

Performance 14" and 13" Rear Discs

Billet SL4R Radial Mount Caliper

The Performance 14" and 13" kits use Wilwood's SL4R four-piston, billet aluminum, radial mount caliper for its superior rigidity, enhanced braking performance and pedal feel. These calipers use a closed end design that is further strengthened by five steel bridge bolts extending through the caliper body and directly across the brake pads. Smooth surface transitions help to eliminate stress points and reduce overall caliper deflection. The SL4R caliper uses lightweight, coated aluminum pistons and high temperature rubber boots to seal out debris from the piston bores. The total seal design reduces unnecessary wear,



increasing the service life of the pistons. Caliper fluid requirements are matched to the output capabilities of commonly used factory master cylinders ensuring comfortable performance in a wide range of applications. Vibration dampening stainless steel bridge plate inserts protect the caliper body from wear caused by pad movement, greatly extending service life.

Dampened external fluid tubes are routed through

recessed pockets to keep clear of debris and reduce the potential of vibration induced wear at the fittings. Two-

piece bleed screws are easily accessed at the top of each side of the caliper body and eliminate direct wear to the aluminum body. Brake pads are also changed easily by simply removing the center bridge bolt and sliding the pads out.



SRP Rotor

High Performance Vented Disc Rotors

The kit comes standard with HP series, vented, smooth surface, rotors with integrated drum and measure 14" x 1.10", or 13" x .81". The HP rotors come uncoated and can withstand extreme operating temperatures for extended periods of time; ideal for high performance applications. For more eye-catching high-end street performance, rotors can be upgraded to a SRP series vented, cross-drilled, slotted and zinc washed rotor. To maximize cooling surface area, individual air passages are cast internally into each rotor. Air passages or vents offer increased airflow and cooling capability over standard solid rotor designs. The optional SRP rotor with slotted surface and cross-drilled holes improve pad to rotor contact by wiping the pad clean and allowing brake dust and gases to be easily exhausted.

2-piece Steel Hat Drum

Separate machine finished, cast steel hats provide the holding drum for the parking brake shoes and allow components to be easily replaced if damaged or worn. Rotors and hats are secured in a 12-bolt configuration to provide additional stability to the rotor. Hats are drilled for multiple five-lug bolt patterns and accept 1/2" wheel studs.

Performance 14"

Housing Style	Axle Offset	HP Rotor	SRP Rotor
		\$1728. ⁰⁰	\$1829. ⁰⁰
Big Ford (Late/Torino)	2.50"	WW 140-10012	WW 140-10012-D
Option:		Red powder-coated calipers \$155 pr.	

Billet Aluminum Bracket Assembly

The parking-brake, and caliper-bracket assembly is machined from high-strength billet aluminum. Structural mounting points on each bracket receive spline-threaded steel inserts, reducing the mounting hardware and simplifying installation. All components are anodized, painted, or plated for corrosion resistance and extended service life.

Performance 13"

Housing Style	Axle Offset	HP Rotor	SRP Rotor
		\$1600. ⁰⁰	\$1702. ⁰⁰
Small Ford (Early Mustang)	2.66"	WW 140-9216	WW 140-9216-D
Big Ford (Early)	2.36"	WW 140-9217	WW 140-9217-D
Big Ford (Late)	2.36"	WW 140-9218	WW 140-9218-D
Big Ford (Late/Torino)	2.50"	WW 140-9219	WW 140-9219-D
8.8" Ford (5-lug no ABS/Traction Control)	2.50"	WW 140-9223	WW 140-9223-D
8.8" Ford (5-lug 2005-Present)	2.66"	WW 140-9221	WW 140-9221-D
Small GM w/ C-Clips	2.81"	WW 140-9213	WW 140-9213-D
Small GM Special	2.81"	WW 140-9215	WW 140-9215-D
Mopar/Dana (Green Bearing w/ Span Ring)	2.36"	WW 140-9222	WW 140-9222-D
Olds/Pontiac	2.81"	WW 140-9224	WW 140-9224-D
Option:		Red powder-coated calipers \$155 pr.	

BRAKES

Street 12.19" Rear Discs

Forged Dynalite Caliper

The Wilwood rear disc brake kit uses Forged Dynalite (FDL) four-piston, aluminum, lug mount caliper for its superior rigidity, enhanced braking performance and pedal feel. The calipers use a closed end, internal fluid passage design that is further strengthened by four steel bridge bolts extending through the caliper body. Stress flow forging and smooth surface transitions help to eliminate stress points and reduce overall caliper deflection. FDL calipers use one-piece,



Red caliper option \$100



1.38" -bore, stainless-steel pistons and high-temperature, square-faced bore seals. Stainless steel slows heat transfer to the brake fluid and improves the systems resistance to heat induced pedal fade. This reduction in heat also increases the service life of the fluid and seals. The four individual pistons apply pressure

against both sides of the rotor. Caliper fluid requirements are matched to

the output capabilities of commonly used factory master cylinders ensuring comfortable performance in a wide range of applications. The Dynalite calipers are trouble-free and service friendly. Vibration-dampening, stainless-steel bridge plate inserts protect the caliper body from wear caused by pad movement, greatly extending service life.

Two-piece bleed screws are easily accessed at each corner of the caliper body and eliminate direct wear to the aluminum body. Brake pads are also easily changed by simply removing the retaining pin and sliding the pads out.



High Performance Disc/Drum Rotors

The kit comes standard with HP series, vented, smooth surface, rotors with integrated drum and measure 12.19" x .81". The HP rotors come uncoated and can withstand extreme operating temperatures for extended periods of time; ideal for high performance applications. For more eye-catching high-end street performance, rotors can be upgraded to a SRP series vented, cross-drilled, slotted and zinc washed rotor. To maximize cooling surface area, 32 individual air passages are cast internally into each rotor. Air passages or vents offer increased airflow and cooling capability over standard solid rotor designs. The optional SRP rotor with slotted surface and cross-drilled holes improve pad to rotor contact by wiping the pad clean and allowing brake dust and gases to be easily exhausted.



HP Rotor



SRP Rotor

Billet Aluminum Bracket Assembly

The parking brake and caliper mounting bracket assembly is machined from lightweight, high-strength billet aluminum. Structural mounting points on each bracket receive spline-threaded steel inserts, reducing the mounting hardware and simplifying installation. All components are anodized, painted, or plated for corrosion resistance and extended service life. Brackets are available for all standard housing ends.



Housing Style	Axle Offset	HP Rotor	SRP Rotor
		\$649. ⁰⁰	\$753. ⁰⁰
Small Ford (Early Mustang)	2.66"	WW 140-7143	WW 140-7143-D
Big Ford (Early)	2.36"	WW 140-7139	WW 140-7139-D
Big Ford (Late)	2.36"	WW 140-7582	WW 140-7582-D
Big Ford (Late/Torino)	2.50"	WW 140-7140	WW 140-7140-D
8.8" Ford (5-lug no ABS/Traction Control)	2.50"	WW 140-7146	WW 140-7146-D
8.8" Ford (5-lug 2005-Present)	2.66"	WW 140-9228	WW 140-9228-D
Camaro/Firebird 93-02	2.75"	WW 140-7148	WW 140-7148-D
Small GM w/ C-Clips	2.81"	WW 140-7141	WW 140-7141-D
Small GM w/ C-Clips	2.75"	WW 140-7149	WW 140-7149-D
Small GM Special	2.81"	WW 140-7578	WW 140-7578-D
Small GM (Staggered Shock Mount)	2.75"	WW 140-9315	WW 140-9315
Mopar/Dana (Green Bearing w/ Span Ring)	2.36"	WW 140-7144	WW 140-7144-D
Olds/Pontiac	2.81"	WW 140-7147	WW 140-7147-D
Option:	Red powder-coated calipers \$100 pr.		