

## MGB 4-pot alloy brake kit with ventilated discs

### FITTING INSTRUCTIONS



Frontline's 4-pot brake conversion is a direct replacement for the original standard brakes.

It fits inside the standard, wire and alloy wheels  
(NOT the standard V8 Wheels)

(Due to irregularities in the wheels, some original rostyles require a 3mm spacer shim to clear the calipers)

This brake conversion is designed to be used in conjunction with braided brake hoses only.

- Support the car on axle stands or similar. Ensure that the hand brake is securely applied. Remove the front wheels.
- Disconnect the brake hoses (or remove the hoses if replacing).
- Remove the brake calipers.

*NOTE: We recommend that you check the condition of the wheel bearings and replace if necessary. See workshop manual.*

- Remove the hubs and discs.
- Remove the brake backing plates.
- The brake backing plates are too small to fit with the larger calipers and can be discarded.

*NOTE: We have found the brakes to perform better without the backing plates. If you wish to retain them the excess metal should be trimmed away so that they clear the new calipers. Refit them in the normal manner.*

- Remove the discs from the hubs and fit the new ones. Clean the hubs to ensure that there is no rust or debris to prevent the correct seating of the disc on the hub.

- Refit the hub and disc assembly to the car. Adjust the wheel bearings in accordance with the workshop manual.
- Fit the new calipers to the stub axles using the original bolts. When the bolts are tight, secure the new locking tabs supplied against the bolt heads with a blunt chisel and small hammer.
- Fit the new banjos and bolts to the calipers. The banjo has a bend in it to clear the caliper. The banjo should be fitted with the bend away from the caliper and pointing almost vertically and slightly in towards the centre of the wheel. Fit the two copper washers supplied per caliper, one on either side of the banjo, but do not fully tighten the banjo bolt at this stage.
- Fit the brake hose to the banjo. Initially nip the fittings up and check carefully that the hose does not become strained or trapped on the suspension or the wheel when on full lock both ways and with the suspension raised and lowered.
- Securely tighten the banjo bolt and the hose to the banjo.
- Fit the brake pads and ensure that the anti rattle springs and the locking clips are in the locating pins. The pins come preassembled.
- Bleed the brakes.  
*NOTE: Do NOT change to a synthetic fluid or vice versa unless you are changing your entire brake system. Remember to top up the fluid after bleeding the brakes. We recommend that you flush your entire brake fluid through if it has not been changed recently. If you are commonly using a conventional mineral brake fluid, we recommend a DOT 4.1 or Dot 5.1 mineral brake fluid.*
- Pump the pedal a few times after bleeding the brakes and while holding the brakes under pressure, check for any fluid leaks.
- Refit the wheels.

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**Testing your brakes:** *Do this with care*

- The brake pads have a bedding in compound and will not perform efficiently straight away. Follow normal bedding in procedure.
- After initial testing check that all the fittings are tight and that there is no fluid leak.

Take a little time to get used to your new brakes and enjoy!



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