

## BRAKE KIT

### Triumph TR7 & TR8

Part Number: **RB7117**

For use with 6" x 14" wheels only. Instructions are the same for both offside and nearside of the car.

1. Ensure the car is on solid level ground then apply the handbrake. Chock the rear wheels and raise in front of the car supporting it on axle stands.
2. Remove the front road wheels.
3. To prevent fluid loss, clamp the flexible brake hoses with either a dedicated hose clamp or long nose locking pliers with sockets slipped over the jaws. Do not use standard locking grips as they will damage the hoses.
4. Remove the 2 securing bolts holding the calliper on and unscrew the ridged brake pipe where it joins the flexible pipe. Remove the calliper from the car.
5. Prise off the hub grease cap, remove the split pin, lock washer and nut, withdraw the hub/disc assembly from the car.
6. Remove the brake disc shield secured by 3 small bolts and either modify it to fit by removing the flange around its edge or remove it entirely.
7. Remove the 4 bolts securing the disc to the hub and split assembly.
8. Clean out the hub and carefully check the wheel bearings for wear, if in any doubt about their condition, replace them. Repack the bearings with HMP grease, replacing the hub oil seal as necessary. Consult the workshop manual for full details of wheel bearing fitting.
9. Fit the new brake disc to the hub, ensuring the two mating surfaces are perfectly clean and free from rut or dirt. Tighten the 4 securing bolts

#### QUALITY PARTS AND ACCESSORIES



Triumph House, Sleaford Road, Bracebridge Heath, Lincoln LN4 2NA, England

UK Tel: +44 (0)1522 568000 | USA Tel: 1 855 746 2767 | Fax: +44 (0)1522 567600 | E-mail: [sales@rimmerbros.com](mailto:sales@rimmerbros.com)

[www.rimmerbros.com](http://www.rimmerbros.com)

- in a diagonal sequence using a thread locking compound on the bolts. Recommended torque figure is 32lb ft. see note 1.
- Clean the stub axle and refit the disc/hub assembly, following the workshop manual procedures tighten the wheel bearing to 5lb ft.
  - Fit the new calliper ensuring the brake pipe connections are uppermost, securing with hex headed cap screws provided, using thread locking compound on the threads, the shortest bolt to the top and tighten to the recommended torque figure of 65-70lb ft.
  - Fit the brake pad and secure with pins and clips supplied, the clips need a small amount ground off each end until they fit between the calliper halves (see fig1), ensure the disc runs true in the calliper.
  - Connect the calliper to the flexible brake hose with the copper break pipe supplied.
  - Remove the brake pipe clamps and bleed the brake system in accordance with the workshop manual, ensuring you have no fluid leaks on the system.
  - Refit the wheels and thoroughly check the callipers clear the wheels and that the brake pipes etc do not foul the wheels or suspension. This should be checked in both the straight ahead position and at full lock in both directions.
  - Road test the vehicle. Allow the brakes to bed in for a several hundred miles avoiding harsh brake application if possible.

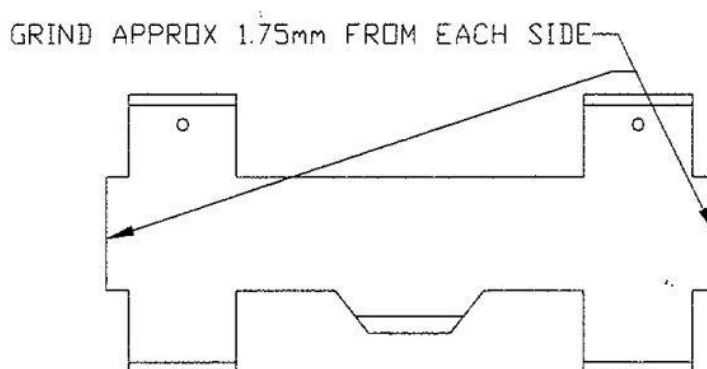


Figure 1

## QUALITY PARTS AND ACCESSORIES



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## IMPORTANT

### NOTE 1:

Once fitted, the discs should be checked for runout using a dial gauge. Runout should not be greater than 0.002". If the runout is greater than this, it is most likely caused by a bit of dirt or rust on a mating surface or play in the wheel bearings. The effect of excess runout is to wear a low spot on the disc which after approx. 3~4000 miles will produce a pulse/vibration felt through the pedal. Consequently, all steps possible must be taken to ensure that the mating surfaces are completely clean and free from contamination, as we cannot entertain any warranty claims for discs damaged due to runout caused by poor fitting.

### NOTE 2:

Rimmer brothers stress this "BIGKIT" system is designed to fit compo motive CX 6" x 14" wheels. It may be necessary to use 5mm wheel spacers to allow the callipers to clear on other wheel types. Spacers are available from ourselves, part number RB7137E. (Scan QR code on your phone camera to see part number).



This kit is unsuitable for use with standard TR7 steel or alloy wheels (5 1/2" J x 13")

### PLEASE NOTE:

Rimmer Brothers offer the above information as a guide to fitting the "BIGKIT" vented breaks. We assume the owner take the normal precautions of checking fitment, condition of all pipes etc as these important safety checks are outside of our control and as such, we cannot be held responsible.

We recommend that the fitting of these brakes is carried out by a trained mechanic or competent person referring to a workshop manual.

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