



## Nissan 4 spot brake conversion

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### Parts Needed:

- R31 Japanese import Skyline (2 door/4 door pillarless) struts and wheel hubs
- R32 GTS-T, Z32TT 4 piston calipers and 280x30mm rotors
- Brake lines to suit
- Rims with sufficient clearance to clear the calipers.

### Cost of Parts:

#### R31 struts

Of course this varies depending on where you source them from, but from importers who know the significance of the need for these struts you can get quoted from \$300 to \$500 a pair. Here's a free hint, shop around.

#### Nissan 4 spot calipers and rotors

Price varies greatly on these, they have been seen sold privately for \$200 to \$350. Importers can charge up to \$450 a pair, or more. Make sure you get the complete calipers, with pad retaining pins, locking wires and top clips as well as the caliper eye bolts that attach it to the hub/strut (and the flexible brake lines if you can) because good old Mr. Nissan don't sell these components separately, you have to buy the full caliper rebuild kit, which is bloody expensive!

#### Brake lines.

Your existing caliper flexible brake lines can work with these calipers, providing they're series 3 lines, but it's still recommended you get some brand new, custom made lines. Brake lines won't cost the earth, even stainless steel braided brake lines were only \$170 (Brisbane price, may differ elsewhere).

**NB DO NOT TELL WRECKERS WHAT YOU WANT STUFF FOR AS PRICES OFTEN GO UP HEAPS IF YOU DO!!**

#### Rims

Well of course this depends on whether you have a nice set of new alloys in mind. But of course either way you need to remember the front caliper clearance, (approx 68mm). Without rims that will clear your calipers there's nothing you can do to make this conversion work.

### Note:

This write-up was modified from an install into a s12 Gazelle. The Gazelle used the same springs/strut tops that came with the struts, but seeing how the 910 has a different PCD the strut tops don't bolt in, and it is unsure that the 910 spring platform is wide as the r31 one. If not, the 910 spring platforms will have to be welded onto the R31 strut for your suspension to be complete again.

### How it's done:

If you have the backing plates on your struts you need to cut away the corners near the calipers to make room for the bigger 4 spots.

- Attach strut to vehicle (makes fitting brakes easier)
- Slip rotor over wheel hub (providing it's been re-drilled to 4x114.3 stud pattern)
- Bolt on caliper
- Attach brake lines
- replace wheel

### Make sure you bleed your brakes properly

