

Building and Enjoying a Competition 240Z

Part 4 Upgrading the Brakes Part 1

The brakes on my car are not that bad, a previous owner had discs fitted to the rear. However given that the car will now be used in competition the non vented discs and standard callipers will not be up to the task.

Consequently I am attempting to find the right balance between fit for purpose and economics. As I bought an R32 GTR front cut for another Z project (see Fairlady Z422T, I inherited a front set of R32 GTR callipers and discs. The discs were knackered, drilled for 5 stud and also apparently not able to be fitted to the 240 setup.



The R32 GTR rotors
5 stud and 296mm diameter





The 240Z front rotors
4 stud, non vented and
271mm diameter



The 280Z rear rotors fitted
to my car
4 stud, non vented and 269
mm diameter



The GTR disc left vs 240Z disc & hub



The GTR disc vs the 240Z disc in height 55mm vs 50mm



The Z31 rear disc & calliper which I got with my LSD



The 240Z front 2 pot
Sumitomo calliper



The 280Z 2 pot rear calliper



The GTR front 4 pot
Sumitomo calliper

The Power Boosters



The GTR Power booster which came with the half cut is too big to fit



My car has previously been upgraded with the 260Z Power booster, which I will retain for the moment

Comparing Rotors of the 240Z with other alternatives

I had originally hoped to use the complete GTR front brakes. I was advised that the Valiant rotor is similar to the 240Z offset. From researching the DBA (Disc Brakes Australia) site www.dba.com.au I have found the following:

Front Rotors

CAR	DBA No	DIAM	ORIG HT	ORIG THICK	CENTRE HOLE	BOLT HOLE	WEIGHT	BEST MATCH	COST
240Z	324	271	52	12.7	81	4	5.5kgs		
Valiant CL, CM 1976-81	203	282	56.5	25.4	78	5	7kgs	7	
GTR R32	4926	296	54	32	68	5	9.0kgs		
GTR V Spec	4928	324	53.75	30	68	5	9.5kgs		
300Z Z31 1/84-9/85	608	274	35.5	22	81	4	6kgs		
300Z Z31 9/85-2/87	604	274	35.5	22	81	5	7kgs		
300Z Z31 2/87 on	907	280	54	26	68	5	8.5kgs		
300Z Z32	909	280	54	30	68	5	6.9kgs		
350Z	954	296	49.2	24	68	5	7.6kgs		
350Z Track	4600	324	49	30	68	5			
R34 GTT 8/98 on	42304	310	53.75	30	68	5			
BMW 320D E46, Z3 1999 on	979	286	51.6	22	79	5	7kgs	6	
BMW 325 E46 2000on	966	300	52	22	79	5	6.7kgs	5	
Ford Explorer 2000 on	864	305	56.5	26	82	5	8.6kgs	4	
BMW 330i E46 2000on	2855	324	52	25	79	5		1	\$
BMW M3 E36 1992-5	984	315	52.5	28	79	5	7.9kgs	3	
BMW M3 E46 2001on	42850	324	52.5	28	79	5	8.8kgs	2	
Toyota Hi Ace	767	285	46	28	84	5	8kgs		
Holden Commadore	040	296	83	28	71.5	5	9kgs		

Using Holden Discs & Callipers

Through HybridZ I met a guy who lives in the same suburb as myself, about 2 mins drive away. He has 3 Z's, one standard 240Z, a 260Z with a 3 litre Nissan SOHC out of a VL Holden Commodore, and a 240Z with a Ford 302CI V8. Paul was very generous with his time and advice on the Z's. He has fitted Holden brakes to the front of his 302 V8 Z which work well. Lucky as Paul is intending to twin turbo charge the 302!



Another option for the 240Z.
The Holden Commodore 330mm disc & calliper redrilled to 4 stud and fitted to Pauls Z.