

BRAKING NEWS!

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Welcome to BRAKING NEWS!

Welcome to the 21st edition of the official NBS Brake Supplies newsletter "Braking News." Our products and services are many and varied, and growing all the time. This newsletter aims to keep you up to date with these, and other issues the industry faces.

Disc Rotor Minimum Thickness

Anyone machining disc rotors needs this information, but it hasn't been easy to get- especially for late model vehicles.

NBS distribute the RDA range of disc rotors and drums, and if you purchase these products through NBS, we are more than happy to arrange for you to be able to access the RDA website with this information, just send us an email requesting catalogue access to: info@nbsbrakesupplies.com.au

CHRISTMAS TRADING

NBS will be closed for stocktake Thursday 24th December. Our phone room will be open on all other days except the public holidays. Please note the reconditioning department will have their annual shut down for maintenance from Wednesday 23rd December to Monday 11th January. Please call us with any reconditioning enquiries during this time, as our large range of changeover products will be available. We take this opportunity to thank you for your support during the year, and wish you all the best for the new year.

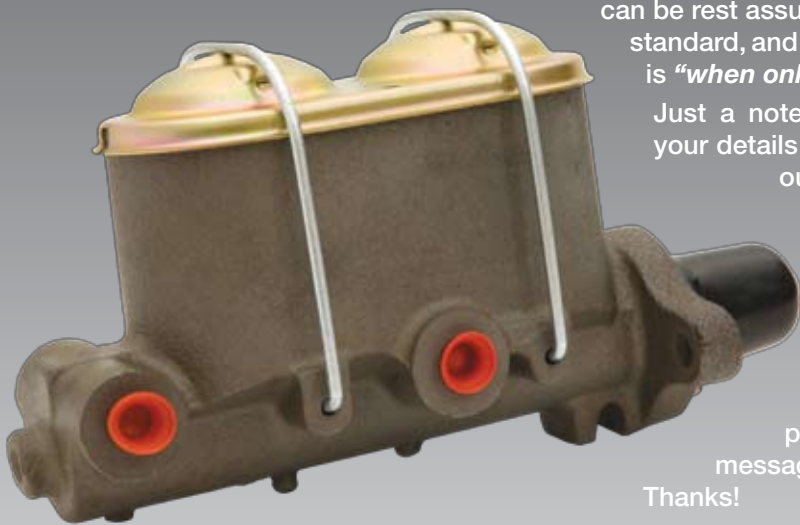
We make it easy to get cylinders reconditioned!

Our many Capricorn and other customers throughout Australia are proving the benefits of the reconditioning service offered by NBS Brake Supplies. We like to make it easy for you to solve your brake problems. Whether you are just down the road or the other side of the country we can help! Our extensive freight options include most major national carriers, that we can organise to call at your door. Or simply carefully wrap and seal your cylinder in a plastic bag (to prevent fluid leaks - the carriers don't like it!) and send it to us via express post!

Once it gets to us your parts will be checked over, quoted and reported on if required. Our staff understand brakes and many of the problems related to them. There are many steps in a cylinder rebuild that we have gone over in previous newsletter issues. There is certainly more to resleeving than meets the eye. You can be rest assured your brake parts will be rebuilt to the highest possible standard, and tested prior to despatch. Our motto with our reconditioning is "when only better than new will do!"

Just a note about sending cylinders to us—please clearly include your details with the goods. We prefer a written order attached to the outside of the box. We get many parcels arriving on many different couriers and sometimes they are just left in our receiving area without details. Please also include any specific instructions relating to the job, such as quoting etc on the order. Certainly our phone room staff try to relay any messages that may have been given, but sometimes there can be a few days between the initial enquiry and when the work actually arrives—and it is possible for the reconditioning department not to get the message. Solution!? An order with the goods fixes this problem!

Thanks!



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Proportioning Valve Kits??



This is one fairly regular request, and one that unfortunately we often have to knock back. You might ask why, because you already know we rebuild proportioning valves, and you probably also know we record pretty much everything we do.

So why not sell a kit for a valve that we have already done?

There are two main reasons. The first one is simple. There are brake rubber suppliers in the industry that will supply kits to anyone. We know because we see them from time to time - usually a kit with far more seals and o-rings than the valve has because of the variations in them - with the request to please fit this kit because it looks too complicated!! OK, there are some pretty straightforward units out there, but a lot are not.

Secondly, as mentioned before—there are a lot of variations out there. We may rebuild a proportioning valve off a certain model of vehicle one day, then get another supposedly the same shortly afterwards, with different internals.

Proportioning valves are tricky little things that often require specialist tooling. We believe, looking at the bigger picture, it is best that valves are rebuilt in house by our experienced reconditioners.

Clutch Slave Cylinder Piston Kits

Sick of breaking slave cylinder seals trying to pull them onto the piston?

The good news is that NBS may be able to help out, in the form of our slave cylinder piston kits. Available for many common sizes and applications, give us a call to get some pricing today.



Adjustable Proportioning Valves

While we are on the subject of proportioning valves, in case you missed our last specials sheet, NBS now stock new adjustable proportioning valves.

Whilst no adjustable proportioning valve is actually street legal on Australian roads without an engineers certificate, if you are going to the trouble of modifying a car and getting it certified, these may be for you.

Ideal for vehicles that have been converted from drum brakes to disc, or other vehicles with lock up problems etc, these valves are adjustable from 50% to 100% pressure.

If it sounds like what you are looking for, give the team at NBS a call - they are very attractively priced.



Air Brake Valves

NBS can certainly help out with a large variety of air brake valves, including all the well known brands. We carry in stock a large range of foot valves to suits Japanese trucks and buses.



Give us a try on all your air brake valve requirements, including:

- Hand Control Valves
- Drain Valves
- Circuit Protection Valves
- Pressure Limiting Valves
- Relay Valves
- Unloader Valves

Most Japanese air brake valves are identified by the vehicle make and model. In many cases with European vehicles we need a number off the unit.

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Booster Conversions



NBS can now offer bolt on booster conversions for some early model American vehicles, in particular: 1959-1960 Cadillac. We offer a conversion booster to replace the original Delco Moraine unit with a PBR alternative. The Delco unit was of poor design from the start, and parts are notoriously difficult to source. The PBR unit has readily available parts, and is tunable to produce the optimum result.

1957 Chev Conversion booster and master cylinder. This is the first of our range of new original parts for American vehicles. We have carefully selected manufacturers that offer a quality booster manufactured to original standards. We offer both single and twin diaphragm booster options, with a variety of master cylinders. NBS have had brackets specially manufactured to be able to run these replacement boosters.

1965-1966 Ford Mustang and 1967-1969 Ford Mustang. Many of these vehicles were non boosted from the factory. NBS offer a complete bolt on booster and master cylinder set up for these vehicles, tailored to your customers specific vehicle and needs. We can also offer a PBR conversion booster for some of these models.

1961-1962 Chev boosters. Again we offer a bolt on replacement booster and master cylinder assembly and give you a few options to choose from, such as single or twin diaphragm and assorted master cylinders.

Our new replacement booster program has shown signs of being very popular, and we aim to grow it according to our customers needs. If you have an older non boosted vehicle and would like to upgrade, please don't hesitate to give us a call. We have the experience to help you stop your classic!

Have you tried the Partwise® Range of Brake Rubberware yet?

If you haven't, it might be time you did! Partwise® is NBS's own brand name of brake rubberware, and renowned throughout the industry for it's range and quality.

Covering all your common applications using the PBR numbering system for ease of ordering, it also includes many references of hard to find parts, both late and early model.



A key benefit of this range is the fact it has been proven in our reconditioning department. Many references have been included after actually reconditioning a component, so we know exactly what is needed. Ever purchased a caliper kit with just the main seal and the boot, and no slide rubbers that are often needed? Partwise® kits are packed with the rebuilder in mind, and by including all the necessary parts makes the job easier and more professional for you.



RDA Slotted and RDA Gold Rotors



On the subject of brake upgrades, you may like to consider some of our rotor options. NBS distribute the RDA range of rotors and brake drums, which includes slotted rotors, and the Gold dimpled and slotted option. Most part numbers are available off the shelf for immediate delivery, and even some of the rarer applications can be made into the slotted option with a few days lead time. Give us a call with your requirements.

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Xtreme Heavy Duty Performance Clutches

Xtreme are a nationally recognised leader in the production and supply of high-performance clutch systems and components. With over 2200 performance clutch kits in both single and multi-plate formats, Xtreme can cater for the needs of high horsepower street, drag, drift and race applications.

Also available are ultra-light, high-performance flywheels in aluminium, chrome-moly and billet-steel for many vehicle makes and models.

Check this one out!!

Xtreme Commodore Clutch Bleeder

Xtreme Clutch now delivers great news to Commodore mechanics frustrated with messy and time consuming clutch bleeding on VT-VZ vehicles with LS1 powerplants.

The Xtreme Commodore Clutch Bleeding Tool is an Australian Automotive Aftermarket Association, New Tool of the Year Award, Nominated Product. Eliminating fluid residue within the bell-housing & difficult bleeder access, this product is a tool that remains insitu for the entire vehicles' life.

Saving valuable time makes clutch jobs more profitable and this is certainly one of the better ideas we have come across.

Part Number - CSCGM011-EXTBL

Xtreme Clutches: Latest Products

Xtreme Outback Clutch has recently expanded their exhaustive range of applications with another up-to-the-minute product release.

The Isuzu DMAX utility which is piloted by Harry Suzuki & Bruce Garland has traversed the earth competing in Argentina, Thailand and has recently tackled the Dakar Rally & the Finke Rally amongst many other places.

Xtreme Outback was chosen to develop a clutch that could withstand the rigors of extreme Off-Road use for 1000's of kilometres whilst still providing comfortable pedal effort & factory driveability.

The new product below certainly has delivered, and is now available to the public as the perfect clutch combination for DMAX utilities enduring off-road duties.

Holden VZ & VE Alloytech V6 Clutch Upgrade

For the Holden 3.6L 190kw Alloytech 6 speed. This system offers increased heat and torque capacity, good pedal feel, and exceptional street driveability.

It comes as a complete package including high performance c/moly flywheel. This replaces the factory dual mass flywheel, which can be prone to failure under high performance driving conditions. Also included in the kit is the concentric slave cylinder, which, being part of the thrust bearing, is a logical item to replace while the gearbox is out.



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