



# NTG Motor Services Limited

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## Disc Brake Conversion K950FS & K950FW

- **No change to original parts, drum brakes can be re-fitted if desired.**
  - **No change to hydraulic parts other than different front brake hoses.**
  - **Front track width is increased by about 26mm.**
1. Remove complete drum brake assembly including backplates with all attached parts, detach from brake hose - it may be convenient to cut the rubber part of the hose as these will be replaced anyway.
  2. Remove bearing spacer between inner and outer hub bearings on brake drum/hub, this is a non-wearing part and is used again on the new hubs.
  3. Fit new bearings & oil seals to new hubs, inserting spacers as in (2) above.
  4. Fit disc to hub with nuts and bolts provided.
  5. Fit caliper brackets to stub axles with nuts & bolts provided (note RH/LH)
  6. Fit hub assembly to stub axle with original washer, nut split pin and grease cap.
  7. Fit caliper to bracket with bolts provided, fit pads with springs and pins provided.
  8. Fit new hoses in place of originals which have the wrong thread on the caliper end.
  9. Ensure master cylinder is full, then pump pedal to fill calipers with fluid and bleed brakes. It may be wise to pump plenty of new fluid until it fills the new system and runs clean. If desired, the opportunity can be taken to bleed the rear brakes at the same time.
  10. The standard master cylinder is perfectly adequate, but should be checked after the conversion to ensure that it is full before and after road testing. After it has settled down normal routine checking can be resumed.

