

Twin Cam Handbrake – Chasing the elusive rattle

By Colin Manley

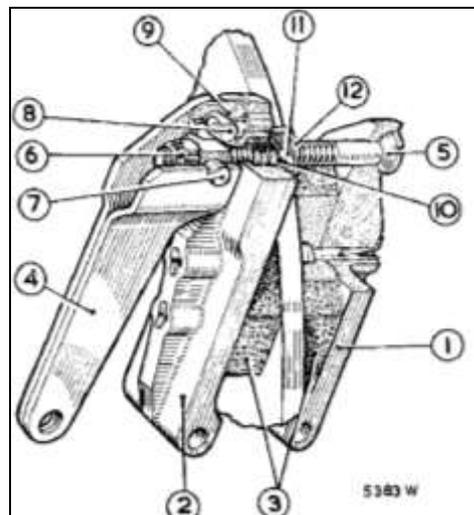
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For some while I had heard a chatter or clattering when driving over cobbles or bumpy surfaces. It wasn't a knock and it wasn't solid enough sound to be coming from the suspension. It was coming from the rear of the car, predominantly from the Nearside. Everything checked out tight – exhaust, the hangers, dampers, anything I could try and shake or rattle was absolutely quiet.

Next in the elimination process was the ceremonial emptying of the boot – nothing at all remained in there. My last place to check was the rear handbrake set up – not the best engineered bit of kit, I must say. Lo & behold, the inner and outer pad carriers (Items 1 & 2 below) were flopping about where they are secured to the calliper body by bolts.

The bolt holes, at the bottom of each carrier, had worn so much as to become oval with the end result that the carriers could swing, at the top, fore and aft, due to the ovality and, in turn, clatter away.

The carriers have to rotate very slight in their operation and they are oriented at about the 11 o'clock position. With many years of wear aided by pad dust and the weight of the carriers at that angle, the holes had become worn.



The solution was to remove the carriers, drill the holes to 8mm and insert some 8mm copper pipe. The pipe was cut with pipe cutters and the bolts worked through the sleeve before the sleeves were thread locked in place.



The copper sleeves now take on the role of the sacrificial wearing part and can simply be replaced when needed. This, along with new, lightly greased bolts has the carriers nice and snug, they can rotate and there is no top fore and aft sway at all.

I now have a far better performing handbrake and what's more, no rattle!