

# ASSEMBLY INSTRUCTIONS

FOR

## 1965 - 1967 FORD MUSTANG\*

\*For additional vehicle compatibility, visit [www.wilwood.com](http://www.wilwood.com)

**D11 FRONT BRAKE KIT  
WITH FLEXLINES**

BASE PART NUMBER

**140-16799**

OR

**D11 FRONT BRAKE KIT WITH  
11.29" DIAMETER VENTED  
ROTORS AND FLEXLINES**

BASE PART NUMBER

**140-16801**

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

**WARNING**

IT IS THE RESPONSIBILITY OF THE PERSON INSTALLING ANY BRAKE COMPONENT OR KIT TO DETERMINE THE SUITABILITY OF THE COMPONENT OR KIT FOR THAT PARTICULAR APPLICATION. IF YOU ARE NOT SURE HOW TO SAFELY USE THIS BRAKE COMPONENT OR KIT, YOU SHOULD NOT INSTALL OR USE IT. DO NOT ASSUME ANYTHING. IMPROPERLY INSTALLED OR MAINTAINED BRAKES ARE DANGEROUS. IF YOU ARE NOT SURE, GET HELP OR RETURN THE PRODUCT. YOU MAY OBTAIN ADDITIONAL INFORMATION AND TECHNICAL SUPPORT BY CALLING WILWOOD AT (805) 388-1188, OR VISIT OUR WEB SITE AT [WWW.WILWOOD.COM](http://WWW.WILWOOD.COM). USE OF WILWOOD TECHNICAL SUPPORT DOES NOT GUARANTEE PROPER INSTALLATION. YOU, OR THE PERSON WHO DOES THE INSTALLATION MUST KNOW HOW TO PROPERLY USE THIS PRODUCT. IT IS NOT POSSIBLE OVER THE PHONE TO UNDERSTAND OR FORESEE ALL THE ISSUES THAT MIGHT ARISE IN YOUR INSTALLATION.

RACING EQUIPMENT AND BRAKES MUST BE MAINTAINED AND SHOULD BE CHECKED REGULARLY FOR FATIGUE, DAMAGE, AND WEAR.



Need Additional Information? Use Your  
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Tips Section on Our Web Site.

**DISC BRAKES**  
**wilwood**

**WARNING**

**DO NOT OPERATE ANY VEHICLE ON UNTESTED BRAKES!  
SEE MINIMUM TEST PROCEDURE WITHIN**

ALWAYS UTILIZE SAFETY RESTRAINT SYSTEMS AND ALL OTHER AVAILABLE SAFETY EQUIPMENT WHILE OPERATING THE VEHICLE

**IMPORTANT • READ THE DISCLAIMER OF WARRANTY INCLUDED IN THE KIT**

NOTE: Some cleaners may stain or remove the finish on brake system components. Test the cleaner on a hidden portion of the component before general use.

## Important Notice - Read This First

Before any tear-down or disassembly begins, review the following information:

- Review the Wheel Clearance Diagram (Figure 2, page 3) to verify that there is adequate clearance with the wheels you will be using with the installation.
- Due to OEM production differences and other variations from vehicle to vehicle, the fastener hardware and other components in this kit may not be suitable for a specific application or vehicle.
- It is the responsibility of the purchaser and installer of this kit to verify suitability / fitment of all components and ensure all fasteners and hardware achieve complete and proper engagement. Improper or inadequate engagement can lead to component failure.

## 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

**WARNING**  
INSTALLATION OF THIS KIT SHOULD **ONLY** BE PERFORMED BY PERSONS EXPERIENCED IN THE INSTALLATION AND PROPER OPERATION OF DISC BRAKE SYSTEMS.

**NOTE**  
SPECIFIC PARTS MAY VARY FROM DIAGRAM

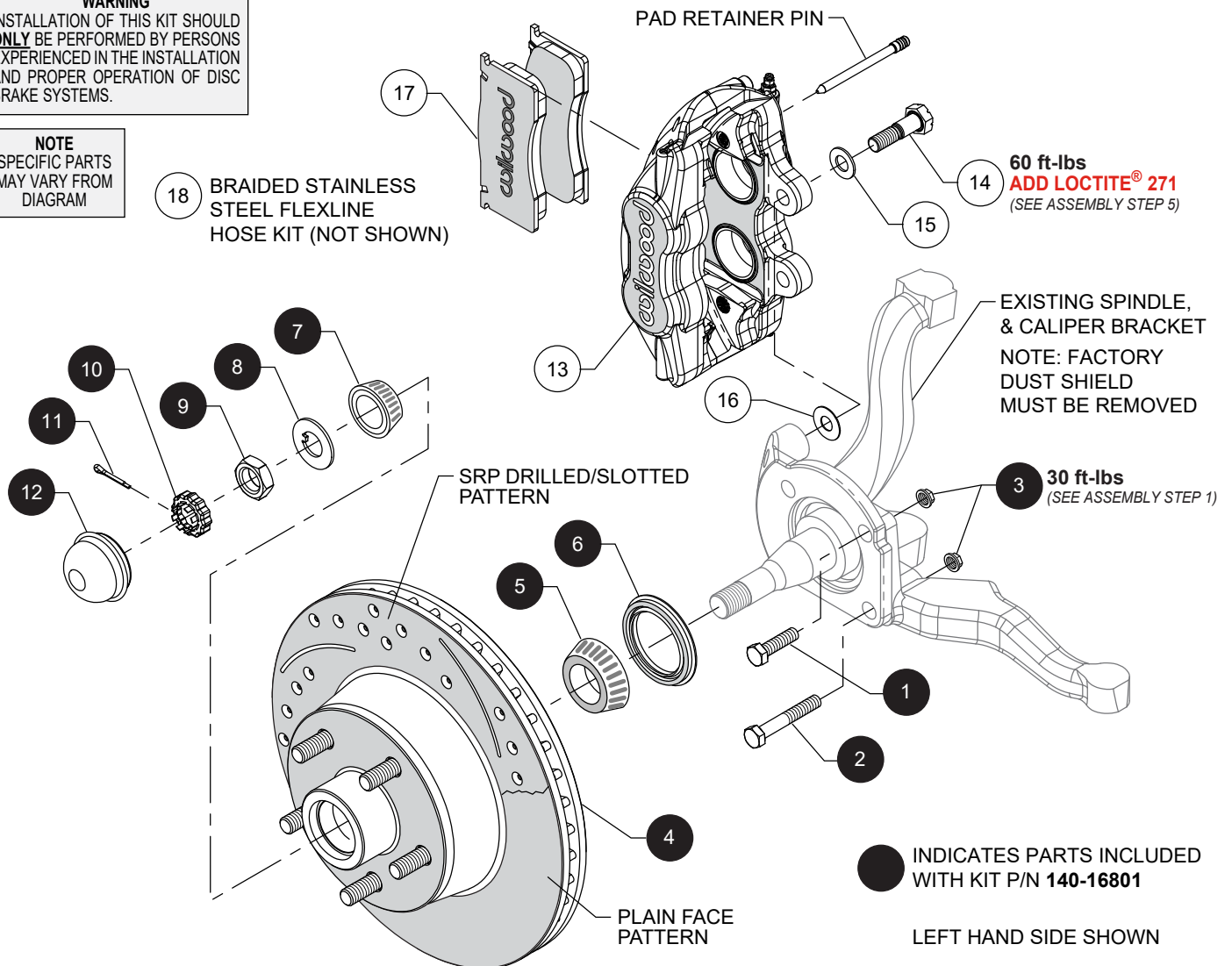


Figure 1. Typical Installation Configuration

## Parts List

ITEM NO.	PART NO.	DESCRIPTION	QTY
1	230-10025	Bolt, 3/8-24 x 1.25" Long, Hex	6
2	230-11057	Bolt, 3/8-24 x 2.25" Long, Hex	2
3	230-16550	Nut, 3/8-24, Self Locking	8
4	160-14321	Rotor, 11.29" Dia. x .94" Thick, 5 x 4.50" Bolt Pattern	2
4A	160-14323/24-BK	Rotor, SRP Drilled and Slotted (one each, right & left)	2
5	370-0879	Bearing, Inner	2
6	380-0885	Seal, Grease, Hub	2
7	370-0877	Bearing, Outer	2
8	240-2283	Washer, 3/4" Spindle	2
9	230-16241	Nut, Spindle, 3/4-16	2
10	300-13550	Retainer, Spindle Nut	2
11	180-9541	Cotter Pin, Spindle	2
12	270-16185	Cap, Dust	2
13	120-16510-BK	Caliper, D11, Black	2
13A	120-16510-RD	Caliper, D11, Red	2
14	230-16667	Bolt, 7/16-14 x 1.62" Long, Stepped Shank	4
15	240-0476	Washer, .477" I.D. x .922" O.D. x .063" Thick	4
16	240-6320	Shim, .033" Thick	8
17	150-D0011K	Pad, ProMatrix Compound, Axle Set	1
18	220-12168	Braided Stainless Steel Flexline Hose Kit (not shown)	1

These parts included with p/n 140-16801

NOTES: Part Number 230-16786 Caliper Bolt Kit, includes part numbers 230-16667, 240-0476, and 240-6320  
 Part Number 230-16835 Caliper Bracket Bolt Kit, includes part numbers 230-10025, 230-11057, and 230-16550  
 Part Number 370-13547-2 Bearing Kit, includes part numbers 180-9541, 230-16241, 240-2283, 270-16185, 300-13550, 370-0877, 370-0879, and 380-0885

Item 4A is an optional item and is included with the (D) drilled rotor kits. Add "-D" to end of part number when ordering.  
 Item 13A is an optional item and is included with the (R) red caliper kits. Add "-R" to end of part number when ordering.

## General Information

- Installation of this kit should **ONLY** be performed by persons experienced in the installation and proper operation of disc brake systems. Before assembling this Wilwood disc brake kit, double check the following to ensure a trouble free installation.
- Inspect the contents of this kit against the parts list to ensure that all components and hardware are included.
- Make sure this is the correct kit to fit the exact make and model year of your vehicle. This kit is designed for direct bolt-on installation to 1965 to 1967 model year Ford Mustang disc brake spindle/caliper bracket.
- Verify your wheel clearance using Figure 2.
- Verify the wheel stud pattern of the new rotor in this kit (p/n 140-16801) matches the lug pattern of the vehicle's wheels.

## Disassembly Instructions

- 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 front wheels, calipers, rotors, dust shields, caliper brackets, and brake hoses.
- Remove any nicks or burrs on the spindle and caliper bracket that may interfere with the installation of the new brake components.
- Clean and de-grease the spindle and caliper bracket.

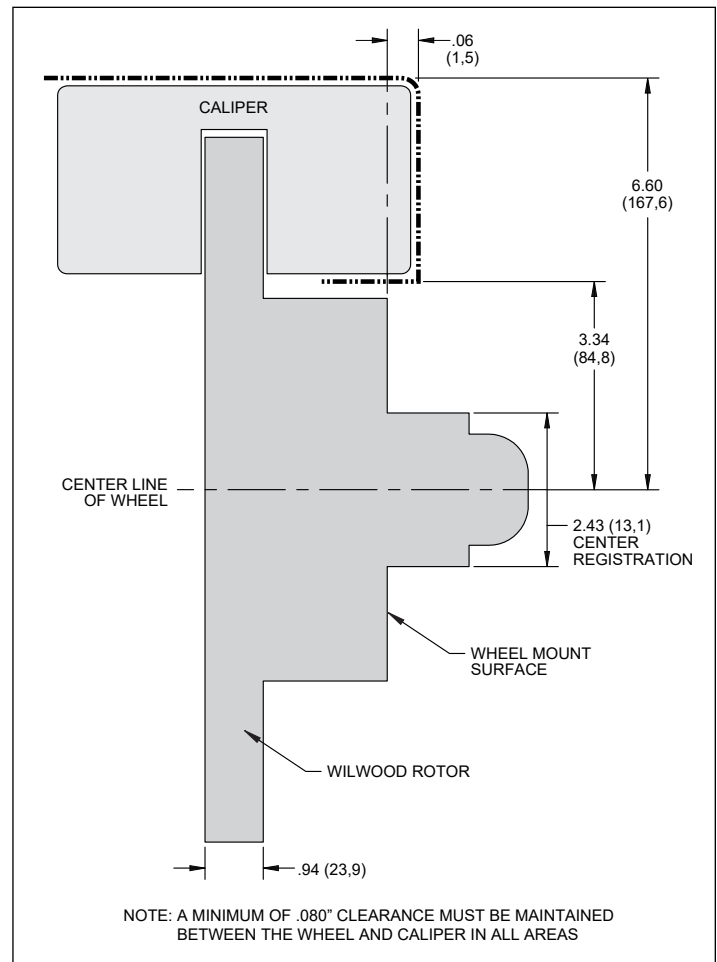


Figure 2. Wheel Clearance Diagram for p/n 140-16801

## Assembly Instructions

Numbers in parenthesis refer to the parts list and Figure 1 on the preceding pages.

•**NOTE:** *Dust shield must be removed for proper caliper fitment.*

### P/N 140-16799:

Reinstall existing caliper bracket nuts and bolts. Secure existing rotor according to OEM specifications and then skip to Step 5.

### P/N 140-16801:

**STEP 1** Reinstall the existing OEM caliper mounting bracket and secure using supplied bolts (1 and 2) and nuts (3). Note the location of the longer bolt (2) as shown in Figure 1 and photos 1 and 2. **NOTE:** *Supplied bolts and nuts in kit must be used for proper rotor clearance.* Torque nut to value shown in Figure 1.

**STEP 2** Pack the large inner bearing cone (5) with high-temp disc brake bearing grease (available from your local auto parts store) and install into the backside of the hub/rotor (4), Figure 1 and Photo 3.

**STEP 3** Install the grease seal (6) by pressing into the backside of the hub (4), flush with the end of the hub, Photo 4.

**STEP 4** Pack the small outer bearing cone (7) with high temperature disc brake bearing grease and install into the front side of the hub (4). Slide the hub/rotor onto the spindle. Secure using spindle washer (8) and spindle nut (9). Adjust bearings per OEM specifications. Install spindle nut retainer (10) and cotter pin (11), Photo 5. Press the dust cap (12) into hub (4), Photo 6. **NOTE:** *Do not hammer center of cap, install using outer flange only.*



Photo 1

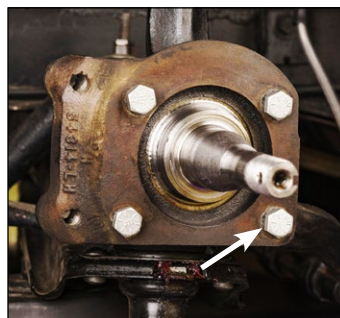


Photo 2



Photo 5

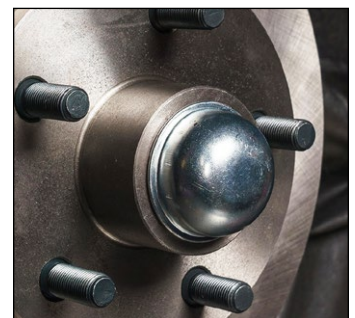


Photo 6

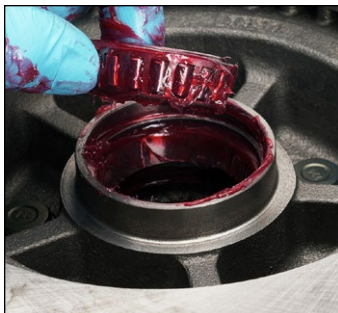


Photo 3



Photo 4

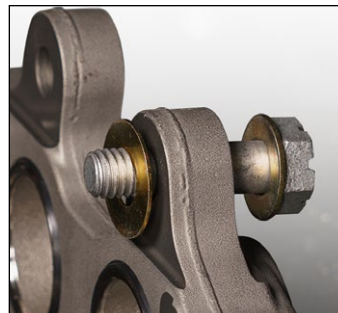


Photo 7

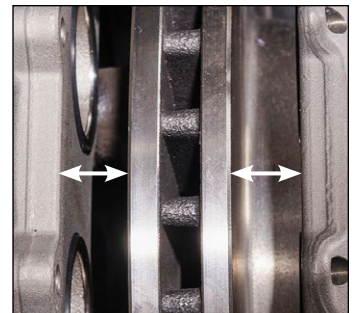


Photo 8

**STEP 5** Mount the caliper (13) onto the existing OEM caliper mounting bracket using bolts (14) and washers (15), as shown in Figure 1. Initially place one .033" thick shim (16) on each bolt between the caliper and the bracket, Photo 7. Temporarily tighten the mounting bolts and view the rotor (4) through the top opening of the caliper. The rotor should be centered in the caliper, Photo 8. If not, adjust by adding or subtracting shims (16) between the bracket and the caliper. Always use the same amount of shims on each of the two mounting bolts. Once the caliper alignment is correct, remove the bolts one at a time, apply red *Loctite*® 271 to bolt threads, and torque to value shown in Figure 1.

**STEP 6** Remove the two pad retaining pins from the caliper. Insert the brake pads (17) into the caliper, with the friction material facing the rotor, as shown in Photo 9 and secure the brake pads in place with the pad retaining pins, Photo 10. Be sure pad pins are completely engaged into caliper.

**STEP 7** Temporarily install the wheel and torque the lug nuts to the manufacturer's specification. Ensure that the wheel rotates freely without any interference.

•**NOTE:** *OEM rubber brake hoses generally cannot be adapted to Wilwood calipers.*

**STEP 8** Attach brake line to caliper. Install Wilwood's stainless steel braided flexline hose kit (18), P/N 220-12168 included with this kit, as shown in Photo 11. The caliper inlet fitting is a 1/8-27 NPT. Use the included steel adapter fitting at the caliper (use PTFE tape on the pipe threads of adapter fitting for proper sealing to caliper). **Ensure hoses are routed to prevent contact with moving suspension, brake or wheel components.**

## Assembly Instructions (Continued)

•**NOTE:** Wilwood hose kits are designed for use in many different vehicle applications and it is the installer's responsibility to properly route and provide adequate clearance and retention for brake hose components.

•**NOTE:** 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.

•**CAUTION:** 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. It is the installer's responsibility to ensure that all fittings and hoses are the correct size and length, properly seal, and that they will not be subject to crimping, strain and abrasion from vibration or interference with suspension components, brake rotor or wheel.



Photo 9

**STEP 9** Bleed the brake system, referring to the 'Additional Information and Recommendations' below for proper bleeding instructions. Check system for leaks after bleeding.

**STEP 10** Install the wheel and torque the lug nuts to manufacturer's specifications.

•**CAUTION:** Test vehicle brake system per the 'Minimum Test Procedure' 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 an interval relative to the usage of vehicle.

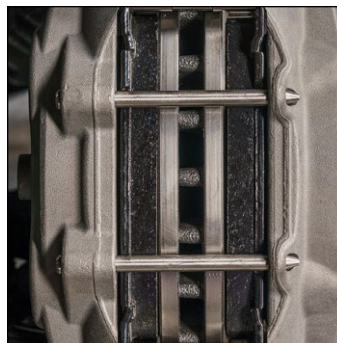


Photo 10

**STEP 11** Bed-in the brake pads per the procedure on page 6.

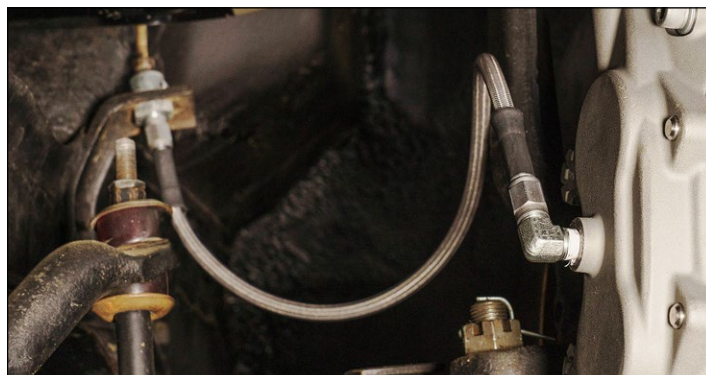


Photo 11

## Additional Information and Recommendations

•Fill and bleed the new system with Wilwood Hi-Temp<sup>®</sup> 570 grade fluid or higher. 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.

•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) may be required. Wilwood offers various lightweight master cylinders with large fluid displacement capacities.

## Additional Information and Recommendations (Continued)

• **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.

• 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. Additional information is also available on our web site at [www.wilwood.com](http://www.wilwood.com), or e-mail technical assistance: [info@wilwood.com](mailto:info@wilwood.com).

## 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.

## Pad and Rotor Bedding (Continued)

### 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.

### 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.

## Connect with Wilwood

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## Associated Components

<u>PART NO.</u>	<u>DESCRIPTION</u>
<a href="#">260-13706</a>	Wilwood Residual Pressure Valve (2 lb for disc brakes)
<a href="#">260-13707</a>	Wilwood Residual Pressure Valve (10 lb for drum brakes)
<a href="#">260-8419</a>	Wilwood Proportioning Valve, Knob Style
<a href="#">260-8420</a>	Wilwood Proportioning Valve, Lever Style
<a href="#">260-11179</a>	Wilwood Combination Proportioning Valve with Brake Light Switch
<a href="#">290-0632</a>	Wilwood Racing Brake Fluid (Hi-Temp° 570) (12 oz)
<a href="#">290-6209</a>	Wilwood Racing Brake Fluid (EXP 600 Plus) (16.9 oz)
<a href="#">340-13831</a>	Wilwood Floor Mount Brake Pedal (with balance bar)
<a href="#">340-13832</a>	Wilwood Swing Mount Brake Pedal (with balance bar)
<a href="#">260-6764</a>	Wilwood 3/4 inch High Volume Aluminum Master Cylinder
<a href="#">260-6765</a>	Wilwood 7/8 inch High Volume Aluminum Master Cylinder
<a href="#">260-6766</a>	Wilwood 1 inch High Volume Aluminum Master Cylinder
<a href="#">260-8555</a>	Wilwood 1 inch Aluminum Tandem Chamber Master Cylinder
<a href="#">260-8556</a>	Wilwood 1-1/8 inch Aluminum Tandem Chamber Master Cylinder
<a href="#">220-7056</a>	Stainless Steel Braided Flexline Kit, Universal, 14 Inch, Domestic, 3/8-24 IF
<a href="#">220-7699</a>	Stainless Steel Braided Flexline Kit, Universal, 16 Inch, Domestic, 3/8-24 IF
<a href="#">220-8307</a>	Stainless Steel Braided Flexline Kit, Universal, 18 Inch, Domestic, 3/8-24 IF
<a href="#">220-11238</a>	Stainless Steel Braided Flexline Kit, Universal, 20 Inch, Domestic, 3/8-24 IF
<a href="#">220-11237</a>	Stainless Steel Braided Flexline Kit, Universal, 22 Inch, Domestic, 3/8-24 IF