

## Rear Disc Brake Conversion Kit Part: BRK450

Application - BN1 (chassis 221536) through to the BJ8

Thank you for buying this CapeSport product, which has been designed to enhance the enjoyment of your Austin Healey.

**PLEASE READ THESE INSTRUCTIONS BEFORE YOU COMMENCE THE  
INSTALLATION OF THIS PRODUCT.**

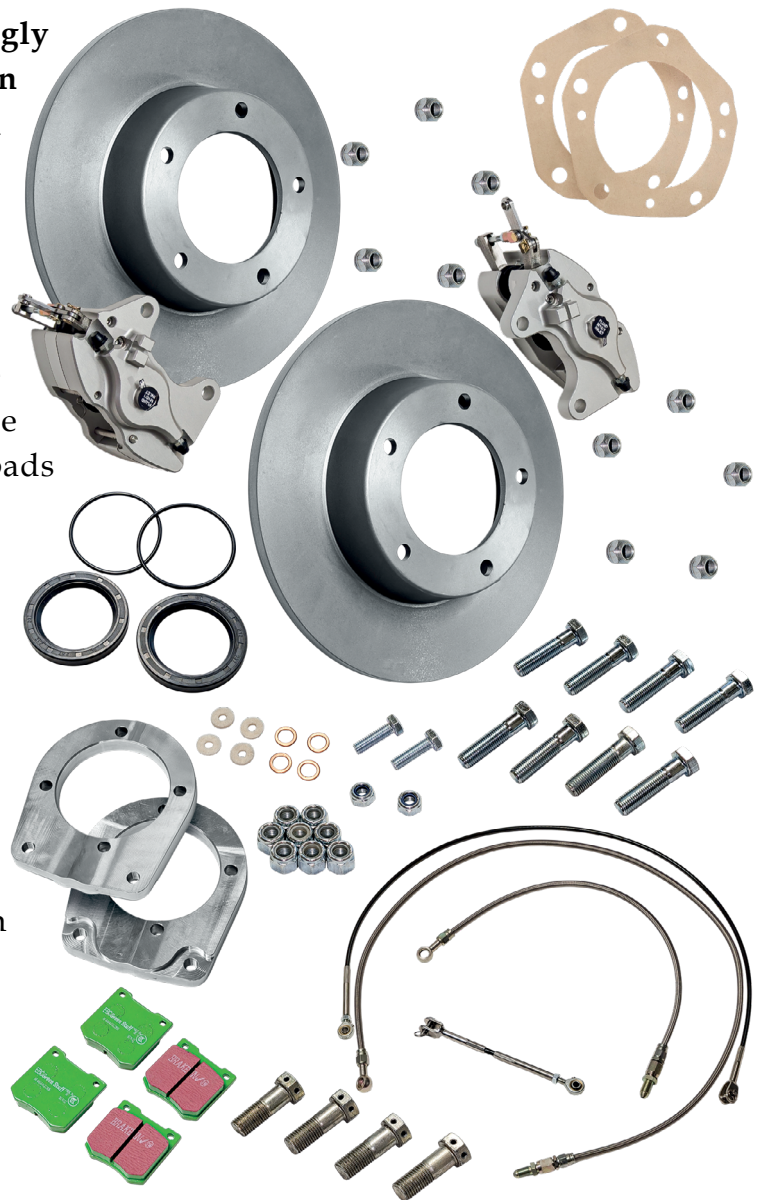
Brakes are vital for safety; we strongly recommend that any maintenance on your braking system be conducted by a qualified professional using appropriate tools and testing equipment.

Changing drum brakes for discs will inherently affect the brake performance of your car and other factors need to be considered including the front brakes, pads and other items such as brake servos etc.

If in any doubt A.H. Spares will be pleased to advise you of a suitable workshop to perform the installation.

As this conversion only forms part of your overall braking system it is your responsibility to achieve the optimum braking performance for your vehicle.

References to front and rear or left and right are viewed as if you are seated in the vehicle facing forwards.



## DISASSEMBLY OF REAR DRUM BRAKES

1. Ensure the vehicle is raised and safely supported to allow the removal of both rear wheels. It will be necessary to release the handbrake so ensure the front wheels are chocked to prevent the vehicle moving.
2. Remove the rear wheels, disconnect and remove the handbrake operating rods and the two brake pipes that run along the axle from the brass T piece. The flexi hose remains.
3. Remove the wire wheel hub extensions (10 nuts), brake drums (4 screws) and half-shafts (2 screws). Set everything aside ensuring all parts can be re-installed to the same side they were removed, bearing spacers in particular are specific to ensure bearing end float, consult the workshop manual if in any doubt. With the hubs removed you can remove the back plates.
4. To improve access for installation of new parts remove the outside U bolt on each side of the car. Leave the innermost U bolt attached on both sides.

## INSTALLING THE REAR DISC BRAKES

1. Fix the caliper mounting brackets to the axle case using the 8 bolts provided. The brackets are stamped L and R, the flat surface of the bracket faces out and orientates with the lugs pointing down and rearwards (4 o'clock LHS and 8 o'clock RHS).
2. Re-install the hubs. Gaskets, O-rings and oil seals are included but check the hub studs, bearings, and axle nuts and replace if necessary. (Remember the LH hub nut tightens counter-clockwise).
3. Insert the half-shafts.
4. With the bowl of the brake disc nearest to you push the discs (rotors) onto the hub studs, the disc should fit flat to the face of the halfshaft and rotate true before continuing. The hub has 5 outer (high) points that may have paint/corrosion that needs to be removed if it is preventing the disc from locating fully.
5. With the discs located, re-install the hub extensions, take care to check L & R, the RH hub has a LH thread (use the spinner to check). The 10 conical locking nuts are supplied to secure the hub extensions. Tighten to 60lbs/ft torque in an opposing pattern.
6. The calipers install using the bolts and spring washers supplied, the bolt heads are drilled so you can also lock-wire the heads if preferred. Orientate the caliper with the handbrake upper-most and the brake hose port innermost.
7. Due to limited clearance between the caliper and leaf spring the sequence of jobs at this stage is important. With the caliper orientated as described in section 4 with handbrake pointing upwards. Use the upper caliper bolt only at this stage as this will allow the caliper to 'swing' which will help with access to the hose connections.
  - A. Fit the braided hose (banjo end) and finger tighten the banjo bolt.
  - B. Swing the caliper into its final position and fit the lower caliper bolt.
  - C. Install the brake pads using the pins and 'R' clips provided.
8. Tighten the calipers.
9. The disc should spin free in the caliper, any brake pad rub should resolve itself when the brakes are used a few times.
10. Re-install the U bolts.
11. With the braided hose connections finger tight you can route hoses along the same route as the original pipes using P clips to secure them. Checking for any kinks or restrictions in the hoses tighten the banjo bolts and connections at the T piece.
12. We have supplied flexible steel cables with adjusters to connect the new handbrakes to the original balance lever. When everything is connected you can adjust caliper levers and cables to obtain optimum pressure L&R.
13. Top up the brake system with fluid, bleed the brakes and test before driving on the road. Make final adjustments to the handbrake and test with the vehicle on an incline when the installation is completed.