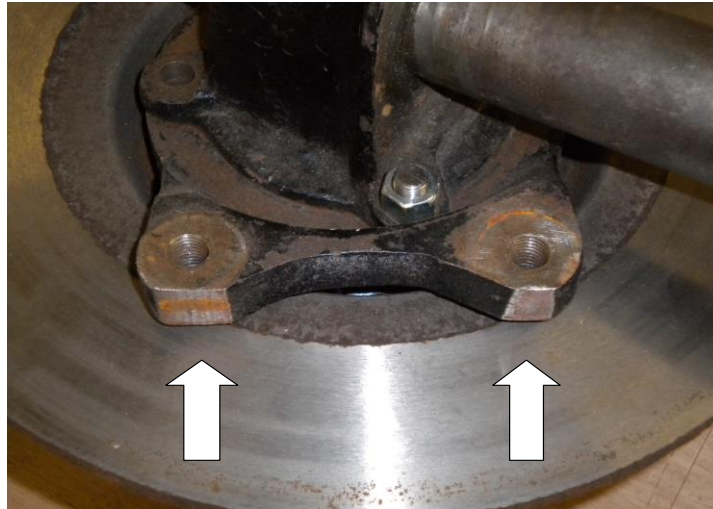


## FITTING INSTRUCTIONS BRAKE CONVERSION KIT 4/4 AND PLUS 4

With the hub and disc removed, loosely bolt the caliper in place, and drop in the inner pad. The pad will sit on the excess casting on the top of the caliper mounting bracket, about 3 to 4mm or so. This can be filed away, or if you have access to a grinder, it is a small amount to remove.



With the caliper loosely fitted, turn the steering on full lock and make sure the damper blade clears the caliper. Use the grinder to relieve the damper blade, so the caliper clears on full lock. Some will clear, some will not.

Clean all grinding or filing dust; apply a spot of paint to stop the bracket rusting any more. Refit hub and rotor (disc). Fit brake caliper, pads and pad anti-squeal retaining springs as in the picture.



The bleed screws must be at the top of the caliper. Use the new hose supplied as they have different caliper fittings to the standard. Bleed brakes as normal.

Road test, avoiding excessively hard applications to allow everything to bed in. Recheck bolt tightness and check for fluid leaks.

**Note:** You might feel a slightly longer brake pedal travel. This is quite normal, as the larger 4-piston caliper needs more fluid volume to operate. You should easily get used to this after a few miles driving.