

Parking Brake Rear Discs

Our rear disc brake kits feature rear-mounted, fixed, four-piston aluminum calipers and 12.19" or 13" x .81" or 14" x 1.10" vented rotors with an integrated parking brake mechanism. A combination disc/drum rotor assembly allows the parking brake components to be hidden neatly inside. Standard HP rotors are uncoated and feature a smooth abrasion surface, ideal for extended high-temperature operation. Kits can also be upgraded to slotted, cross-drilled, and black E-coated SRP rotors for a high-quality modern appearance. Our enhanced-

friction ceramic-formula brake pads provide smooth engagement and long service life with low noise and brake-dust levels for performance driving applications.

Kits are available for most standard housing ends and require 15" (12.19" rotor), 17" (13" rotor), 18" (14" rotor) or larger wheels for proper caliper clearance.



12.19" Rotor with Forged Dynalite Caliper



14" Rotor with SL4R Radial-Mount Caliper



SRP Series Rotors shown. Also available with smooth-surface, plain-finish HP Series Rotor for extended high-temperature use.



Red caliper option available

Drag-Race Rear Disc Brakes

Our drag-race rear disc brake kit features rear-mounted, fixed, forged, four-piston calipers and 11.44" x .35" solid or drilled, black-oxide-finish rotors with billet aluminum hats. The bolt-together hat/rotor assembly allows worn or damaged components to be replaced easily and economically. Our enhanced-friction ceramic-formula brake pads provide smooth engagement with consistent response from a flat torque curve throughout their entire effective temperature range. The kit is available for all standard Ford housing ends and requires 15" or larger wheels. Performance applications should be limited to drag-race vehicles under 2,800 lb. A parachute is also required on any vehicle exceeding 150 mph.



11.44" Rotor with Forged Dynalite Caliper



Red caliper option available

Performance 14" and 13" Rear Discs

Billet SL4R Radial-Mount Caliper

The Performance 14" and 13" kits use Wilwood's SL4R four-piston, billet aluminum, radial-mount calipers for their superior rigidity and enhanced braking performance and pedal feel. These calipers use a closed-end design that is further strengthened by five steel bridge bolts extending through the caliper body and directly across the brake pads. Smooth surface transitions help eliminate stress points and reduce overall caliper deflection.

The SL4R caliper uses lightweight, coated aluminum pistons and high-temperature rubber boots to seal out debris from the piston bores. The total seal design reduces unnecessary wear, increasing the service life of the pistons. The four individual pistons apply pressure against both sides of the rotor. Caliper fluid requirements are matched to the output capabilities of commonly used factory master cylinders ensuring comfortable performance in a wide range of applications.



Optional red powder-coated caliper

SL4R calipers are trouble-free and service-friendly. Vibration-dampening, stainless-steel bridge-plate inserts protect the caliper body from wear caused by pad movement, greatly extending service life. Dampened external fluid tubes are routed through recessed pockets to keep clear of debris and reduce the potential of vibration-induced wear at the fittings. Two-piece bleed screws are easily accessed at the top of each side of the caliper body and eliminate direct wear to the aluminum body. Brake pads are also easily changed by simply removing the center bridge bolt and sliding the pads out.

High-Performance Vented Disc Rotors

The kit comes standard with HP series 13 x .81" or 14 x 1.10", vented, smooth-surface rotors with an integrated drum. The HP rotors come uncoated and can withstand extreme operating temperatures for extended periods of time; ideal for high-performance applications. For more eye-catching high-end street performance, SRP series vented, cross-drilled, slotted, and black E-coated rotors are available. To maximize cooling surface area, individual air passages are cast internally into each rotor. Air passages or vents offer increased airflow and cooling capability over standard solid-rotor designs. The optional SRP rotor with slotted surface and cross-drilled holes improves pad-to-rotor contact by wiping the pads clean and allowing brake dust and gases to be easily exhausted.

Two-piece Steel-Hat Drum

Separate machine-finished, steel hats provide the holding drum for the parking brake shoes and allow components to be easily replaced if damaged or worn. Hats use a solid-wall, cylindrical design to improve rotor stability. Rotors and hats are secured in a 12-bolt configuration to provide additional stability to the rotor. Hats are drilled for multiple five-lug bolt patterns and accept 1/2" wheel studs.

Billet Aluminum Bracket Assembly

The parking brake and caliper mounting bracket assembly is machined from lightweight, high-strength billet aluminum. Structural mounting points on each bracket receive spline-threaded steel inserts, reducing the mounting hardware and simplifying installation. All components are anodized, painted, or plated for corrosion resistance and extended service life. Brackets are available for all standard housing ends.

Street 12.19" Rear Discs

Forged Dynalite Caliper

The Wilwood 12.19" rear disc brake kit uses Forged Dynalite (FDL) four-piston, aluminum, lug-mount calipers for their superior rigidity and enhanced braking performance and pedal feel. The calipers use a closed-end, internal fluid passage design that is further strengthened by four steel bridge bolts extending through the caliper body. Stress-flow forging and smooth surface transitions help eliminate stress points and reduce overall caliper deflection.



Optional red powder-coated caliper

FDL calipers use one-piece, 1.38" bore, stainless-steel pistons and high-temperature, square-faced bore seals. Stainless steel slows heat transfer to the brake fluid and improves the system's resistance to heat-induced pedal fade. This reduction in heat also increases the service life of the fluid and seals. The four individual pistons apply pressure against both sides of the rotor. Caliper fluid requirements are matched to the output capabilities of commonly used factory master cylinders ensuring comfortable performance in a wide range of applications.

The Dynalite calipers are trouble-free and service-friendly. Vibration-dampening, stainless-steel bridge-plate inserts protect the caliper from wear caused by pad movement, greatly extending service life. Two-piece bleed screws are easily accessed at each corner of the caliper body and eliminate direct wear to the aluminum body. Brake pads are also easily changed by simply removing the retaining pin and sliding the pads out.

High-Performance Disc/Drum Rotors

The kit comes standard with HP series 12.19 x .18", vented, smooth-surface rotors with an integrated drum. The HP rotors come uncoated and can withstand extreme operating temperatures for extended periods of time; ideal for high-performance applications. For more eye-catching high-end street performance, SRP series vented, cross-drilled, slotted, and black E-coated rotors are available. To maximize cooling surface area, 32 individual air passages are cast internally into each rotor. Air passages or vents offer increased airflow and cooling capability over standard solid-rotor designs. The optional SRP rotor with slotted surface and cross-drilled holes improves pad-to-rotor contact by wiping the pads clean and allowing brake dust and gases to be easily exhausted.



HP Rotor

SRP Rotor



Billet Aluminum Bracket Assembly

The parking brake and caliper mounting bracket assembly is machined from lightweight, high-strength billet aluminum. Structural mounting points on each bracket receive spline-threaded steel inserts, reducing the mounting hardware and simplifying installation. All components are anodized, painted, or plated for corrosion resistance and extended service life. Brackets are available for all standard housing ends.

Drag-Race 11.44" Rear Discs

Forged Dynalite Caliper

The Wilwood 11.44" rear disc brake kit uses Forged Dynalite (FDL) four-piston, aluminum, lug-mount calipers for their superior rigidity and enhanced braking performance and pedal feel. The calipers use a closed-end, internal fluid passage design that is further strengthened by four steel bridge bolts extending through the caliper body. Stress-flow forging and smooth surface transitions help eliminate stress points and reduce overall caliper deflection.



FDL calipers use one-piece, 1.75"-diameter, stainless-steel pistons and high-temperature, square-faced bore seals. Stainless steel slows heat transfer to the brake

fluid and improves the system's resistance

to heat-induced pedal fade. This reduction in heat

also increases the service life of the fluid and seals. The four individual pistons apply pressure against both sides of the rotor. Caliper fluid requirements are matched to the output capabilities of commonly used factory master cylinders ensuring comfortable performance in a wide range of applications.



Optional red powder-coated caliper

The Dynalite calipers are trouble-free and service-friendly. Vibration-dampening, stainless-steel bridge plate inserts protect the caliper body from wear caused by pad movement, greatly extending service life. Two-piece bleed screws are easily accessed at each corner of the caliper and eliminate direct wear to the aluminum body.

Brake pads are also easily changed by simply removing the retaining pin and sliding the pads out.

Lightweight Performance Rotors

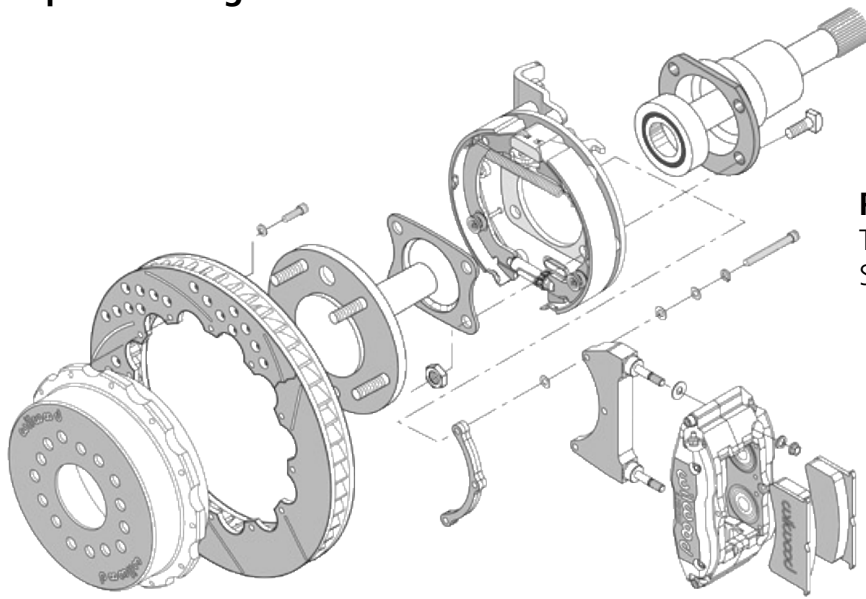
The kit comes standard with black-oxide-coated solid rotors constructed from a special alloy steel known for its high thermal stability and resistance to distortion. These lightweight performance rotors are designed specifically for drag-racing applications under 2,800 lb. Rotors measure 11.44" x .35" and weigh in at a mere 5.4 lb. For more eye-catching performance and reduced weight, a drilled version weighing only 4.7 lb is available.



Billet Aluminum Hat

Separate billet aluminum hats reduce unnecessary weight and allow components to be easily replaced if damaged or worn. Hats use a solid-wall, cylindrical design to improve rotor stability. Their black-anodized finish improves heat dissipation, prevents oxidation, and resists scratching. Rotors and hats are secured by Grade 8, safety-wire-drilled hex bolts in an eight-bolt configuration. Hats come drilled for 1/2" wheel studs on 4-1/2", 4-3/4", and 5" five-lug bolt patterns. Hats for larger 5/8" wheel studs are drilled with 4-3/4" and 5" five-lug patterns.

Exploded Diagrams

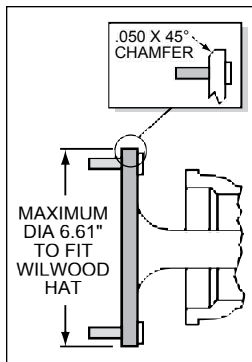
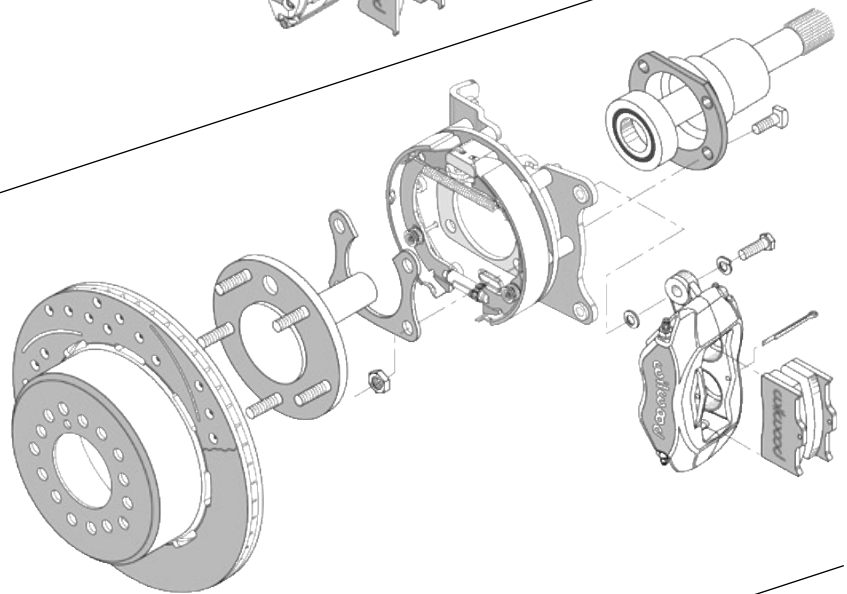


Performance 13" Kit

Two-Piece Disc/Drum Assembly
SL4R Radial-Mount Caliper

Street 12.19" Kit

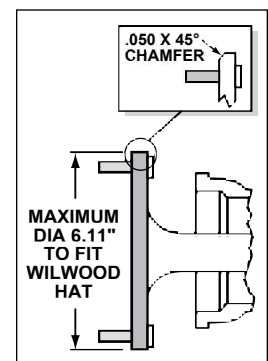
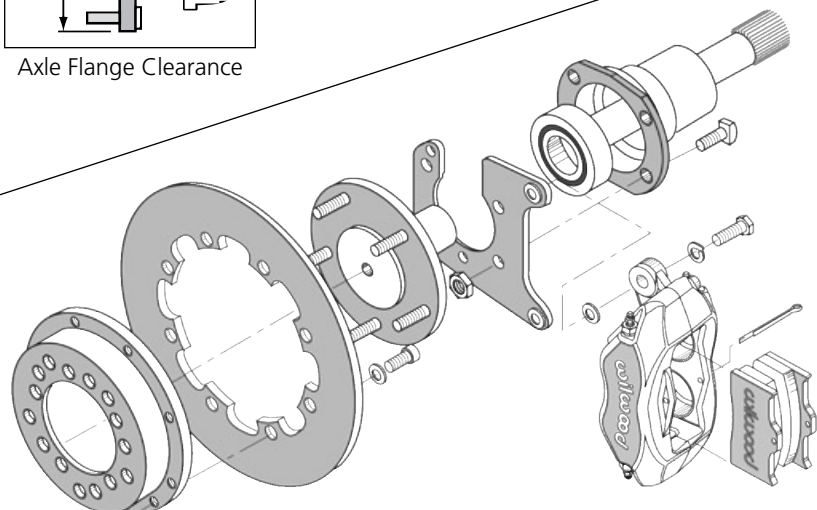
One-Piece Disc/Drum
Forged Dynalite Caliper



Axle Flange Clearance

Drag Race 11.44" Kit

Two-Piece Hat/Rotor Assembly
Forged Dynalite Caliper



Axle-Flange Clearance

Applications - Parking Brake Rear Discs

Housing Style	Axle Offset	Performance 14" ¹	
		HP Rotor	SRP Rotor
		\$1728. ⁰⁰	\$1829. ⁰⁰
Big Ford (Late/Torino)	2.50"	WW 140-10012	WW 140-10012-D

Notes: 1 - Optional red caliper, add \$155

Housing Style	Axle Offset	Performance 13" ¹		Street 12.19" ²	
		HP Rotor	SRP Rotor	HP Rotor	SRP Rotor
		\$1600. ⁰⁰	\$1702. ⁰⁰	\$649. ⁰⁰	\$753. ⁰⁰
Small Ford (Early Mustang)	2.66"	WW 140-9216	WW 140-9216-D	WW 140-7143	WW 140-7143-D
Big Ford (Early)	2.36"	WW 140-9217	WW 140-9217-D	WW 140-7139	WW 140-7139-D
Big Ford (Late)	2.36"	WW 140-9218	WW 140-9218-D	WW 140-7582	WW 140-7582-D
Big Ford (Late/Torino)	2.50"	WW 140-9219	WW 140-9219-D	WW 140-7140	WW 140-7140-D
8.8" Ford (5-lug no ABS/Traction Control)	2.50"	WW 140-9223	WW 140-9223-D	WW 140-7146	WW 140-7146-D
8.8" Ford (5-lug 2005-Present)	2.66"	WW 140-9221	WW 140-9221-D	WW 140-9228	WW 140-9228-D
Camaro/Firebird '93-02	2.75"	-	-	WW 140-7148	WW 140-7148-D
Small GM w/ C-Clips	2.81"	WW 140-9213	WW 140-9213-D	WW 140-7141	WW 140-7141-D
Small GM w/ C-Clips	2.75"	-	-	WW 140-7149	WW 140-7149-D
Small GM Special	2.81"	WW 140-9215	WW 140-9215-D	WW 140-7578	WW 140-7578-D
Small GM (Staggered Shock Mount)	2.75"	-	-	WW 140-9315	WW 140-9315-D
Mopar/Dana (Green Bearing w/ Span Ring)	2.36"	WW 140-9222	WW 140-9222-D	WW 140-7144	WW 140-7144-D
Olds/Pontiac	2.81"	WW 140-9224	WW 140-9224-D	WW 140-7147	WW 140-7147-D

Notes: 1 - Optional red caliper, add \$155
2 - Optional red caliper, add \$100

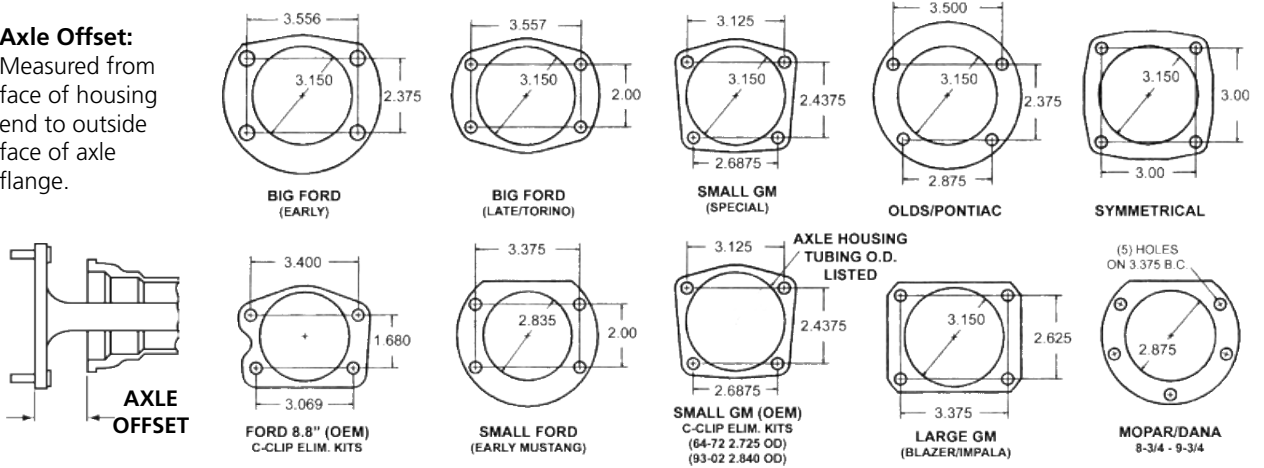
Applications - Drag-Race Rear Disc Brakes

Housing Style	Axle Offset	Drag 11.44"	
		Solid Rotor	Drilled Rotor
		\$487. ⁹⁵	\$507. ⁹⁵
Small Ford (Early Mustang)	2.66"	WW 140-0262	WW 140-0262-D
Big Ford (Early)	2.36"	WW 140-0261	WW 140-0261-D
Big Ford (Early)	2.50"	WW 140-3623	WW 140-3623-D
Big Ford (Late/Torino)	2.50"	WW 140-2119	WW 140-2119-D
Small GM w/ C-Clips	2.81"	WW 140-0263	WW 140-0263-D
Small GM w/ C-Clip Eliminators	2.81"	WW 140-4545	WW 140-4545-D
Small GM Special	2.81"	WW 140-5771	WW 140-5771-D
Symmetrical (Lamb / Mark Williams)	2.81"	WW 140-0265	WW 140-0265-D
Symmetrical (Lamb / Mark Williams - .69" Studs)	2.81"	WW 140-5348	WW 140-5348-D
Mopar/Dana Green Bearing	2.36"	WW 140-0260	WW 140-0260-D
Mopar/Dana Green Bearing w/ Span Ring	2.36"	WW 140-5255	WW 140-5255-D
Mopar/Dana Green Bearing w/ Span Ring	2.50"	WW 140-8853	WW 140-8853-D
Olds/Pontiac	2.81"	WW 140-0264	WW 140-0264-D
Olds/Pontiac (.69" Studs)	2.81"	WW 140-5349	WW 140-5349-D

Footnotes: 1 - Optional red caliper, add \$100

Housing-End Diagrams

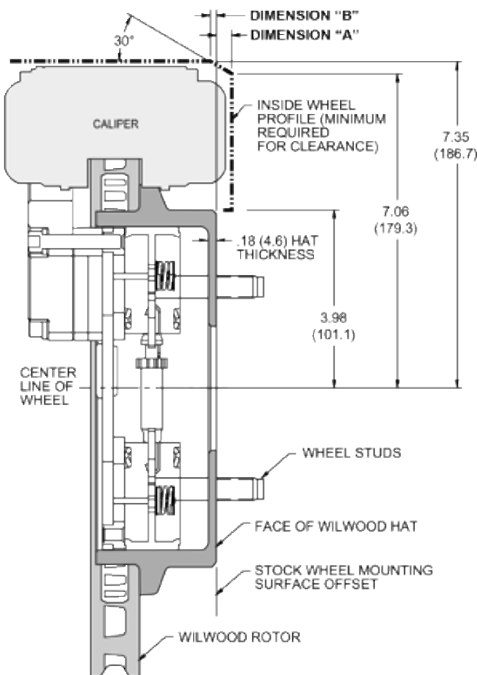
Axle Offset:
Measured from face of housing end to outside end to housing face of axle flange.



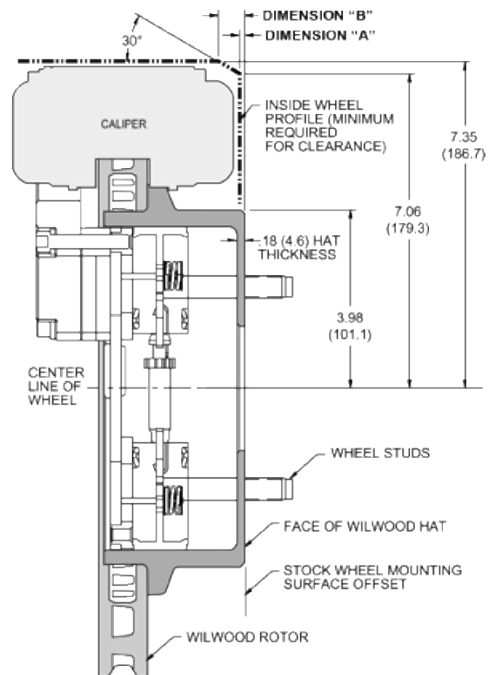
Wheel-Clearance Information

Housing End	Performance 13"				Street 12.19"		
	Part Number	Caliper Position	Dimension		Part Number	Caliper Position	Dimension "A"
			"A"	"B"			
Small Ford (Early Mustang)	WW 140-9216	Recessed	0.07"	0.57"	WW 140-7143	Recessed	0.67"
Big Ford (Early)	-	-	-	-	WW 140-7139	Recessed	0.24"
Big Ford (Late)	WW 140-9218	Protruding	0.34"	0.14"	WW 140-7582	Recessed	0.24"
Big Ford (Late/Torino)	WW 140-9219	Protruding	0.34"	0.14"	WW 140-7140	Recessed	0.24"
8.8" Ford (5-lug no ABS/Traction Control)	WW 140-9223	Protruding	0.34"	0.14"	WW 140-7146	Recessed	0.24"
8.8" Ford (5-lug 2005-Present)	WW 140-9221	Recessed	0.07"	0.57"	WW 140-9228	Recessed	0.61"
Camaro/Firebird '93-02	-	-	-	-	WW 140-7148	Recessed	0.67"
Small GM w/ C-Clips	WW 140-9213	Recessed	0.07"	0.57"	WW 140-7141	Recessed	0.67"
Small GM w/ C-Clips	-	-	-	-	WW 140-7149	Recessed	0.67"
Small GM Special	WW 140-9215	Recessed	0.07"	0.57"	WW 140-7578	Recessed	0.67"
Small GM (Staggered Shock Mount)	-	-	-	-	WW 140-9315	Recessed	0.67"
Mopar/Dana (Green Bearing w/ Span Ring)	WW 140-9222	Protruding	0.34"	0.14"	WW 140-7144	Recessed	0.24"

Protruding Caliper



Recessed Caliper



Notes:

All prices subject to change. Current pricing available at www.cachassisworks.com.



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