

Fitting instructions for MGB 4 pot caliper conversion kit 548349

Thank you for your purchase.

The following notes have been provided to assist you in the assembly of the MGB 4 pot brake disc kit, they are not intended as a replacement to the MGB Workshop Manual for which step-by-step instructions may be found specifically setting out factory approved assembly procedures. Careful attention should be paid to torque settings (particularly when re-setting the wheel bearings and torqueing of the caliper mounting bolts) in addition to carrying out a full and proficient bleed of the hydraulic brake circuit, details for which are included within the MGB Workshop Manual.

The MGB 4 Pot Caliper Conversion Kit has been designed around the MG RV8 4 pot calipers, developed by AP Lockheed and homologated by Rover in the 1990s to meet the models increased braking requirements, which were considerable thanks to the inclusion of a 3.9 litre Rover V8 engine! The RV8 caliper was designed for straightforward bolt-on fitment to the MGB stub axle requiring no modification besides removal of the brake shields and the use of conversion fixings comprising, caliper to axle bolts and brake hoses. Within the kit, the hoses supplied will accommodate both standard suspension configuration and also MGBs fitted with telescopic conversion kits mounted on the trailing wishbone arms.

The banjo union at the caliper, can be fitted in either orientation (pointing-up or pointing-down). It is for the installer to decide which orientation provides the best fit in terms of clearance to chassis and hose sweep. Vented conversion brake discs are supplied with a corrosion resistant Geomet coating to aid longevity and appearance in the non-swept areas (they will require degreasing with a standard brake cleaning spray before fit-up). This conversion is compatible with a wide array of wheels currently available from specialist suppliers for the MGB, with specific wheel types requiring care to ensure full unencumbered rotational clearance of the wheel on final assembly.

Before Fitting:

We strongly advise when reusing any components that you carry out a full inspection to ensure they are fit for further use taking particular care to check the hubs, stub axles assemblies, suspension components and bearings before reuse. Care should be taken when raising and lowering the car, ensuring that the vehicle is securely supported on axel stands before carrying out work. Personal protective equipment should also be worn to protect against risk of injury.

Kit Contents:

- 1 x RV8 Brake Caliper LH
- 1 x RV8 Brake Caliper RH
- 1 x RV8 Brake Pad Fitting Kit
- 1 x RV8 Brake Pad Set
- 2 x 24mm thick Vented Geomet Disc
- 4 x Axle to Caliper Bolts
- 2 x Caliper Lock Tab
- 2 x S/steel Brake Hose Imperial to Metric Banjo
- 4 x Axle to Caliper Spacer

Checking Assembly for Clearance:

If you are using the 4-Pot Caliper kit with spoked wire wheels, it is recommended you check for correct clearance with the calliper before progressing to fitting the vented discs. Firstly, trial fit the 4-Pot RV8 caliper to the stub axle ensuring the stainless steel spacers are in place as shown below. This can be done with the original solid disc still in place. Check for full and unencumbered rotational clearance of the wheel. Once rotational clearance has been confirmed, the caliper should be removed and the hub separated from the stub axle and solid disc in readiness for assembly of the vented disc, reassemble the hub in accordance with the MGB Workshop Manual. Refit the 4-Pot caliper to the stub axle with axle to caliper spacers on each bolt location as before, securing the set bolts with the supplied caliper lock tabs.

There will be a small degree of disc offset in relation to the caliper, which is perfectly acceptable.

Continue re-assembly of the brake disc components.

Suggested Additional Components



2 x 1021
Wheel Bearing kit

1 x 319587
Dot 4 Brake Fluid
1ltr

1 x 212127
High Melt Grease
500g