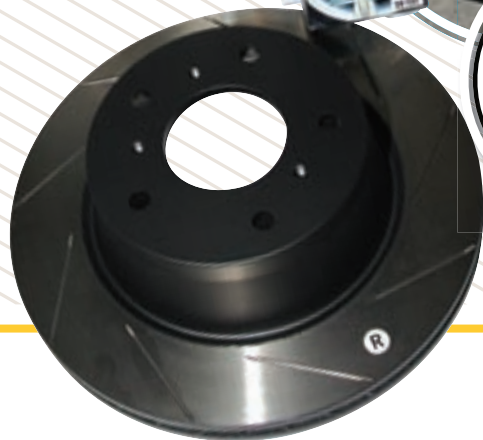
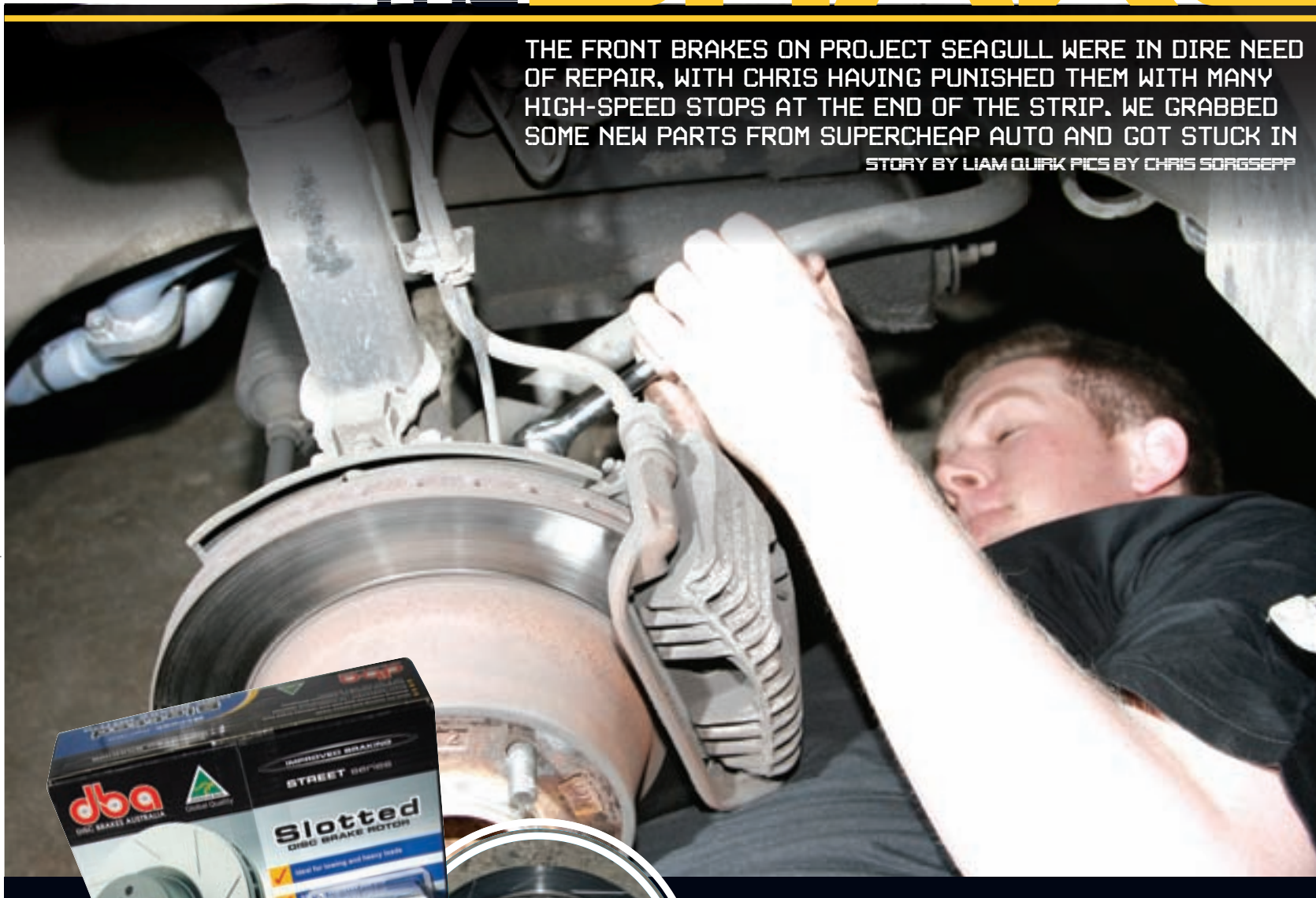




ON THE BRAKE

THE FRONT BRAKES ON PROJECT SEAGULL WERE IN DIRE NEED OF REPAIR, WITH CHRIS HAVING PUNISHED THEM WITH MANY HIGH-SPEED STOPS AT THE END OF THE STRIP. WE GRABBED SOME NEW PARTS FROM SUPERCHEAP AUTO AND GOT STUCK IN

STORY BY LIAM QUIRK PICS BY CHRIS SORGSEPP



We've done brake swaps before, but we've mainly focused on kitting your car out with the biggest

rotors and largest calipers money can buy. Big brakes are awesome, but in some cases, they may be impractical.

Take our Project Seagull for example. It spends a bit of time out at the track

and down the line donning frontrunners – try getting them over 330mm rotors with twin/four-piston calipers!

The 'Gull needed brakes as the pads and rotors were far thinner than should have been allowed. So, down the road it was to the local SuperCheap to pick up some DBA slotted front rotors and Bendix Ultra Premium pads, that are exclusive to Supercheap Auto.

Both products are direct replacements, which means it's not going to take you all day to do. You're only going to need a few tools – your axle stands and trolley jack, a socket set, a G clamp, a hammer/mallet (no DIY should be undertaken without one) and some WD40.

On top of the rotors and pads, you will want some new brake fluid, and if you're super keen, some brake paint to detail the lot. **SC**

COST:
Discs – \$117 each
Pads – \$62.99

CONTACT:
Head to your local SuperCheap Auto store.



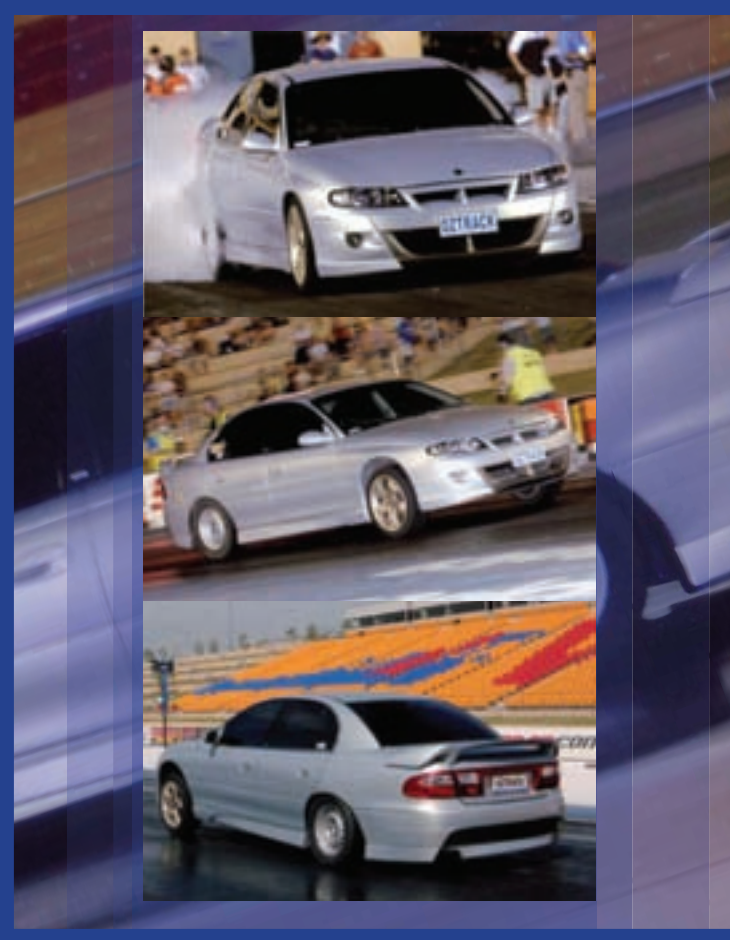
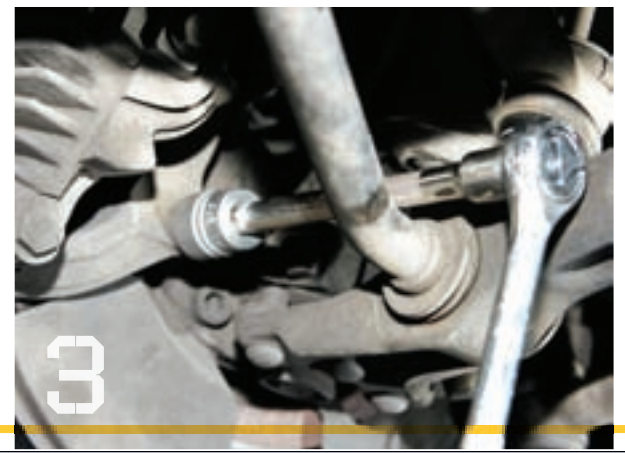
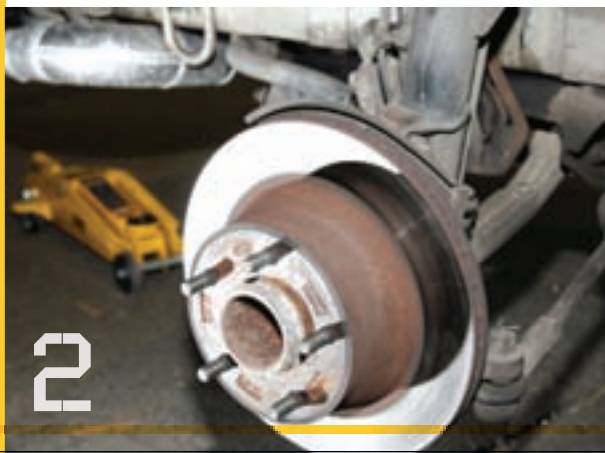
1. Crack the wheel nuts and jack the car up. When you've got it on jack stands, pull the wheels off. You've seen that before, so we won't bother showing you that here. Hit the hub with some WD40, as it will be very tightly attached, and allow it to soak.

2. Now remove the calipers. There are two bolts that bolt the caliper and bracket to the hub. They too will be tight, but keep at it. Use a breaker bar if necessary.

3. With the caliper free, move it out of harm's way. You can use wire to string it up on the strut to avoid damage, but we just let it rest on the swaybar. Don't let it hang by the brake hose.

4. Here's the fun part. With the caliper off, it's time to remove the rotor. Pick up your hammer and belt the disc. Use a rubber mallet if you can, but if there's not one handy, don't stress. These discs are headed for the bin anyway.

5. If they're still stubborn, continue to apply WD40. Spin the rotor and hit evenly to avoid damage to the wheel studs or hub. In this case, the Seagull is fitted with a wheel spacer for the 18in wheels, so be sure to remove the spacer (if fitted) before sliding the rotors off.



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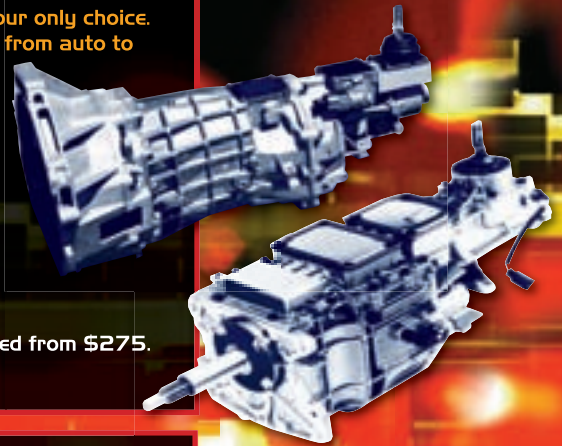


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6. With the old rotor off, we get a chance to do a side-by-side comparison. They are no bigger in size and both are vented discs, but the slots in the DBA rotor and the adequate thickness are what we're interested in.

7. Time to work the pads. The old pads should simply pull out. One will be free, and the other will need to be unclipped.

8. Just like the discs, the pads were far too thin. Note how thick the new Ultra Premium pads are.

9. Reinsert the new pads. Here's where the G clamp comes in. Undo the bleed nipple and use the G clamp to force the piston back into the caliper allowing you to fit the pads.

10. With the calipers full of new life, place the new rotor onto the hub. Gently and evenly tap it on and replace the wheel spacer. Spin by hand to check free movement.

11. Push the caliper back over the disc and locate the bracket with the bolt holes on the hub.

12. With new rotors and pads, it would be stupid to use that crappy, old fluid, so it's a top idea to bleed the brakes. Top up the master cylinder with new fluid and run it through until the fluid is clean. The pedal should be nice and hard.

Replace the wheels and drop the car down off the stands. Take the car for a short drive to check how it feels on the street. Remember to bed the pads in before you try any hard braking.

WHASSITCOST?

	US	WORKSHOP A	WORKSHOP B
Discs	\$117 each	\$150 each	\$145 each
Pads	\$62.99	\$65	\$67
Fluid	\$9.50	\$16	\$20
Labour	\$0	\$130	\$142.50
Total (inc GST)	\$306.49	\$524.00	\$533.75