

ASSEMBLY INSTRUCTIONS

FOR

1999-2004 AUDI TT, 1998-2004 VOLKSWAGEN BEETLE 1.8T
1999½-2004 VOLKSWAGEN GOLF IV 1.8T AND VR6
1999½-2004 VOLKSWAGEN JETTA IV 1.8T AND VR6*

DYNAPRO FRONT BRAKE KIT WITH 12.19" DIAMETER VENTED ROTOR

BASE PART NUMBER

140-8276

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

READ ALL WARNINGS



Photographic Tip

Important and highly recommended: Take photos of brake system before disassembly and during the disassembly process. In the event, trouble-shooting photos can be life savers. Many vehicles have undocumented variations, photos will make it much simpler for Wilwood to assist you if you have a problem.

Exploded Assembly Diagram

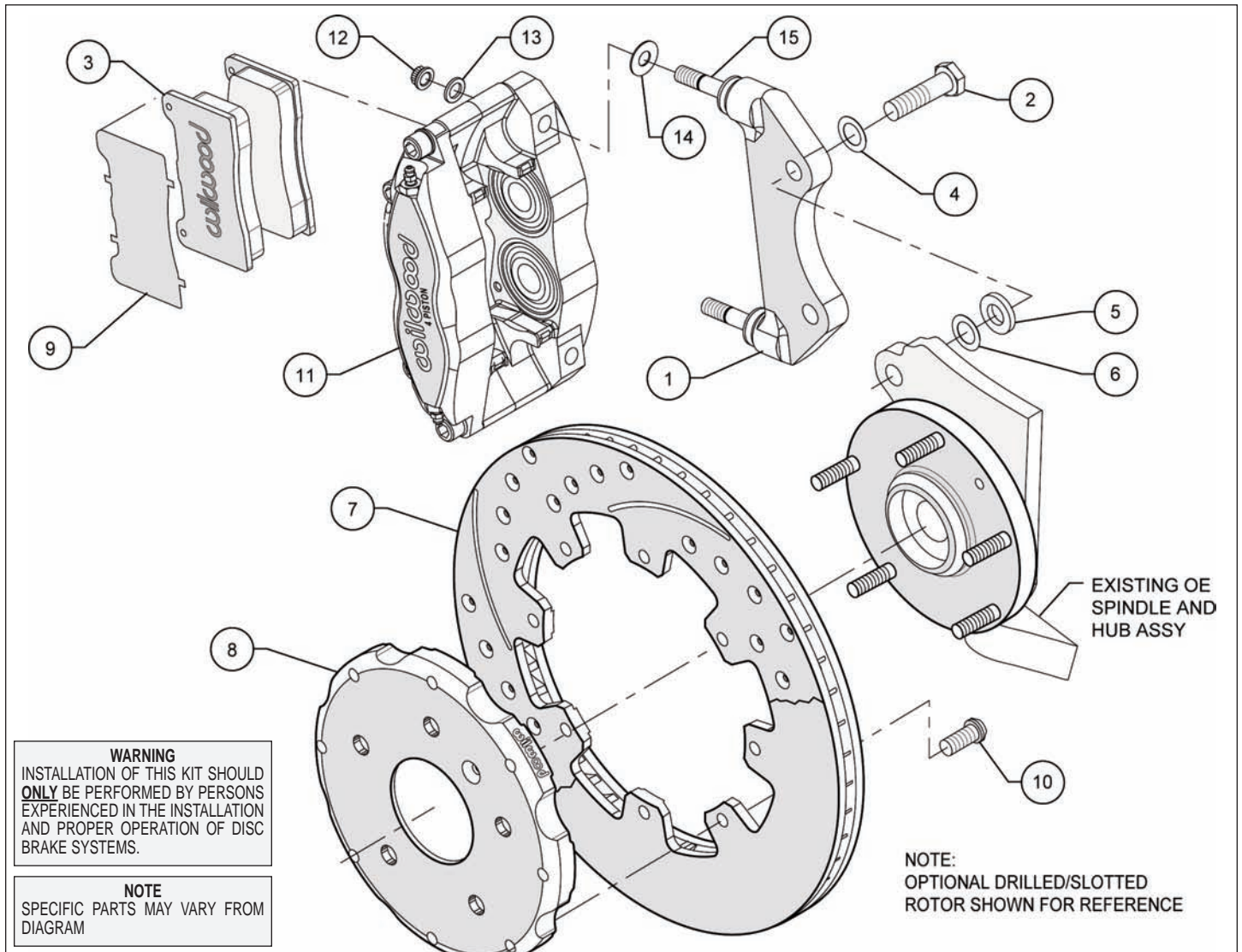


Figure 1. Typical Installation Configuration

Parts List

ITEM NO.	PART NO.	DESCRIPTION	QTY
1	250-8270	Bracket, Caliper Mounting	2
2	230-8275	Bolt, M12-1.5 x 40mm Long, Hex Head	4
3	150-8946K	Pad, BP-10 Compound, Axle Set	1
4	240-0476	Washer, .477 I.D. x .922 O.D. x .063 Thick	4
5	300-8273	Spacer, .210 Thick	4
6	240-5878	Shim, .015 Thick	8
7	160-5843	Rotor, .81" Thk x 12.19" Dia, 8 x 7.00" Bolt Circle	2
7A	160-7103/04	Rotor, Drilled and Slotted	2
8	170-8269	Hat	2
9	300-8259	Anti-Squeal Shims	4
10	230-11935	Bolt, 5/16-18 x 1.00 Long, Button Head torx	16
11	120-7376	Caliper, DynaPro	2
11A	120-7376-RD	Caliper, DynaPro, Red	2
12	230-9183	Nut, 3/8-24 Self-Locking, 12 Point	4
13	240-10190	Washer, .391 I.D. x .625 O.D. x .063 Thick	4
14	240-1159	Shim, .035 Thick	16
15	230-9078	Stud, 3/8-16 x 3/8-24 x 2.5 Long (pre installed in bracket)	4

NOTES: Part Number 230-12177 Rotor Bolt Kit, includes part number 230-11935
 Part Number 250-8271 Caliper Bracket Mounting Bolt Kit, includes P/N's 230-9183, 230-9078, 240-1159, 240-10190 & 250-8270
 Part Number 230-8277 Spindle Bracket Mounting Bolt Kit, includes P/N's 230-8275, 240-0476, 240-5878 & 300-8273
 Item 7A is an optional item and is included with the (D) drilled rotor kits. Add -D to end of part number when ordering.
 Item 11A is an optional item and is included in the (R) red caliper kits. Add -R to end of part number when ordering.
 Wilwood offers an optional Braided Stainless Steel Hose Kit. Order part number 220-8339 (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 spindle (i.e., brackets for a 1998 Golf may not fit a 2003 Golf 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 and support the front suspension according to the vehicle manufacturer's instructions.

Remove the wheel. Remove the two bolts that hold the stock caliper mounting bracket to the spindle. 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 spindles.

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.

- The caliper mounting bracket assembly (1) should be installed first with clean, dry threads on the mounting bolts. Install the bracket from the rear side of the spindle by sliding bolts (2) through washer (4). Place spacer (5), and washer (6) between the bracket (1) and the backside of the spindle (see Figure 1). The bracket must tighten squarely against the side of the spindle body. Inspect for interference from casting irregularities, machining ridges, burrs, etc. Use one thin shim (6) between the spacer and spindle during initial trial fitting.

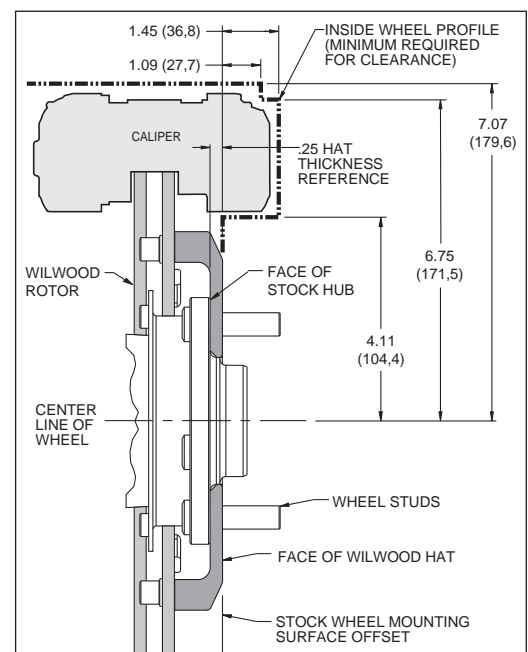


Figure 2. Wheel Clearance Diagram

Assembly Instructions (Continued)

- With the larger I.D. side of the rotor (7) facing away from the hat (8), attach rotor (7) to hat (8) using bolts (10) as shown in Figure 1. Using an alternating sequence, remove bolts one at a time, apply red *Loctite*® 271 to the threads, and torque to 25 ft-lb.
- Slide the rotor/hat assembly onto the axle hub. Install three 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.* Install one shim (14) over each pre-installed stud (15) on the radial mount bracket (1). Slide the caliper (11) in place over the studs and rotors and install the washer (13) and lock nut (12) to hold the caliper in place. Snug the lock nuts (12) and check that the rotor (7) is centered in the caliper (11). Add or subtract .015" shims (6) as necessary between the spacer and the spindle to center the caliper (7).
- Remove the caliper quick-clip pad retainer from the caliper. Remove the protective material from the adhesive side of the anti-squeal shims (9) and place against the backing plate side of the brake pads (3) utilizing the contour of the backing plate as a guide. Secure material to backing plate by bending the four tabs over the edge of the backing plate. Slide the brake pads (3) with the shims into place. They should install easily without interference. Check that the brake pads are approximately .05" above the outside diameter of the rotor. Add or subtract shims (14) between the caliper and mount bracket to gain the proper alignment. Reinstall the quick-clip pad retainer.
- Remove the lug nuts that were holding the hat in place. Install the wheel. Check to see that the wheel rotates freely without interference.
- Once all clearances have been checked, remove the wheel, caliper, hat, and rotor from the spindle and hub. Secure the caliper mounting bracket (1) to the spindle using red *Loctite*® 271. Torque the bolts to 47 ft-lbs. Reinstall the hat and rotor assembly and again use several lug nuts to hold it in place. Lubricate caliper mounting studs and nuts with lightweight oil, reinstall the caliper, torque the caliper nuts (12) to 30 ft-lb.
- 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 220-8339, 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.
- Bleed the brake system. Reference the general information and recommendations on page 5 for proper bleeding instructions.
- Remove the 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.
- Repeat the entire procedure for the other wheel.

Additional Information and Recommendations

- 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 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.

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

Use a Wilwood brake pedal/balance bar 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 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. **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 two pound 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 fluid 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, a master cylinder with increased capacity (larger bore diameter) will be required. Wilwood offers various lightweight master cylinders with large fluid displacement capacities.
- 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.*
- On some models of disc brake spindles there are “ears” where the OEM calipers were mounted and these “ears” interfere with the assembly of the Wilwood disc brake kit. If it becomes necessary to remove these “ears”, remove as little as possible being careful not to cut away any of the mounting holes that may be required to bolt on the caliper mounting bracket.
- 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

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 and Rotor Bedding

BEDDING STEPS FOR NEW PADS AND ROTORS – ALL COMPOUNDS

Once the brake system has been tested and determined safe to operate the vehicle, follow these steps for the bedding of all new pad materials and rotors. These procedures should only be performed on a race track, or other safe location where you can safely and legally obtain speeds up to 65 MPH, while also being able to rapidly decelerate.

- Begin with a series of light decelerations to gradually build some heat in the brakes. Use an on-and-off the pedal technique by applying the brakes for 3-5 seconds, and then allow them to fully release for a period roughly twice as long as the deceleration cycle. If you use a 5 count during the deceleration interval, use a 10 count during the release to allow the heat to sink into the pads and rotors.
- After several cycles of light stops to begin warming the brakes, proceed with a series of medium to firm deceleration stops to continue raising the temperature level in the brakes.
- Finish the bedding cycle with a series of 8-10 hard decelerations from 55-65 MPH down to 25 MPH while allowing a proportionate release and heat-sinking interval between each stop. The pads should now be providing positive and consistent response.
- If any amount of brake fade is observed during the bed-in cycle, immediately begin the cool down cycle.
- 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.

COMPETITION VEHICLES

- If your race car is equipped with brake cooling ducts, blocking them will allow the pads and rotors to warm up quicker and speed up the bedding process.
- Temperature indicating paint on the rotor and pad edges can provide valuable data regarding observed temperatures during the bedding process and subsequent on-track sessions. This information can be highly beneficial when evaluating pad compounds and cooling efficiencies.

Pad and Rotor Bedding (Continued)

POST-BEDDING INSPECTION – ALL VEHICLES

- After the bedding cycle, the rotors should exhibit a uniformly burnished finish across the entire contact face. Any surface irregularities that appear as smearing or splotching on the rotor faces can be an indication that the brakes were brought up to temperature too quickly during the bedding cycle. If the smear doesn't blend away after the next run-in cycle, or if chatter under braking results, sanding or resurfacing the rotors will be required to restore a uniform surface for pad contact.

PRE-RACE WARM UP

- Always make every effort to get heat into the brakes prior to each event. Use an on-and-off the pedal practice to warm the brakes during the trip to the staging zone, during parade laps before the flag drops, and every other opportunity in an effort to build heat in the pads and rotors. This will help to ensure best consistency, performance, and durability from your brakes.

DYNO BEDDED COMPETITION PADS AND ROTORS

- Getting track time for a proper pad and rotor bedding session can be difficult. Wilwood offers factory dyno-bedded pads and rotors on many of our popular competition pads and **Spec 37** GT series rotors. Dyno-bedded parts are ready to race on their first warm up cycle. This can save valuable time and effort when on-track time is either too valuable or not available at all, Dyno-bedding assures that your pads and rotors have been properly run-in and are ready to go. Contact your dealer or the factory for more information on Wilwood Dyno-Bedding services.

NOTE:

NEVER allow the contact surfaces of the pads or rotors to be contaminated with brake fluid. Always use a catch bottle with a hose to prevent fluid spill during all brake bleeding procedures.