



Auto Ricambi Wilwood big brake conversion kits BR3-523 & BR3-524

Installation instructions

Note: This kit will greatly improve the braking capability of the Fiat 124 Spider, however since the kit contains non-stock parts the use of this kit is solely the responsibility of the purchaser. This should not be considered a detailed step-by-step guide that lists every tiny operation. It is assumed that the installer is familiar with working on automobiles and has good mechanical aptitude.

Please read through all of the instructions before beginning work to have a better idea of the work flow and what is involved in the installation.

Kit BR3-523 contains the following:

- Two Wilwood brake calipers
- One set of Wilwood brake pads
- Two stainless steel braided brake hoses
- Left and right adapter brackets
- Eight 10mm bolts and nuts to secure the adapter plates to the spindles (no washers)
- Four 5/16" allen head bolts and washers to secure calipers to brackets

Kit BR3-524 contains all of the above, plus:

- Two 257mm solid brake rotors
- Four spacers to go between the calipers and the brackets

Place the car on jack stands and be sure it is stable before commencing work.

Remove the front brakes including the hoses and the caliper mount brackets that bolt to the spindles (this will necessitate the removal of the hubs – note, the hub nuts are not reusable). Take pictures of the disassembly process for documentation in case any questions arise during reassembly. Keep the metal strips that lock the four nuts for the caliper mount bracket bolts on the back of the spindle. This is a good time to clean and paint the dust shield if desired.

Mount the appropriate (left or right) caliper bracket to the spindle. The dust shield sits on top of the backing plate and there are no washers under the heads of the bolts. When tightening turn the heads of the bolts so one of the flats is parallel with the side of the hub. This will ensure there will be enough clearance between the heads of the bolts and the rotating hub. On the back side reuse the flat metal lock plates, but use the new nuts that come with the kit. Torque the nuts to 30 ft-lb. Do not bend the lock tabs down until later.

Reinstall the spindle using a new spindle nut and check for clearance between the spindle and the bracket bolts. Turn bolts if necessary. Once spindle spins freely without touching any of the bolts, bend the lockplates for the nuts so they lock.

Install the brake disc and check for clearance between the disc and the dust shield. On BR3-524 kit the dust shield will almost certainly rub the disc. Hammer the area of the dust shield that rubs to achieve clearance to the disc. Once the disc turns freely screw in the disc retainer pins. On BR3-524 kit with 257mm rotors, do not use the stock wheel spacer, as this disc is thicker than the original one. On BR3-423 kit using stock rotors, if reusing used rotors make sure there are no grooves or imperfections in the friction surface and use sandpaper to roughen it. On either kit, if using new rotors make sure the protective film/cosmoline is removed.

Once the disc is in place install the caliper. On BR3-524 kit with 257mm rotor use the two round spacer between the caliper and its bracket. Before tightening the bolts check that the caliper sits flush on the bracket. Install the bolts with their washers and torque to 20 ft-lb.

Install brake pads and their retaining clip. Install brake hose, caliper end first. The caliper uses tapered threads, so hose may not thread in all the way. Make sure to use the clip to hold the hose to the body bracket once hose has been connected to the car's metal brake line.

Do the same operations for the opposite side. Once both sides are done turn the steering wheel to full lock on both directions and observe the brake hoses. Make sure they do not hit anything and are not crimped. Remember that the suspension at this point is all the way down, so the caliper end of the hose will travel up several inches once the car is on the ground. Be sure the hoses do not hit anything throughout the suspension travel.

Once done double check everything. Be sure that the hub nuts are staked and reinstall the grease caps. Bleed the brakes using new fluid. Even if only the front brakes were taken apart all four corners may need to be bled. Bleed brakes from the farthest point from the master cylinder to the closest, and support the rear axle on jack stands (if it hangs down the compensator valve will cut brake fluid to the rear calipers).