



Rear dual piston, dual caliper brake kit.

Thank you for your purchase of this engineered brake kit for VW Mk1-Mk2 and Mk3 platforms.

They retain the same piston diameter / area, to ensure proper and balanced bias ration front to rear.

Included in the kit are the following:

1X RH mechanical E brake Caliper

1X LH mechanical E brake caliper

2X Hydro calipers

2X Caliper brackets

1X mounting screws

1X E brake cable modification kit

1X Set of pads for Hydro calipers

1X Set of centering shims for Mechanical caliper

2X Stainless steel hose assemblies with 90 fittings

1X Loctite / Permatex blue

Optional parts are rear disc stub axles LH & RH, Brake calbles, and bearing kits.

If you are converting from a drum set up, your will need to change the stub axles to disc type.

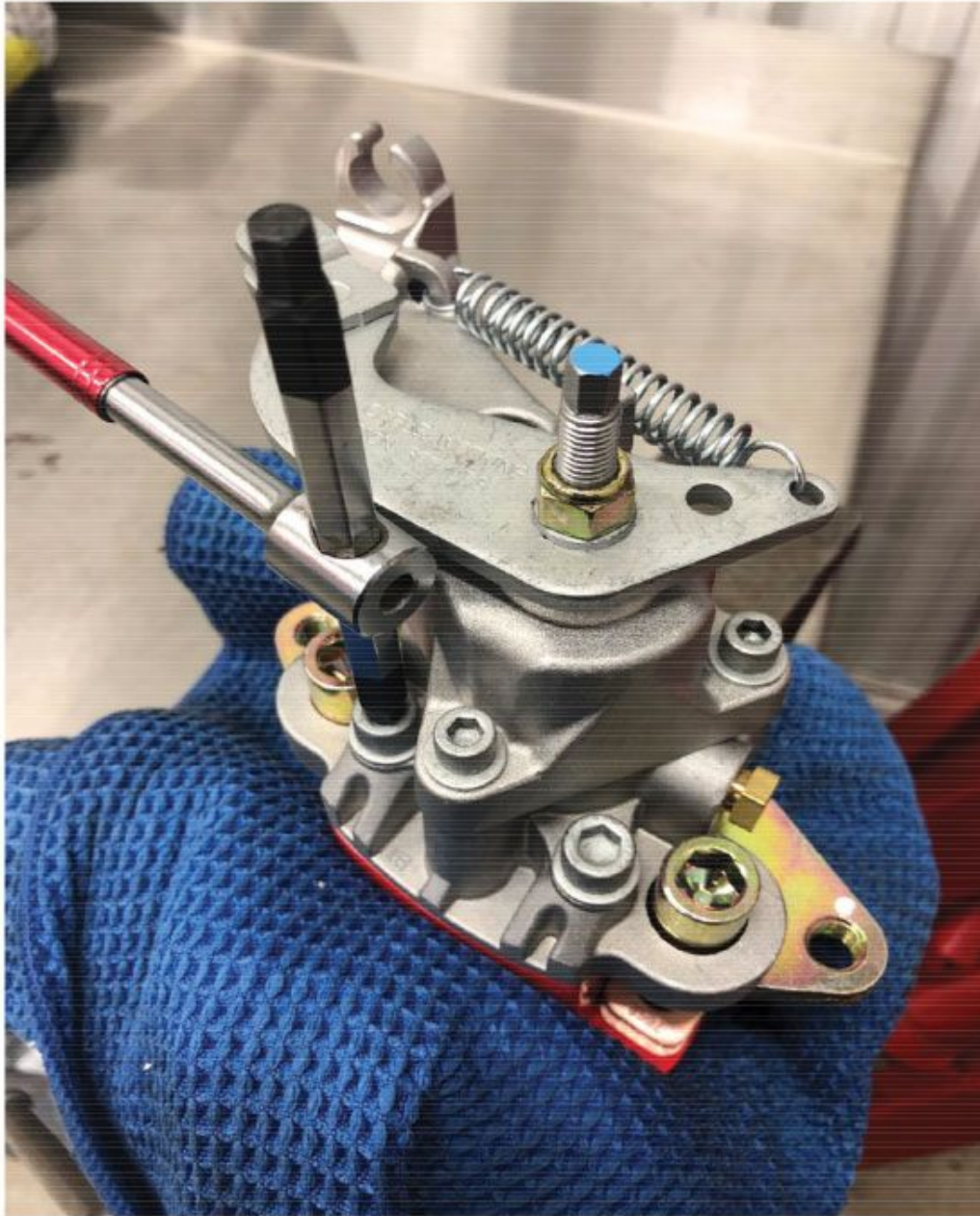
The rear disc to be used with this set-up is P/N 6N0 615 601 ; use your local auto parts store to purchase these.

Here is what you have packaged:

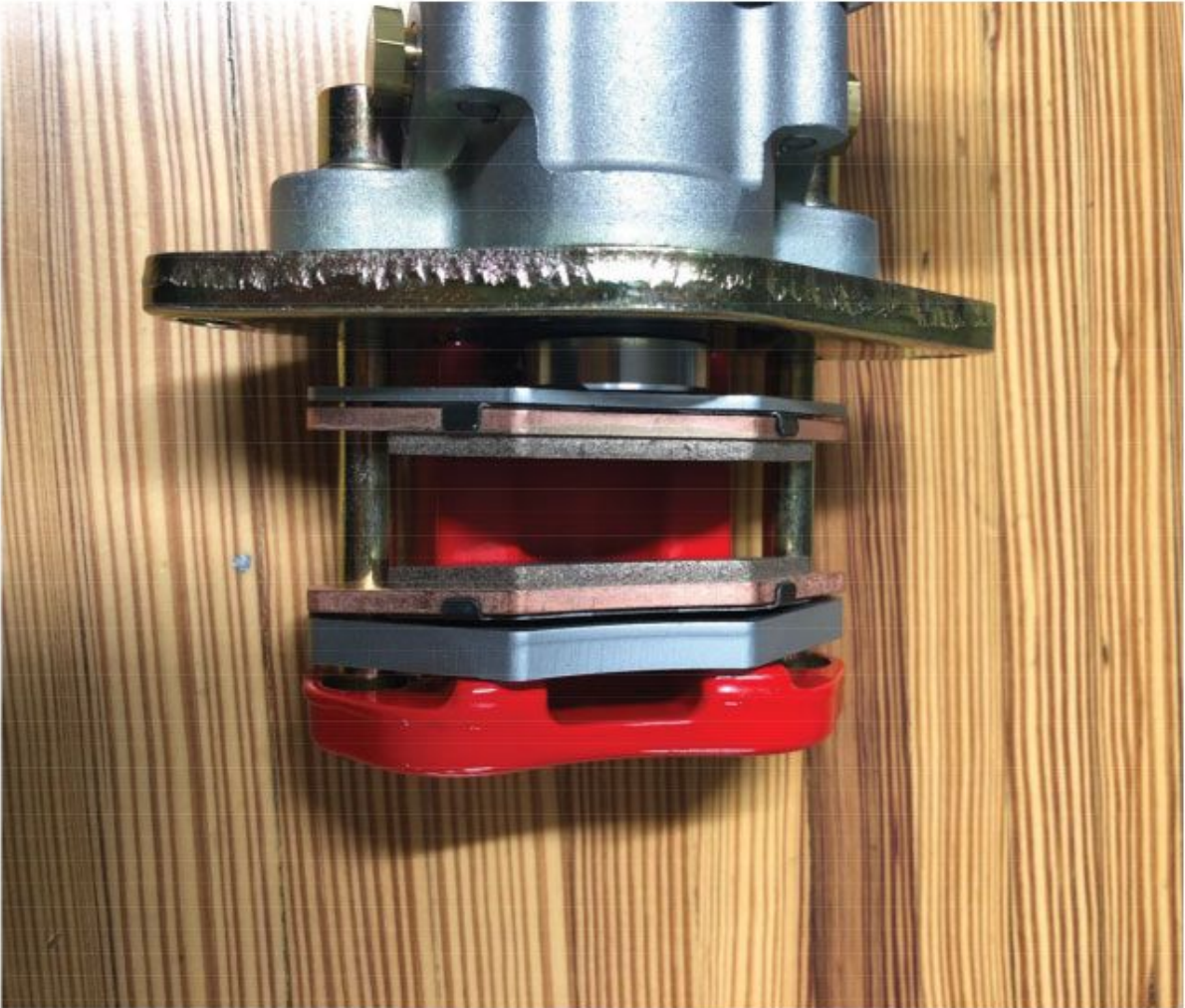
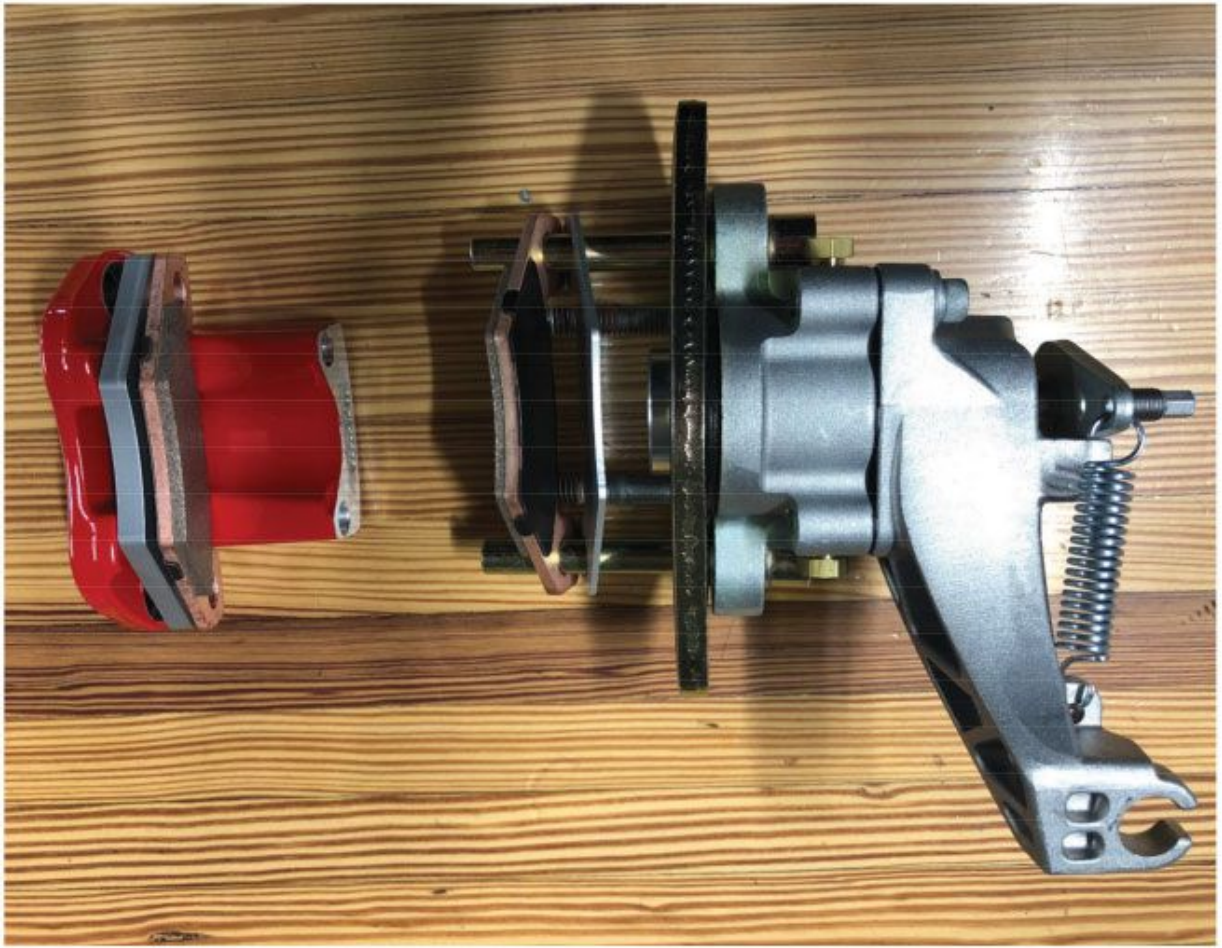


Preparation work:

You must prepare the rear calipers to receive the centering shims provided with the kit. In a vise, lined up with cloth gently retain the e-brake mechanical caliper, and remove the two socket head cap screws with a ¼ inch Allen key. They are loctited from Wilwood, so some resistance will be present at removal. To help access to screw, remove the retaining spring, and proceed to remove the screws. After the screws have been removed, insert centering shims as per image, with the ticker shim towards the outside of the caliper / car. The thinner shim is on the piston side.



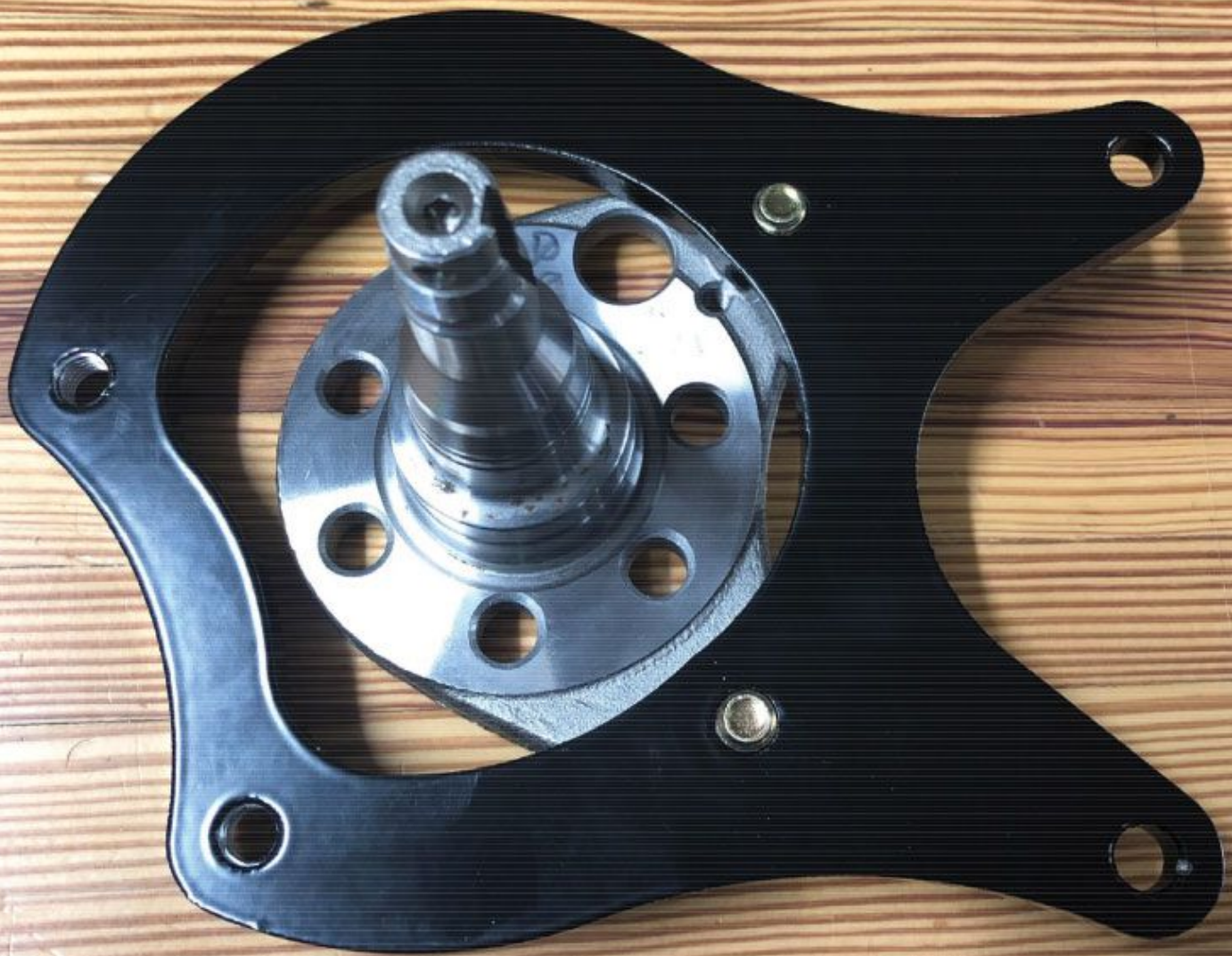




Install:

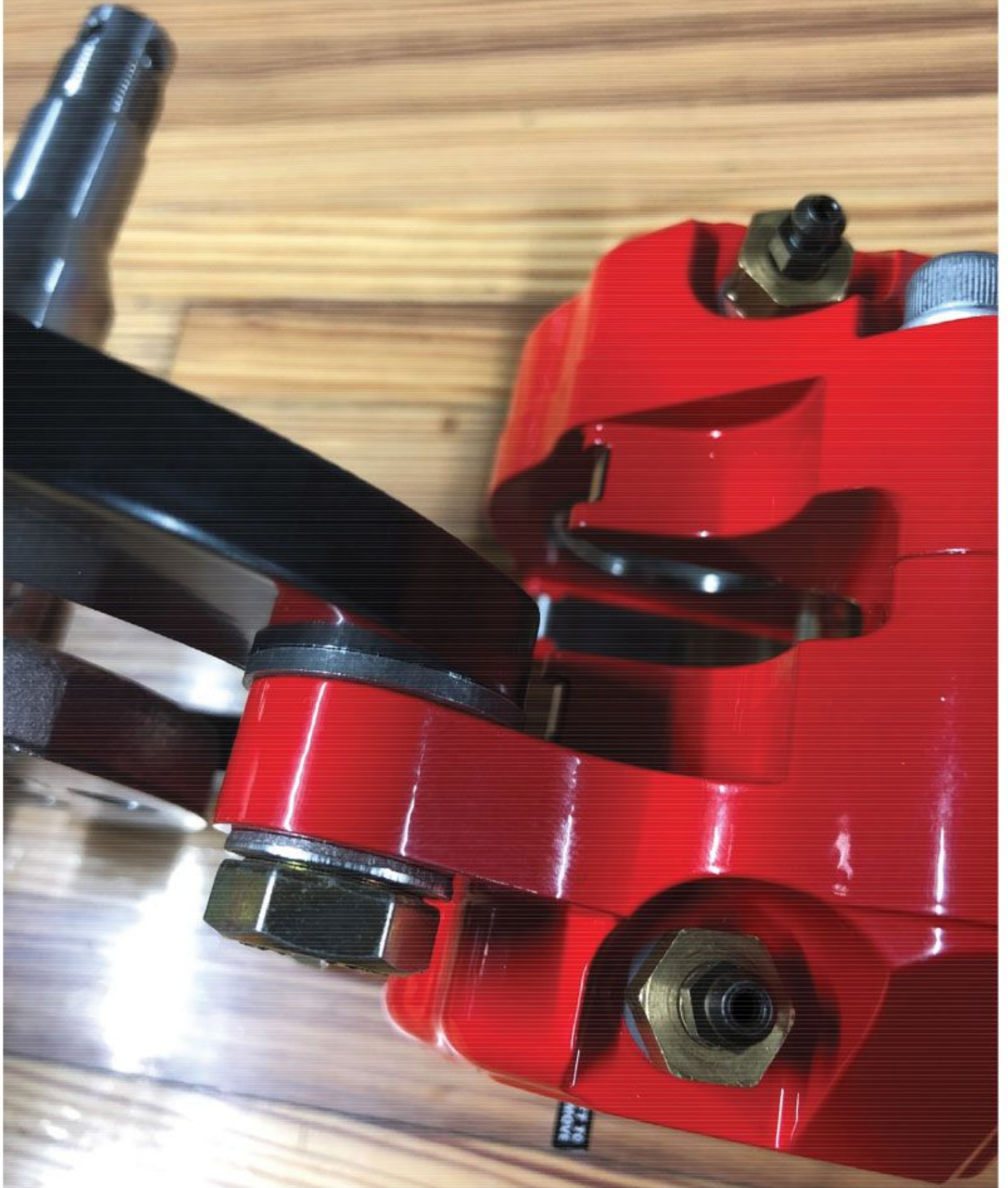
- 1- Remove existing disc, caliper, and dust shield. Keep the caliper on the hydraulic line, and secure with a zip tie on the body temporarily, to minimize brake fluid loss.
- 2- Install adaptor plate as picture bolted from the rear; please note that this is the left side, right side will mirror that image.





- 3- Install disc, and repack bearings with grease; please refer to manufacturers installation instructions
- 4- Install E-brake caliper from the front with the supplied button head Imperial size UNF threads
- 5- Install hydro caliper ; If wheel interference is present, a kit of 4X 2mm shims are supplied, to move the hydro caliper inboard if needed. Take the 90 degree nipple off the hose assembly, and thread into caliper for the JIC nipple to face towards the front of the vehicle (or the retaining pin side on caliper)





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- 6- E brake installation: Your existing E-brake cables can stay in place, but will need to be modified to accommodate the Wilwood interface. In the kit you will find the E brake modification package.

With a Dremel cut off wheel or similar, remove the ball end off the cable. DO NOT use snips or similar, as you will fray / deform the cable and might have problems installing the bullet stop.

Remove dust boot to reveal recess on cable end. Supplied are 2X sleeve adaptors to slide over the cable end and maintain proper diameter interface for the cable to fit in the mechanical caliper. PLEASE NOTE: depending on model and manufacturers, length of said recess might vary from 9 to 4mm in length. We supply a 9mm long sleeve, but cut to length if needed; material is ABS, so can be Dremeled, sawed, or filed to length.







Put barrel stop on caliper receptacle with the two 4mm set screw on both sides, and route cable in the hole, PLEASE NOTE: the barrel is not symmetrical, hole is shifted, just like the caliper receptacle. Apply light pressure to mechanical arm to seat pads on rotor, and then tighten set screws. This should be ok to rough adjust the cables.







- 7- Remove the Hydro line from the old caliper, and also remove the other one before the rear axle beam. The provided hose will bypass the two sets of flexible lines, and provide a one hose solution. Rerouting of the hose will be on the beam, direct to the M10 fitting up stream from the beam.

- 8- Bleed brakes, and adjust e-brake.





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