

BRAKING NEWS!

December 2011 • Issue # 29

Welcome to BRAKING NEWS!

Welcome to this end of year edition of 'Braking News,' bringing you up to date information on the range of products and services from NBS Brake Supplies. We are committed to keeping abreast of changes in the industry, and keeping our valuable customers informed. Please read and pass on to the relevant personnel in your business.

Ford Ranger BT50 2006-on Clutch Kit

Another example of a vehicle fitted with a dual mass flywheel that simply does not last the distance.

NBS distribute the Clutchpro range of clutch kits, including many solid flywheel conversions

KFD25525 BT50 SMF
Conversion

\$1050.00



Christmas Trading

*Closing Thursday
22nd December 2011*

*Phone Room Reopening
Wednesday 4th January 2012*

*Reconditioning Department
Reopening Monday 9th January 2012*

*We take this opportunity to
thank you for your business over
the past year, and wish you all
the best for the new year.*

Are you ready to make a sound investment in your business?

Join the scores of workshops that have proven the advantage of having a brake pressure bleeder that turns fluid flushing into an everyday task they can make money on.....

Many typical comments include:

"The best investment I ever made....."

"Paid for itself in less than six months...."

And this is true. The average charge for a fluid flush is between \$60 to \$80 per vehicle, including brake fluid.

Almost any clutch or brake system can be fully bled in less than 10 minutes with one mechanic.... Just stop and think, how much further on could your business be with one of these machines?

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With a 30 day no obligation trial period, you can't go wrong!

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TECHNICAL CORNER

Issues with the fitment of BA/BF Falcon Boosters

Firstly there were two different boosters fitted to BA and BF Falcons, and can be distinguished as follows:

Part No	No on sticker	Eye Type
B259-059R	B259-041 B259-058	Open eye (hook) p/rod
B259-037R	B259-037R	Full eye p/rod

Another problem we occasionally come across is when a customer has fitted up a replacement booster to one of these vehicles, the stop light won't go off. There is a simple explanation for this.

The brake light switch on the pedal is adjustable, and it's position is set by the length of the booster in-put rod.



When the old booster input rod is removed the pedal springs back, forcing the pin in the brake light switch in. The new booster is fitted and the pin on the switch will not contact the pedal, causing the brake lights to stay on.

If this has happened, remove the switch from the vehicle and pull the pin out as far as it will go. (The pin is on a ratchet arrangement.) Then refit the switch back to the vehicle. The pedal will come back and set the pin position.

Alternatively, remove the switch by turning half a turn before removing the booster to avoid this problem occurring.

Back in time...

The First Disc Brakes

It seems like the dubious honour of designing the first disc brake setup belongs to an American—Elmer Sperry in 1898. He had the design all to himself for years! No taking the idea to another country with cheap labour and copying the idea back then! Anyway, Mr Sperry's design didn't really take off too quickly, it was after all a bit clunky. Apparently the vehicle had large integral discs, with another small set of electrically operated pistons that forced against the disc. Hence the idea was born!

Amazingly, despite the advancement in disc brake technology, we still sell a lot of drums, especially on vehicles such as Holden Rodeos.

Commodore 5.7L & 6.0L Replacement Clutch Bleed Straw



A must for anyone replacing a clutch on a Gen 3 or Gen 4 Commodore. The OE bleed screw is too short, does not protrude out of the bell housing, and does not have a nipple to put a hose on, making bleeding very difficult.

P/N GSCGM011-EXTBL

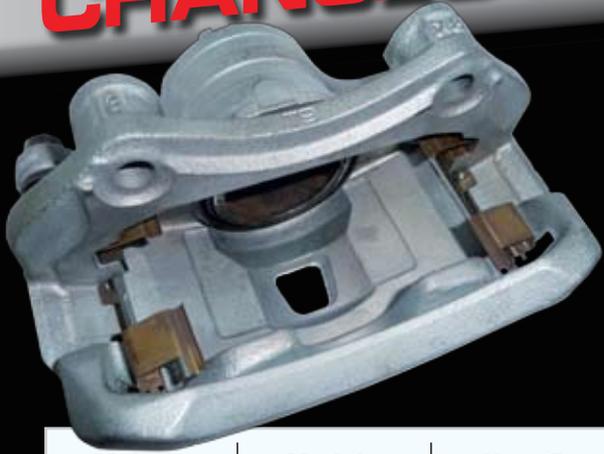
\$20.00 ea.



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CHANGE OVER BRAKE CALIPERS



NBS Brake Supplies – distributing a range of premium quality changeover and new calipers Australia wide.

The range of brake calipers is growing all the time, and to keep you up to date we have included a list of some of our faster moving lines. Remember our calipers include hardware etc as applicable, to ensure a job done right first time!

Make	Model	Year/Description	Part No	Notes	
Ford	Falcon	EA-ED	B851-091R	L/H Front	
		EA-ED	B851-092R	R/H Front	
		EA-ED	DB1509R	L/H Rear	
		EA-ED	DB1508R	R/H Rear	
	Falcon	EF-EL	B851-135R	L/H Front	
		EF-EL	B851-136R	R/H Front	
	Falcon	AU Series 2 & 3	B862-047R	L/H Front	
			B862-048R	R/H Front	
		AU Series 2 & 3	B821-031R	L/H Rear, modified pins	
			B821-032R	R/H Rear, modified pins	
		Falcon	BA-BF	B862-555R	L/H Front, modified pins
			BA-BF	B862-556R	R/H Front, modified pins
	Holden	Astra	TS (with Lucas Cal)	PW9020R	L/H Rear, DB1511 pads
			TS (with Lucas Cal)	PW9021R	R/H Rear, DB1511 pads
TS (with Bosch Cal)			PW9030R	R/H Rear, DB1425 pads *	
TS (with Bosch Cal)			PW9031R	L/H Rear, DB1425 pads *	
TS (with Bosch Cal)			PW9081R	L/H Rear, DB1425 pads **	
TS (with Bosch Cal)			PW9082R	R/H Rear, DB1425 pads **	

Identifying Astra Rear Calipers

There are both Lucas and Bosch rear calipers on Astras. One of the simplest ways to identify them is by the pad it takes. If it is a Bosch caliper, there are two types. One has a rubber buffer (as shown) near where the cable attaches.



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Make	Model	Year/Description	Part No	Notes
Holden	Commodore	VT-VZ	B862-027R	L/H Front, with modified pins
		VT-VZ	B862-028R	R/H Front, with modified pins
		VT-VZ	B825-031R	L/H Rear, with modified pins
		VT-VZ	B825-032R	R/H Rear, with modified pins
Mitsubishi	Magna	TE-TJ (with PBR cal)	B851-149R	L/H Front
		TE-TJ (with PBR cal)	B851-150R	R/H Front
Nissan	Pulsar	N16 (Aust caliper)	PW9110R	L/H Front, DB1454 pad. Mod. Pins
		N16 (Aust caliper)	PW9111R	R/H Front, DB1454 pad. Mod. Pins
		N16 (Lucas cal)	PW9146R	L/H Front, DB1761 pad.
		N16 (Lucas cal)	PW9147R	R/H Front, DB1761 pad.
		N16 (Lucas cal)	PW9171R	L/H Rear, 38.1mm Piston
		N16 (Lucas cal)	PW9172R	R/H Rear, 38.1mm Piston
		N16 (TRW cal)	PW9173R	L/H Rear, 34mm Piston
		N16 (TRW cal)	PW9174R	R/H Rear, 34mm Piston
Toyota	Landcruiser	HJ75	JB9502R	L/H Front, complete with h/w
		HJ75	JB9502R	R/H Front, complete with h/w
	Landcruiser	HZJ75	JB9504R	L/H Front, complete with h/w
		HZJ75	JB9505R	R/H Front, complete with h/w
	Landcruiser	HZJ, FZJ series	JB9501R	L/H Rear
		HZJ, FZJ series	JB9502R	R/H Front

Phenolic Caliper Pistons – Good or Bad??

Various caliper manufacturers are turning away from the traditional steel or alloy caliper pistons, to a phenolic type. These pistons are basically a heat treated plastic composite material, that are lighter, and theoretically provide better corrosion resistance and thermal properties. They seem like a great idea, but practically, we have seen the down-side of them. They are not as strong as a metal piston, and we have seen where they swell ever so slightly, but enough to cause slight brake holding on issues. Also, in a situation where the piston is seized, it is a lot harder to remove without breaking it.



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Important note: This newsletter contains information we believe is relevant to the industry and addresses issues the industry faces. We cannot give any guarantee of the accuracy of the publication and we take no responsibility for any loss or damage of any kind as a result of action taken from suggestions in this newsletter.