

131 Series I Whoa! Brakes Installation Instructions

Disclaimer

Congratulations on your purchase of the Whoa Brakes set for the Fiat Brava and 131 series cars. The set uses modern, high quality components but in that some of the components are intended for off road or racing use only the kit should be considered for off road /racing use only. Any other use is the responsibility of the purchaser.

Component Set

If you purchased the complete set of components for the car then it will include 2 rotors, 2 calipers 2 hoses, 1 pad kit, a pair of caliper hangers and 1 hardware pack. * Please check to see that the contents of this box match your invoice.

Installation

The WHOA Brake set is a straight bolt on except for some minor trimming of the dust shield. Please follow the steps listed below. Do not use any of the original hardware if the kit contains a replacement. The original is the wrong thread pitch.

1. Jack up the vehicle and remove all 4 wheels. Remove the entire front brake assemblies including the hose and dust shield.
2. Caliper hangers are marked left and right. Temporarily mount the caliper to the hanger. Place the hanger on the dust shield and align the holes. Mark and trim the shield. Remove the caliper from the hanger.
3. Mount the brake hanger on the front side of the spindle with the Whoa Brakes engraving facing in. The assembly sequence is; inside to outside, new 35 or (55) mm length bolts, lock washer, flat washer, (steering arm) spindle, dust shield, hanger. Torque to 30 foot pounds. If you do not run the dust shield then it must be replaced with .040 thick washers to maintain proper caliper to rotor alignment.
4. Test fit the brake hose in the body-mounting bracket and enlarges the hole diameter if necessary. Remove the "Wilwood Fluid Inlet " label from the side of the caliper and install the brake hose to the caliper after applying a small amount of thread sealer. This fitting is a tapered pipefitting and will only screw in about half way.
5. Remove any oil or rust inhibitor from the rotor with solvent or brake cleaner. Fit the rotor to the hub and lock in place with the original wheel locating bolts. **Do not re-install the stock spacer.** The new rotor is as

thick as the original rotor and spacer combined. Spin the rotor by hand to make sure there is no contact with the dust shield and adjust the shield if necessary.

6. Bolt the caliper to the hanger with the 35mm length bolts, using 2 flat washers and 1 lock washer provided. Check to see if the bolts are not touching the rotor. Torque to ~30 foot pounds. Install the brake pads. Inspect the caliper and pad positioning to insure the rotor is centered between them..
7. Connect the brake hose and re-install the retaining clip.
8. Test the steering from left to right to insure the hose moves freely and does not make contact.
9. Complete the opposite side to this point.
10. Bleed the brakes starting with the front out board bleed screw followed by the in board. When it appears that most of the air is out of the fronts then perform a regular 4 wheel brake bleeding starting with the far rear caliper. Test the brake pedal to insure that there is a firm pedal high enough for safe driving
11. Install the wheels making sure there at least seven full turns of thread engagement on the bolts. Rotate the front wheels to make sure there is no contact.
Road test in a safe place
12. You should notice a reduction in braking effort and may notice an increase in pedal height.
13. Break in. There are lots of recommended procedures. Bembo just recommends normal driving. If you have a favorite then use it. If not, try looking at some version of the more elaborate one's at www.stoptech.com

*Hardware Pack Contents

- 12 10mm flat washers
- 8 10mm lock washers
- 6 10 X 35 x 1.5mm Hex Bolts
- 2 10 X 55 x 1.5mm Hex Bolts
- 4 .040 shim washers