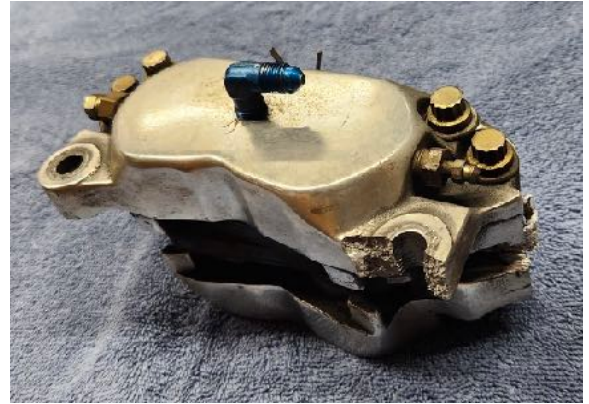


# The Rear Brakes on your Hot Rod.



I really never gave them a thought, I had way more brakes that I thought I would ever need for our little 2500 pound Hot Rod. That is until I stepped on the brake one day and there was a Klunk and the pedal went nearly to the floor. What had happened was the lower retaining bolt had come loose and fallen out. When I stepped on the brake the rotation of the Rotor caused the Caliper to move up and break the mounting tab off.

My first mistake was to assume that a Jag Rear End would have Jaguar Brakes, that was a big mistake! As it turns out that many folks were using all kinds of different Calipers from any one of a number of manufacturers. It was sort of like the Wild West out there with a lot of folks using Jag Rear Ends but outfitting them in different ways.

Compounding the issue was the fact that the Technology employed had not been used in more than thirty years! I began searching the Internet looking for my Caliper. One added wrinkle was my requirement for a Polished unit since it was mounted right alongside the other one. This helped to significantly limit my choices.

After a lot of looking I found two sources that had what looked like my part. Wilwood Brakes and Speedway Engineering. After sending a picture of my wounded part the Technical Fellow at Wildwood, he got back to me. He recommend a part that was Polished and nearly identical to mine (the tube connecting the sides is now handled by an internal port). Now they don't give these away but we should be back on the road shortly.

Some suggestions when you are looking for a replacement:

- Have a picture of your current Caliper.
- Know the distance between your mounting points.
- Know the Diameter and Thickness of your Rotor.
- Diameter of your Pistons.
- Position and type of fitting.

I certainly hope this saves someone else the time and trouble I went through unless your are truly interested in the thrill of the Hunt!

JB

