Triumph Brake Kit

Installation Instructions

TR4A/TR250/TR6

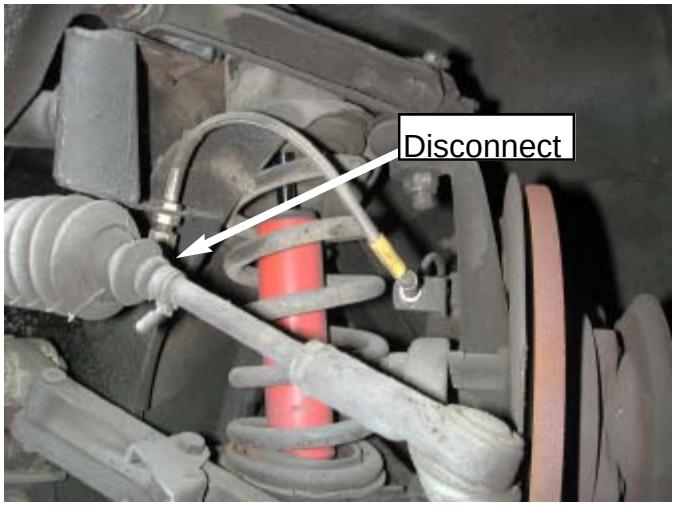
PART # 586-718

440 Rutherford St. P.O. Box 847 Goleta, CA 93117
1-800-642-8295 • FAX 805-692-2525 • www.mossmotors.com

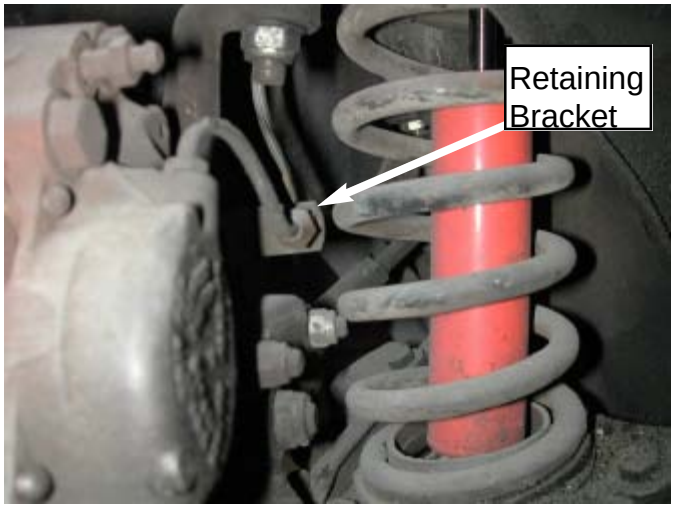
Tools needed: 7/16 flare nut wrench, 9/16, 5/8 & 10mm combination wrenches, a catch can or pan, rubber brake line caps, fresh brake fluid, 9/16, 5/8 and 3/4 sockets and ratchet, vise grips.

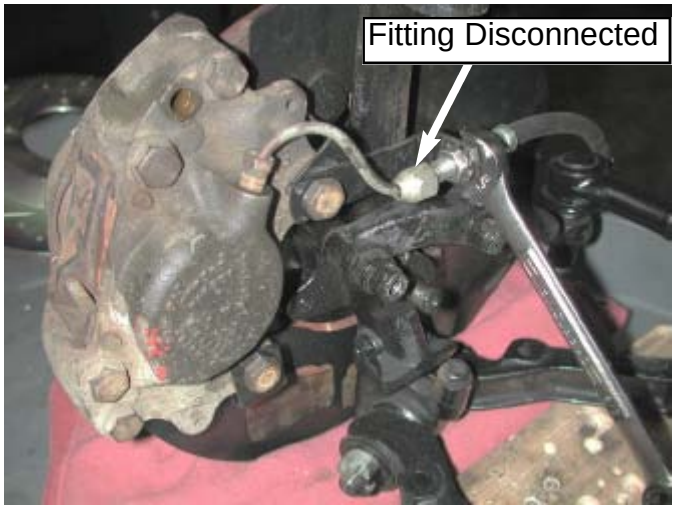
1. Lift the front of the car with a jack and place it on jackstands. Take off the front wheels.

2. Use two 9/16 combination wrenches to disconnect the soft brake line from the body and hard line connection at the front left side of the car. If installed, save the lockwasher. Use a provided black rubber stopper to stop the brake fluid flow.

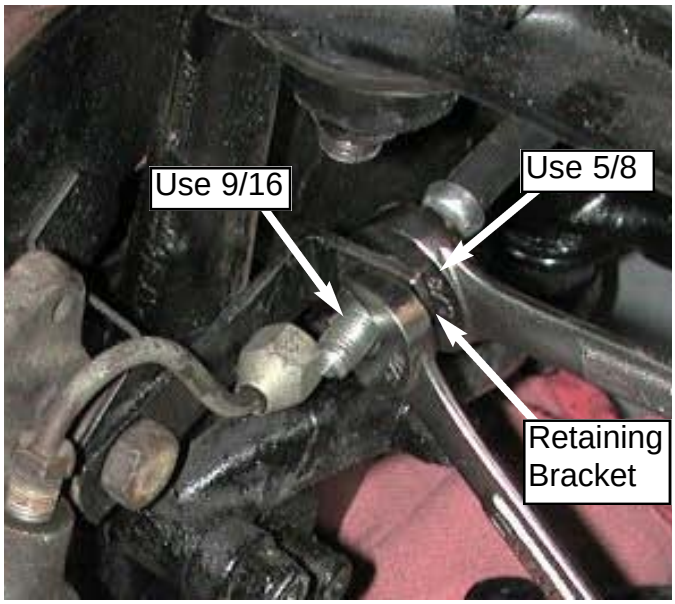


3. Use two 9/16 open end wrenches to loosen the fitting at the brake line retaining bracket connecting the hard brake line to the rubber brake hose.

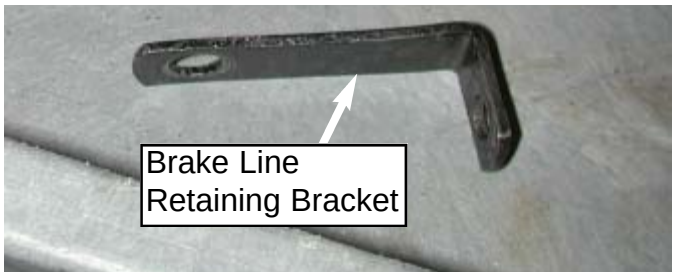




4. Use 9/16 and 5/8 open end wrenches to remove the soft brake line from the brake line retaining bracket. Aftermarket brake lines may require two 9/16 open end wrenches instead.



5. Use a 3/4 socket and a ratchet to remove the two caliper mounting bolts. Remove the bottom bolt. Then hold the caliper as you remove the upper bolt. Once the upper bolt is free of the caliper and the splash shield mount, pull the caliper from the rotor and spindle mounts. **Retrieve and keep the brake line retaining bracket and spring washers.** They will be reused.

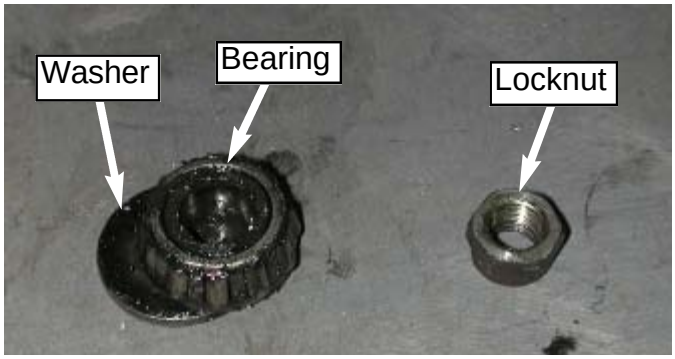


6. Remove the spindle bearing dust cover with a pair of vise grips. Wiggle and twist it off. A slide hammer may also work.

7. Spin the hub to get a feel for the drag of the wheel bearing assembly. Then use a 3/4 socket to remove the locknut at the end of the spindle. Depending on model year, there may be a 13/16" castlenut and cotter pin instead of a locknut. Save these items for reinstallation.

8. Remove the rotor/hub assembly as a unit. Remove and save the bearing and washer (they may fall out as you remove the assembly). Lay the assembly face down on the lugs. There should be a felt seal at the rear of the hub assembly (its glued on, do not remove).

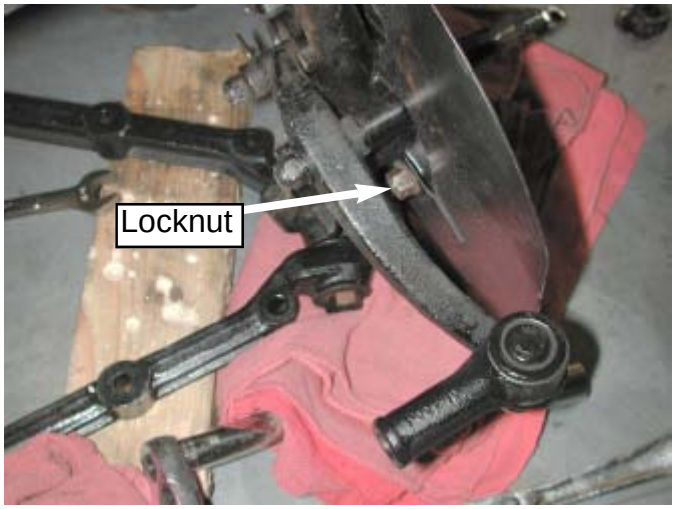
Note: replacement felt seals are Moss P/N 520-160



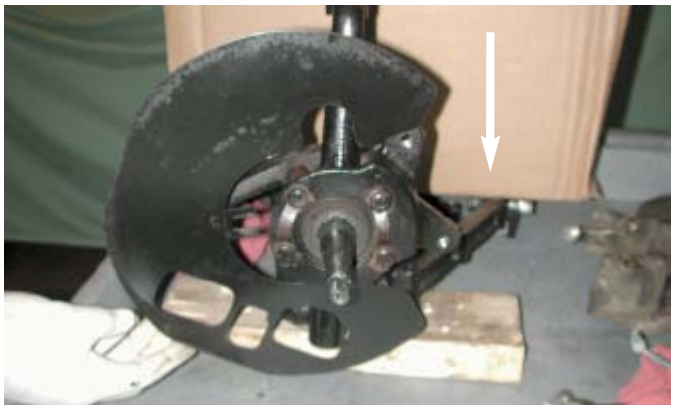
9. Use a 9/16 socket to remove the four bolts and lock-washers securing the rotor to the hub. You may have to lightly secure the lugs of the hub in a vise before attempting to loosen the bolts. Be sure to hang onto the lockwashers that are on the rotor mounting bolts.

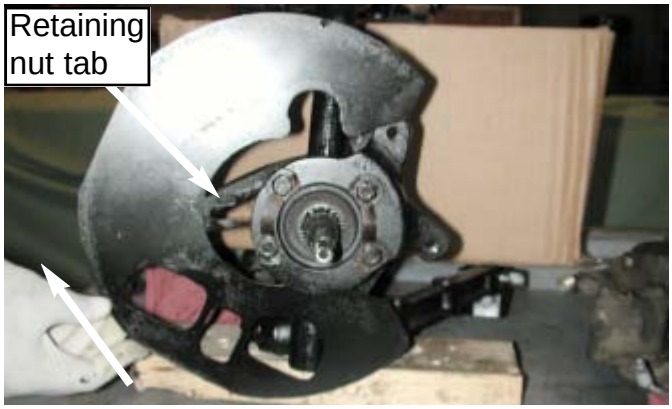
10. Spray brake cleaner on the rotor to clean them and to remove any rust inhibitor residue. Then place the new rotor onto the hub assembly. Thread in the four rotor mounting bolts from the previous step, each with their lockwasher. Replace them if necessary. Torque the bolts to 20 ft-lbs in a cross pattern. **Do not put the assembly back onto the spindle yet.**

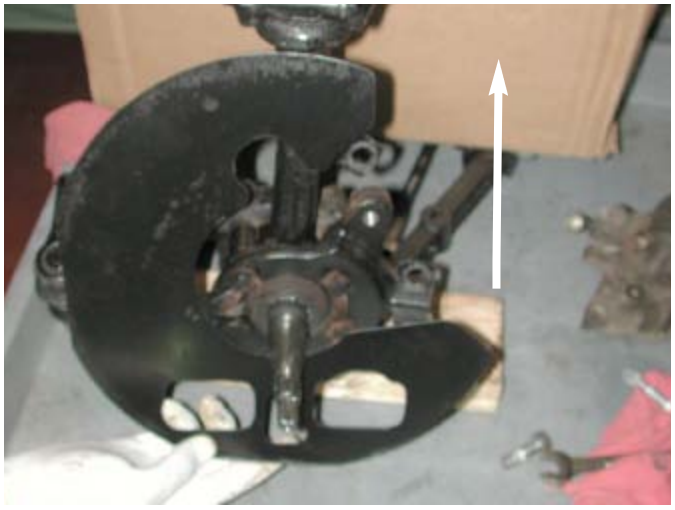
11. Use a 9/16 socket to remove the backing plate retaining nut and washer.



12. Slip the backing plate off of the spindle. Lower the upper mounting tab down onto the caliper to spindle mounting bracket. Rotate the backing plate to allow the backing plate retaining nut tab to clear the caliper to spindle mounting bracket. Rotate the backing plate forward to allow the lower mounting tab and retaining nut tab to clear the caliper to spindle mounting bracket. Then slide the backing plate upward to allow the upper mounting tab to clear the caliper to spindle mounting bracket.



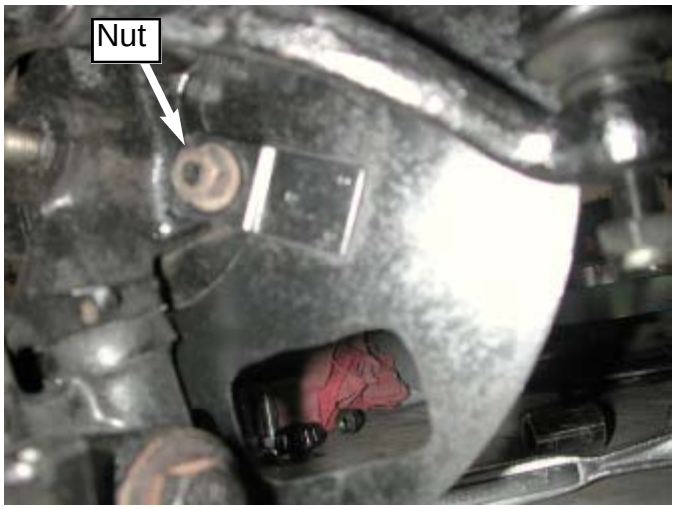




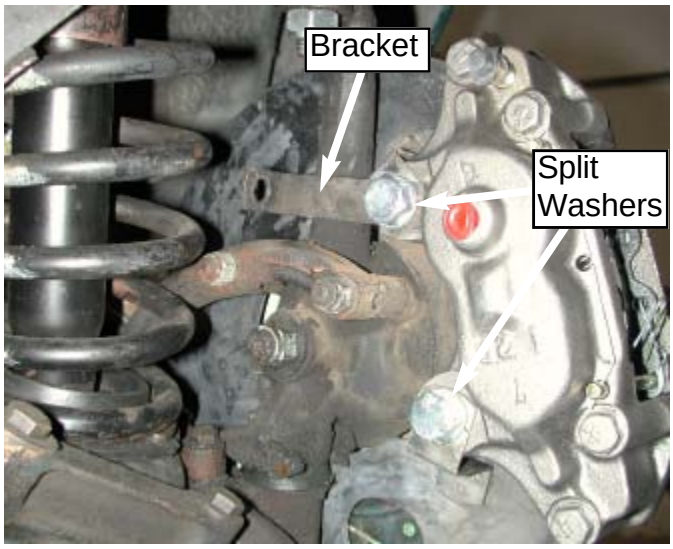
13. Clean/scrape the grime and grease off of the backing plate.

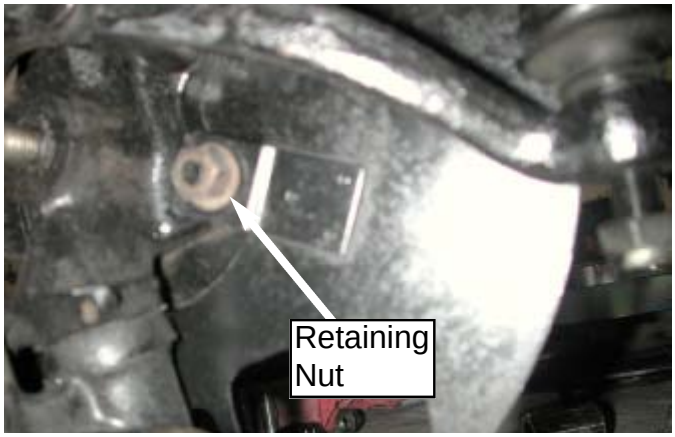
14. Use the template to cut the backing plate. Arrows in the picture below point to the edges that need to be lined up. Place the template on the backing plate and mark the area to cut with a marker. You particular plate may require additional clearancing due to build variation in the mounting tabs. File the edges smooth and use black paint on the freshly cut edges to inhibit rust.

14. Test fit the modified backing plate and new caliper onto the spindle. Slide the backing plate onto the spindle (installation is the reverse of removal). Loosely thread on the backing plate retaining nut using a 9/16 deep socket or open end wrench. Put the rotor/hub assembly onto the spindle. Install the bearing into the hole in the hub. Slide on the bearing retaining washer and thread on the locknut (or castlenut).

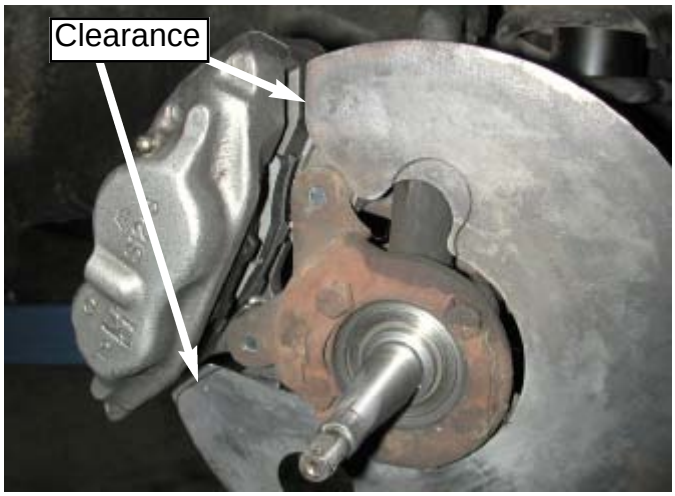


15. Mount the new caliper (bleeder screw goes up) onto the spindle using a provided washer on the lower bolt and the factory brake line retaining bracket on the upper bolt. The calipers are tagged left and right. Mount the brake line bracket so that it lies horizontally. Torque the mounting bolts to 60 ft-lbs with a 3/4 socket. Then tighten the brake backing plate retaining nut.





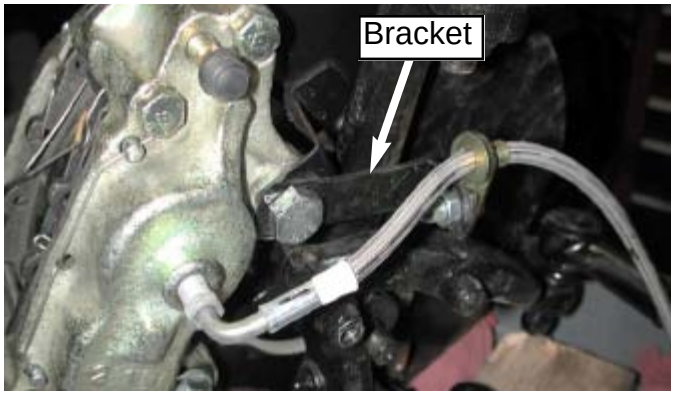
16. Check for interference between the edges of the backing plate and the caliper. Minor clearance issues may be resolved by loosening the caliper mounting bolts and sliding the backing plate. Anything more will require additional cutting of the backing plate where it contacts the brake caliper.



17. If the fit is satisfactory, use a 3/4 socket and ratchet to tighten the slotted nut, castle nut or locknut to 5 ft-lbs. Slacken the nut 1 flat to allow insertion of a new split pin. The required end float is 0.003 - 0.005". Fit the split pin. Half fill the hub cap with grease and fit the cap to the hub. If there is a castlenut and cotter pin instead of a locknut, install the cotter pin.

18. Spin the hub to confirm proper drag. Adjust if necessary. Then reinstall the dust cap.

19. Locate the provided stainless steel braided brake lines. The lines are the same left and right. Get one of the lines with the 90 degree elbow at the end. Hand thread the fitting at the end of the 90 degree elbow into the caliper. There is a line locator on the brake line as well. It is lightly crimped and **can be moved**. Adjust the line locator so that it can be positioned at the far side of the brake line retaining bracket with the brake line running above it. Insert a provided bolt and nut through the holes in the factory brake line retaining bracket and the line locator. Recheck that the line locator is positioned with enough slack in the brake line and tighten the line locator nut and bolt.



20. Turn the wheel all the way to the right. Position the 90 degree fitting at the caliper so that it goes between or above the coil spring. NOTE: When the suspension compresses the fitting moves outward and will remain well clear of the spring. This step makes sure it clears at full droop.

21. Use a 10mm combination (or a flare nut) wrench to tighten the brake line fitting at the brake caliper.

21. Use 1/2 and 11/16 open end wrenches to attach the far end of the brake line to the brake hard line connection at the body. Use the lockwasher from the original brake line.

22. Turn the brake rotor and check for interference between the pad anti-squeak spring and the rotor. Adjust if necessary with a pair of needle-nosed pliers. **NOTE:** The tip of the “V” shaped pad spring should point in the direction of wheel rotation when the car is going forward. If the spring does not point in that direction, remove and reinstall it.

23. Repeat Steps 2 through 22 for the right side of the vehicle.

24. Install the rear brake lines.

25. Bleed the brakes. When the calipers and brake lines are full of fluid, tap the caliper with a rubber mallet to knock any trapped air bubbles loose. Then bleed those bubbles out.

26. Check for leaks. Test the brakes on a low traffic road to assure that they have been successfully bled. Return to your garage and recheck for leaks. Then, and only then, bed the brake pads. Bed the brake pads by stopping aggressively from 60mph to 10mph (DO NOT COMPLETELY STOP) five times. Cool your brakes between every two runs.

27. Enjoy your new four piston brakes and stainless steel lines! Please see MossMotors.com for all of your Triumph Performance and Accessory needs.