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BIGGER-BRAKES

GoWesty Custom BIG Brake Kit [Vanagon]

KIT CONTENTS

- (2) Caliper/Carrier Assemblies
- (2) Rotors
- (2) Stainless Brake Hoses w/ Hardware
- Brake Pads
- (4) Spacers [for 4WD application only]
- (8) Anti-Rattle Clips for Pad/Carrier Interface

ADDITIONAL PARTS FOR 2WD [2WD-HUB-KIT]

- (2) Hubs
- (2) Front-Outer Wheel Bearings
- (2) Front-Inner Wheel Bearings
- (2) Wheel Bearing Seals
- (2) Axle Nuts [not for snacking]

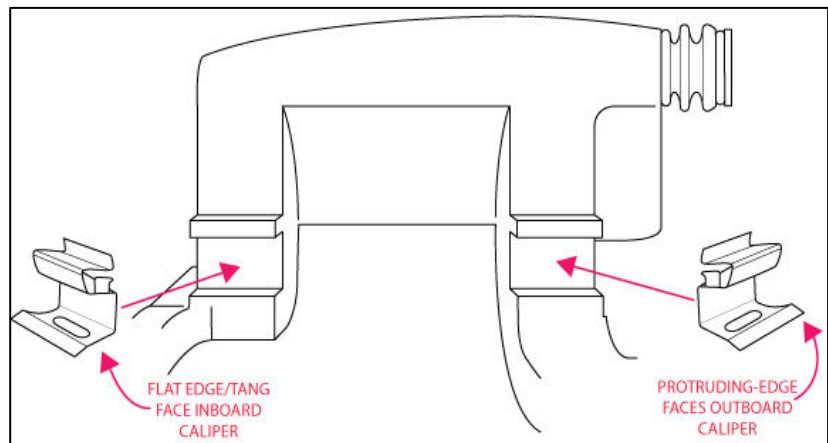
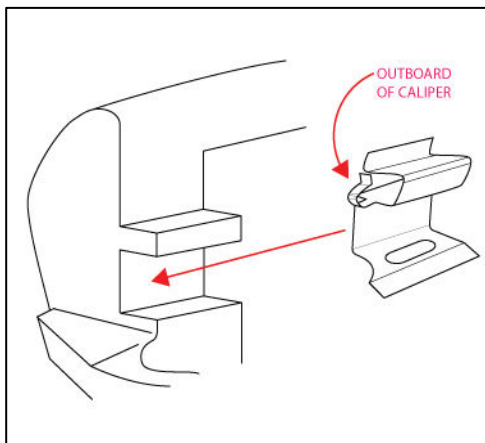
ADDITIONAL PARTS REQUIRED FOR INSTALL

- '80-'85 Vanagons require late model ('86-'91) spindles and caliper bolts to fit this product.

DISCLAIMER: *This brake system should only be installed by a competent mechanic. Failure to install this product correctly could result in serious injury or death.*

Tips, Hints, and Notes

- This product requires the use of a 15" or larger diameter wheel. *However, this big brake kit WILL NOT work with 15" Rhein wheels or our modified 15" steel wheels.* 14" wheels are too small. In addition, this kit will not work with the European OEM Syncro-16 steel wheel (16"x5.5") or some other non-VW wheels.
- For 2WD vehicles, this kit requires ten (10) lug nuts as opposed to the ten lug bolts you currently use. Steel wheels require different nuts than alloys, so be sure to use the correct fasteners.
- The caliper carriers are a direct fit for 2WD vehicles. Installation on 4WD requires the included spacers between the caliper carrier and the spindle.
- There is a slight interference between the caliper and the dust shield. You can do one of three things: 1) Trim the edge of the dust shield slightly, 2) remove the dust shield, or 3) install our new stainless steel dust shields that are shaped to accommodate these calipers.
- Included lube is required at the pad contact points on the piston and carrier.
- The anti-rattle clips should be installed in the carriers according to the pictures below. The clips are not symmetrical and one side has a tab that extends out to the side. Be sure this tab is oriented to the outside of the carrier or it will rub on the rotor (see diagrams, below).
- Torque specs: Caliper carrier to spindle = 200 ft-lbs. Brake line to caliper banjo bolt = 14 ft-lbs.





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Troubleshooting

- If you experience a sticky caliper (piston not retracting fully upon release), cycle the piston in and out a few times—but be careful not to push the piston out of the caliper completely! Put something in between the pads that is roughly $\frac{1}{2}$ the thickness of the rotor to prevent over-extension of the piston during cycling.
- If you experience any clicking noises from the new brake system, do not panic! The ground surface on the rotors can cause some noise initially, but this usually completely disappears (the ground surface and the noise) after a few miles of use. The texture is useful in proper pad bedding, as it has the tendency to eliminate pad glazing when a proper bedding process is NOT used upon installation. But, despite this, please do follow the proper bedding-in procedure detailed below to get the best performance and life out of your new brake system.

Pad Bedding

It is VERY IMPORTANT to properly bed or seat-in new pads on their rotors. The rotors won't function at peak efficiency until the pad friction material has transferred to the rotor friction surfaces. The idea is to heat the rotor gradually to the upper operating temperature of the pad compound to evenly transfer material to the rotor.

In a safe location, make a series of gentle stops from low speed. Start around 10 mph to prove that the system is functioning properly. Gradually work up to 20 and 30 mph again with gentle stops. Gradually work up to hard braking at higher speeds. Run vehicle up to moderate speed (50 – 70 mph) and make a series (10 – 12) of medium brake applications (slow down to 20mph, do not come to a complete stop, then speed back up to 50 - 70 quickly) to heat up the rotor slowly. This will help reduce the chance of thermal shock caused by uneven heating of the rotor and reduce the possibility of pad/rotor glazing and uneven transfer, which leads to lowered performance, noise, etc. When complete, drive the car without using the brakes, if possible. This may be easily done on a freeway without traffic. Drive a few miles at freeway speeds before parking the car to cool the rotors.

Park the car and allow the brakes to cool completely. While driving the vehicle to where it will be parked, use the brakes as little as possible. When you need to stop the vehicle, get off the brakes just before the car stops and allow it to roll a foot or two before stopping completely.

Do not hold brakes on after performing the bedding-in procedure until cooling is completed. This will avoid "hot spotting" or uneven cooling which can damage the rotor.

If brake fade is experienced at any time, the system should be cooled immediately. Drive at moderate speeds to cool the pads. Do not apply the brakes during this process if possible. After initial cooling in this manner, the vehicle should be parked so that the pads can return to ambient temperature. This completes the heat cycle and will ensure minimal pad wear and maximum pad friction and performance.