

Limora Zentrallager

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Filialen:

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FITTING OF DISC AND CALIPER ASSEMBLY

Remove rear drums, half shafts, hubs and back plates. (Drum and back plate no longer required.) Modify the axle flanges as shown in Dia. 1. removing dotted sections. Mount the calliper on the plate, using $\frac{7}{16}$ " UNF bolts, then mount the caliper and plate assembly onto the modified axle flange, in the same manner as the original back plate, using $4 \times \frac{3}{8}$ " UNF bolts, see Dia. 4.

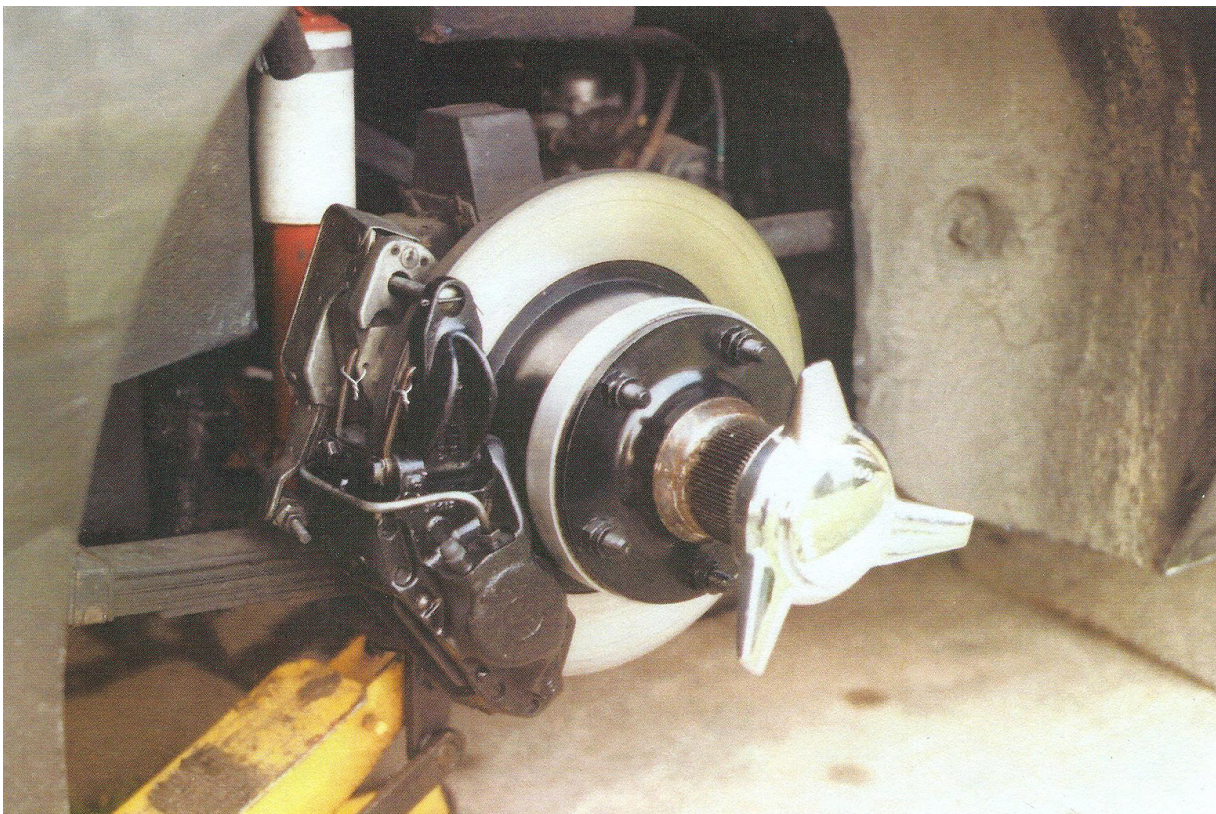
Note 1. The caliper must be split to allow initial fitment of the disc. When the disc and splined hub are bolted up, the caliper may be joined and the system bled. Subsequent removal and replacement of the disc will require splitting the caliper and swinging it out of the way, by loosening the hydraulic tubing connectors (across the caliper). If done with care no bleeding is then necessary on re-assembly.

Re-fit the hubs and half shafts and with the caliper split (see note) the disc and hub (splined) may now be fitted. Re-join the calliper, tightening up the four bolts well, making sure no dirt gets onto the mating faces. Connect up the hydraulic system, fit pads and bleed.

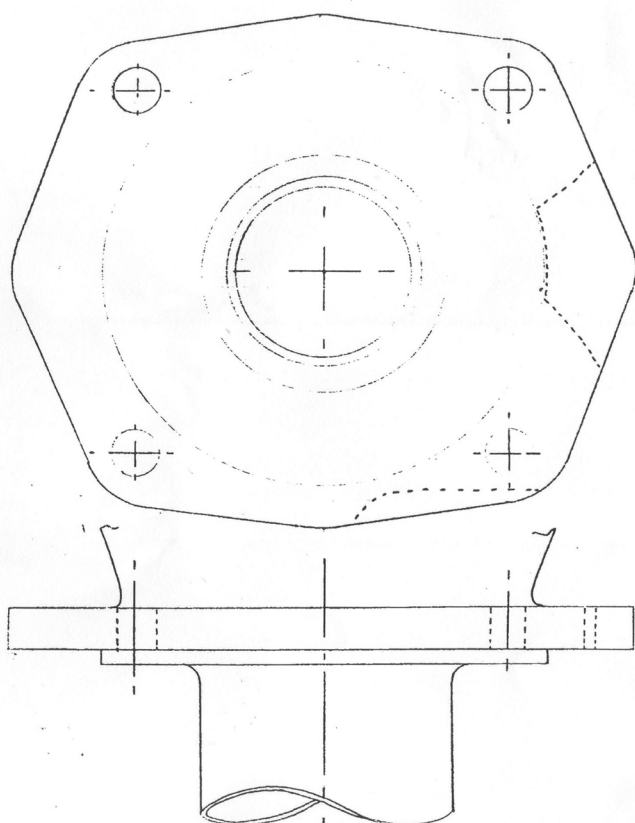
HAND BRAKE CONNECTIONS

Fabricate rods and connections as shown in Dia. 2., allowing some extra length for adjustment. It is also necessary to modify the compensator to give the correct leverage and hand brake lever travel. The compensator must be cut, shortened by $\frac{1}{2}$ " and welded as shown in Dia. 5. The rods should fit directly into the compensator with the other end fitting directly into the XJ6 calipers hand brake levers as shown in Dia.5, the effective length being adjusted by the threaded bolts.

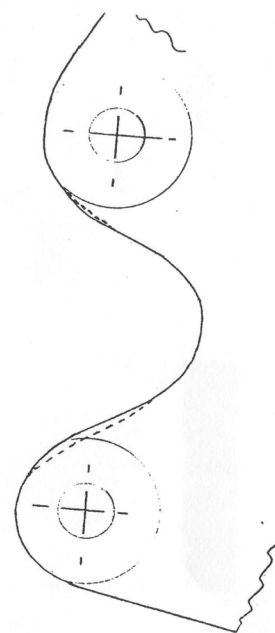
Note 2. This is a disc brake conversion and not a total brake conversion. Fitment of these discs and calipers may effect the brake balance of the car. The desired balance can be achieved by choice of pads, front / rear servo effect and pressure limit valve if fitted in rear line. The balance required will depend upon the use of the car, i.e. road, rally or racing and is not covered by this conversion. It is, therefore, the owner's responsibility to achieve this, although some advice can be given.



No. 1



GRIND AND CUT AWAY
DOTTED OUTLINE.



CALIPER

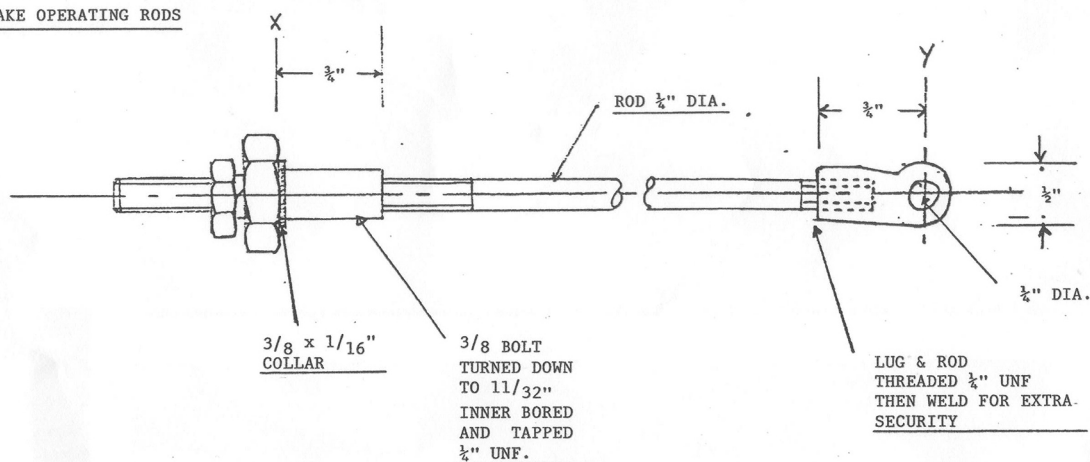
MODIFICATIONS TO FLANGE & CALIPER

SCALE 1:1

BRAKE FLANGE MODIFICATIONS

HAND BRAKE OPERATING RODS

NO.2



ROD

1/2" DIA. MILD STEEL
TAPPED 1/2" UNF (OR EQUIVALENT)
AS REQUIRED BOTH ENDS.

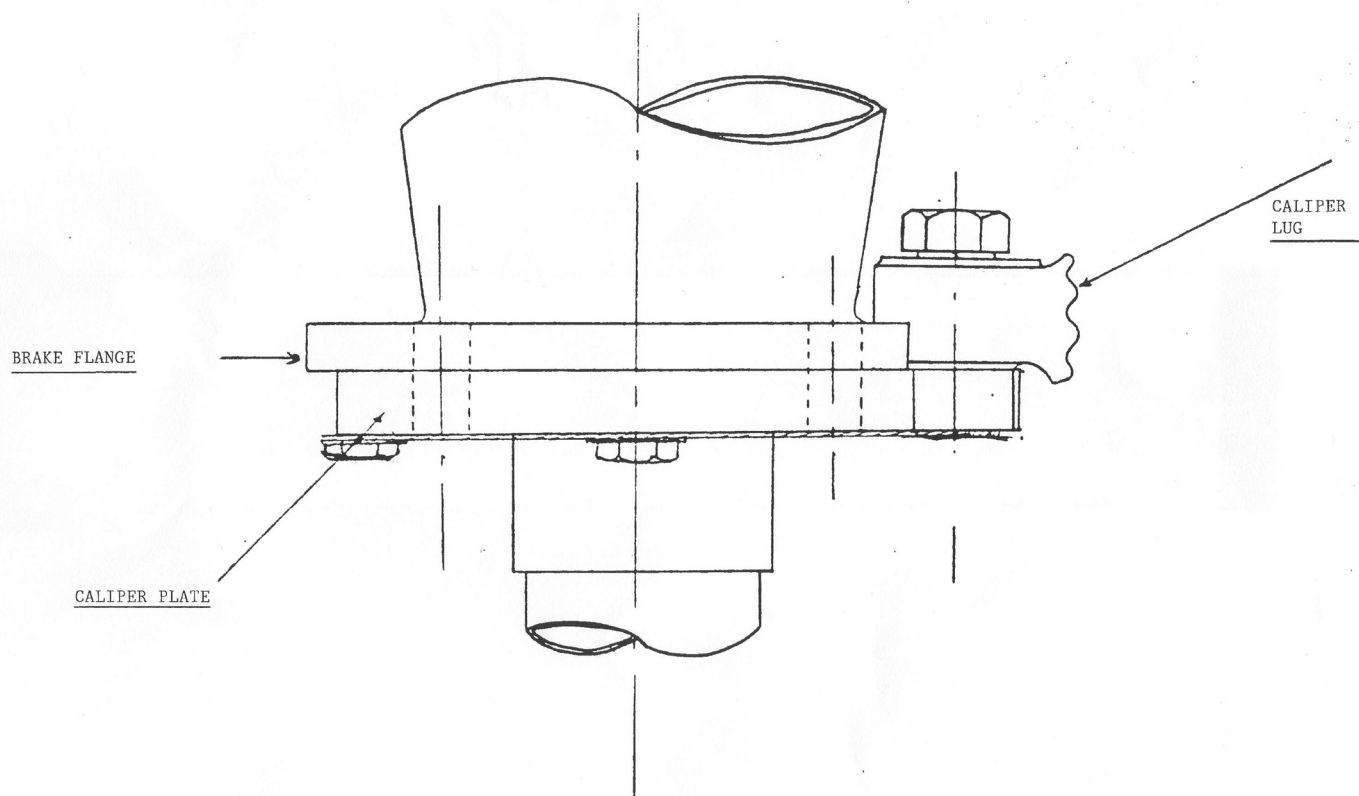
RH ROD IS 7" LONG
LH ROD IS 37" LONG
(X - Y)

LUG

MADE OUT OF 3/8 THICK x 1/2"
WIDE BAR IN MILD STEEL.

CALIPER/CALIPER MOUNTING PLATE AXLE ASSY.

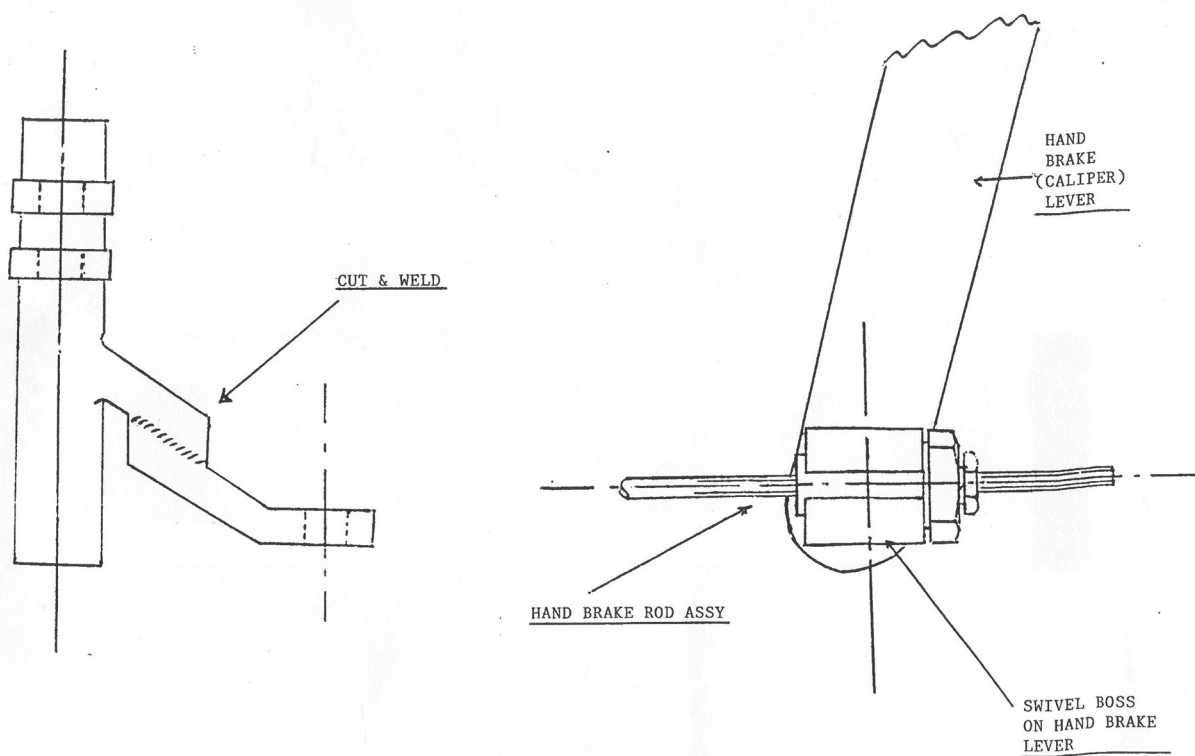
NO. 3



HAND BRAKE COMPENSATOR

HAND BRAKE ADJUSTMENT

NO. 4



GENERAL ASSY

NO. 5

