

## 1973 240Z RB26 Conversion

### Part 19b Upgrading the Brakes Part 2

#### What I Actually Ended Up Doing!

Having done all this research, I went and saw Steve at Perth Brake Parts in WA, who suggested I use a Hopperstoppers kit,

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which is engineered and certified for use on the 240Z.

The kit I purchased included the following:

- 2 x 300mm rotors (AU Falcon XR8)
- 2 x billet hubs , bearings, seals
- 2 PBR callipers (AU Falcon XR8)
- 2 sets hoses
- 2 x calliper brackets
- 2 x sets pads

Cost \$1200 plus \$100 for slotting of the rotors

This kit requires the Master Cylinder up-rated to a 1 inch bore which is available from a Nissan Patrol. Steve supplied one of these for \$178

Job done, so my dream of adapting the GTR brakes didn't happen however if someone else wants to try, the info is all above.



New 300mm  
Falcon AU  
XR8 rotor in  
Brake Kit

**New Hopperstoppers Brake Kit**



New Falcon AU XR8 callipers



New bearings & seals. The seals supplied didn't fit the hubs supplied!



New Hubs



New Calliper Adaptor brackets



New 1 Inch Master Cylinder



New hoses (to be replaced by stainless braided)

## The Hopperstoppers Kit Insitu

While my car was at WA Suspensions with Rod building adjustable suspension for me, I got him to put in the new brake kit.

This was not the straight forward process that Hopperstoppers had promised, as the calliper brackets, the seals and the callipers themselves, all had to be modified. Rod & his guys almost pulled their hair out attempting to fit them.



The seal is 2mm bigger than the machined hub



The calliper brackets had to be shimmed up with washers and then a solid spacer piece made. I later found out that Hopperstoppers do supply two billet spacers in the kit.



New 300mm rotors & callipers fitted to new adjustable struts, all bled and ready to go



Oops – the wheel won't bolt up clearly! The calliper scrapes on the inner edge of the wheel in a band about 35mm wide.



Rod rang  
Hopperstoppers who  
ok'd filing of the  
cooling fins after wheel  
spacers didn't help.



The calliper following  
grinding down, now  
allows the wheel to fit  
without scraping.  
Look how close it still is  
though. Time will tell  
whetherf it clears under  
all driving conditions



How close is this!



The new rotor and calliper almost completely fill the 15 inch mag wheel. Hopefully the brakes will be up to the task. First try out will be at Wanneroo Raceway in the VSCC Vintage Stampede 26-11-06.