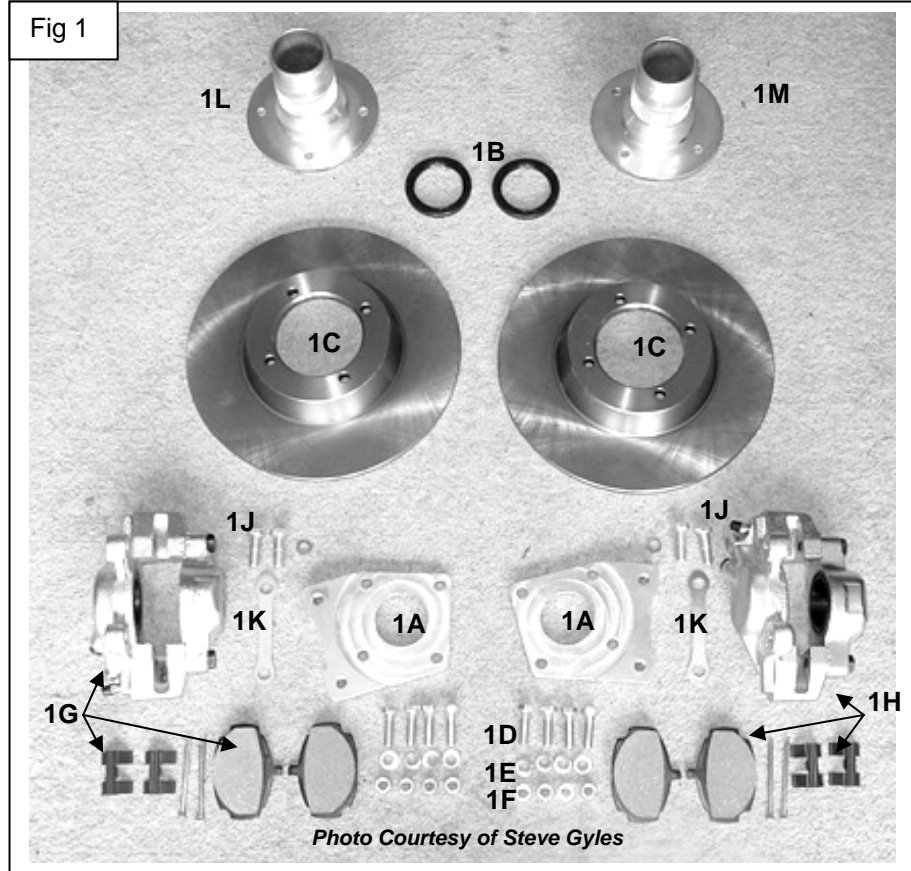


Supplemental Information for 180-522 or TMG30770 Adapter, Brake Caliper Mount MGA 1500 with Wire Wheels (also fits 1500 w/steel wheels, 1600 & 1622)

Moss sells the adapter brackets as a pair, and no other parts are included with the brackets. However, for us to sell the brackets without giving you some idea of what was involved would be short sighted on our part, and it would certainly not help you. This document, while not giving you step by step "how-to-do-it" guidance, will help you accomplish the conversion.

We are very grateful to Steve Gyles, who published this series of photos on his website. They are reproduced here with his permission.



| Ref | Moss US | Moss UK | Qty | | Description | Appl |
|---|---------|----------|-----|------|--|----------------------|
| 1A | 180-522 | TMG30770 | 1 | Pair | ADAPTER, BRAKE CALIPER MOUNT | MGA |
| The items Below are NOT Included, but necessary for the conversion | | | | | | |
| | 125-400 | GHB176 | 2 | | BEARING, OUTER HUB* | MGT, MGA |
| | 125-500 | GHB177 | 2 | | BEARING, INNER HUB* | MGT, MGA |
| 1B | 120-600 | ACF4004 | 2 | | OIL SEAL, FRONT HUB | MGT, MGA |
| 1C | 182-180 | BTB108 | 2 | | DISC, FRONT BRAKE | MGA 1600 |
| 1D | 264-400 | BTB145 | 8 | | BOLT, ROTOR TO HUB | MGA 1600 |
| 1E | 324-040 | GHF333 | 8 | | WASHER, LOCK, 3/8 IN | |
| 1F | 310-075 | FNZ506 | 8 | | NUT, 3/8 UNF, ZINC | |
| 1G | 180-525 | 27H4651 | 1 | | CALIPER ASSY, BRAKE L/H | MGB |
| 1H | 180-515 | 27H4650 | 1 | | CALIPER ASSY, BRAKE R/H | MGB |
| | | | 1 | | MGB Brake Pad Set-see our catalog or website for options | MGB |
| 1J | 320-135 | ATB4074 | 4 | | BOLT, BRAKE CALIPER MOUNT | MGB |
| 1K | 181-670 | BTC114 | 2 | | TAB WASHER, BRAKE CALIPER BOLTS | MGB |
| 1L | 264-735 | BTB143 | 1 | | HUB, WIRE WHEEL, FRONT, L/H | MGA 1600, C 70276 ON |
| 1M | 264-740 | BTB142 | 1 | | HUB, WIRE WHEEL, FRONT, R/H | MGA 1600, C 70276 ON |

* Replace if necessary

35 **MGA Disc Brake Conversion**

36 The Moss 180-522 or TMG30770 brake caliper adapter
37 plates make converting a wire-wheel MGA 1500 to disc
38 brakes easy using off-the-shelf components. The factory
39 redesigned the wire wheel hubs to accept disc brakes when
40 they went from drum to disc brakes with the introduction of
41 the 1600. This makes it possible to make this conversion
42 using original MG components.

43
44 Strip the front hub and related components off the spindle.
45 (Fig 2)

46
47 Install the brake caliper adapters using the 4 bolts (Fig 3)

48
49 Mount the 1600 brake rotors (1C) to the 1600 hubs (1L,
50 1M) with the nuts, bolts, and lock washers listed on page 1;
51 (Fig 1, 1D, 1E, 1F, & Fig 4). Hubs should be fitted with new
52 bearings & seals (See Fig 1)

53
54 Install the hub & rotor assembly onto the spindles.

55
56 Rebuilt MGB calipers (1G, 1H) can then be installed on the
57 Moss brake caliper adapter plates using the correct bolts &
58 locktab washers (Fig 1, 1J, 1K) (Fig 5)

59
60 Once everything is fitted, check that the disc runs central in
61 the caliper slot. If it does not, you may need to shim the
62 caliper. Check that the flexible brake hose is not stretched
63 at limits of steering lock and does not foul any moving
64 parts. Once both sides are done, bleed the system.

65
66 Please Note: MGAs fitted with disc brakes have a taller
67 cover on the master cylinder which increases the volume of
68 the reservoir. Over time, the brake pads will wear and the
69 caliper pistons will move out to compensate, and fluid will
70 move from the master cylinder into the calipers. The stock
71 1500 reservoir could run low on fluid, which means you
72 must check the fluid level regularly and maintain the proper
73 fluid lever in the reservoir. You may find that installing the
74 taller 1600 type cover (180-260) on the master cylinder is
75 less trouble in the long run.

76
77 **What About a Steel Wheel 1500?**

78 Converting a steel-wheel car uses the same process, but
79 the 1600 steel wheel hubs are no longer available new, so
80 you will need to find used hubs in good condition.

81
82 **What About 1600 & 1622?**

83 The 1600 & 1622 already have the necessary hubs & brake
84 rotors, so it is less trouble to make the conversion.

85

Fig 2

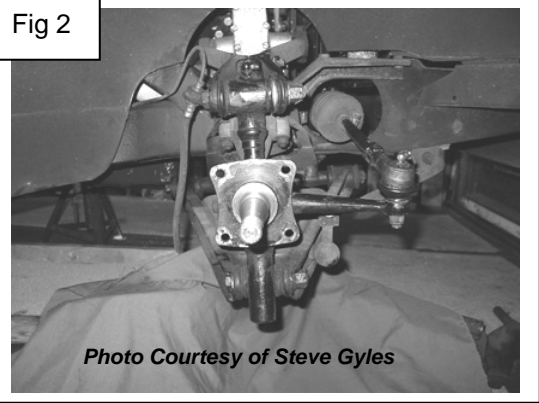


Fig 3

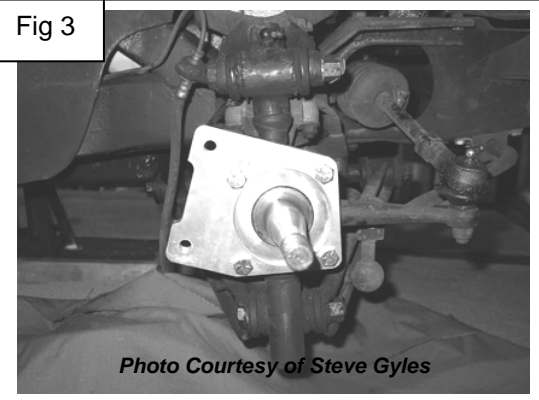


Fig 4

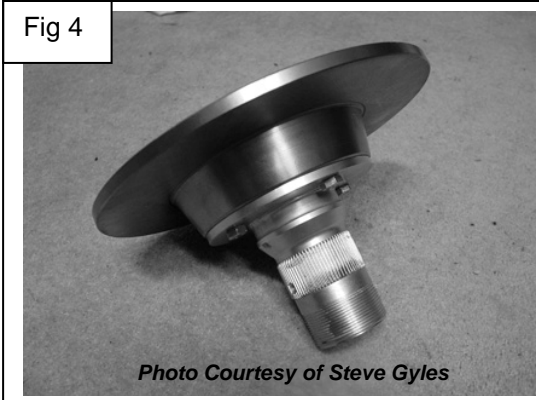
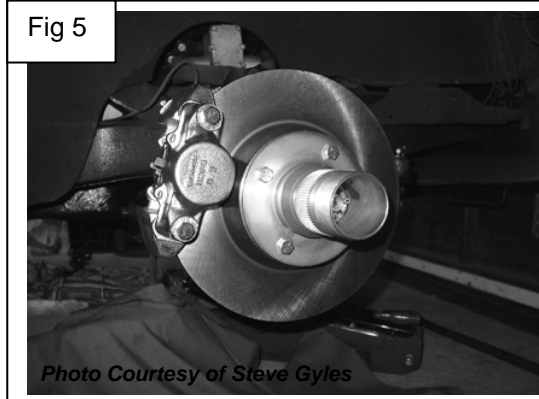


Fig 5



Moss Motors, Ltd.

440 Rutherford Street, Goleta, California 93117

In the US & Canada Toll Free (800) 667-7872 FAX (805) 692-2510 (805) 681-3400

Moss Europe Ltd.

Hampton Farm Industrial Estate, Hampton Road West, Hanworth Middlesex, TW13 6DB

In the UK: 020-8867-2020 FAX:- 020-8867-2030