

# BRAKING NEWS!

December 2010 • Issue # 23

## Welcome to BRAKING NEWS!

Welcome to this end of year edition of 'Braking News!' First of all we'd like to thank you all for your support during this past year! We trust it has been rewarding and positive for you, and hope your experience with NBS has been a pleasant one.

## From Austin to Zephyr, we can rebuild your old brake parts.

NBS specialise in the remanufacture of brake parts for the vehicle restoration market.

Our extensive knowledge means we don't cut corners, and over the years have had many previously discontinued parts specially manufactured to be able to rebuild to concourse condition. Some of the 'golden oldies' we regularly see include:



LOCKHEED 6 7/8"  
HYDROVAC FITTED  
TO JAGUARS

ATE HYDROVACS  
FITTED TO BMWs



PBR VH24 BOOSTERS  
ARE A SPECIALTY



GIRLING POWERSTOP  
BOOSTERS ARE FITTED TO  
MANY EARLY ENGLISH  
& AUST MODELS

## CHRISTMAS TRADING

NBS will be closing Thursday 23/12/2010 at 5:00pm, and reopen again Tuesday 04/01/2011. The reconditioning department will remain closed for annual maintenance until Monday 10/01/2011.

## Have you visited our Website yet?

Our website was a long time coming, but has been up and running for a few months now. You can browse past newsletters, as well as look up technical articles released from time to time.

Take this opportunity to familiarise yourself with our product range, visit [www.nbsbrakesupplies.com.au](http://www.nbsbrakesupplies.com.au) today!

## New Pressure Bleeder Adaptor Released

After months of development, we have finally released our pressure bleeder adaptor to suit the PBR oval reservoirs found on many Falcons, Commodores and Magnas.

In an Australian first, we have designed an adaptor that is fast and easy to use, and above all it does not leak!

Only sold as part of a Bleedpro 50 or 100 package, this adaptor has the potential to save you time and turn fluid flushing into a valuable part of your business.



**nbs**  
Brake Supplies

**CALL NOW!**

**1800 780 858**

**[www.nbsbrakesupplies.com.au](http://www.nbsbrakesupplies.com.au)**

# TECHNICAL CORNER

## Corvette Brake Caliper Reconditioning

Something we do come across from time to time are very cheap, supposedly resleeved, new brake calipers for Corvettes. These vehicles run a 4 piston 1 7/8" front caliper and a 4 piston 1 3/8" rear caliper. These imported calipers are often resleeved in mild steel and are done in a process where the sleeves are clearance fitted, resulting in piston to bore clearance above factory specifications. To remove the old sleeves and make a custom sleeve to repair is very expensive. This makes paying that little bit extra to get it done right seem not a bad option after all! We also carry caliper kits and pistons for these calipers - see the details on the right.



1 7/8" Front Caliper kit	<b>PW1097</b>
1 3/8" Rear Caliper kit	<b>PW1098</b>
Front Caliper Piston	<b>PW16014</b>
Rear Caliper Piston	<b>PW16015</b>

## Ford Escape/Mazda Tribute Brake Booster Fitting Problems

Most in the brake business would know that the above vehicle is prone to brake booster failure.

Firstly, There are probably a few that still try and repair them by fitting new rear seals from the outside. We have found this not to be a real long term solution - judging by the number of old units we see where the seal has fallen out. NBS have a policy of splitting these boosters and replacing the seal from the inside, sealing them in.

Secondly, from time to time we come across the problem of a customer replacing the booster, only to fit up the reco unit, and find the stop lights 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 input 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 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.

## D40 Navara Fading Brake Pedal Issues

We've recently had a number of requests for brake master cylinders or kits for the Nissan D40 Navara, manufactured from 2005 on. Of course, the first thing we ask is why do you want the kit, and almost always it is to fix a supposedly creeping brake pedal.

Unfortunately a kit won't fix the problem. To prove a point, we carried out a few tests on one of these vehicles.

These consisted of plumbing a 3000psi pressure gauge into the system. We did 2 different tests, with and without the engine running. In both instances we applied what we considered normal braking pressure, then maximum pressure on the pedal.

### Engine off and no vacuum:

Normal force: 700 psi  
Maximum force: 900 psi

### Engine running:

Normal force: 2000 psi  
Maximum force: 2800 psi

The interesting results are the ones with the engine running. With a normal effort exerted on the system the pedal kept creeping virtually to the floor increasing in pressure until it reached 2800 psi. The pedal creep is often mistaken for a master cylinder problem, which it obviously is not, as witnessed by the 800 psi pressure increase!!



**NBS Brake Supplies**  
**22 Telford Drive Shepparton**  
**Ph: 1800 780 858 • Fax 03 5821 7366**  
**www.nbsbrakesupplies.com.au**

