

GT500 Rotor – SN95 Calipers- Notes

Parts List

4x M12 x 1.75mm, 50mm

4x M12 x 1.75mm nut

1x 13-14 GT500 rear rotor set

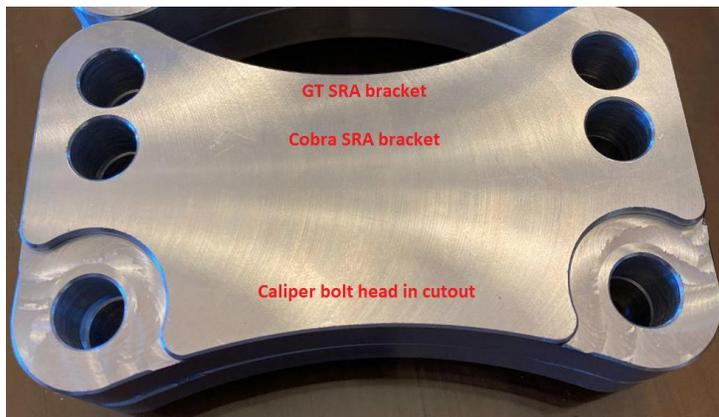
1x 03-04 Cobra rear pads (preferably ones that include isolator shims)

General

Brackets are to be machined out of 6061-T6 aluminum. The 18.5mm designed adapter thickness provides correct spacing for the caliper. Machining down $\frac{3}{4}$ " aluminum stock would likely be best. The 16mm thickness provided by the caliper bolt head cutout allows the caliper bolts to engage with the caliper bracket threads to the same depth as OEM.

The GT500 rotor is 19mm thick vs the Cobra rotor being 18mm thick. Cobra calipers and pads do fit over the GT500 rotor, but removing the isolator shim may be necessary depending on the pads. Removing the insulator is not a concern; Ford ran in production for a while with no insulators on the pads.

SRA



Compatible with axles that have GT or Cobra style brackets on them. Requires Cobra style caliper brackets for correct spacing and clearing the thicker venter rotor:



Product appearance and finish may vary, but fit and function remain the same. RockAuto.com

Figure 1 - Cobra caliper bracket



RockAuto.com

Figure 2 - GT caliper bracket

Cobra caliper brackets are relatively cheap on RockAuto: [More Information for CARDONE 141042 \(rockauto.com\)](https://www.rockauto.com/en/info/141042.html)

When tightening the adapter to the axle, you'll want to snug it down, tighten the moan brace, then torque the adapter down.

The Cobra caliper brackets have a 24mm gap for the rotor to fit in. This adapter keeps the rotor centerline in the same location relative to that gap as stock. Ford tolerances can add up and axle deflection when racing could cause the bracket to drag the outside of the larger rotor under hard cornering. You may want to bias the rotor inboard in that 24mm caliper bracket gap to be safe; McMaster-Carr sells precision shims that can be used for this. It is also possible that your rotor is already slightly inboard; every car will be slightly different.

The trickier part the Cobra SRA install ran into: the Ford Cobra SRA bracket casting has "ears" outside the caliper bracket bolt holes:

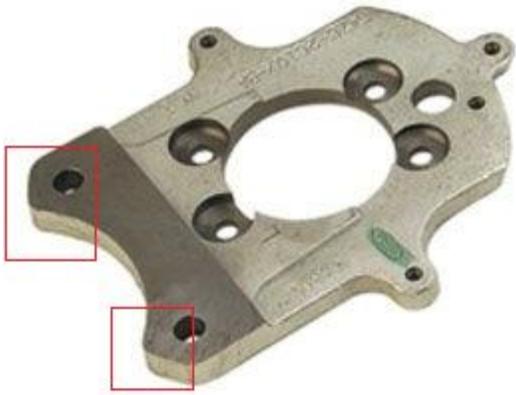


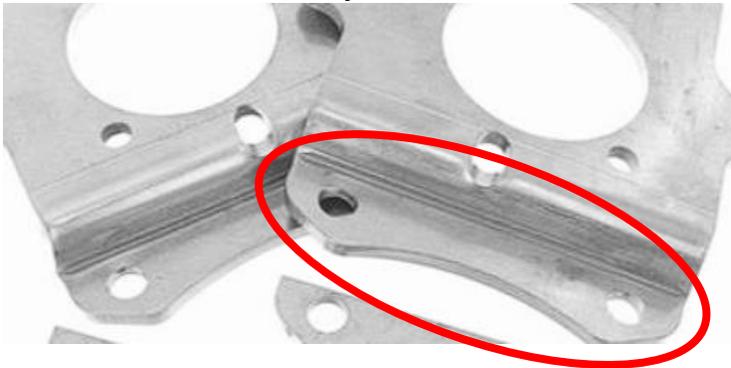
Figure 3 - Ford Cobra SRA bracket

The SVE brackets do not have these "ears":



Figure 4 - SVE Cobra SRA bracket

Caution: If using on a foxbody with LMR's Rear disk swap adapter brackets you'll want to use the GT version NOT the cobra version. If you already have the cobra version the S&S conversion bracket will need trimmed for clearance.



You may choose to install the caliper bracket to the adapter prior to installing to axle plate if your axle plate interfere with adapter plate (Figure 3)

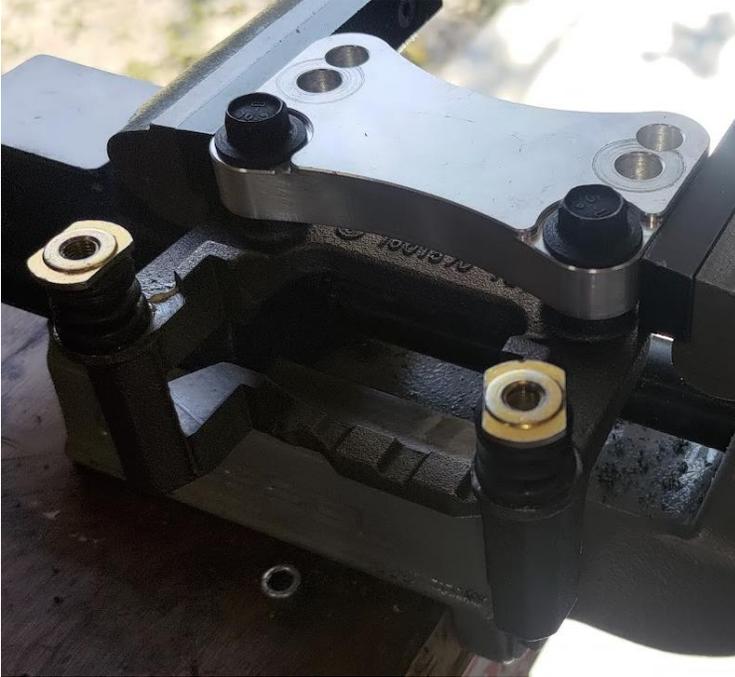


Figure 5 - SRA adapter torqued onto Cobra caliper bracket

And install the pair onto the axle:



Figure 6 - caliper bolts clearing SRA Ford Cobra bracket "ears"

My recommendation is to grind these ears down so that the bolt fits right in and the install is simple. They serve no structural function. For reference, the IRS Cobra's cast aluminum bolt hole has a small enough radius around it for this bolt to easily fit.