

REAR BRAKE FITTING WHEEL CYLINDER

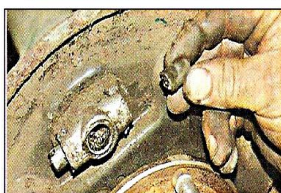
*This is an easy job to do, I would NOT fit the old wheel cylinders as they are not too costly, and you will know that they are in good condition
Cost about £15. and about 2-3 hours of work.*



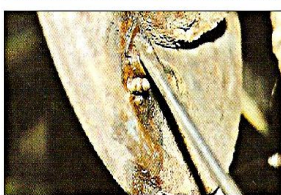
1. REMOVE DRUM:- *Spray brake adjuster nut on the back with oil and back them off as far as possible to make drum remove easier. If still tight, try tapping drum onto the axle with a soft-faced mallet. This should jolt it free.*



2. SHOES OFF:- *Unclip the top spring, then lever the shoes out of contact with the cylinder and hand-brake mechanism. Note which way round they are, drum should pass over the lining free section last when moving forwards.*



3. ADJUSTERS:- *Rear brake adjusters are prone to seizure on MGs. Remove adjuster pistons and work the adjuster in and out. You'll have to fit a new adjuster if the old one can't be freed off satisfactorily.*



4. REMOVE CYLINDER:- *After removing brake pipe, release the wheel cylinder by levering this spring clip off. It will probably break but use a new one on reassembly anyway. There's no need to remove the bleed nipple*



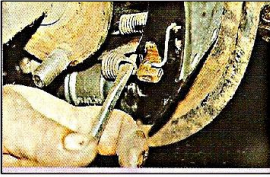
5. SPOT THE DIFFERENCE:- *MGB GT (left) and Roadster (right) wheel cylinders aren't the same! Look at locating pin next to the bleed nipple. However this is an ID point only, important point is that bore sizes are different too.*



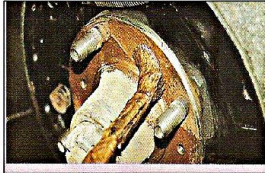
6. TIPS:- *Here's a handy tip which will come in useful on reassembly. If you grip the drum mounting plate like this, the Mole grips will hold the cylinder tightly in place while you fit retaining clip on the back!*



7. NEW SHOES:- *Fitting new shoes. Set adjuster as far out as possible. Then fit top spring behind the shoes with its hooked end bending out into the slots and pull the shoes around the adjuster and into its slots.*



8. SPRINGS:- *Bottom's a bit more complicated. Handbrake arm goes into back shoe and long arm from spring sites on top like this. Smaller spring (being stretched here) goes in the small hole in handbrake arm.*



9. MAKE LIFE EASIER :- *Before refitting the drum, coat its mating flange with copper grease (not too much excess may get on to the linings). It will probably be you who will have to take it all off again next time!*

Club Website

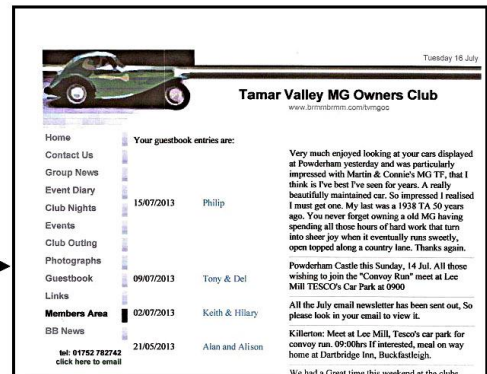
It looks like a lot of the membership can't get into the Members Area.



You go to Members Area on the club website it's at the bottom of the page, below the Links. You should get a Red box come on to the screen, it looks some thing like this. After you have put the password in you will be

in the Members Area, and you will see any messages members and non members have put in there for you to read, it will look like this.

SET UP



This is how you set up your computer to get the red box up on your screen, it's not that hard to do

Go to your "Control Panel", in there look for "Internet Options", you will get a box come up, at the top of the box look for "Privacy" in this box you will see "Pop-up Blocker" you will need to put a tick in the small box. To the right of this you will see a "Setting" box, now click in it, this will open up another box, in this box is where you will need to do some work. You will see a long box with the words "Address of website to allow" above, in this box you need to put this. (www.brmmbrmm.com) and you have now done it. You will need to click on "Close" and the next box click on the OK, now come out of the Control Panel box by clicking on the cross in the top right hand side of the page.

I would restart your computer, and the next time you go into the club website and go to Members Area you will see the small Red box, for you to put in the password.

If you need me to help you with this just give me a call or email me, its not too hard to do, and you will see another side of the club website.

Keith