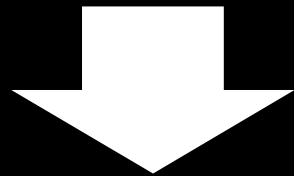


SUPERFORMANCE GT40

Parking Brake Conversion

Part 2 of 3

Stock Drum Brake



Mechanical Brake Caliper

Disclaimer

Note:

The following work is performed on the brake system of my car. All the work was performed with needed accuracy and discipline! Materials have been carefully chosen, bolt torque was applied according to specification.

The entire setup worked well on my car. There is no guarantee that the same setup fits and/or works on any other car.

Caution:

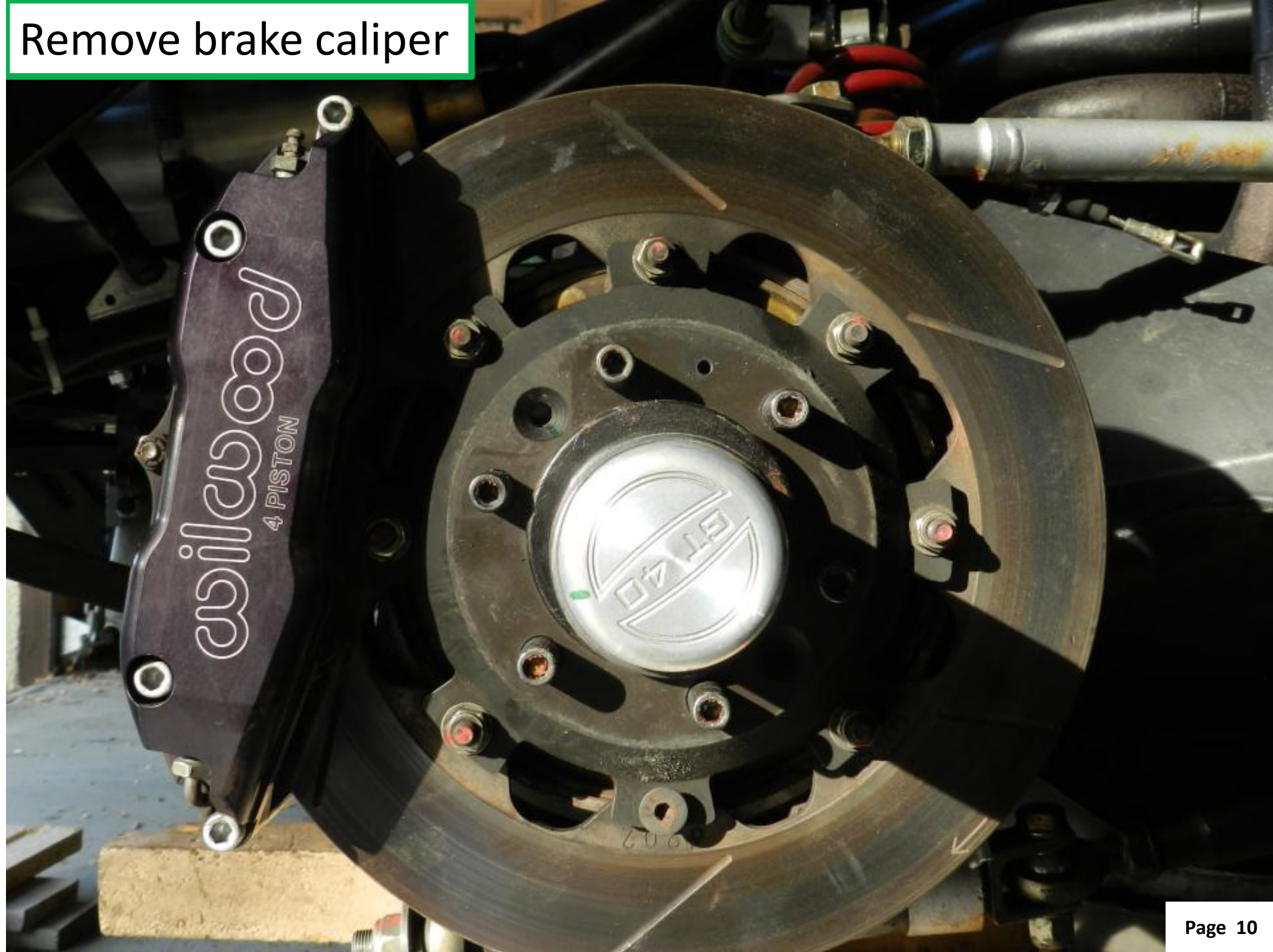
The force to actuate the mechanical caliper compared to the stock drum brake is significantly higher! The function of the parking brake is given.

I might investigate that topic in the future.

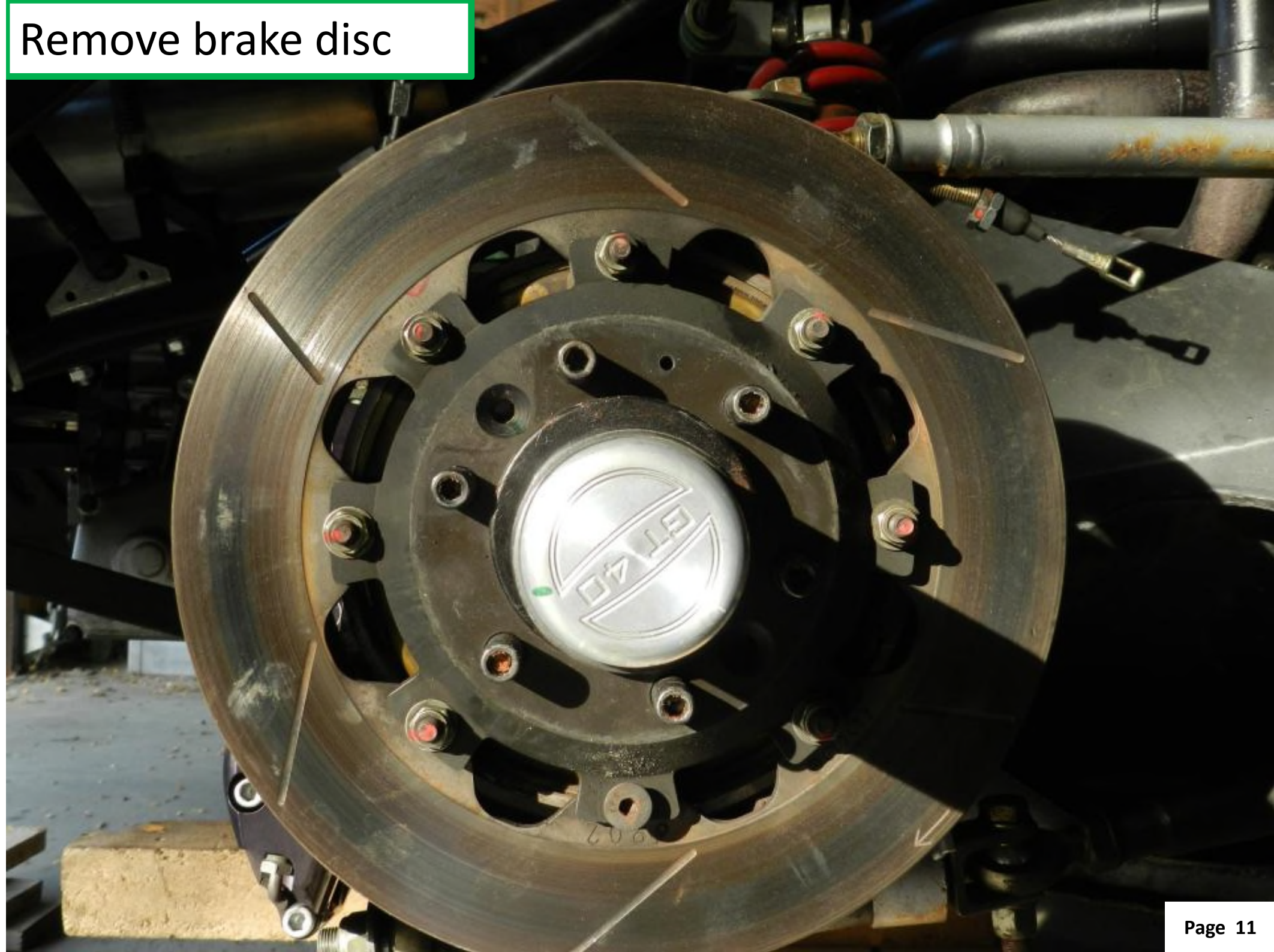
Rick Muck- Mark IV: „Keep in mind that a mechanical parking brake on a disc caliper requires a LOT of force to actuate. The SPF system may not be capable of the leverage needed to work.....“

<http://www.gt40s.com/forum/superformance-gt40s/29277-show-me-your-emergency-hand-brake-calipers.html#post269623>

Remove brake caliper



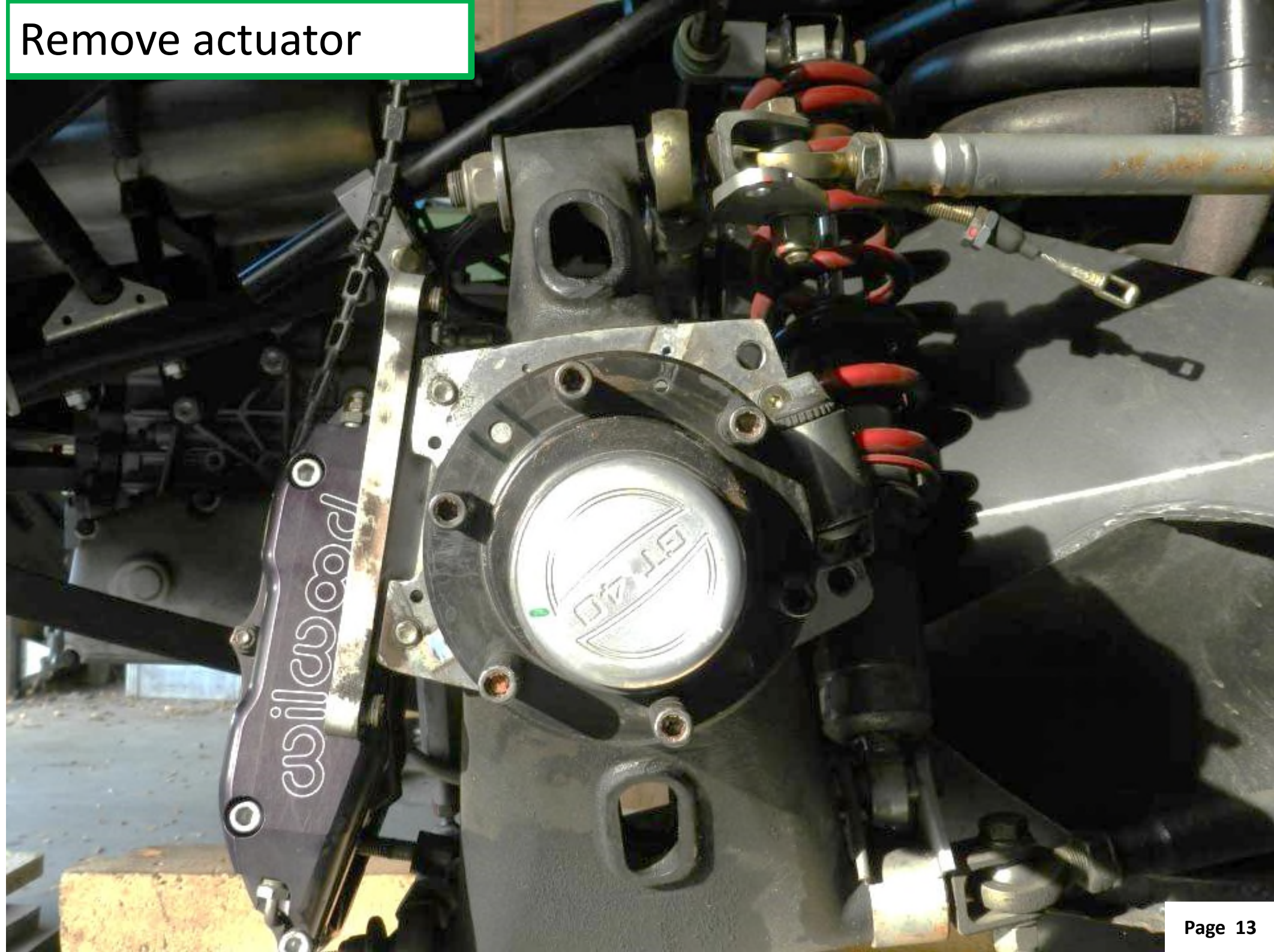
Remove brake disc



Remove brake shoe



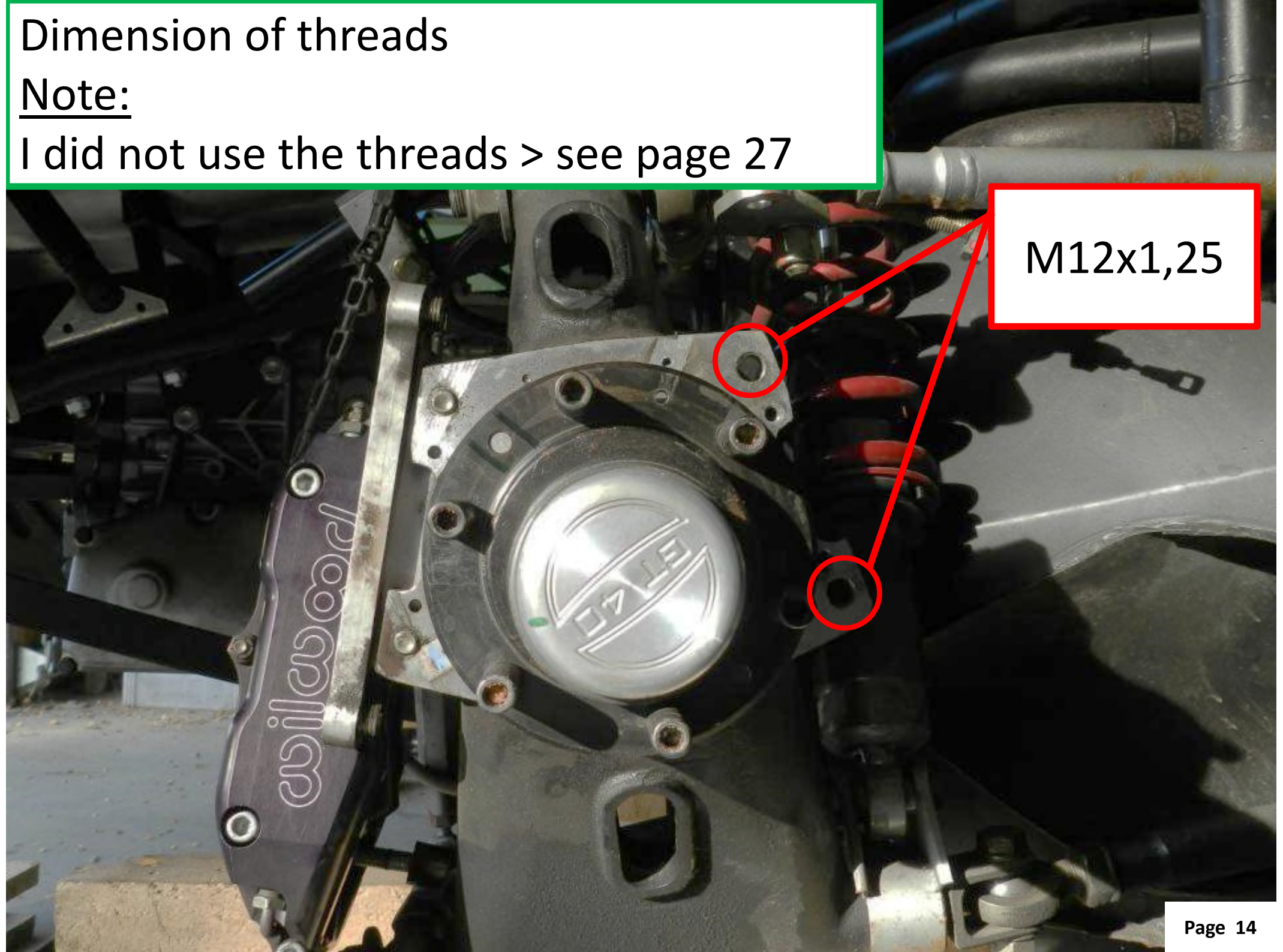
Remove actuator



Dimension of threads

Note:

I did not use the threads > see page 27



M12x1,25

Brake disc before disassembly



Dissassemble brake disk >
remove „brake drum“ and
reassemble



For reassembly:
2 sets (8 Screws > 5/16" UNF x 1",
locking rings and nuts)



NOTE:

If possible purchase calipers without deflection pulley!



NOTE:

Different position of brake levers!

CAUTION:

Only applicable for brake calipers with deflection pulley!

1. Remove deflection pulley
(not needed)



Important:

Only applicable for brake calipers with deflection pulley!

2. After removing the bolt, mark location of lever to shaft and orientation of spring with paint marker

3. Remove lever and spring



Important:

Only applicable for brake calipers with deflection pulley!

4. Cut off spring retainer on caliper (only needed for different position of lever when used with deflection pulley!)

Deburr properly.

Note:

Wrap caliper in plastic bag and tape off to prevent chips to damage seals etc. later on.



Important:
Only applicable for brake
calipers with deflection pulley!

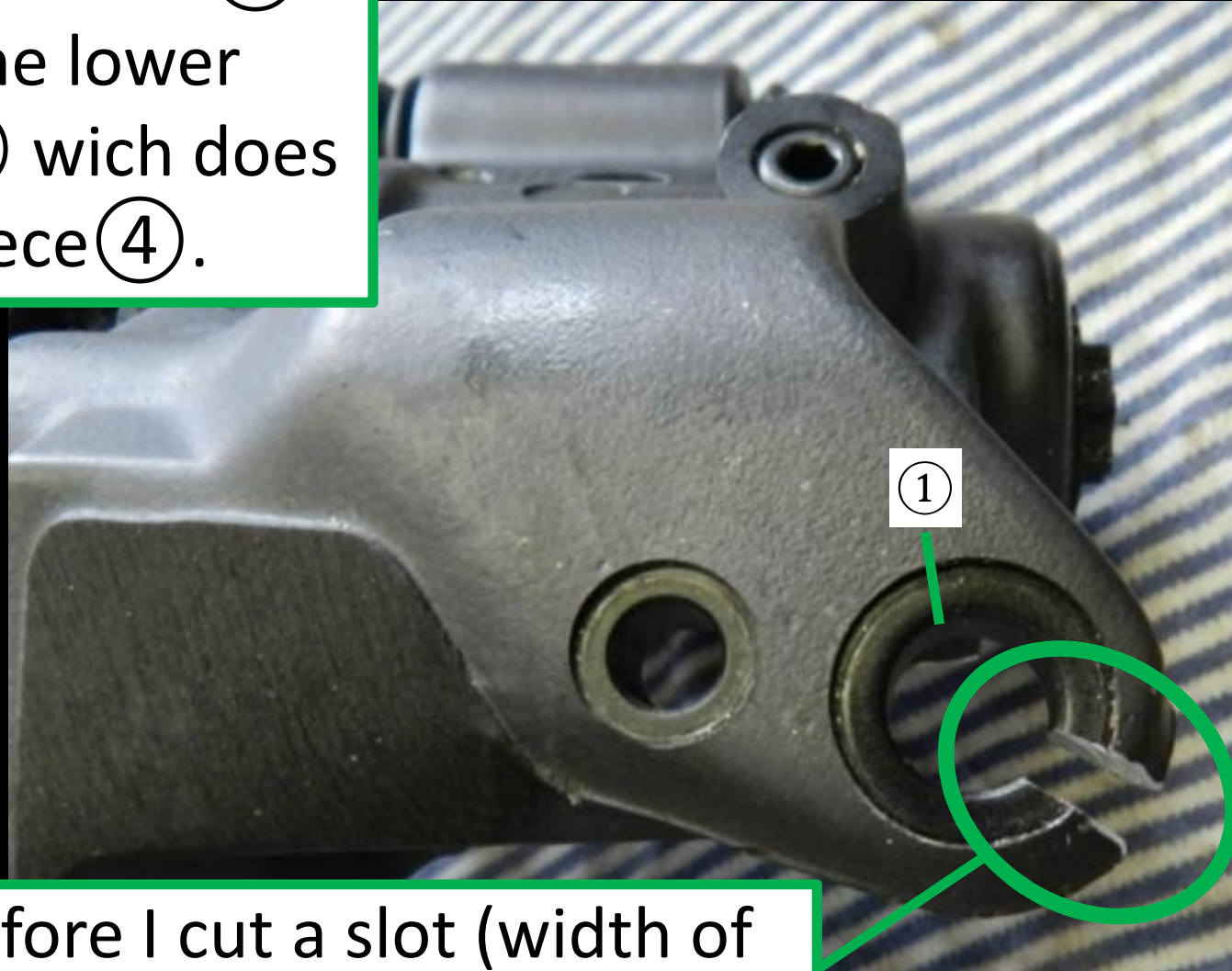
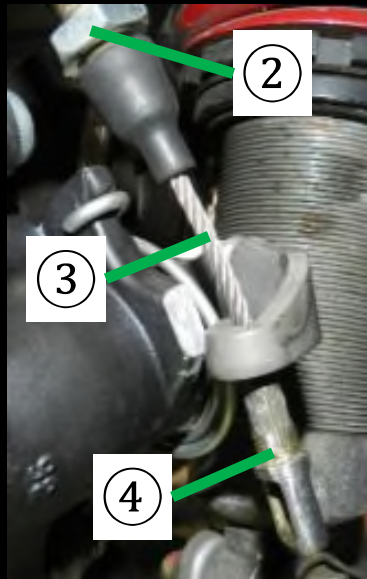
Reassemble retaining
spring and lever in
new position.



Left caliper (RH) finished > one more to go.

NOTE:

Not a nice solution but to get the brake cable through this hole ① you need to remove the lower nut ② on the cable ③ which does not fit over the end piece ④.



Therefore I cut a slot (width of brake cable > approx. 3mm) with a handsaw, deburr properly



Both calipers finished



Continue with Part 3