



# Rear Drum to Disc Brake Conversions

For many years the automotive industry has known the superior performance of a disc brake over drums. Discs offer better, safer braking, are heat and fade resistant and have a more consistent performance. The result of this is a **SHORTER STOPPING DISTANCE** in all conditions, but especially when laden.

**HULK 4x4** disc conversions have up to 34% shorter braking distance than the OEM drum braked equivalent vehicle.\*

## Key kit features:

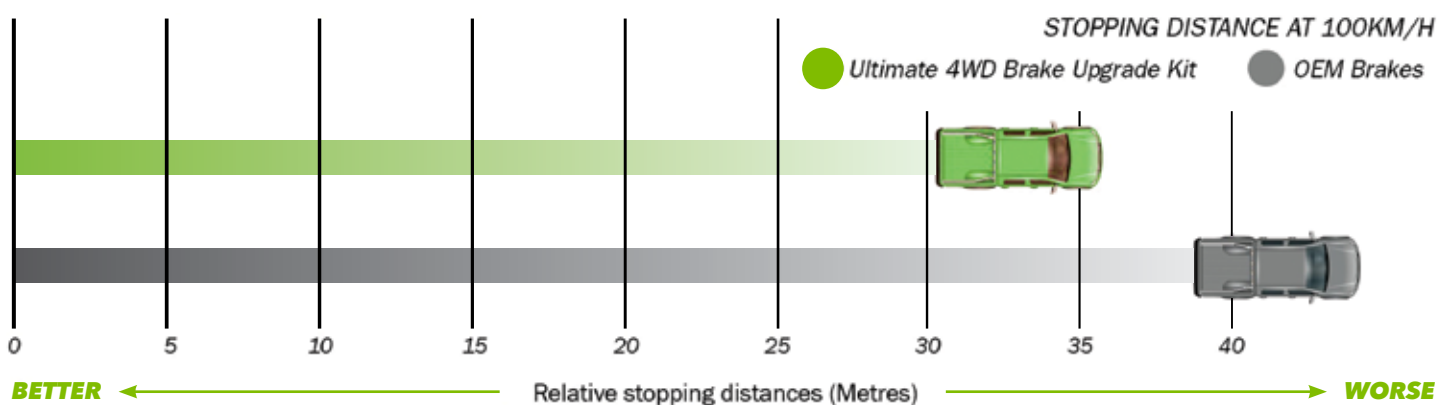
- Brake pedal feel and modulation improved over OEM.
- All kits are fully ADR approved.
- Straight bolt on fitment. (R & R wheel bearing required. Bearings included in all kits)
- All kits supplied with Geomet coated, slotted rotors and Kevlar ceramic brake pads.
- Uses vehicle bespoke brake calipers for each application. No other changes required.
- Can be used with up to 40mm lift kit.
- All mounting hardware included.
- 24 / 40K warranty on hydraulics and hardware.



\*Independent Australian engineering (including electronic stability control) test results proved that at 100kmh the HULK 4x4 rear disc braking system upgrade stopped on average 32m sooner than the original equipment. A fantastic result that enhances load carrying and towing performance. Official test at vehicle GVM+ weight of 3590kgs.



# THE ULTIMATE 4WD BRAKE UPGRADE KIT VS OEM BRAKES



**Note:** Varies per vehicle, load carried and road conditions.

## Applications:

**HUC001** - Toyota HiLux KUN25. KUN26. GEN 8. Vigo. (With double row wheel bearing).

**HUC002** - Toyota HiLux GUN125. GUN126. 4WD. 2015 -

**HUC003** - Ford Ranger PX. Mazda BT50 UR.

**HUC004** - Isuzu D-Max 2WD and 4WD. 2012 -

**HUC007** - Isuzu D-Max 2WD and 4WD. 2012 - (Coil and leaf spring).

**HUC008S** - Toyota HiLux KUN25. KUN26. (With single row wheel bearing). ABS and non ABS.

**Contact your local CoolDrive branch or check out iShop today.**