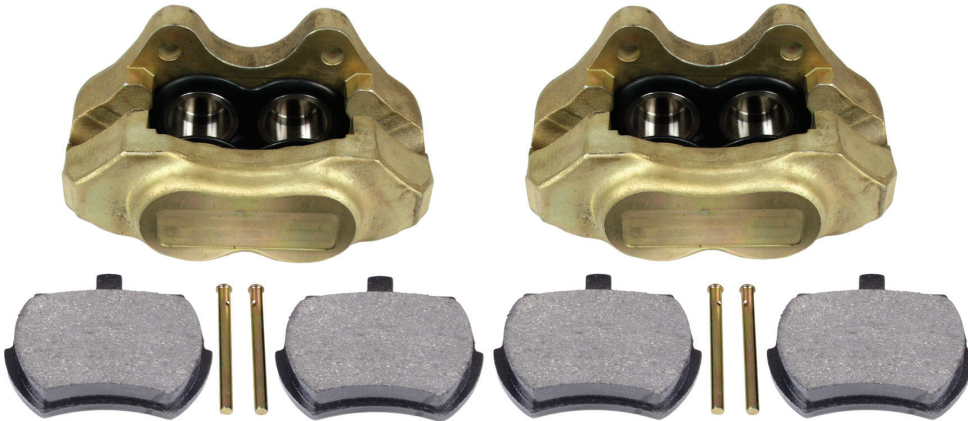


Limora Zentrallager

Industriepark Nord 21
D - 53567 Buchholz
Tel: +49 (0) 26 83 - 97 99 0
E-Mail: Limora@Limora.com
Internet: www.Limora.com

Filialen:

• Aachen • Berlin • Bielefeld
• Düsseldorf • Hamburg
• Köln • Stuttgart



Solid disc kit- MGB front axle

These instructions are designed to assist skilled technicians/competent amateurs to install four pot caliper systems.

No warranty is offered on the accuracy or completeness of any information contained within these instructions. No liability will be accepted for damages injury or death resulting from the use of incorrect information that may have arisen during the preparation of these instructions. Individuals who undertake to install their own kit should have some skill and training and be aware of the potential risks associated with working with brake components and jacked or raised vehicles.

This kit contains precision-machined components and under no circumstances should any modifications be made to the kit.

All product names and brand names used are registered trademarks or trade names of their respective owners.

Fitting the brake kit (front)

- 1 Ensure your vehicle is securely jacked using the correct jacking point and axle stands.
- 2 Remove the road wheels and stow away safely.
- 3 Remove the old caliper retaining the securing bolts for the new calipers.
- 4 Note: If your vehicle still has a dust shield you will need to trim it to accommodate the new four pot caliper. This is easily done using a set of tin snips. Cut to required aperture. (NB. the bracket for the brake line will require a new position.)
- 5 Refit dust shield.
- 6 The caliper must now be readied for installation. Remove the red protecting plugs and fit the bleed nipple. With the caliper orientated in the final fitted position the nipple is fitted to the horizontal hole between the 2 socket head cap screws (SHCS). The brake line fits into the vertical hole. (please note: Dependent upon the brake lines on your vehicle if you are re using the original 'banjo style' coupling it is recommended you add an additional copper washer to the union to ensure a good seal between brake line and caliper).
- 7 Fit new caliper to the vehicle upright using existing retaining bolts. Tighten to 67 Nm. (note the caliper and bleed nipple should face the top of the wing and not the road surface.)

- 8 Check clearance around dust shield and make any necessary adjustments. If necessary re trim the dust shield. Do not alter the caliper.
- 9 The brake pads are fitted using the retaining pins and clips supplied. The pins are fitted from the inboard side and come through to the outside of the caliper. (For ease of despatch pads are fitted)
- 10 Prior to fitting the brake line, final bleeding is made easier if the caliper is pre filled with brake fluid using a syringe or similar.
- 11 Connect the brake line, release clamp and proceed with standard bleeding of brake system. (bleed the system by starting with the caliper furthest from the master cylinder)
- 12 When you are satisfied there is no air in the system and have completed the brake bleed, fit dust caps over bleed nipple. Re fit wheels.
- 13 Before attempting to drive the vehicle on the open road check the brake lines for leaks and ensure have tightened all bolts and connections.
- 14 Initially road test the vehicle at low speed to ensure you are satisfied with the system. After the initial road test, check the brake lines for leaks.

As the brake pads are new care should be taken for the first 200 km as the pads bed in. It should be noted that fitting the new calipers will bring to the vehicle significant changes in braking and the user should be aware of this prior to driving in traffic and in adverse weather conditions. We hope you enjoy driving your vehicle with your new calipers. Please remember your braking system is a safety critical component on your vehicle: If you are at all unsure about the fitting of your new brake kit you should consult a qualified mechanic. Whilst every effort has been made to ensure ease of fit of your kit please be aware that classic vehicles may over the years have undergone changes or modifications. If for any reasons your kit does not fit correctly please contact us directly and speak to one of the engineers. Under no circumstances modify your brake kit.