

MIDDLEBRIDGE BRAKES OVERVIEW

Brake fluid.

Never use DOT 5.0. unless all seals in the system are converted to Silicone.

Use only DOT 3, DOT 4 (best for road use) or DOT 5.1 (for higher boiling point).

Brake balance valve

Originally TR7/ SC6a and SD1. Sold by Rimmer Bros .

Part numbers:-AP Lockheed: 4317-0.54-P, and LV17054.

Master cylinder

Lockheed. 22.2mm bore (try Big Red for seal kit).

Rover 2000/3500 master cylinder(?).

If Big Red no help then part numbers with the correct seals are AUTOFREN SEINSA D1292 or ERT 200430 or Iveco 122085. You may get more or less parts in the kit for a full rebuild, but the important and most likely to wear primary and secondary piston seals are in the kits.

When fitting MC for the first time, avoid using the brake pedal pump method (can damage the seals when first priming the system). Prime MC and brake lines using a pressure or vacuum kit to avoid friction damage between rubber seals and bore of the MC.

6A/B/GTC have two wires on the original plastic switch plug. One from brake pad sensor (disconnected on most cars), other for MC. Both after an earth for brake failure light. Test by earthing them with the ignition on (light ought illuminate). Crimp together and attach to the brass failure switch (with the MC).

Brake Servo

See Annex 2 for Lockheed Servo info.

Alternative brake servo to SE6/ MB may be SS1 servo but note the pedal push rod will need a female to male extension spacer (15mm?) to accommodate.

Master cyl. plastic reservoir replacement. 99% replacement reservoir is part no. GMC164R from MGB. The weir inside is quite high (poke around inside to try and shorten it).

Calipers & discs

Originally Lockheed calipers and discs

MB50 Replaced with Wilwood conversion Kit (QRG):-

(1) Wilwood caliper Pt: 120-11134

(2) Vented disc (11") Pt: 278mm

Having 44.5mm Dia pots the Wilwood caliper has 25% more piston area than original Lockheed which, together with approx. 30% greater pad area, gives much improved braking. The QPR kit included SS. braided hoses thus less swelling of hoses under pressure and a more positive action.

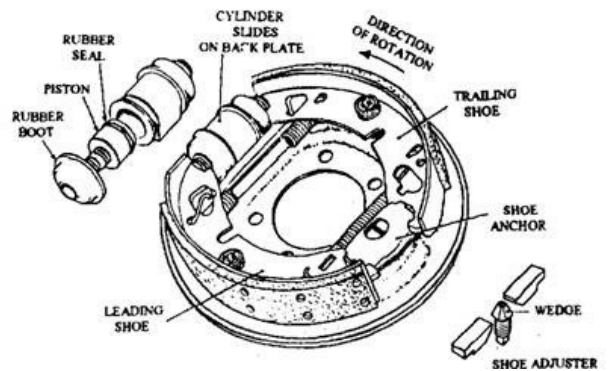
Also, Wilwood caliper and disc is 8% lighter than Lockheed combination so gives less unsprung weight.

Brake Shoes

Shoes must be fitted so that when the drum is rotating going forward the drum passes over the empty part of the shoe before getting to the brake material.

Illustration in the parts Book is probably the rear right.

Picture shown here (Reliant SE6) is rear left hub rear right will be opposite way round.



Wheel Cylinders 7/8" (22.2mm)

Once again many thanks to the owner of MB 50 for yet another very informative article.

Thank you, Mick and the MESS.