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Disc Brake Conversion K950FS & FW

We have spent a long time designing this kit with expert help from our development engineer, Brian Scarlett, who produced all the technical drawings for the hubs and caliper adaptor plates. We then fitted it to a TD and road tested it for a considerable mileage to ensure that all was in order. This is a disc wheeled car, but we enlisted the help of a customer in the restoration trade to try out the wire wheel version on 2 cars that he restored, again with equal success.

The hubs and adaptor plates are made exclusively for us by an old established British engineering company who also supply us with many other MG parts and work to a very high standard.

Incidentally these kits will also fit the YB, (but not YA or YT), we also produce a version for the MGA1500, the ZA & ZB Magnette, the Farina Magnette MK3 & 4 and the other Austin, Morris, Riley and Wolseley Variants.

Fitting details

No change to original parts, drum brakes can be re-fitted if desired. No change to hydraulic parts other than different front brake hoses. Front track width is increased by about 26mm.

- 1) Remove complete drum brake assembly including backplates with all attached parts, detach from brake hose - it may be convenient to cut the rubber part of the hose as these will be replaced anyway.
- 2) Remove bearing spacer between inner and outer hub bearings in hub, this is a non-wearing part and is used again on the new hubs.
- 3) Fit new bearings & oil seals to new hubs, inserting spacers as in (2) above.
- 4) Fit disc to hub with nuts and bolts provided.
- 5) Fit caliper brackets to stub axles with nuts & bolts provided (note RH/LH)
- 6) Fit hub assembly to stub axle with original washer, nut split pin and grease cap.
- 7) Fit caliper to bracket with bolts provided, fit pads with springs and pins provided.
- 8) Fit new hoses supplied in place of originals.
- 9) Ensure master cylinder is full, then pump pedal to fill calipers with fluid and bleed brakes. It may be wise to pump plenty of new fluid until it fills the new system and runs clean. If desired, the opportunity can be taken to bleed the rear brakes at the same time.
- 10) The standard master cylinder is perfectly adequate, but should be checked after the conversion to ensure that it is full before and after road testing. After it has settled down normal routine checking can be resumed.
- 11) As there can be slight machining variations in the manufacturing of calipers, we have included shims to centralise the disc within the caliper.
 - The large square shim between the stub axle and the caliper bracket will move the caliper outwards.
 - The round shim washers will move the caliper inwards when fitted between the caliper and its mounting bracket.

