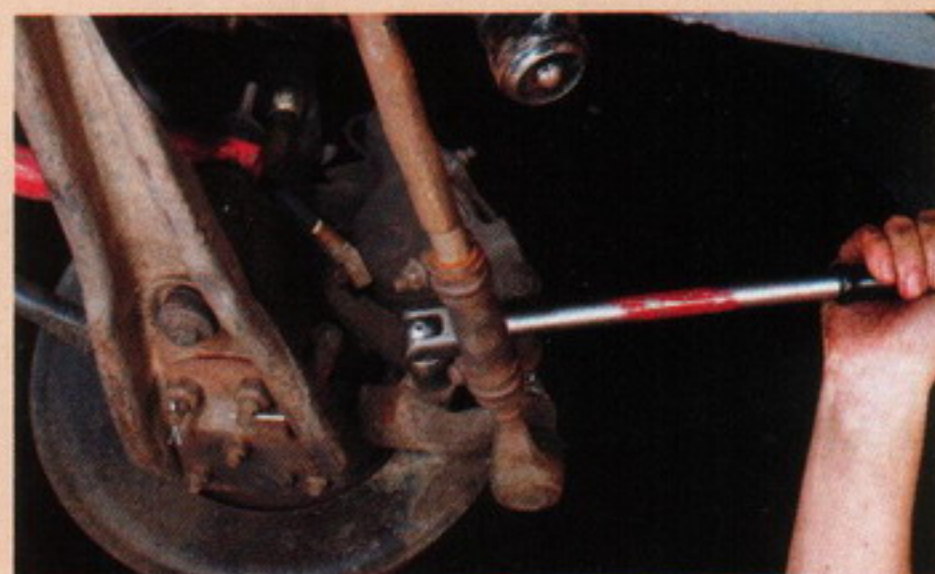


STOP IT, I LIKE IT

Local company Hoppers Stoppers can do all sorts of things for your project car. However, as the name implies, brake system upgrades are the house specialty. Upgrades for older cars are one of the most popular and for some time the company has offered a package suitable for earlier Fords based on the PBR sports caliper. Fitting one of these is extremely easy, so we went out to the company to see just how simple it is.

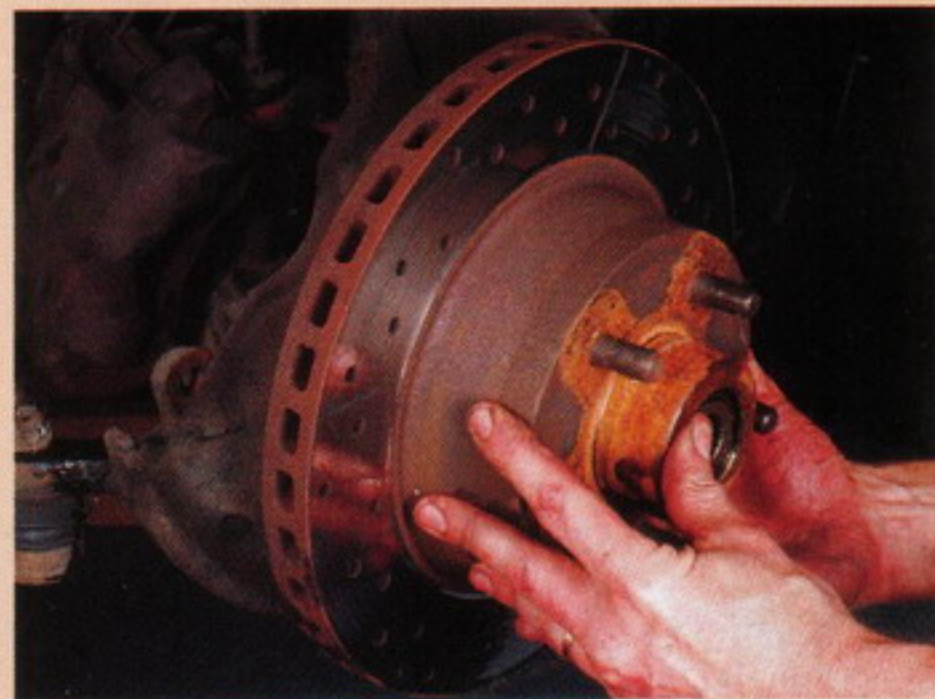


Above: Removing the old brakes can be a major struggle. You'll definitely need a long handle because these bolts get set in their ways after years of being in the same place. There's one lower bolt that secures the lower part of the caliper and another at the top that actually has to be shortened a touch to fit the new brake system.

Below: The outer bearings are placed into the hub.



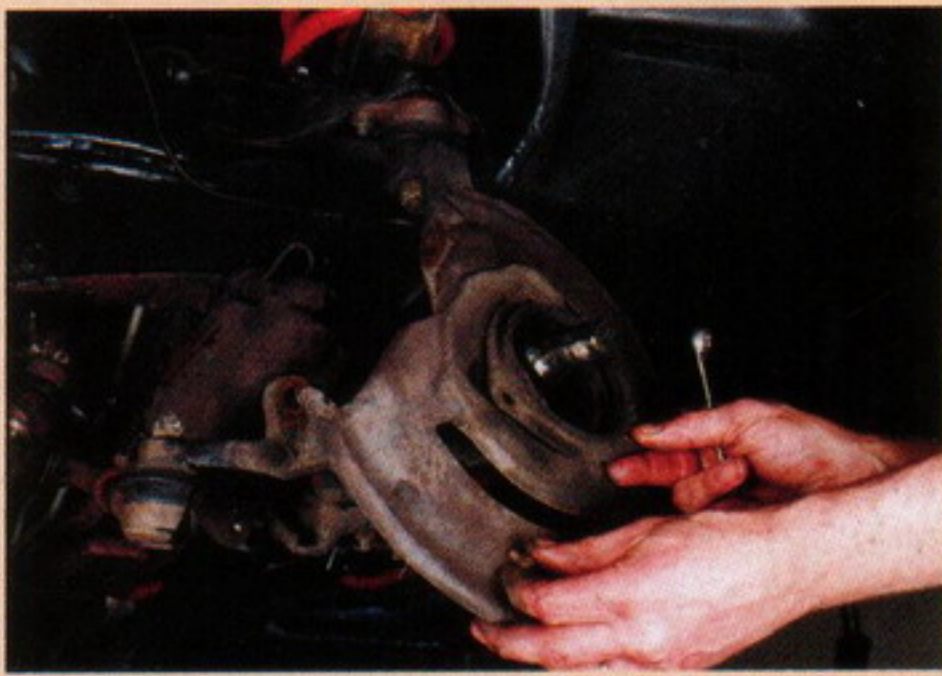
Below: Your new seals have to be tapped into place as shown. Tap evenly right around the edge and be fairly gentle to avoid damaging the seal. Put a little grease on the inside of the seal to avoid having it run dry on the stub-axle.



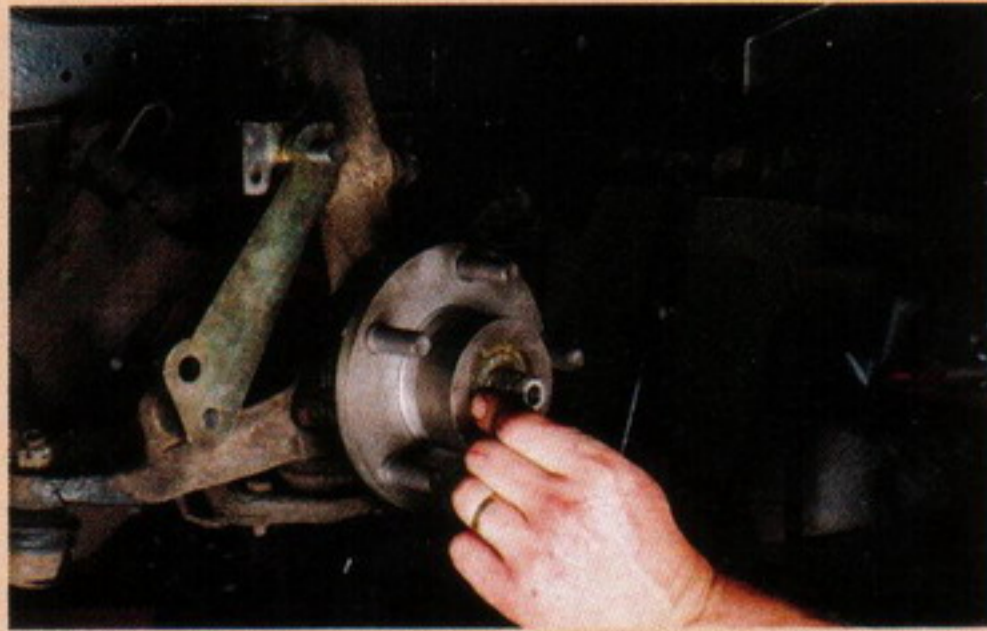
Above: Stripping all the old equipment off to reveal the stub-axle.



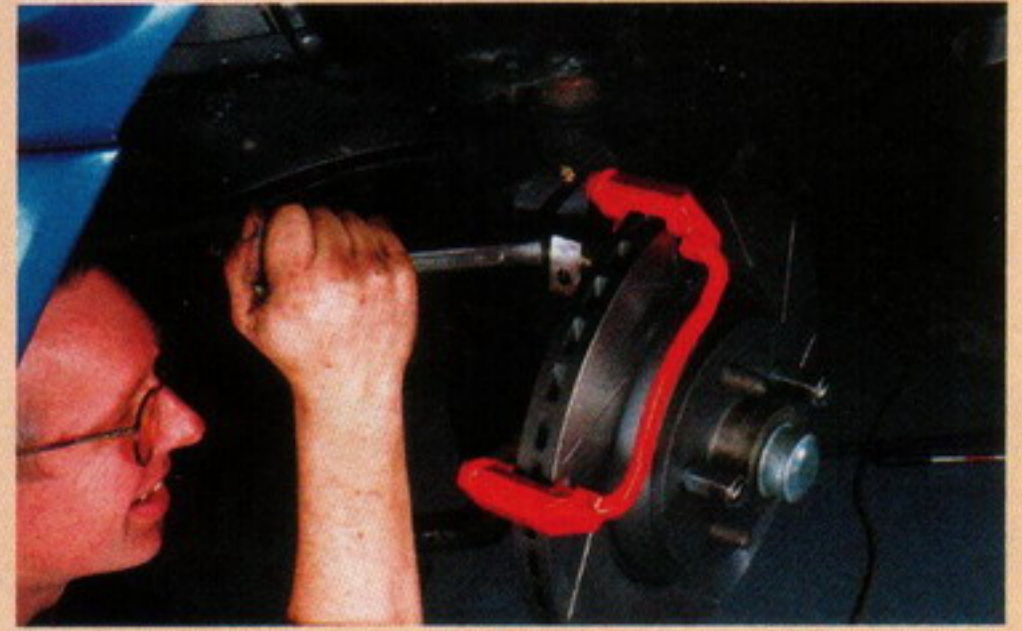
Above: Bearings need grease. Traditionally, you simply take hold of it, grab a handful of bearing grease and start pushing it through the rollers. One of these handy little grease container/bearing packers makes things much easier if you have, or can borrow, one.



Above: Obviously, the old caliper has to be removed but so does the splash shield.



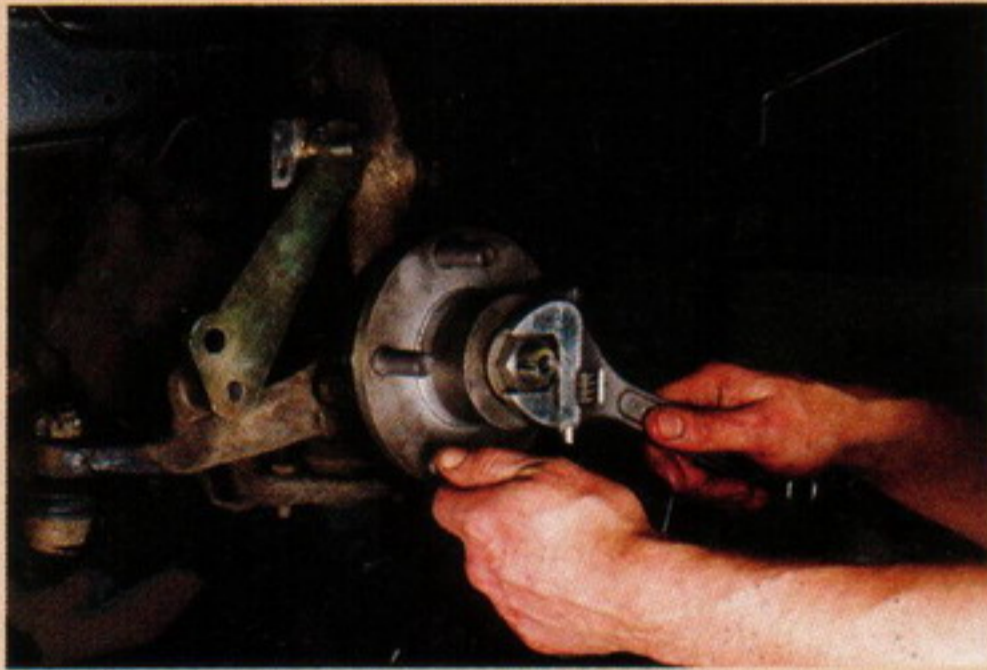
Above: The hub, with its newly installed bearings, is now fitted. The nut is tightened to just a few lb/ft and the hub spun a few times to work the grease through the bearings properly.



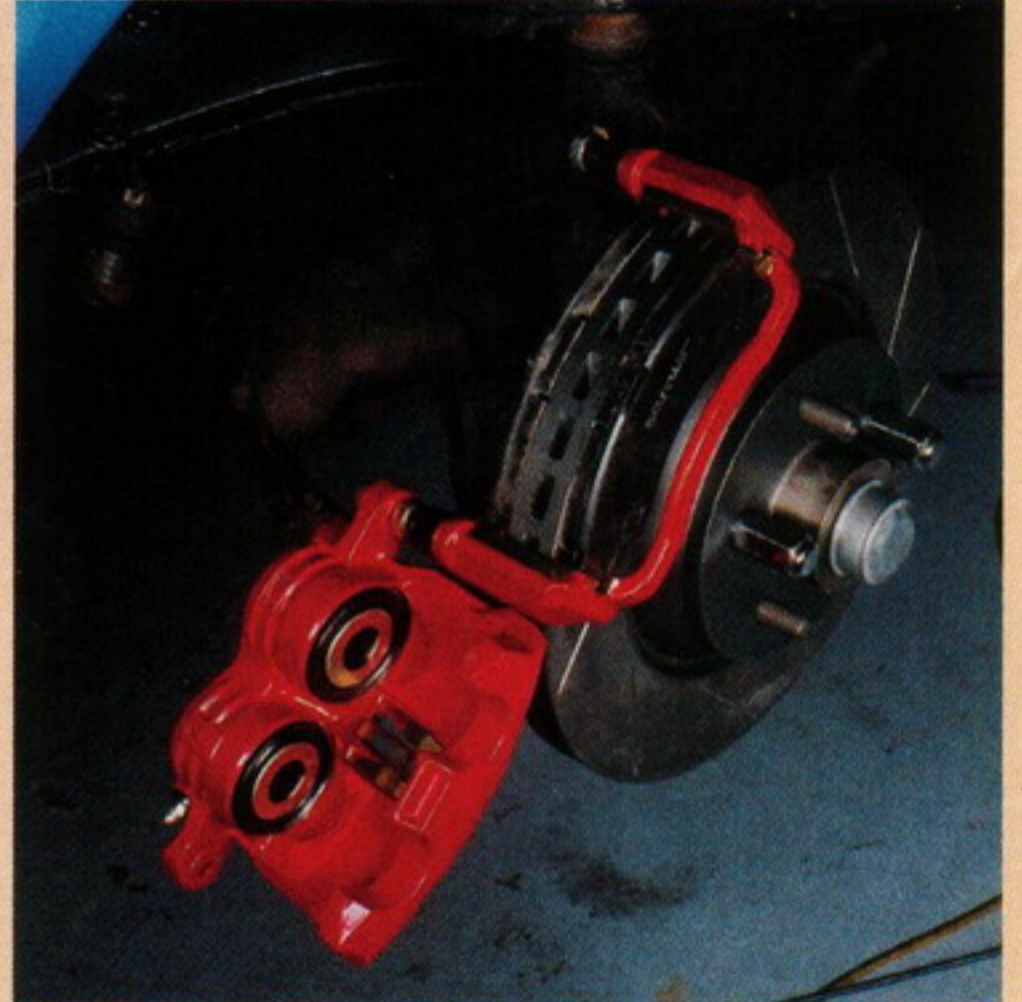
Above: Fit the cradle that takes the pads and to which the caliper is attached. Once the cradle is fitted, and everything lines up properly, the things you left relatively loose can now be tightened.



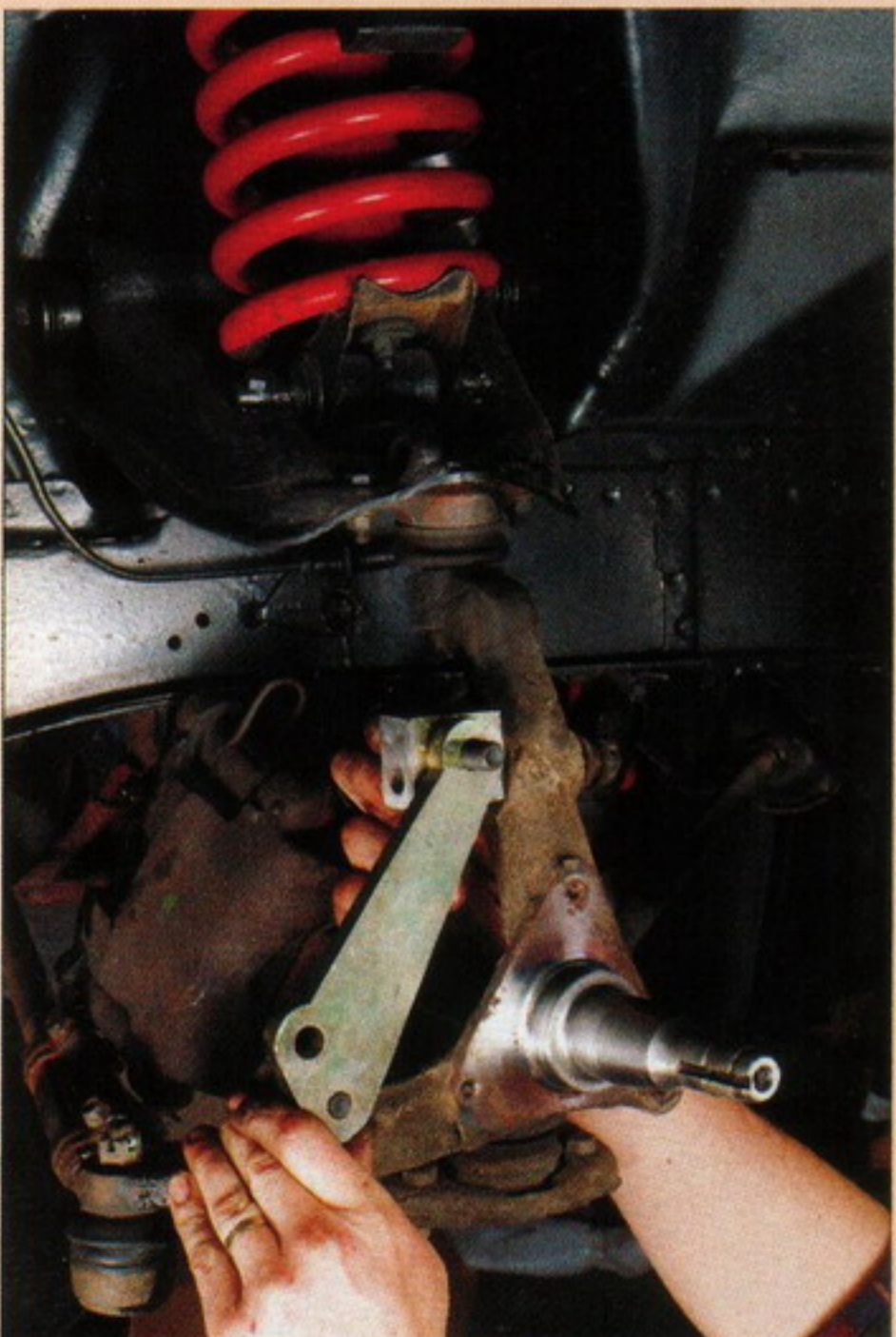
Above: The kit contains a steel block with two holes, each of which runs at 90° to the other. It's fitted to the top bolt hole as shown and becomes the top fixing point for the caliper adaptor plate. This block should be left fairly loose until the other components have been fitted.



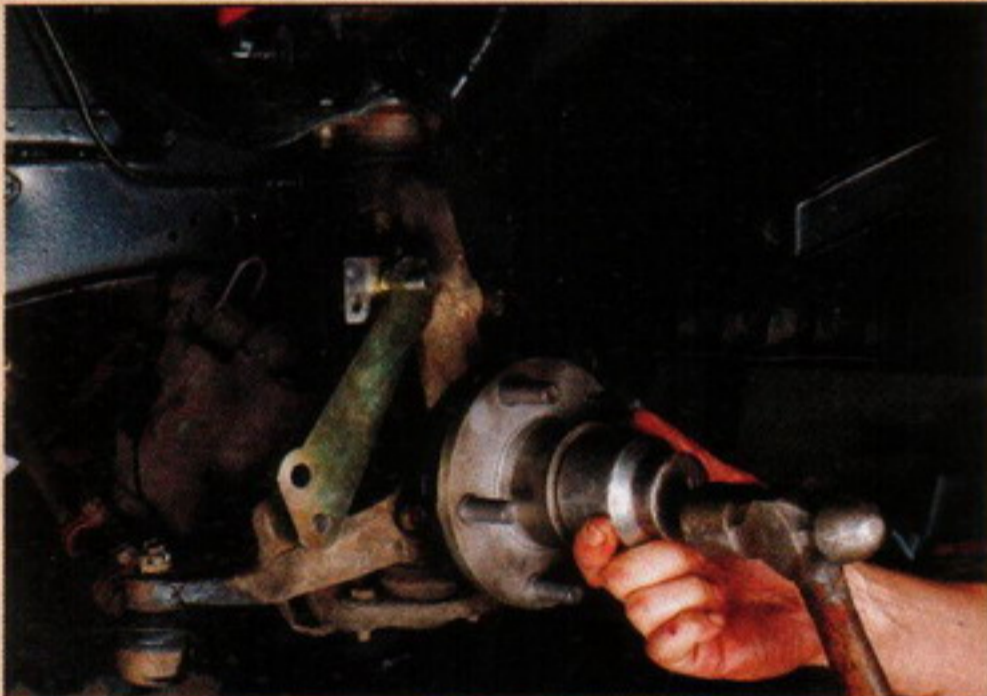
Above: It's important to note in Fords that from XW to the middle of XB Ford used bearings with smaller internal diameters in the inner races. Then they fitted thicker stub-axles. The taper in the cone is different, too.



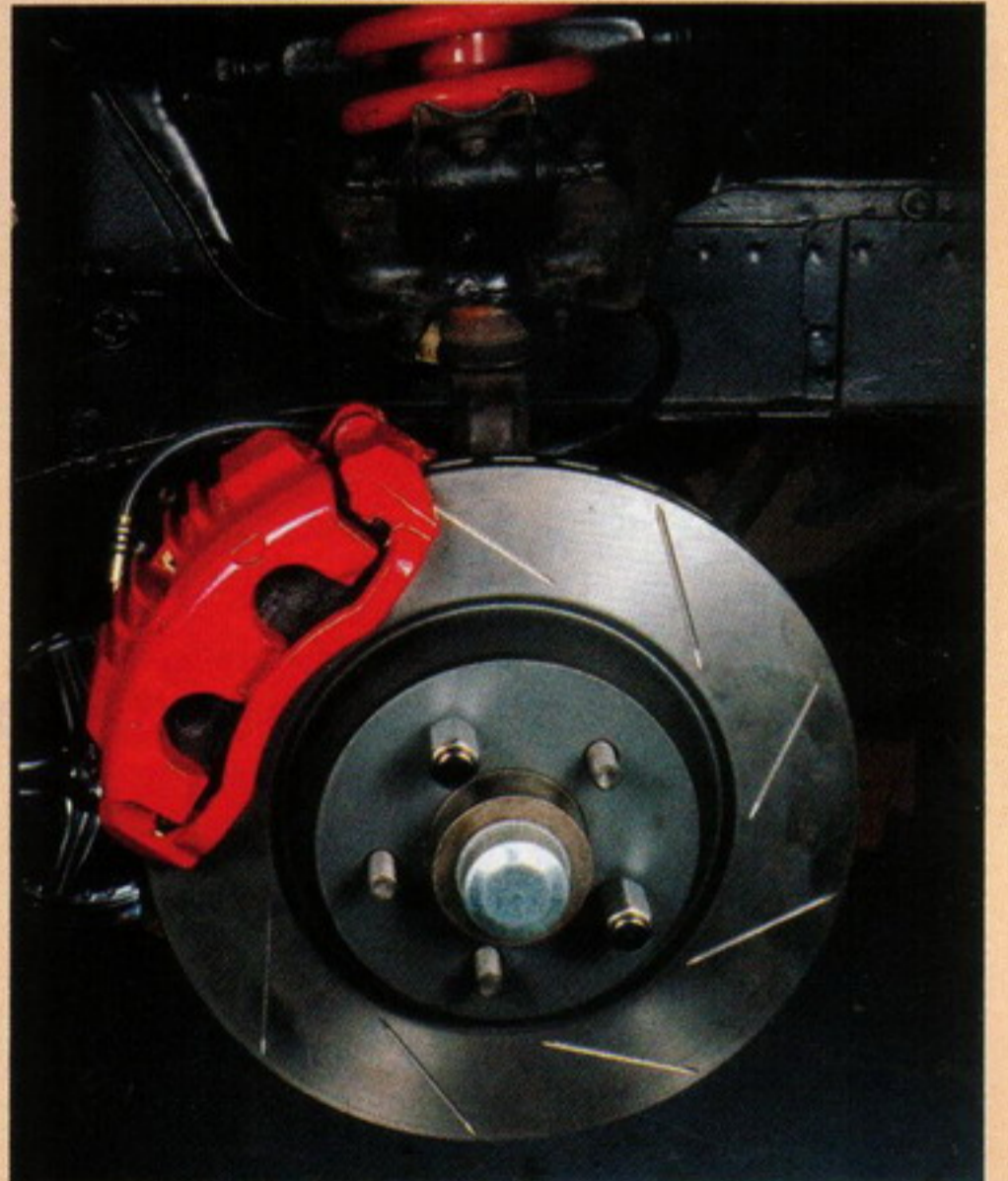
Above: Make sure the anti-rattle clips that came with the kit are fitted and that the pistons in the caliper are pushed right back into the body of the caliper. The pads slip into the cradle and then the caliper is fitted over the pads and the slide-bolts are done up.



Above: Fit the steel adaptor plate as shown. Bolts are provided for this.



Above: Using an appropriate sized drift allows the grease caps to be fitted without damage. At Hoppers Stoppers this socket happens to fit. Using something like this will help prevent damage to the cap.



Above: Attach the brake hose and bleed the system. Make sure, when fitting the caliper, that the bleed fitting is positioned at the top with the hydraulic line attached at the bottom. Now you have a much better system than previously and if you took the time to paint the calipers it'd look better, too. Bear in mind, you may not have to paint them because the calipers are available in red, yellow or black at no extra charge. Hoppers Stoppers supplies these kits for most cars. You can reach them on (03) 9748 6950.



Above: The disc is fitted over the hub and is held in place with a couple of wheel nuts.