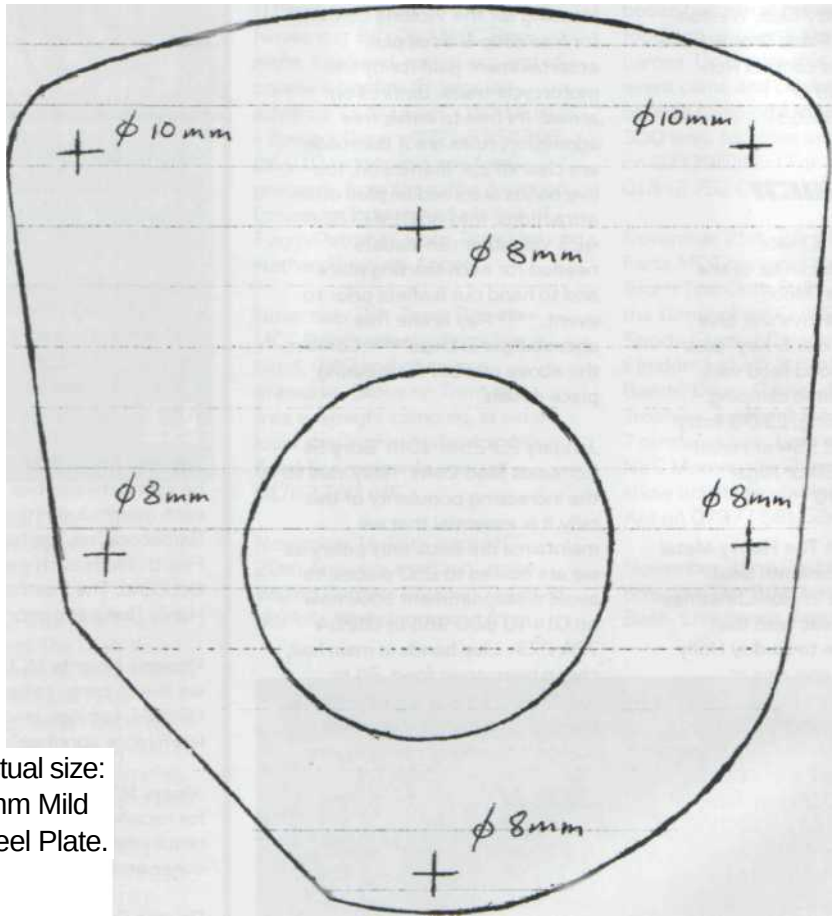
We were sent this in by one of our readers, a Mr Andy Field. He has a wonderful trike, that has been winning shows all over the place for its engineering. He reckons the most common question he gets asked about the trike is on the rear disc brakes. So he decided to share his info with you lot. Here it is then.



Actual size: 6mm Mild Steel Plate.

PARTS NEEDED:
Pair of Front discs - Vauxhall Nova
Pair of Rear Callipers - VW Golf (mine are 1.8 Gti)
Pair of Calliper Carrier Brackets
Pair of Axle Plates (See template)
Use of small Lathe

First strip the entire Reliant drum assembly, place the parts carefully in a plastic bag - then chuck it in the bin!

To remove the back plate (the bit the shoes attach to] from the flange on the end of the axle tube, you'll need to either pull the hub off the drive shaft, or simply pull the whole shaft out of the tube. It locates into the diff on splines and just taps back into place with a rubber mallet when you're finished. Just rotate the shaft till you feel the splines line up.

While I had the hubs out, I took the opportunity to replace the puny 3/8" Reliant wheel studs with beefier M12X1.5 ones from 'Speedshack' in London. (01895 449 066) I used the extra long threaded ones, which cost about £2 each. The originals were pressed out with a hydraulic bench press (any decent repair garage should have one) But you could drill them out. I opened out the holes a little, tapped an M12 thread into them, cut the unthreaded shoulders off the new studs and screwed them in. They were then welded in place from the back of the hub. Vauxhall Novas have the same bolt pattern as Reliants (4" PDC - 4 bolts, 4" apart measured diagonally across the stud centres) so I've used a pair of discs from the front of a nova, bought new from