



****For racing use only****

Please take time to read and understand all instructions before installation

Wilwood 10.1" (256mm rotor) MK1 VW 4 Piston Caliper kit 4x100 kit applications

-MK1 Golf, Jetta, Cabriolet, Scirroco and Caddy with 4x100 wheel bolt pattern. 1975-Early 1984 (All years) 22mm master cylinder is recommended. Contact info@eurowise.com for options

-Mk1 Knuckles with separate pad carriers is required.

****Perform a full inspection of the front wheel suspension, wheel bearings, spindles and hubs before installation. If any components are worn or in doubt, replace or recondition at this point****

Kit Contents

-*Wilwood Powerlite*, 4 piston, light weight brake calipers (qty.2) *Not included in adapter kit*

Our kit is supplied with Powerlite 1.38" calipers, chosen from years of experience at the track and on the street. Over the last 20 years we have tried every combination of master cylinder, pedal ratios, brake boosters and caliper piston. Feedback from our customers has always brought us back to the 1.38" piston caliper.

-1 pair (2) *Eurowise* CNC machined, billet brake caliper adapters with mounting hardware

-1 set of *Wilwood* brake pads. **Pad compounds to be determined at time of purchase *Not included in adapter kit*

-1 pair (2) of *Eurowise* Stainless, DOT approved flex hoses and adapter fittings

-1 set of caliper spacers which includes,

-8x 0.5mm spacers

-4 x 1.5mm spacers

-4 x 2.0mm spacers

-Customer to supply

-1 pair of brake discs OE part number, 1HM698301E

Installation instructions

****If you are unsure, or do not understand any of the installation instructions or procedures, please contact a specialist in your area. If you have any product questions, please contact a *Eurowise* technical advisor. Please observe all safety rules, local laws or sanctioning bodies applicable in your area****

-Safely support the front axle of the vehicle. Remove wheels/tires, factory rotors, calipers and flex hoses. Cap off all exposed brake line openings.

-Clean all rotor seating faces with a wire brush, or 220 grit sandpaper. Apply a light anti corrosive paste to the face of the hub if used in corrosive conditions (i.e. salty and wet conditions, ice-racing)

-Install the 10.1" front brake rotors (not supplied with this kit) and secure with the factory rotor retaining screw.

-Mount the *Eurowise* CNC caliper adapter to the *Wilwood* caliper with the supplied hardware (bolt plus washer) with no shims installed.

-Fit the caliper and adapter assembly to the knuckle assembly and determine if adjustments are necessary. Using the kit supplied shims, center the caliper assembly based on your measurements (see attached instruction pictures). Shims should be installed between the adapter and the caliper, NOT the adapter to the spindle.

****Adjust if required with more or less shims, depending on the results. If your caliper to rotor distance readings do not match repeatedly, please ensure that the components are sufficiently tight for accurate readings (no play while setting up)****

-Remove the caliper/adapter assembly after test fitting. Remove the caliper to adapter mounting bolts in order to apply 2-3 drops of thread locking agent to the bolt threads near the end of the bolt, not the head. Ensure that washers are installed. Torque the caliper to adapter cap screws to 49 ft/lbs.

-Remove the sealing tags on the inside face of the caliper and install the brake fitting couplers supplied in your hardware kit. Install your *Eurowise* stainless flex lines and tighten.

-Re-install the caliper/adaptor assembly to the factory spindle and torque the mounting bolts to specification.

Mk1 knuckle- 52 ft/lbs

Bleeding your brakes

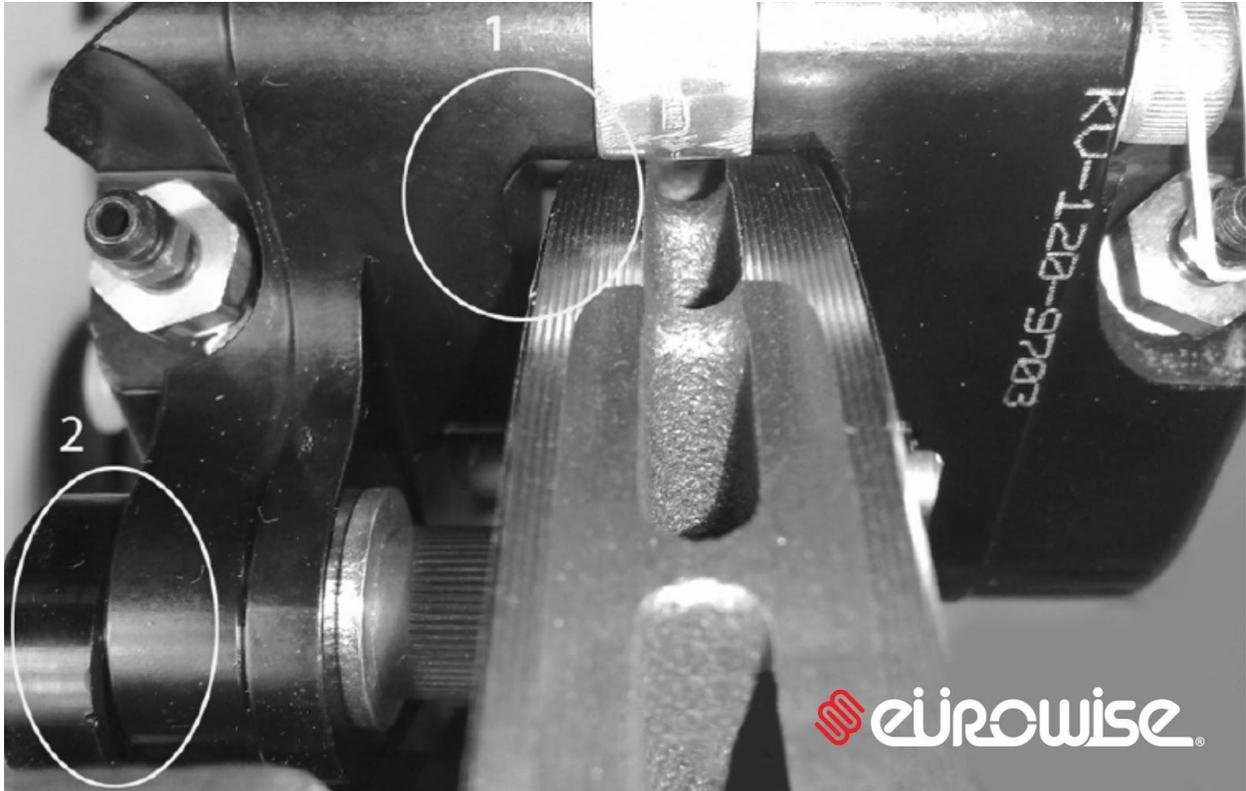
-Follow the factory procedure to bleed the front brakes with DOT 4 or higher brake fluid with a specification matched for your use. It's always recommended to flush your braking system fluid before any racing event or with this braking conversion. DOT 4 fluid is recommended.

-Only bleed from the upper bleed screws on your *Wilwood Powerlite* calipers. ****Do not overtighten the bleed screws****

-Check the system thoroughly for leaks before performing your test drive.

-Ensure that your pads are seated and that your pedal is firm before road testing, bedding and track-use. Re-check torque of all fasteners on regular intervals in high wear (race) situations.

Please observe the following bedding procedures. Enjoy your days at the track!



Due to variances in the hub and bearing assemblies, shimming of the caliper to adapter may be required. If the caliper and rotor are not centered at time of assembly (Figure 1) please use the supplied shims to center the caliper and adapter (Figure 2)