

Part # LI-0051

## Instruction Sheet for part 17-1210: Wilwood Front Brake Caliper Conversion, Series I and 1-1/2 E-Types

Car identification: Series I and (most) Series 1-1/2 E-Types have solid brake rotors that are about 3/8" thick. Series II cars (and some later Series I-1/2) have 1/2"-thick rotors. Series III V-12 E-Types have vented rotors.

### Parts Supplied:

Two alloy caliper adapter brackets  
Two Wilwood calipers with high performance street brake pads  
Four grade eight 3/4" x 1 1/4" course-thread bolts.  
Four hardened 3/8" flat washers  
Four hardened 3/8" lock washers  
Four 3/8" shim washers  
Two brass caliper-to-brake-tube fittings  
Two stainless steel brake inlet tubes

### Installation Instructions:

- 1) Raise the front of the car off the ground and support with jack stands.
- 2) Remove front wheels.
- 3) Starting with the right side, turn steering wheel to full left lock.
- 4) Find a container suitable for used brake fluid. Disconnect the solid brake hose from the flexible brake hose at the front inside, behind the rotor.
- 5) Remove the two caliper retaining bolts.
- 6) Remove caliper and tube.
- 7) Remove the sheet metal splash guard from the inside of the rotor (this will not be reused with the Wilwood brake system.)
- 8) Mount aluminum caliper adapter bracket on the inside of the spindle/upright using the original 1/2" fine bolts with flat and lock washers.
- 9) Install brass fitting in caliper using Teflon tape or sealer on the threads so that the female inverted flare end faces down. (Do not over-tighten; we will not replace a stripped caliper on warranty).
- 10) Mount caliper with bleed screws pointing up and connection ports facing the inside of the aluminum adapter bracket. If required, center the caliper parting line on the center of the rotor using the 3/8" shim washers provided under each of the top and bottom 3/8" mounting bolts.
- 11) Tighten all mounting bolts using a good anti-seize compound such as Copaslip. Do not over-tighten.

- 12) Connect the metal brake tube provided between the brass inlet fitting installed in the caliper and the flex hose. Do not over-tighten or crimp the lines.
- 13) Clean the rotors with a high-quality brake cleaner.
- 14) Install brake pads and secure with the lock pin. Spread ends of lock pin to retain.
- 15) Repeat steps 4 to 14 on left side of car with wheels turned to full right lock.
- 16) Fill brake fluid reservoir with high-quality brake fluid per the vehicle manufacturer's recommendations. Silicone brake fluid is not recommended. Be careful not to spill brake fluid on any painted surfaces.
- 17) Bleed both halves of each caliper until a solid pedal is obtained, making sure that the reservoir is kept full during bleeding.
- 18) Clean any spilled brake fluid with brake cleaner, firmly press on the brake pedal several times and inspect all connections for leaks.
- 19) Re-mount wheels and set car back on ground.
- 20) Test drive, inspect for leaks and repair as necessary.