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**Disclaimer. We are not responsible for any damages or injury that is incurred during installation and use of this product. It is understood that the installer is a professional (with applicable ASE certifications) and abides with standard safety protocols while working on automobiles. Any warranty does not cover installer errors. If the installer has any questions they are welcome to call or email. For a complete list of our policies please visit www.iemotorsport.com/policies

Thank you for purchasing our.....

2002 REAR Wilwood disk brake kit w/ parking brake

WARNING: This kit should only be installed AFTER you have done an appropriate FRONT big brake kit.
WARNING: Installation of this kit should be done only by a professional. Incorrect installation can lead to serious injury and death. If you are unsure how to safely use this kit you should not install or use it. Do not assume anything. You may receive additional information and technical support by calling Ireland Engineering during our business hours. Use of support does not guarantee proper installation. It is not possible to diagnose or foresee all issues that may arise in your installation. Proper bleeding and break-in is mandatory (see link in instructions).

Included Parts

x2 Rear Wilwood Brake Caliper with parking brake
x2 IE Billet adapter brackets
x1 Wilwood BP10 Brake Pads (or optional compound)
x2 IE 2-piece rotors
x1 assortment of mounting hardware
x1 assortment of hard and ss-braided brakelines

Instructions Available in digital form upon request (orderdesk@iemotorsport.com)

These instructions describe the steps to complete one side. Simply repeat the steps for the opposite side before proceeding to bleed your brakes.

PREPARATION----------

First, you are going to need some decent access to your rear brakes so make sure the workspace around the rear of the car is clean and sorted. Make sure you have a good assortment of standard hex wrenches, flared wrenches, imperial allen-head wrenches, a torque wrench, and a rubber mallet on hand. Be sure to have enough brake fluid on hand (ATE SL.6 DOT4).

Raise the rear of the car (following all safety protocols) and remove the rear wheel.

Make sure the emergency brake is not engaged and remove the rear drum. The drum may need some gentle tapping with a rubber mallet to help persuade it.

Remove the brake lines, brake shoes, and associated hardware using the repair manual for reference.

The drum backing plate is bolted to the trailing arm. Remove these bolts and remove backing plate (these bolts can be frozen so plan on using penetrating oil and a flared wrench). **If you want to save the backing plate you will need to remove the rear hub. This process requires a puller and a fair amount of strength (especially when re-torquing the axle nut). Please consult factory repair manual for instructions.

INSTALLATION----------

Start by laying out the hardware for each side. Each caliper will be hung at the 7 o'clock position with the emergency brake lever facing towards the FRONT of the car.

Use a 12x1.5mm tap to clean out the two mounting holes used to mount the provided billet adapter bracket. Bolt the bracket so that the calipers hangs to the rear (7 o'clock). Please note the bracket indentions. Torque to 60 ft/lbs.

Brake rotor.

Torque the bolts attaching the rotor to the hat in a criss-cross manner during a two step procedure (step1: 12ft/lb, step2: 20ft/lb). DO NOT use any loc-tite or similar product on these threads. Use safety wire at your own discretion.

Slide the rotor over the rear hub and finger-tighten the rotor in place with a spare lug nut.

*If you have slotted and/or cross drilled rotors. The rotor should be positioned so that as the wheel rotates forward the slot spins outward.

Caliper

Bolt the caliper onto the mounting bracket (again, making sure the e-brake lever is facing towards the front of the caliper). Putting the pads in can be done prior or after this step, see options below.

Brake Pad installation options.

Option 1 [above ^] (Only possible with the caliper off of car). Pullback the carrier mount as far as possible. Insert each pad, take care that the pad's tension springs are compressed evenly.

Option 2 [above ^] (Only possible with the caliper bolted in place.) Unbolt one side of the caliper and swing it out of the way (this procedure follows the same sliding-caliper replacement procedure as found on most modern cars). If replacing, remove the old pads. Place the new pads on the carrier's pad ledges and swing the top slider back into place (the tension springs on the pads should be evenly compressed as you close the caliper). Bolt the slider back down.

Brake Lines

We provide enough pieces of hard and soft lines that you may route the lines in the way of your choosing. We highly recommend using flared wrenches whenever working on brake lines.

For best result start with a hardline attached to the lower port on the caliper and have it bent a tight 90° to route the line up out of the way of the rear wheel.

Flexlines should NEVER be kinked and care should be taken to run flex lines wherever the assembly pivots (between the trailing arm and body). Hardlines in these positions can fatigue and fail which will lead to brake system failure.

Emergency brake cable

Included in this kit are two billet aluminum cable extenders. Slide them in the provision on the caliper e-brake lever.

Loosen (but not completely undo) the cables from inside the cabin and then go back underneath and install the emergency brake cables. **DO NOT compress the e-brake lever unless the caliper has the pads installed and the rotor in place. Failure to account for this will hyper-extend the caliper pistons (and you will need to pay for replacement calipers).

With the rears latched go back into the cabin and choke the jamnuts back up the cable, taking out any remaining slack.

Bleeding

Use standard DOT4 brake fluid. We recommend ATE SL.6 brake fluid.

Follow the common, "me and a friend" method starting at the passenger (right) rear. This procedure is well documented on the internet. When bleeding always use the highest possible bleeder screw so as to get rid of any air pockets in the caliper. In this case, use the bleeder at the top of the caliper.
http://www.wilwood.com/m/techtip/TechFaqAnswer.aspx?id=10&no=1

Break-in procedure.

Follow the outlined provided by Wilwood http://www.wilwood.com/TechTip/TechPadBedTip.aspx

Enjoy your new rear brakes! If you have any questions you may email us at orderdesk@iemotorsport.com. PDF-versions of instructions are also available upon request.