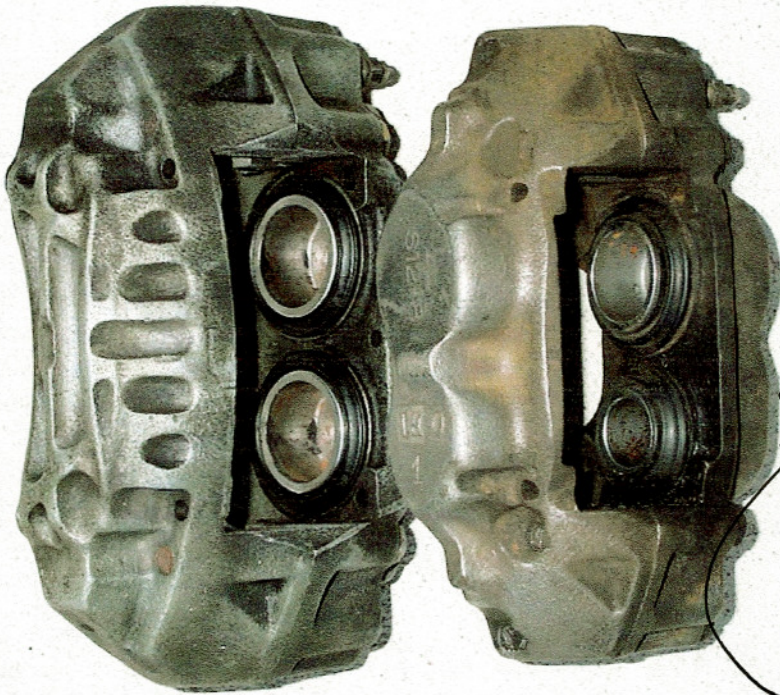




# Give Your Land Cruiser A Brake



## Bigger brakes for the 40/60

If you have an 80 or 100 series cruiser, you may be lucky you, but you won't benefit from this post much. This is for the poor 40 or 60 Toyota Cruiser owners.

There has been many excellent mods for the brake systems for the older cruiser, incl. the minitruck brake conversion, vented rotor conversion for the minitruck brakes & of course course the rear disk conversions. This is another one to consider.

The 4Runner caliper has 4 large pistons measuring 40 mm across compared to 35 mm pistons and two 28 mm pistons in the cruiser and the solid axle and IFS trucks. The caliper body is also physically larger & has cooling ribs on the outside aspect. I suspect this is done to increase heat dissipation from the caliper. The brake pads are also visibly larger and longer.

A 92 4Runner disk brake caliper next to a 1985 Toyota truck caliper

The 4Runner calipers bolt on to the minitruck and 40/60 series knuckle housing without any modification with the correct spacing for the vented rotors as well. The backing plate needs to be trimmed about 1/4" on either side, a task easily done with a grinder or a dremel tool. The brake line fitting location and the size matches that on the cruiser very well.

The changes were apparently necessary as the 4Runner is now achieving a GVWF of 5200 lbs., clearly exceeding that of the FJ40LV @ 4800 lbs.

## A two banana job!

A known problem with this swap is a brake caliper to wheel interference. On the one swap I did, the wheels cleared beautifully, but on another one the wheels which worked with standard sized calipers rubbed lightly on the larger calipers. This was solved with a wheel spacer.

Another possible problem is insufficient brake master volume as the caliper pistons are much larger. It seems a 15/16" bore master from a Supra is sufficient, however.

