

Hoppers Stoppers Bolt on Rear Disc Brakes for Ford 8 and 9 inch and Holden Differentials originally fitted with drum brakes

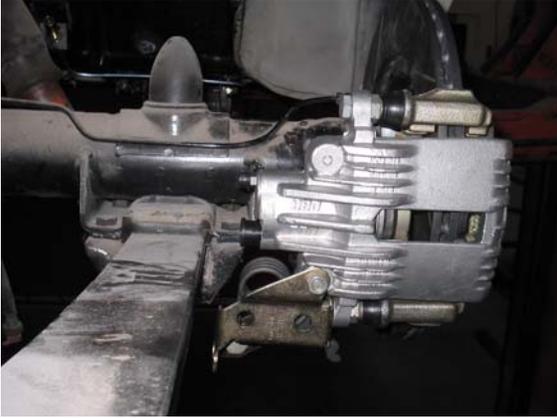
You may have seen our Universal Weld On Rear Upgrades in 280 and 315 diameter see www.hoppers.com.au/street3.htm and www.hoppers.com.au/complete%20leaflet%20FEB%202007/index.html

We now have available a 300mm rear disc brake conversion kit that uses bolt on brackets. This design uses a shallower rotor which more easily allows the caliper to fit beside the leaf springs rather than over the top or underneath. This is advantageous when there is restricted wheel arch frame clearance where the deeper rotor design could cause the caliper to hit before the bump stops touch. Caliper used is PBR F Body Camaro with external handbrake and uses same rear pads as Commodores.

The laser cut brackets in this design replace the original bearing retainer plate, requiring you to press off the wheel bearings and fit the plate before pressing on new wheel bearings. The plate has a recess which locates the bearing and makes up the difference of the removal of the drum backing plate. There are a selection of hole positions to allow the caliper to be at varied angles should you have lowering blocks etc.



The disc rotor used on this application is a 300mm by 28 thick item originally intended for late model Ford Mustangs, bought off DBA as blanks so we can match your existing stud pattern. This rotor has a late Ford centre hole spigot, should you have an early small centre axle we supply special shouldered wheels studs which locate the rotor on the studs. Calipers come in left and right and so can be forward or rear mounted or even a pair of LH units supplied for staggered shock applications.



Caliper sits beside spring



Bearing being pressed on, new plate in place.

There are two issues you need to consider with this design.

1/ The total length of the brake assembly from bare axle flange to end of caliper is 174mm, you can use this dimension to check that the caliper will fit beside the spring.



174mm required from end of bare axle to caliper handbrake bracket
2/ the outer body of the caliper extends 17mm past the disc flange, ie you need to check that you wheels have a sweep away at the hub sufficient to clear the caliper.



Caliper protrudes 17mm past hub face; check that your wheel has sufficient centre/spoke clearance.

Adapter plates are available for the following differential end patterns.

1/ Small bearing Ford 8 and 9 inch, square pattern housing ends, 2.00" vertical by 3.375" horizontal bolt pattern, 2.835" bearing diameter.



2/ Big Bearing 9 inch, 2.375" by 3.5" bolt pattern with 3.150" bearing diameter.

3/ Holden 3.25" across top, 2.625" across bottom, 2.25" vertically.



Holden end flange pattern is shown, note this unit has special bored out housing for Ford ball bearings and internal seal, Holden use Taper Roller Bearings and external seal! Differential specialists often mix and match flanges when making conversions so you need to check how they did your conversion, what end pattern and what bearings they used as anything is possible.

Lastly we have seen a few variations of lengths from axle end to housing so whilst we supply the usual spacer thicknesses to correctly centre the caliper over the rotor you may find adjustments are required.