

FITTING INSTRUCTIONS

9" front disc kit 1962-

Partnumber: 050.170



N.B. This kit can only be fitted to Sprites and Midgets from 1963 onwards i.e. cars fitted with disc brakes as standard. It is very important that the fitter of this kit is a competent mechanic. If you are unsure of your ability you should seek professional help. It is easier to fit one side at a time.

1. Slacken the road wheel nuts, jack the car up under the wishbone, apply the handbrake, place a substantial stand under the centre of the crossmember and remove the wheel.
2. Remove the cap from the brake master cylinder, place some thick polythene over the fitting hole and replace the cap trapping the polythene. This will prevent the master cylinder draining when the brake hoses are disconnected.
3. Undo and remove the caliper brake hose from the chassis. Knock back the caliper locktab and remove the caliper.
4. Remove the dust cover from the hub. Extract the split pin, unscrew and remove the castellated nut and washer. Remove the hub and disc assembly. Undo the bolt securing the dust shield and remove the dust shield.
5. Knock back the steering arm locktab, undo and remove the 2 steering arm bolts. Fit the two spacers provided between the steering arm and the stub axle and fit the two Allen headed cap screws with the washer under the head of the screw through the steering arm and spacer into the stub axle. Tighten the Allen screws.

Continues next page >>>

FITTING INSTRUCTIONS

9" front disc kit 1962-

Partnumber: 050.170

6. Ensuring that the jack is still under the bottom wishbone, undo and remove the nut at the top of the king pin. Lift the damper arm and trunnion off the king pin. If the oilite thrust washer has remained on the stub axle remove the washer. Slide the trunnion spacer inner down the king pin until it sits on the step of the king pin. Slide the trunnion spacer outer over the king pin until it sits on top of the stub axle. Refit the thrust washer above the trunnion spacer outer and refit the trunnion. Secure the trunnion to the king pin with the 1/2 locknut provided.
7. Separate the old disc from the hub by undoing and removing the 4 retaining bolts. Before fitting the hub to the new disc assembly, it is important to clean the mating surfaces thoroughly. This is particularly important on wire wheel hubs where the mating surface is greater than when originally fitted. It may also be necessary to clean the fixing bolt holes in the hub with a 3/8" drill bit. Fit the hub to the new disc assembly with the bolts provided. Do not tighten the bolts until all four are fitted, then they can be torqued up to 40lb/in. It is advisable to put a small quantity of Loctite onto the threads of the bolts before tightening. The hub/disc assembly can now be refitted to the car.
8. Fit the new brake hose supplied to the caliper with the copper washer between the hose fitting and the caliper.
9. Fit the new caliper to the stub axle with the same caliper bolts but with the supplied spring washer under the head and the plain washer between the spring washer and the caliper. Connect the brake hose to the brake pipe.
10. Check that the caliper does not foul the disc when it is rotated. The disc will be very close to the track rod end gaiter but should not foul the gaiter.
11. Fit the brake pads. Refit the wheel and check that the wheel does not foul the hose.
12. Repeat the procedure on the other side of the car. Bleed the brakes and reset the front wheel alignment.

**SAFETY NOTE : THIS KIT SHOULD NOT BE USED WITH KINGPINS THAT ARE DRILLED FOR SPLIT PINS.
(RE-PLACEMENT KINGPINS CAN BE SUPPLIED.)**

This kit is designed for use with Negative Camber Trunnions. Should the vehicle not be fitted with these please contact us before attempting to fit the Type 900 Brake Kit.