

From GORDON WILKINS

# STOP YOUR SPRITE QUICKER

**A home kit Lockheed disc brake unit can help get you around corners safer.**

**T**O provide extra stopping power for racing, rallying or general road use, Austin-Healey Sprites can now have Lockheed disc brake conversions on the front wheels. It is the simplest yet produced, needing only a minor modification to the existing brake master cylinder. Otherwise everything else down to the front brake hoses remains as originally on the car.

An important feature of the Lockheed design is that the standard disc type wheels can be used and it is not necessary to purchase wire wheels as has been necessary with some previous conversions. The kit includes the necessary parts for modifying the master cylinder, two discs, a pair of the latest type Lockheed PL brake calipers, various fixing bolts, banjo connections and gaskets. Fitting may be carried out by the owner himself.

The modification to the master cylinder, though minor, is most

essential and should not be ignored. The master cylinder fitted to the Sprite is of the integral barrel type with twin bores for brake and clutch operation. When carrying out the conversion to disc brakes, the existing residual pressure valve body and cup in the brake master cylinder have to be replaced with new ones and an extension to the fluid tank added. This is because with no powerful brake shoe restriction springs to help the return of fluid to the storage tank it is necessary to ensure that none will be trapped in the brake lines and thus set up wear on the friction pads. There is also the point that adjustment of the pad clearances is automatic on the Lockheed disc brakes. Therefore as the pads wear extra fluid will be introduced into the system to compensate for it. When completed, the master cylinder will be similar to that fitted to the standard MG A 1600, which is

also a Lockheed installation, a fact that should help quick servicing.

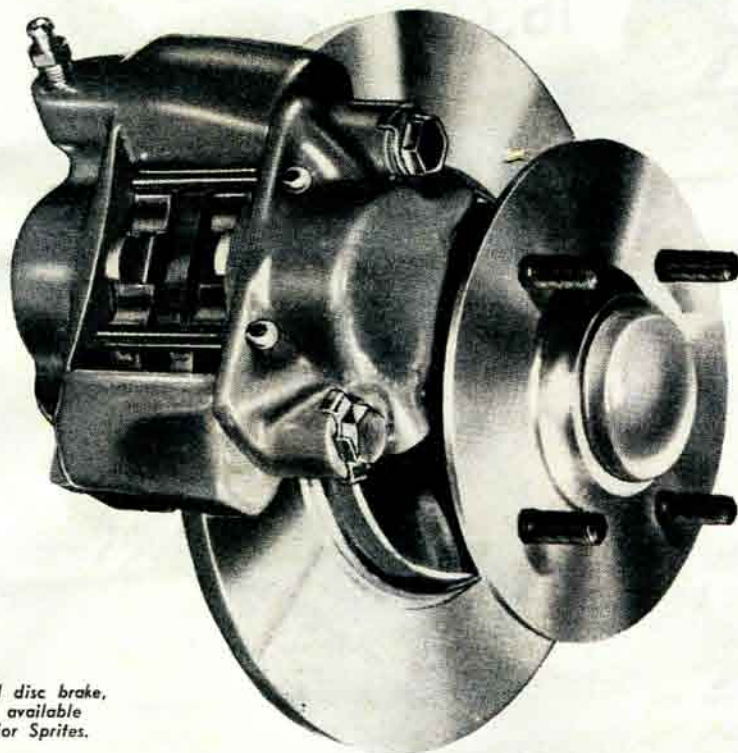
Once the minor alterations to the master cylinder have been completed all the remaining work is carried out at the front hubs. Front wheel assemblies are stripped down and the original brakes discarded.

Special discs of 8½ in diameter are then bolted in place and the Lockheed calipers mounted in position trailing behind the axle. These carry easily-replaceable friction pads, the wear of which can be checked at a glance. Pads can be replaced without removing the caliper from the vehicle or even separating the two halves.

The conversion costs £45 in England.

Leading dimensions are:

Swept friction area of discs per car, 206.00 sq in; lining pad area, 15.52 sq in; lining pad thickness, ⅜ in. #



*The Lockheed disc brake, which is now available in kit form for Sprites.*