

# ASSEMBLY INSTRUCTIONS

FOR

## COMBINATION PARKING BRAKE (CPB) CALIPER REAR BRAKE KIT WITH 11.00" DIAMETER VENTED ROTOR

1988 - 2004 HONDA CIVIC WITH 2.46 HUB OFFSET

PART NUMBER GROUP

**140-10208**

**DISC BRAKES SHOULD ONLY BE INSTALLED BY SOMEONE  
KNOWLEDGEABLE AND COMPETENT IN THE FUNCTIONING  
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 SmartPhone and  
Jump to Our Technical Tips  
Section on Our Web Site.



### 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.



## Parts List

ITEM NO.	PART NO.	DESCRIPTION	QTY
1	249-10202/03	Bracket, Caliper Mounting (one each, right and left)	2
2	230-10245	Bolt, M10 - 1.25 x 35 mm Long	6
3	240-1934	Washer, .406 I.D. x .82 O.D. x .06 Thick	6
4	240-3902	Washer, .441 I.D. x 1.000 O.D. x .016 Thick	6
5	160-5840	Rotor, HP .81" X 11.00" Dia, 6 x 6.25" Bolt Circle	2
5A	160-7099/7100	Rotor, SRP Drilled and Slotted (one each, right and left)	2
6	170-10199	Hat, 4 x 3.93, .750 Offset, 6 x 6.25" Bolt Circle	2
7	240-10191	Washer, .328 I.D. x .562 O.D. x .063 Thick	12
8	230-8473	Bolt, 5/16 x 18 x 1.00 Long, HXHD	12
9	120-9808/09-BK	Caliper, CPB, 34 mm (one each, right and left)	2
10	230-9183	Nut, 3/8-24, Self-Locking, 12 Point	4
11	240-10190	Washer, .391 I.D. x .625 O.D. x .063 Thick	4
12	230-9078	Stud, 3/8-16 x 3/8-24 x 2.50 long (pre installed in bracket)	4
13	240-1159	Shim, .035 Thick	8
14	150-9184K	Pad, BP-10, Axle Set	1
15	240-1848	Shim, .030 Thick	18

NOTES: Part Number 230-8991 Rotor Bolt Kit, includes P/N 230-8473 and 240-10191

Part Number 230-10217 Bracket Bolt Kit, includes P/N 230-10245, 240-1934, 240-3902 and 240-1848

Part Number 249-10214/15 Caliper Bracket Kit, includes P/N 249-10202/03, 230-9078, 230-9183, 240-1159 and 240-10190

Item 5A is an optional item and is included with the "-D" kits. Add "-D" to end of part number when ordering

## General Information and Disassembly Instructions

- Installation of this kit should **ONLY** be performed by individuals experienced in the installation and proper operation of disc brake systems. Prior to any attempt to install this kit, please 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 axle. This kit is designed for direct bolt-on installation to 1988 through 2004 model year Honda Civic and Integra series hubs.

- Verify your wheel clearance using Figure 2.

- Verify that the factory axle and stud pattern matches the stud hole pattern in the rotors supplied with this kit. Axles that have been modified with different size studs or lug patterns may require modifications to the rotor that must be performed by a qualified machinist.

### Disassembly

- Disassemble the original equipment rear brakes: Raise the rear wheels off the ground and support the rear suspension according to the vehicle manufacturer's instructions.

- Remove the wheel. Loosen the bolts from the outboard side of the upright that holds the stock caliper mounting bracket and lift off the bracket and stock caliper as one unit. You may have to unbolt the stock caliper from the caliper bracket before removal. Then slide off the rotor.

- Clean, de-grease the stock hub while removing any nicks or burrs.

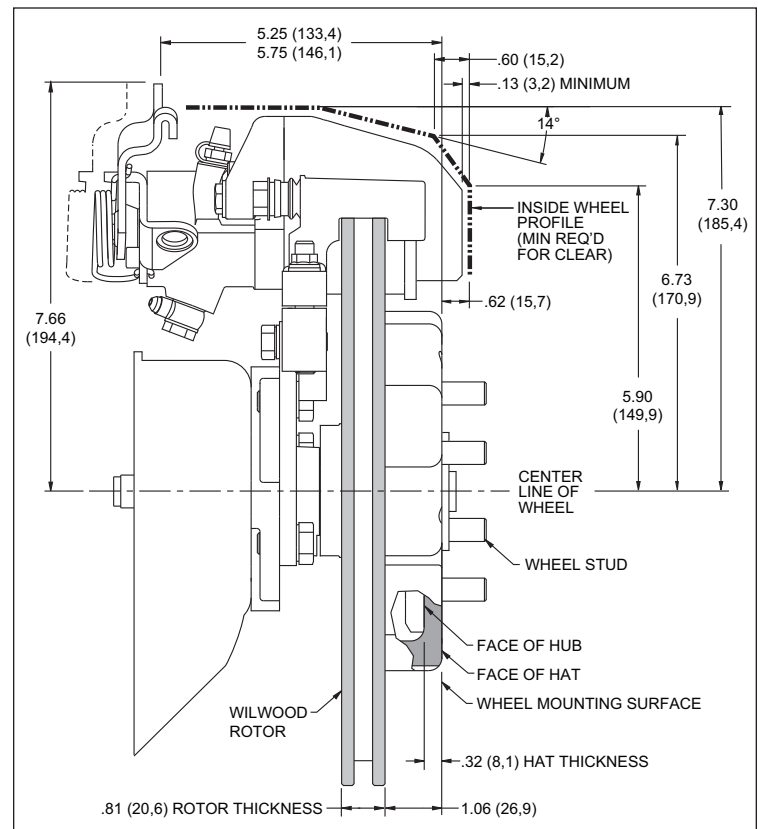


Figure 2. Wheel Clearance Diagram

## Assembly Instructions

### **IMPORTANT:**

- To ensure maximum performance from your parking brake system, the cables must be routed as straight as possible. Bends in the cable can significantly reduce efficiency and thus reduce pull force at the brake. Tight bends must be avoided with a minimum recommended bend radius of 6" to 8".
- Cables should be properly restrained to prevent "straightening" of bends when tension is applied. Restrain movement of cable by affixing the cable sheath to body or chassis by fitting cable clamps at various points over the length of cable or by using original equipment cable attachments points. The clamping method chosen will require that cable sheath be held tightly without movement, crushing or causing interference to the internal cable.
- Cables must be initially pre-stretched by multiple applications of the brake handle, then re-adjusted to correct tension.

**Assembly Instructions** (numbers in parenthesis refer to the part list/diagram on the preceding page):

- The caliper mounting bracket (1) should be installed first with clean, dry threads on the mounting bolts. Install the bracket (1) on the outboard side of the hub assembly by sliding bolt (2) through washer (3) and bracket (1) and thread into the existing hub assembly mounting holes. Place two shim washers (15) between the hub assembly and the caliper mounting bracket (1). The mounting bracket (1) must tighten squarely against the outboard side of the hub assembly face. Inspect for interference from casting irregularities, machining ridges, burrs, etc. Use two shims (15) between the mounting bracket (1) and hub assembly face during initial trial fitting.

- With the larger I.D. side of the rotor (5) facing away from the hat (6), attach rotor (5) to hat (6) using washers (7), and bolts (8) 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 180 in-lbs. Safety wire the bolts using standard 0.032 inch diameter stainless steel safety wire as shown in Figure 3. Please refer to Wilwood's data sheet DS-386 (available at [www.wilwood.com/Pdf/DataSheets/ds386.pdf](http://www.wilwood.com/Pdf/DataSheets/ds386.pdf)) for complete safety wire installation instructions.

- Install the hat and rotor assembly onto the axle hub. Check to be sure the hat seats squarely against the hub. The hub must be free from any rust, debris, casting burrs, machining irregularities, etc. Use three lug nuts to hold the rotor and hat firmly against the hub during the next phases of the installation and clearance checking procedures.

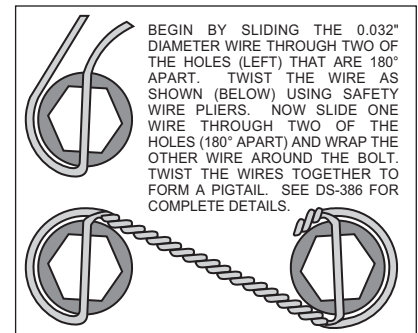
- Slide the brake pads (14) up into the caliper (9) from the bottom until the "v" spring clip snaps into place against the anvil. They should install easily without interference.

- Lubricate caliper mounting studs and nuts with lightweight oil. Install two shims (13) over each stud (12) on the radial mount bracket (1). Slide the caliper (9) in place over the studs and rotor and install the washer (11) and lock nut (10) to hold the caliper in place. The caliper bleed screw should be pointing toward the rear of the vehicle. Snug the lock nuts (10) and check that the caliper (9) is centered over the rotor (5). Add or subtract .016" shims (4) and/or .035" shims (15) as necessary between the caliper mounting bracket (1) and the spindle face to center the caliper (9) on the rotor (5).

- Check that the outside radius of the brake pad (14) is aligned with the outside diameter radius of the rotor face. Add or subtract shims (13) between the caliper (9) and caliper mounting bracket (1) to gain the proper alignment.

- Remove the lug nuts that were holding the hat/rotor in place. Install the wheel and torque the lug nuts to manufacturer's specification. Check to see that the wheel rotates freely without interference.

- Once all clearances have been checked, remove the wheel, caliper and rotor from the axle flange. Secure the caliper mounting bracket (1) to the spindle face while applying red *Loctite*® 271 on the bolt threads (2). Torque the bolts (2) to 22 ft-lbs. Reinstall the rotor and again use several lug nuts to hold it in place being sure to align the small countersunk holes in the hat (6) with the corresponding holes in the hub. Reinstall the caliper, torque the caliper nuts (10) to 30 ft-lbs.



**Figure 3. Safety Wire Diagram**

## Assembly Instructions (Continued)

- **NOTE:** OEM rubber brake hoses generally cannot be adapted to Wilwood calipers. The caliper inlet fitting is a M10 x 1.0 banjo. The preferred method is to use banjo fittings at the caliper with enough steel braided line to allow for full suspension travel. **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 220-10840, 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 6 for proper bleeding instructions.
- Install new parking brake cable (not included in kit). **NOTE:** *Original equipment cable will not adapt to Wilwood calipers.* Wilwood offers a custom parking brake cable kit, P/N 330-10966 for this application which can be ordered separately from your local Wilwood dealer or by calling Wilwood customer service at (805) 388-1188.
- Follow the instructions supplied with the parking brake cable kit, DS-685 (also available at [www.wilwood.com/pdf/ds685.pdf](http://www.wilwood.com/pdf/ds685.pdf)).
- Remove the lug nuts that were used to hold the hat/rotor assembly in place during caliper installation. Reinstall the two OEM countersunk set screws through the small holes in the hat (9) and torque to manufacturers specifications. Check to be sure the hat seats squarely against the hub. Install the wheel and torque the lug nuts to OEM specifications.
- Repeat this entire procedure for the other wheel.
- Depress and hold brake pedal using moderate leg pressure. While maintaining leg pressure on the pedal, completely engage and disengage parking brake lever until lever tension becomes consistent. This will set the adjusting mechanism for the parking brake while tightening the lever feel.
- Bed in your brake pads per the procedure on the last page.
- After brake pads have been bedded, test the parking brake function on a slight slope. Depress brake pedal, then apply parking brake. Release brake pedal.

## Additional Information and Recommendations

•**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.*

•Please read the following concerning balancing the brake bias on 4 wheel disc vehicles.

This Honda rear 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.

•For optimum performance, fill and bleed the new system with Wilwood Hi-Temp<sup>o</sup> 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. If the caliper is fitted with bleed screws on four corners, make sure the bottom bleed screws are tight. Only bleed from the top bleed screws. **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 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, either air may be trapped in the system, or a master cylinder with increased capacity (larger bore diameter) may be required. Wilwood offers various lightweight master cylinders with large fluid displacement capacities (custom fabricated mounting may be required).

## Brake Testing and Pad Bedding

### **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 BEDDING PROCEDURE:**

• Pump brakes at low speed to assure proper operation. On the race track, or other safe location, make a series of hard stops until some brake fade is experienced. Allow brakes to cool while driving at moderate speed to avoid use of the brakes. This process will properly burnish the brake pads, offering maximum performance.

### **Associated Components**

<b><u>PART NO.</u></b>	<b><u>DESCRIPTION</u></b>
260-1874	Wilwood Residual Pressure Valve (2 lb for disc brakes)
260-1876	Wilwood Residual Pressure Valve (10 lb for drum brakes)
260-8419	Wilwood Proportioning Valve
290-0632	Wilwood Racing Brake Fluid (Hi-Temp° 570) (12 oz)
290-6209	Wilwood Racing Brake Fluid (EXP 600 Plus) (16.9 oz)
340-1285	Wilwood Floor Mount Brake Pedal (with balance bar)
340-1287	Wilwood Swing Mount Brake Pedal (with balance bar)
260-6764	Wilwood 3/4 inch High Volume Aluminum Master Cylinder
260-6765	Wilwood 7/8 inch High Volume Aluminum Master Cylinder
260-6766	Wilwood 1 inch High Volume Aluminum Master Cylinder
260-4893	1-1/16 inch Tandem Master Cylinder (aluminum housing)
250-2406	Mounting Bracket Kit (tandem master cylinder)
260-8555	Wilwood 1 inch Aluminum Tandem Chamber Master Cylinder
260-8556	Wilwood 1-1/8 inch Aluminum Tandem Chamber Master Cylinder
350-2038	1971 - 1973 Pinto Rack and Pinion (new, not rebuilt)
270-2016	Quick Release Steering Hub (3/4 inch shaft)
270-2017	Quick Release Steering Hub (5/8 inch shaft)
220-10840	Flexline Hose Kit, Honda Civic / Integra with CPB Caliper
330-10966	Parking Brake Cable Kit, Honda Civic / Integra with CPB Caliper