

TABLE OF CONTENTS



Biography	5	Brake Force and Corner Weight	37
Acknowledgments	5	Perfect Balance	38
Dedication	6	Static Weight Distribution	39
Foreword	6	The Second Law of Motion	39
Introduction	7	Dynamic Weight Distribution	40
Chapter 1: Energy Conversion	9	The Benefits of Perfect Balance	41
The Conservation of Energy	9	Front Brake Bias	43
Where Energy Comes From	10	Rear Brake Bias	43
Friction	10	Measuring Brake Balance	44
Kinetic Energy	11	Changing Brake Balance	44
Potential Energy	13	Chapter 5: Pedals, Boosters	
Energy Transformation	14	and Master Cylinders	46
Energy and the Brake System	14	Brake Pedal Components	46
Calculating Brake System Temperature	15	OEM Brake Pedals	47
Importance of Brake Sizing	15	Racing Brake Pedals	48
Chapter 2: Tires Stop the Car	18	Brake Boosters	48
The First Law of Motion	18	Vacuum Boosters	48
Brake Forces	18	Hydraulic Boosters	50
Tire Slip	19	Master Cylinders	50
How Brake Forces are Generated	20	Master Cylinder Selection	52
The Mu-Slip Curve	22	Rear Brake Pressure Reduction	54
Choosing the Best Tires	24	Balance Bars	54
Calculating Maximum Deceleration	25	Proportioning Valves	55
Chapter 3: Brake System Design	27	Chapter 6: Brake Fluid	58
Driver Applied Force	27	Brake Fluid 101	58
Brake System Overview	28	FMVSS116	58
Brake Corner Gain	33	Dry Boiling Point	60
Summing Forces	34	Wet Boiling Point	61
Overall Brake System Gain	34	Water Adsorption	61
Calculating Deceleration	34	DOT Ratings	61
Calculating Stopping Distance	34	Brake Fluid Compatibility	64
Brake System Modifications	35	Brake Fluid Maintenance	64
Chapter 4: Brake Balance	37	Brake Bleeding	65
		Chapter 7: Brake Lines and Hoses	69

TABLE OF CONTENTS



Hydraulic Circuit Design	69		
Brake Lines	70		
Flare Fittings	70		
Brake Hoses	71		
Banjo Fittings	72		
Stainless Steel Brake Hoses	73		
Chapter 8: Brake Calipers	76	Chapter 11: Sports Car Brake Upgrade	118
Hydraulic Gain	76	The Vehicle	119
Caliper Components	76	The Objective	119
Taper Wear	79	Picking the Right Parts	119
Piston Count	81	Bolting Them On	121
Caliper Mounting	82	The Results	124
One-Piece (Monoblock) Calipers	84		
Two-Piece Calipers	84	Chapter 12: Racecar Brake Upgrade	126
Knockback	84	The Vehicle	127
		The Objective	127
Chapter 9: Brake Pads	88	Front Brake Upgrade	127
Brake Pad Terminology	88	Rear Brake Upgrade	129
Coefficient of Friction	90	Apply System Upgrade	131
Coefficient of Friction Stability	91	Hoses, Fluids, and Pads	132
Brake Pad Fade	91	The Results	132
Friction Material Categories	92		
Friction Material Chemistries	93	Chapter 13: Muscle Car Brake Upgrade	133
Friction Mechanisms	96	The Vehicle	133
Brake System Break-In	97	The Objective	134
		Drum Brakes 101	134
Chapter 10: Brake Rotors	100	Picking The Right Parts	134
A Rotor Refresher	100	Bolting Them On	135
Rotor Terminology	101	Buttoning it Up	138
Effective Radius	103	The Results	138
Rotor Sizing	103		
Static Weight and Rotational Inertia	103	Chapter 14: Hot Rod Brake Upgrade	139
Rotor Cooling	104	The Vehicle	139
One-Piece (Fixed) Rotors	107	The Objective	139
Two-Piece (Floating) Rotors	107	Front Brake Upgrade	139
Solid Rotors	109	Brake Pedal Considerations	140
Vented Rotors	110	Master Cylinder Upgrade	142
Cross-Drilled Rotors	111	Brake Line and Proportioning	
Slotted Rotors	112	Valve Installation	142
Rotor Inspection	113	Brake Hoses	143
Thickness Variation	115	Brake Fluid Selection	143
		Parking Brake Installation	144
		The Results	144



PEDALS, BOOSTERS AND MASTER CYLINDERS

The apply system (sometimes called the actuation system) exists in order to amplify the driver's leg force and then convert it into hydraulic fluid pressure. In nearly all cases, the apply system functionality is not assigned to a single device. Instead, most apply systems accomplish this task by dividing the total responsibility among several discrete components.



Most brake pedal pads are constructed from steel with textured molded rubber covers. The pedal shown here is actually made from cast aluminum for weight savings. Regardless of the aesthetic impact, the material of the pad itself doesn't impact the brake pedal output. (Randall Shafer)

While there are many different types of apply systems, most conventional vehicles use a combination of brake pedals, brake boosters, and master cylinders to get the job done. Variations on this recipe abound, but the fundamental objective remains the same: increase the applied force and turn it into pressure.

There is, however, one addendum. As you just learned in Chapter 4, brake pressure distribution between the front brakes and rear brakes can be used to optimize a vehicle's brake balance. Consequently, the apply system may also contain additional devices which limit, regulate, or proportion the rear brake line pressure.

The pages that follow walk through these various components in detail, starting with the driver's primary interface to the brake system: the brake pedal.

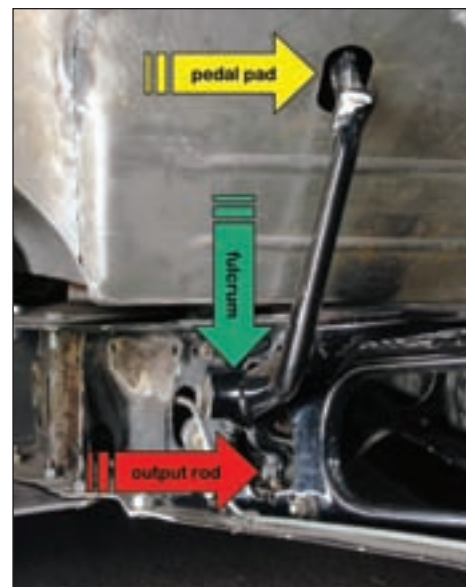
Brake Pedal Components

The brake pedal's primary role is to mechanically increase the force exerted by the driver's leg on the brake pedal pad. Remember, it's essentially the amplified force from the driver's leg that creates slip at the tire contact patches.

The brake pedal accomplishes this task as a direct result of its lever-based geometry. There are many different designs available, but all rely on the following series of individual components to get the job done.

Brake Pedal Pad

The *brake pedal pad* is simply where the driver provides mechanical force input to the brake system. Most OEM systems use a ribbed rubber pad molded over a steel or composite core, but exotic-looking brake pedal pads made from cast aluminum and/or with weight-saving holes



In most modern production vehicles, the brake pedal fulcrum is located at one end of the brake pedal arm. However, in many hot rod applications, the fulcrum (green arrow) is found between the brake pedal pad (yellow arrow, inside vehicle) and output rod (red arrow, under vehicle). In either case, the pedal ratio is calculated using the same equation. (Randall Shafer)

are now becoming more commonplace. Regardless of its construction, the pad should be large enough that the driver will not miss the pedal in a panic, small enough that it won't get hit by accident, and textured enough to prevent the foot from slipping off in the heat of battle.

Fulcrum

The *fulcrum* is found on the opposite end of the brake pedal assembly from the brake pedal pad. This is the pivot point for the moving components of the brake pedal assembly. Usually it's nothing more than a steel pin riding in a self-lubricating bronze bushing.



Ideally, the brake pedal arm should not bend or deflect during use. To make the arm as stiff as possible, it can be shaped like an I-beam or can be boxed along its entire length. This pedal simply uses extremely thick steel for its construction—crude, but effective. (Randall Shafer)

in-between. In some racing applications the fulcrum is placed between the pad and the output rod, but the concept is still the same.

Due to the large leg forces a driver may be capable of applying, the brake pedal arm must be structurally sound to prevent deformation or collapse during severe use. For this reason, it's usually designed to resemble an I-beam in cross-section with webbing often added for additional strength.

Brake Switch

The final component of the brake pedal assembly is the *brake switch*. This is the device used to illuminate the tail lamps of the vehicle when the brakes are

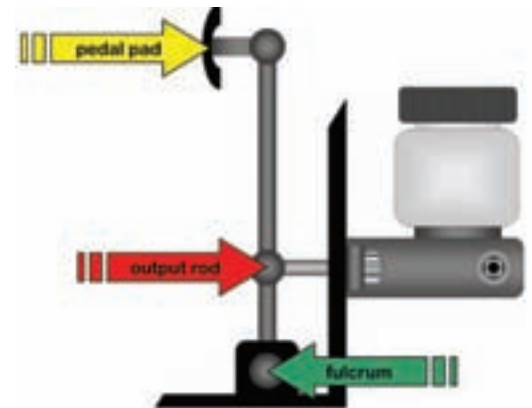
applied. In most applications, it consists of a mechanical plunger on/off switch actuated by the brake pedal arm, but in some custom applications it's common to have a pressure-actuated switch mounted in one of the master cylinder hydraulic lines.

There are many mechanical switches in use that allow you to adjust the plunger mechanism. In general, they should never be modified once they leave the factory. However, if you are changing other aspects of the apply system, it may be necessary to adjust the threaded mechanism to only illuminate the brake lamps when the driver applies the brakes.

After adjusting the brake switch, it's a good idea to put the vehicle on jack stands and turn each of the road wheels by hand, since an over-adjusted brake switch can result in continuous brake drag. If the wheels are more difficult to rotate than before the adjustment, chances are the switch needs to be returned to its original position.

OEM Brake Pedals

The brake pedal arm geometry (the location of the output rod relative to the brake pedal pad and the fulcrum) defines the pedal ratio. Note that this relationship holds true regardless of the location of the output rod relative to the fulcrum:



The brake pedal ratio is calculated by dividing the linear distance from the brake pedal pad to the fulcrum by the length from the output rod to the fulcrum. The larger the difference between the two distances, the more gain the brake pedal provides.



If your vehicle is equipped with a vacuum booster, the brake pedal output rod is most likely attached to the brake booster with a clevis joint. Shown here sticking out of the back side of the booster, the eyelet fits around a pin on the brake pedal arm, mechanically coupling the two components together. (Delphi Corporation)

Output Rod

The *output rod* transmits the brake pedal output force from the brake pedal assembly to the next device in the brake system (typically a brake booster of some sort). Since it must swing through an arc as it travels, it's usually located with a clevis bracket or, in racing applications, a spherical bearing, to allow for an angular misalignment between the two adjacent components.

Brake Pedal Arm

The *brake pedal arm* is the largest component in the brake pedal assembly. Its function is to locate the brake pedal pad at one end, the fulcrum at the opposite end, and the output rod somewhere



Although many brake switches employ a threaded mount for simple adjustment, this doesn't mean that you should tamper with its setting. The adjustment feature is typically used for manufacturing flexibility at the vehicle assembly plant and not for tweaking later. (Randall Shafer)