

SPRIDGET 4-POT ALLOY BRAKE KIT

This conversion uses larger 9" brake discs, pads, adaptor hubs which are bolted to the standard hub assembly and new 4-pot brake calipers which bolt directly onto the stub axles.



Fitting instructions

Please note: Threadlock adhesive MUST BE applied to all bolts supplied with this kit.

1. Remove your old brake calipers, discs, disc shields and hubs as per the work shop manual.
2. Separate the discs from the hubs and discard the calipers, discs and disc shields.
3. There are two spacers and sixteen 3/8 spacer washers enclosed. These are to allow extra clearance as described below.
4. The two machined spacers, which are counter bored and look something like a small top hat, fit between the top trunnion and the top of the stub axle. Tap the spacer into the top trunnion before reassembling onto the king pin, using 7/16 nylocks supplied. The bronze washer still fits directly on top of the stub axle as before and the shim washers are used in the same way. (See work shop manual for normal top trunnion removal procedure.)
5. Sixteen of the washers supplied are to be fitted directly between the steering arm and the stub axle to space the steering arm and track rod end away from the new brake disc. Use as few of these as possible; on average two are required for each bolt but we have enclosed enough for four per bolt. Ensure that the bolts still have sufficient thread to tighten up correctly. (Remember to fit the lock tabs when finally fitting the steering arm bolts.)
6. The above procedure moves the steering arm away from the king pin and so changes the tracking. Re-set the tracking to the original setting. (Some cars may not have enough adjustment left on the track rod ends to gain the correct setting. Should this be the case you will have to modify the track rod end and the steering arm by shortening them by up to 10mm. Seek professional advice or contact us if you are in any doubt about this.)
7. The brake discs will need the adaptor hubs bolting together with the bolts and remaining sixteen washers supplied.

8. Once the hubs are secured to the discs in their correct positions, bolt the discs to the original hubs again using supplied bolts.
9. Refit the hubs to the stub axles, bolt up and refit the split pin (if the split pin is worn it is advisable to replace it).
10. The 4-pot brake calipers can now be bolted onto the stub axle. New caliper bolts are supplied. The machined spacer washers should be fitted between the caliper and stub axle. Use new locking tabs.
11. The brake hoses can now be fitted using the new banjo bolts. **Take care not to twist the hoses on fitting** and ensure that both ends of each hose are securely locked off and that the hoses do not get over extended or touch the tyres on full lock.
12. Fit the brake pads and then bleed the brake system in the normal way.

Once the brake conversion is fully installed and you have checked that everything is correct and secure, then test the braking system to ensure it is working correctly before taking the car on the road. **Be careful when testing the brakes as initially the brakes may not work to their full potential** and will need bedding in (refer to work shop manual for bedding in procedure). After test driving the vehicle, check again that all bolts are correct and secure.

IF YOU ARE UNSURE ABOUT ANY OF THE ABOVE PROCEDURES OR THE PERFORMANCE OF THE BRAKES, PLEASE CONTACT US ON THE NUMBER BELOW OR CONSULT A QUALIFIED MECHANICAL ENGINEER.

When fitted this conversion should give you markedly improved brakes at both low and high speeds. This brake conversion is designed to be used in conjunction with braided brake hoses only.

We hope you enjoy this and other Frontline conversions.



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