperform your stock drum brakes and any other big brake kit on the market. Installation isn't too difficult. Just remember to make sure everything is tight before testing the brakes.

Kit Contents

- LH AND RH WILWOOD CALIPER
- 1X BRAKE PAD SET
- 2X VENTED ROTORS
- 2X WILWOOD FLEX HOSE
- 2X VANAGON PARKING BRAKE CABLES
- DRIVER WILWOOD CALIPER BRACKET
- PASSENGER WILWOOD CALIPER BRACKET
- RH/LH REAR BRAKE DUST SHIELDS
- 4X M10 FLAT WASHERS
- 8X M10 LOCK NUTS
- 8X M10X30 BOLTS
- 4X M10X20 BOLTS
- 2X STEEL BRAKE HOSE BRACKET
- BRAKE HOSE CLIP
- LOW PROFILE M10 BANJO BOLT AND WASHERS

1. First, you must remove your old drum or disc brakes. You will remove everything including the hub and parking brake cables. Removing the hub is necessary because it must be machined to a diameter of 133 mm to fit under the new rotor.

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2. Machine your hub to 133 mm OD. When you bought your kit you may have chosen to send your hub to us to have this done. If not, it must be turned on a lathe. This can be done at your local machine shop. Some automotive shops may also be willing to do it on their brake lathe.



3. Install your hub. The hub castle nut must be torqued to 253 ft-lbs then secured with a cotter pin. See Bentley for more details on this install.

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4. There is a left and right brake caliper bracket. The brackets go on the rear side of the bearing housing. Install the caliper bracket and brake line bracket to the upper hole on the bearing housing using the M10X30 bolt, washer, and lock nut. The dust shield was not installed in these instructions as to not obstruct other objects in images. However, it is installed over the caliper carrier bracket as shown on the right.



5. Install the two M10X20 bolts into the threaded holes on the bottom of the bearing housing. Then, install the M10X30 bolt, washer, and lock nut.



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6. Now, you'll need to clearance the bearing housing so that the banjo bolt on the caliper will fit. This clearancing must be done to fit this caliper. You can install the brake hose onto the caliper and hold it up to the brake bracket to figure out exactly how much you need to clear.



7. If the brake hose is not yet installed to the caliper, do so now. You can fully tighten down the banjo bolt later.

8. Install the rotor over the studs.

9. Install the brake pads into the caliper then mount the brake caliper to the caliper bracket using the two M10X30 bolts and two lock nuts. You can face the bolts in either direction. A thin-walled socket or closed end wrench is needed to tighten these bolts/nuts.



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10. Install the flexible brake line to the hardline. Put the brake line spring on the hardline side of the mounting bracket.



11. Now take your new parking brake cable and hook it to the caliper as shown to the right. Then, loose the parking brake cable tensioner in the center of the van, hook the new parking brake cable into it, and tighten the tensioner until the parking brake is well adjusted.



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12. Install the p clamp as shown on the right to secure the parking brake cable. This p clamp an original part that is reused.



13. Repeat this install on the other side of the car then bleed both calipers.