



Front Brake Caliper Upgrade by DDMWorks DDM-22-31



The Wilwood front brake kit for the Polaris Slingshot changes out the stock single piston sliding caliper to a fixed 4 piston caliper setup, giving you much better brake feel and braking ability.

If you are pretty handy with tools the brake kit can be installed in about an hour, however we suggest that you schedule a couple hours for your installation.

It is suggested to read these instructions a couple times to familiarize yourself with the install before starting.

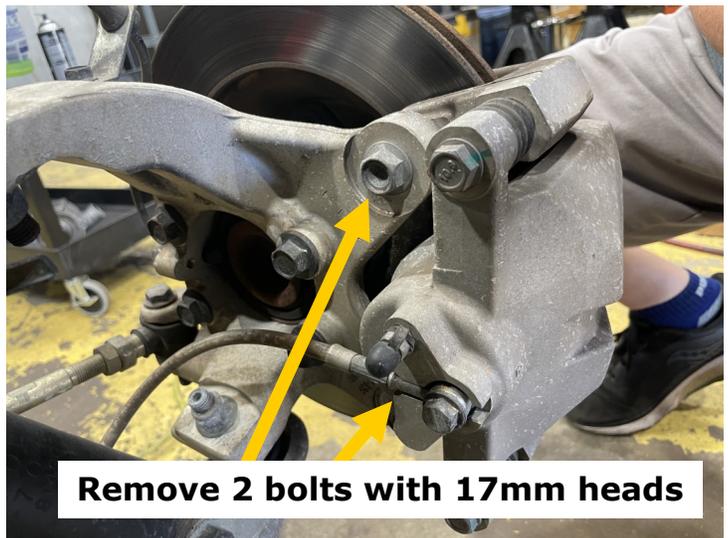
If you have any questions during the installation you can call or text (864) 907-6004. Email support is also available - Tech@ddmworks.com.

Tools Needed for Install

- 12mm socket
- 16mm socket
- 17mm socket
- 19mm socket
- 3/8" socket driver
- Torque wrench
- 1/4" wrench
- Brake Bleed bottle
- Brake fluid

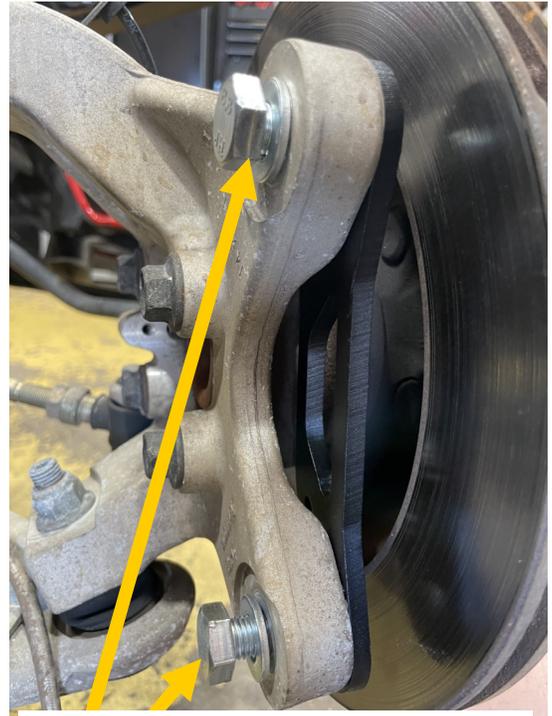
Removing the stock brake caliper

1. First make sure that the Slingshot has been sitting for at least an hour after driving to make sure the brake rotors and system have cooled down.
2. Next step is to jack up the front of the slingshot into the air to remove the wheels. Before jacking up the Slingshot, it is a good idea to loosen the lug nuts slightly so once the Slingshot is in the air you can remove them easier.
3. Remove the wheel and you will see the stock brake caliper like the first picture to the right.
4. On the inside of the brake caliper (the side facing the engine), you will see 2 bolts that have 17mm heads. Remove those 2 bolts.
5. With those 2 bolts removed, you can slide the entire stock brake caliper back and off of the brake rotor. The brake line will prevent you from removing the caliper.
6. Next use a 12mm socket to remove the banjo bolt holding the brake line. Have some towels ready to catch the brake fluid as it comes out. Also, make sure to keep brake fluid away from any painted surface, as it can discolor or remove the paint.
7. Remove the caliper and mounting bracket from the Slingshot, now to install the new brake caliper.



Installing the new Wilwood Caliper

1. Find the mounting bracket, 2 bolts and 2 washers from the installation hardware. Slide a bolt through the washer and into the top mounting hole that you removed the stock bolt from. Slide enough of the bolt through so it sticks out on the side of the brake rotor about 1/2". Then slide the mounting bracket over the bolt sticking out, make sure the cutout of the bracket is towards the outside of the brake rotor.
2. Next, slide the other bolt through the washer and into the bottom hole and line up the bracket with that bolt. Slide that bolt through so it sticks out just a little beyond the bracket.
3. Now start to slide the new brake caliper into place. You will need to pull the bolts back just a little bit until you line everything up, then start the bolt into the caliper by hand with the top bolt first. Once the top bolt gets started, get the bottom bolt started into the caliper also. If the caliper doesn't want to start, make sure the mounting bracket is installed correctly.
4. Once both bolts are started, tighten both to 60 ft/lbs +/- 3 ft/lbs.
5. Peel the sticker off the back of the caliper where the brake line will attach next. In the box with the calipers you will see a bag with a new banjo bolt and 2 crush washers. Install the brake line using these new parts. Put a crush washer on each side of the brake line, then put the new banjo bolt through all 3 parts and screw into the new brake caliper. Tighten the banjo bolt to 15 ft/lbs of torque +/- 3 ft/lbs. Make sure that the brake line stays away from any other bolts, etc. when tightening it down.



Start new bolts and support the mounting bracket



Top view of caliper installed



Banjo bolt ready to install

Installing the new Wilwood Caliper—continued

1. Use a 3/16 Allen key to remove the small bolt that retains the brake pad clip.
2. With that bolt removed, pull up on that portion of the clip and then slide the clip out of the brake caliper.
3. Find the box of brake pads and get 2 pads. The pads install with the metal plate toward the outside (away from the brake rotor). Slide the pads into the brake caliper until the holes of the pads line up with the holes that the clip you removed go through.
4. Once the holes are lined up, start to slide the clip removed earlier back into the caliper, making sure to have it go through the holes on both pads. Once it slides all the way through, lift the end of the clip that goes over the caliper where you removed the bolt and slide the clip all the way until it secures back onto the caliper.
5. With the clip fully installed, install the bolt removed earlier and tighten it with the 3/16" Allen key until snug.
6. Repeat the procedure for the other side of the Slingshot at this point.
7. With both calipers installed, you will need to bleed the brakes. Use a 1/4" wrench to loosen the bleeders on the calipers. You will only need to bleed the top bleeders, just make sure the bottom bleeders are tight. Start on the inside bleeder first, bleed it first, then bleed the outside and then bleed the inside one more time. Repeat on both sides of the Slingshot.
8. Install your wheels back on the Slingshot
9. Lower the Slingshot back onto the ground and torque the lug nuts to 75 ft/lbs of torque.



Remove the small bolt holding the clip using a 3/16" Allen key



Clip installed back into place with the brake pads installed

Bedding the new brake pads

With both brake calipers installed, the last thing to do is bed the new brake pads.

This is the suggested bedding / testing procedure:

1. To start find a section of road that will allow you to make several stops without impeding traffic or causing a hazard.
2. Then drive and get up to 30mph and then apply about 75% braking force until you slow to a walking pace, then accelerate back up to 30mph and repeat the process. You want to do 4 of these runs from 30 mph to a walking pace total. This will start to build heat in the pads and allow that heat to sufficiently start to soak into the thicker parts of the brake pads.
3. Then you want to do the same process starting at 40 mph, once again 4 times. This will start to put more heat into the pads and start to get them into the lower part of their operating range.
4. Next start at 50 mph, once again 4 times to a walking pace.
5. Lastly, 60mph 2 times to a walking pace.
6. After doing the stops from 60, head back to your house or shop, using your brakes as little as possible, and turn the Slingshot off and let it cool completely down (about 1 hour) until the rotor is cool enough to touch comfortably. This procedure will bed the pads to the rotors very well.
7. Once cool, check for any leaks, interference, etc, if everything looks good, go out and enjoy your new brakes!



Wilwood caliper installed with DDMWorks 2 piece rotors

Congratulations!

You have finished the install. All of us here at DDMWorks thank you for your purchase, support and hope you enjoy your new installation. If you are enjoying them, we really appreciate you letting us and others know on Facebook, Slingshotinfo forum or other Social Media. If there is anything we can do to help you more, please let us know by contacting us -

**Call or text us 864-438-4949 or 1-833-DDMWorks
Techline/After hours -864-907-6004.
You can also email us at Tech@ddmworks.com.**

