



MGB 4 Pot Caliper Conversion Kit Installation Advisory H532

Installation Advisory

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 torquing 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 axle stands before carrying out work. Personal protective equipment should also be worn to protect against risk of injury.

Kit Contents:

GBC90182	RV8 Brake Caliper LH	x 1
GBC90183	RV8 Brake Caliper RH	x 1
GBK0951	RV8 Brake Pad Fitting Kit	x 1
GBP90332AF	RV8 Brake Pad Set	x 1
H227	24mm Vented Geomet Disc	x 2
158713	Axle to Caliper Bolts	x 4
BTC114	Caliper Lock Tab	x 2
F118A	SS Brake Hose Imperial to Metric Banjo	x 2
BKS0317	Axle to Caliper Spacer	x 4

Optional 6mm Spacer & Wheel Stud kit H532S

Only required if using original equipment Rostyle, MGB V8 Dunlop and late Rubber Bumper Limited Edition & USA Pentacaster Alloy Wheels

SPACER-13	Wheel Spacer 6mm	x 2
BTB229	Wheel Studs	x 8

Suggested Additional Components

GHK1005	Wheel Bearings	x 2
15036B	Castrol Dot 4 Brake Fluid 1ltr	x 1
1503AD	High Temperature Grease 400ml	x 1
1786	Castrol Metal Parts Cleaner 400ml	x 1
ATB4242K	Wheel Bearing Shim Kit	x 1

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. Re-fit 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.



Location of Caliper Spacer

Assembling original equipment Rostyle, MGB V8 Dunlop and late Rubber Bumper Limited Edition & USA Pentacaster Alloy Wheels

In most cases, original equipment 4 stud type factory wheels will foul the outer radius edge of the 4-Pot caliper. First trial fit the 4-Pot RV8 caliper to the stub axle, to check for full and unencumbered rotational clearance of the wheel. This can be done with the original solid disc still in place.

Fit the road wheel to the steel wheel hub and assess the clearance. If the wheel fouls the caliper at any point of rotation, remove the road wheel and reassemble with a 6mm wheel spacer (supplied within the optional OE spacer kit) before refitting the wheel and securing with wheel nuts to check for rotation. Having achieved full and unencumbered rotational clearance of the wheel, longer wheel studs must be used to compensate for the reduced thread length owing to the inclusion of the 6mm spacer (supplied within the optional OE spacer kit). Note only one 6mm spacer should be used on each side of the vehicle

Troubleshooting:

Should you require technical assistance at any point either during assembly or whilst carrying out final adjustments please do not hesitate to contact our technical sales team, weekdays 9am to 5.30pm or Saturday 9am to 12 noon on 00 44 (0) 1954 231318 or via email sales@mgocspares.co.uk

Exercise caution when conducting road tests, taking time to become accustomed to the changes and remembering to check all settings, tightening nuts and bolts as necessary prior to and after initial test drive.

MGOC Spares, Octagon House, Cambridge. CB24 4QZ
www.mgocspares.co.uk T 01954 231 318