



Wilwood / LSMFG – 02-08 Dodge/RAM 16" Rear Big Brake Kit with Parking Brake



Fitment

- 02-18 Dodge/RAM 1500

- The 16" C1500 kit utilizing Wilwood 6-piston TX6 calipers, steel hats, machined 6061 AL radial brackets which bolt directly to the factory caliper brackets. Designed to fit 02-18 Ram 1500 pickups.
- It is the buyer's responsibility to check proper clearance and function of all brake parts to their existing suspension components and wheels/tires before driving the vehicle.

OE Hub Offset: Increase/Decrease Track Width	+-.0
Caliper Type:	TX6 - 6 Piston
Rotor Diameter:	16"
Min. Wheel Diameter:	20"

Warning

- Disc brakes should only be installed by someone experienced and competent in the installation and maintenance of disc brakes.
- If you are not sure of how to safely use this brake component or kit, you should not install or use it.
- Do not assume anything. Improperly installed or maintained brakes are dangerous. If you are not sure, get help or return the product.

Notes

- As with most suspension and tire modifications (from OEM specifications), changing the brakes may alter the front to rear brake bias. Your specific needs will depend on other modifications to the system.
- This kit is designed to work with the stock ABS system. It is not necessary to add an additional proportioning valve.
- The calipers can be connected to 3/16 brakelines with use of our [Braided Stainless Hoses for 11-18 Ram 1500 16 inch Rear Kit](#). Otherwise, it will be necessary to adapt from the 1/8 NPT fitting at the caliper to the fittings and hoses of your choice.
- This kit fits most 22-inch diameter wheels and larger.
- This kit will not move the wheel in or out from its original position.
- It is the responsibility of the buyer and installer of this kit to verify suitability/fitment of all components and ensure all fasteners and hardware achieve complete and proper engagement. Improper or inadequate engagement can lead to component failure.
- For any questions or suggestions, email: info@littleshopmfg.com

1 & 2



This installation refers to the passenger side of the axle. All steps are to be repeated on the driver side. Start by disconnecting the hose from the ABS wire and frame.

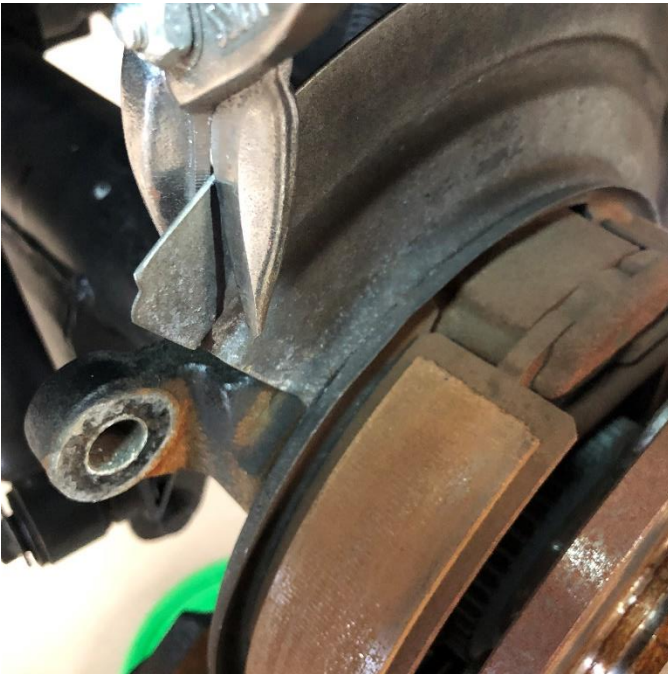
3 & 4



The end fitting on the factory hard line will need to be removed and replaced with the included 3/8 tube nut. This will require re-flaring the hard line. If you do not have a flaring tool handy, most local parts houses will have one to loan. The caliper bracket bolts can now be removed and discarded. The caliper and bracket can then be removed.



Once the rotor is removed, the dust shield will need to be marked and trimmed to allow clearance for the radial bracket.



Once the backing plate is trimmed, the radial brackets can temporarily be installed at this time using the supplied M14 bolts and washers, along with two .563x1.125x.035 shim washers between the anchor and radial bracket.



Arrange the rotor and hat in the position shown ensuring the arrow noting rotation direction is correct for its position on the vehicle. Start the first few threads of all 12 of the 5/16-24 x .875 bolts and washers. Using an alternating sequence, apply red Loctite® 271 to the threads, and torque to **25 ft-lbs**. Using a flat head screw driver, the parking brake will need to be loosened to allow the rotor to slip over.



The rotor can be installed on the axle at this time using two lug nuts to hold it flat against the axle. Spinning the rotor slowly, you should adjust the parking brake shoes so that they have a very light drag on the rotor.



Lubricate the caliper mounting studs with lightweight oil. Initially place one .514x.875x.030 shim on each stud of the bracket. Mount the caliper using lock nuts and washers and ensure that it seats on the bracket.

Remove the bridge pins and install the pads at this time. Temporarily reinsert the pins and view the rotor through the top opening of the caliper. The caliper will need to be centered on the rotor by adding or subtracting the .562x1.125x.030 shims between the parking brake anchor and radial brackets. Always use the same amount of shims on each of the mounting bolts.

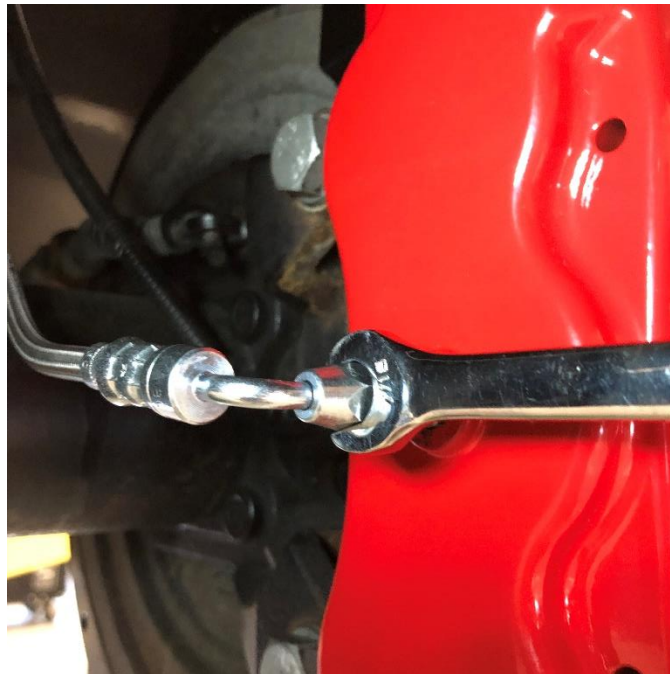
Once the caliper alignment is correct side to side, check that the top of the brake pads are flush with the outside diameter of the rotor. If not, adjust by adding or subtracting .514x.875x.030 shims between the caliper and the bracket.

After the caliper pad height is set, check that there is no pre-applied pressure when spinning the rotor. If so, make adjustments as necessary. Then remove the bracket mounting bolts one at a time, apply red Loctite® 271 to the threads, and torque to **60 ft-lbs**. Torque the caliper lock nuts to **30 ft-lbs**. Then secure the brake pads in place with the center bridge pad retainer tube, bolt, and locknut. The locknut should be snug without play in the bolt or tube. However, be cautious not to over tighten.

Temporarily install the wheel and tighten the lug nuts. Ensure that the wheel rotates freely without any interference or contact to the caliper



Apply a small amount of sealant, as in Loctite® 545, to the adapter fitting before installing into the caliper.



Install the stainless line onto the caliper fitting. The hose will be routed in the OEM direction and re-attached to the ABS wire using some small zip ties. The opposite end will be attached to the frame. The hardline can then be installed. **Please note** that some year models will require the hardline to be cut and reflared to accept the braided hose. A new tube nut will be included with the hose kit in order to make this modification.

Additional Information and Recommendations

- As with most suspension and tire modifications (from OEM specifications), changing the brakes may alter the front to rear brake bias. Rear brakes should not lock up before the front. Brake system evaluation and tests should be performed by persons experienced in the installation and proper operation of brake systems. Evaluation and tests should be performed under controlled conditions. Start by making several stops from low speeds then gradually work up to higher speeds. Always utilize safety restraint systems while operating the vehicle.
- For optimum performance, fill and bleed the new system with Wilwood Hi-Temp^o 570 grade fluid or EXP 600 Plus. For severe braking or sustained high heat operation, use Wilwood EXP 600 Plus Racing Brake Fluid. Used fluid must be completely flushed from the system to prevent contamination. **Note:** Silicone DOT 5 brake fluid is **NOT** recommended for racing or performance driving.
- To properly bleed the brake system, begin with the caliper farthest from the master cylinder. Bleed the outboard bleed screw first, then the inboard. Repeat the procedure until all calipers in the system are bled, ending with the caliper closest to the master cylinder. If the caliper is fitted with bleed screws on four corners, make sure the bottom bleed screws are tight. Only bleed from the top bleed screws. **Note:** When using a new master cylinder, it is important to bench bleed the master cylinder first.
- Test the brake pedal. It should be firm, not spongy, and stop at least 1 inch from the floor under heavy load. If the brake pedal is spongy, bleed the system again. If the brake pedal is initially firm, but then sinks to the floor, check the system for leaks. Correct the leaks (if applicable) and then bleed the system again. If the brake pedal goes to the floor and continued bleeding of the system does not correct the problem, either air may be trapped in the system, or a master cylinder with increased capacity (larger bore diameter) may be required.

Brake Testing

- Make sure your pedal is firm: Hold firm pressure on pedal for several minutes, it should remain in position without sinking. If pedal sinks toward floor, check system for fluid leaks. **DO NOT** drive the vehicle if pedal does not stay firm or can be pushed to the floor with normal pressure.
- At a very low speed (2-5 mph) apply brakes hard several times while turning steering from full left to full right, repeat several times. Remove the wheels and check that components are not touching, rubbing, or leaking.
- Carefully examine all brake components, brake lines, and fittings for leaks and interference. Make sure there is no interference with wheels or suspension components.
- Drive the vehicle at a low speed (15-20 mph) making moderate and hard stops. Brakes should feel normal and positive. Again, check for leaks and interference.
- Always test vehicle in a safe place where there is no danger to (or from) other people or vehicles.
- Always wear seat belts and make use of all safety equipment.

Pad and Rotor Bedding

- Once the brake system has been tested and determined safe to operate the vehicle, follow these steps for the bedding of the pads and rotors. These procedures should only be performed on a racetrack, or other safe location where you can safely and legally obtain speeds up to 65 MPH, while also being able to rapidly decelerate.
- Begin with a series of light decelerations to gradually build some heat in the brakes. Use an on-and-off the pedal technique by applying the brakes for 3-5 seconds, and then allow them to fully release for a period roughly twice as long as the deceleration cycle. If you use a 5-count during the deceleration interval, use a 10-count during the release to allow the heat to sink into the pads and rotors.
- After several cycles of light stops to begin warming the brakes, proceed with a series of medium to firm deceleration stops to continue raising the temperature level in the brakes.
- Finish the bedding cycle with a series of 8-10 hard decelerations from 55-65 MPH down to 25 MPH while allowing a proportionate release and heat-sinking interval between each stop. The pads should now be providing positive and consistent response.
- If any amount of brake fade is observed during the bed-in cycle, immediately begin the cool down cycle.
- Drive at a moderate cruising speed, with the least amount of brake contact possible, until most of the heat has dissipated from the brakes. Avoid sitting stopped with the brake pedal depressed to hold the car in place during this time. Park the vehicle and allow the brakes to cool to ambient air temperature.

COMPETITION VEHICLES: If your race car is equipped with brake cooling ducts, blocking them will allow the pads and rotors to warm up quicker and speed up the bedding process. Temperature indicating paint on the rotor and pad edges can provide valuable data regarding observed temperatures during the bedding process and subsequent on-track sessions. This information can be highly beneficial when evaluating pad compounds and cooling efficiencies.

POST-BEDDING INSPECTION: After the bedding cycle, the rotors should exhibit a uniformly burnished finish across the entire contact face. Any surface irregularities that appear as smearing or splotching on the rotor faces can be an indication that the brakes were brought up to temperature too quickly during the bedding cycle. If the smear doesn't blend away after the next run-in cycle, or if chatter under braking results, sanding or resurfacing the rotors will be required to restore a uniform surface for pad contact.

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