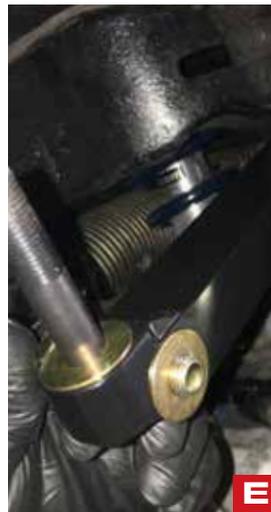
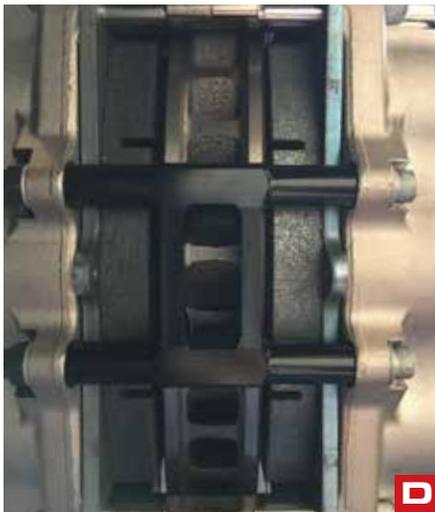


When removing the front calipers, if you are not flushing your brake lines, leave the brake hoses connected to the caliper until ready to swap caliper and lines. This will minimize fluid loss.

Once the caliper and rotor is out of the way, you'll need to remove or trim the backing plate. Trim the backing plate flush with the spindle on the bottom and half inch from the mounting bolt on top to allow clearance of the new 6-piston caliper (**Photo A**). Make sure to file any burrs once completed. (**Photo B & C**)

Next, attached the caliper adapter bracket installing the upper bolt hand tight, then installing the lower bolt. Tighten upper bolt to 130 lb ft and lower bolt to 70 lb ft.

The Wilwood caliper bracket is next. This bracket may need to be shimmed so the bolts need to be slightly more than hand tightened, but not torqued down yet. Your two piece rotors should already be assembled and safety wired. Install the rotor using at least two lugnuts. Load the calipers with your brake pads and slip on the new caliper.



Once installed, you need to check the pad to rotor clearance ensuring both sides of rotor have equal distance from the pad to rotor all along the pad mating surface. Also check for clearance from the pads to the edge of the rotor. See **Photo D** for desired result. **Photos E & F** show installing the shims, **Photo G** is the bracket completed after final fitment and torqued to 70 ft lbs.

Before bolting on your wheels, install the Eccentric Wheel Centering Ring over the hub and into the rotor hub.

Test fit your wheels before torquing down. Depending on your wheels, you may need a 1/4" to 3/4" spacer. Only install spacers on extended ARP studs.