

1955-64 WILWOOD FRONT DISC BRAKE CALIPER UPGRADE



Randy Irwin - Technical Writer

Randy has been involved in the Chevy parts business for over 30 years. He is a wizard at creating, making and modifying custom parts for Chevys.

All the Eckler's Classic Chevy disc brake kits use an 11" GM brake rotors and an A or F- body large GM caliper. Many kits now on the market use an 11" rotor but the smaller G- body caliper. When it comes to brakes, bigger is always better and the 11" rotor and large GM caliper work well with a 14" and larger disc brake wheel, so why not use all the BIG stuff? The engineers at Wilwood have designed a dual piston aluminum caliper that is a direct replacement for the A and F body calipers. These calipers bolt to the same brackets as the old GM calipers; they use the same GM-style brake pads and the same brake hoses. Not only do the aluminum calipers look super trick, but with the dual pistons you will have a much better braking power. This means better stopping with less leg pressure. The new upgrade kit includes a pair of red Wilwood calipers, Hawk ceramic brake pads, drilled and slotted rotors and steel braided brake lines.

Parts Needed:

- 20-232* Wilwood Front Disc Brake Upgrade With Drilled And Sweep Slotted Rotors ▲
 - 20-233* Wilwood Front Disc Brake Upgrade With Drilled And Sweep Slotted Rotors For Classic Chevy Dropped Spindles ▲
 - 20-231 Wilwood Dual Piston Caliper
 - 20-200 Front Drilled & Slotted Brake Rotor (LH)
 - 20-201 Front Drilled & Slotted Brake Rotor (RH)
 - 21-03 Inner Grease Seal
 - 20-161 Ceramic Disc Brake pads
 - 20-205 Organic Disc Brake Pads
 - 20-30 Disc Brake Hose Kit
 - 20-85 Steel Braided Brake Hose Kit
 - 20-108-PC Rear Powder Coated Rear Disc Brake Calipers
 - 20-401 Rear Drilled And Sweep Slotted Disc Brake Rotor (LH)
 - 20-402 Rear Drilled And Sweep Slotted Disc Brake Rotor (RH)
- * Kits include: 2 Wilwood RED calipers, Hawk Ceramic Brake Pads, LH and RH Drilled And Slotted 11" Brake Rotors, Steel Braided Brakes Hoses With Hardware.

To order parts call 1-800-456-1957 or visit ClassicChevy.com



Tools Needed:

- | | |
|-------------------|------------------|
| 3/8" Allen Wrench | Grease |
| Hammer | 3/8" Line Wrench |
| Cutters | 5/8" Wrench |
| Pliers | 9/16" Wrench |

Time Frame:

4 Hours



20-231



20-200



20-161

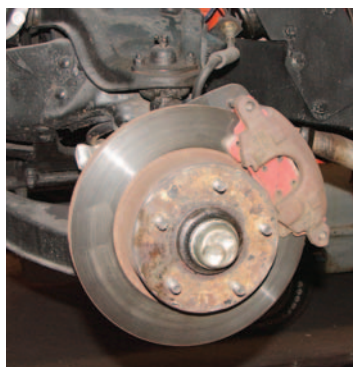
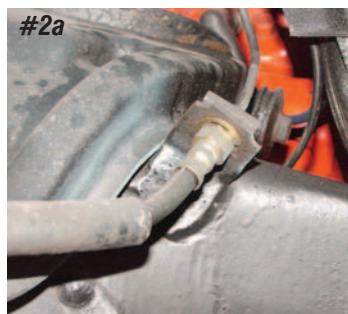
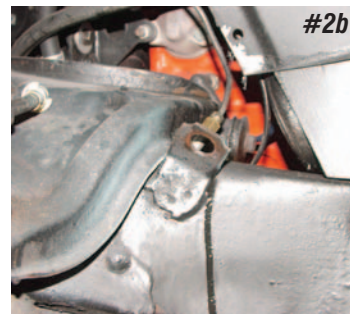


Photo #1: The Eckler's Classic Chevy disc brake caliper bracket mounts the caliper to the rear of the spindle. With the caliper to the rear of the spindle there are no issues with a front anti-sway bar and the brake hose connection on the caliper is in the correct location to line up with the brake hose tab on the frame.



#2a



#2b

Photo #2a & 2b: The brake hose is held to the brake hose frame bracket with a C-clip. Disconnect the steel brake line from the hose and remove the C-clip from the brake hose.

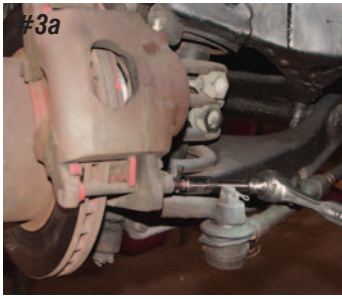


Photo #3a & 3b: Next remove the two the caliper anchor pins from the caliper and the caliper assembly and hose can be removed from the spindle.

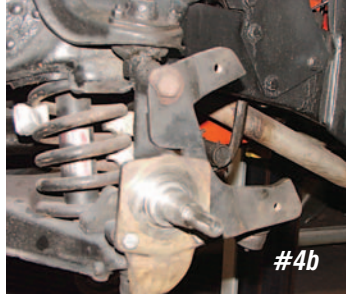


Photo #4a & 4b: Remove the dust cap, cotter pin, spindle nut and washer and the brake rotor can be removed from the spindle.

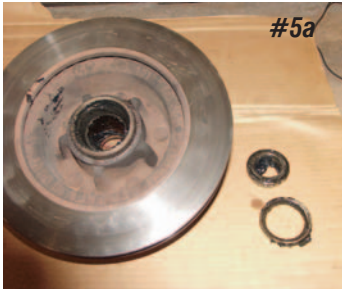


Photo #5a & 5b & 5c: If the inner bearing is in good shape, it can be reused in the new rotor. With the bearings removed this is a good time to clean and repack them all with good quality disc brake grease. Install the inner bearing and a NEW inner grease seal **P/N 21-03**. A new inner seal should always be used when removing the inner bearing.

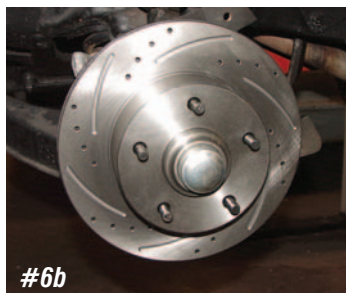


Photo #6a & 6b: There is a left and right rotor per the direction of the drilled holes and slots. **P/N 20-200** is the left hand rotor. Install the rotor, outer bearing, spindle nut washer, spindle nut and torque the spindle nut to 33 ft/lbs. Next back off the spindle nut no more the 1/8 turn to align one of the slots in the spindle nut with one of the holes in the spindle for the cotter pin.

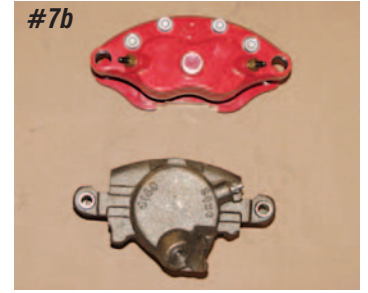
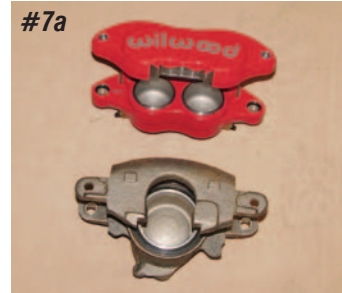


Photo #7a & 7b & 7c: The Wilwood caliper **P/N 20-231** is a direct replacement caliper for an A or F body GM caliper. The caliper is made of aluminum, powder coated red and has dual pistons for better braking. The caliper uses the standard A and F body brake pads so replacement pads can be purchased at any local parts store. The Wilwood caliper will fit both the left or right hand sides of the car.

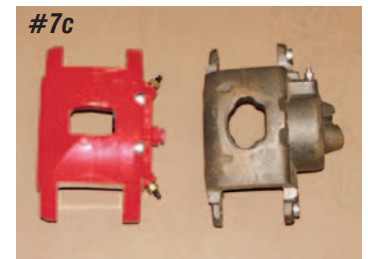


Photo #8a & 8b: The Wilwood caliper includes new anchor pins and guide sleeves. The guide sleeves install into the inner ears of the caliper housing and are held in place with O-rings. The O-rings come already installed in the caliper housing.



Photo #9a & 9b & 9c: The Wilwood upgrade kits **P/N 20-232** and **20-233** include HAWK ceramic brake pads. These higher quality pads will give you better braking and less brake dust. There is an inner and outer pad. The pads simply drop into the jaw of the new caliper. The inner pad



has two ears that will sit on top of the anchor pins when the anchor pins are installed. The outer pad has two holes where the anchor pins pass through and will key into the outer jaw of the caliper.

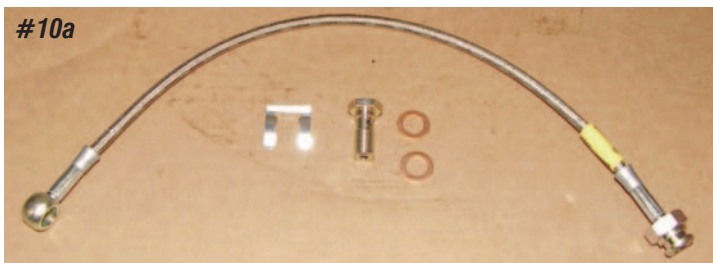


Photo #10a & 10b & 10c: The upgrade kits **P/N 20-232** and **20-233** include a steel braided brake kit. The brake hose is held to the caliper with a supplied banjo bolt. Install a copper

washer on each side of the banjo block and attach the hose to the back of the caliper. Leave the banjo bolt loose at this time.

Photo #11: The caliper assembly drops down over the rotor and is held to the disc brake bracket with the supplied anchor pins.



Photo #12a & 12b: When we installed the caliper it would not seat all the way down into the caliper bracket on our car. We removed the rotor and found that a small area of the caliper was interfering with the caliper bracket that was on our project car. Remember, this is a replacement caliper for A and F body cars will fit a GM caliper bracket without any modifications

unless it is an aftermarket caliper bracket. When working with aftermarket components from different companies you sometimes have to do some “adjusting” to make all the parts work together. We tested the Wilwood caliper on the Eckler’s Classic Chevy disc brake bracket **P/N 20-28** and there was not a clearance issue.

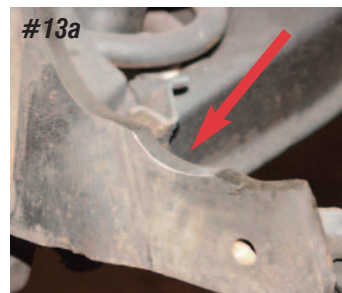


Photo #13a & 13b: Using a hand grinder and file we cut a half moon pocket in the disc brake bracket to clear the Wilwood caliper. With the bracket clearanced, we installed the brake rotor back onto the spindle and then installed the Wilwood caliper for the last time.

Photo #14: The steel braided brake hose has the correct hose end to attach to the 1955-64 brake hose frame bracket using the original C-clip. Attach the hose to the frame bracket and connect the steel brake line. Position the brake hose so that it does not interfere with any moving parts and tighten the banjo bolt.



Photo #15: The brakes will now need to be bled. Use the upper bleeder to bleed the brakes. The brakes can be bled the traditional way by pumping the pedal or with a pressure bleeder. The Wilwood brakes and the drilled and sweep slotted rotors look GREAT behind our front wheels. If you have the Eckler’s Classic Chevy rear disc brake kit that utilizes the Cadillac calipers and rotors, you can upgrade the rear calipers with red powder coated calipers (not Wilwood brand) **P/N 20-108-PC** and drilled and sweep slotted rotors **P/N 20-401** (left) and **P/N 20-402** (right) for a super look front and rear. Good Luck. 