VENTED BRAKE DISC CONVERSION

2000, 2.5 and Stag
Using Wilwood Dynalite Budget Racing Calipers

For a significant Improvement In braking power & reduced un-sprung weight.

Description
2 Vented Brake Discs, 265 x 20mm
2 Precision Bore & Drill Discs, to suit Triumph hub
8 Bolts, High Tensile Socket Cap, Disc to Hub
2 Wilwood Four Piston Calipers, weighing only 2 ½ lbs each, with 9.622 Piston Area (STD 2000/2.5 70892, Stag 7.9502
2 Adaptors, Blue Anodised Aircraft Alloy Caliper to Vertical Link
4 3/8" UNF x 13/4 High Tensile Bolts & Philidas Nuts, Caliper to Adaptor
2 7/16" UNF x I 5/8" High Tensile Bolts, Caliper to Vertical Link Lower
1 Set 4 Mintex pads to suit
2 Spilt Pins, 1/8" x 3" Stainless Steel, Retaining Pads
2 Aeroquip Stainless Braided Hoses, with Stainless Steel End fittings to Suit

Other Optional Extras
Front Hub & Studs
Front Wheel Bearing Kit, With Timken Bearings & Steel Cased Leather Lipped Seals
Front Stub Axle
Front Vertical Link
Brake fluid, AP Lockheed Dot 4 500ml

Important Considerations

- Minimum wheel diameter is 14" for this conversion
- Splashguards must be trimmed to accommodate Wilwood Calipers
- Wilwood calipers are supplied with disclaimers applied.
- Calipers with large piston area are more susceptible to effects of 'pad knockout'- a long pedal caused by any play in the hub, especially due to recess wear in stub axle(s), which pushes the pistons back into the caliper(s). This is most noticeable after using a lot of steering lock, therefore normally occurs at low speed after making a manoeuvre like a 3 point turn, after which the brake pedal will initially travel further than normal. Re-new the stub axle if measuring less than 0.7485" small outer diameter, and 1.061" large Inner diameter.
- Some conversions marketed elsewhere use Austin Princess or Volvo 240/740 calipers which have 4 x 1.500 pistons = 7.069 2 area. These offer no more piston area than STD. 2000/2.5 calipers and around 11% less area than Stag.... No significant improvement in braking power

DISCLAMER: WHILST THIS PRODUCT IS SOLD IN GOOD FAITH, IT IS MY CONDITION OF SALE THAT THE PURCHASER ACCEPTS FULL RESPONSIBILITY FOR THE INSTALLATION AND USE OF THIS CONVERSION ON A MOTOR VEHICLE.