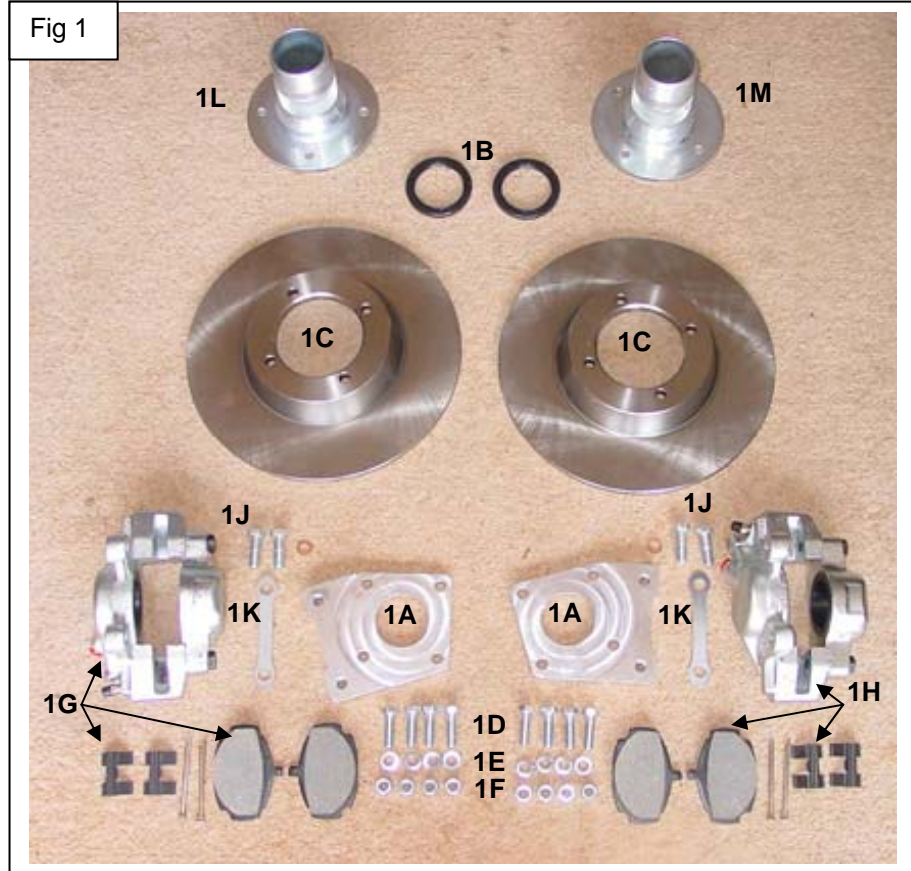


Supplemental Information for 180-522 or TMG30770 Adapter, Brake Caliper Mount MGA 1500 with Wire Wheels (also fits 1600 & 1622)

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. If you want to help us expand these instructions based on photos and notes that you made as you made the conversion, please contact Moss Technical Services at 805-681-3411



Ref	Item#	Qty	Description	Appl	Comments
1A	180-522	1	ADAPTER, BRAKE CALIPER MOUNT	MGA	sold as a pair
			The items Below are NOT Included, but necessary for the conversion		
	125-400	2	BEARING, OUTER HUB	MGT, MGA	replace if necessary
	125-500	2	BEARING, INNER HUB	MGT, MGA	replace if necessary
1B	120-600	2	OIL SEAL, FRONT HUB	MGT, MGA	always replace the seals
1C	182-180	2	DISC, FRONT BRAKE	MGA 1600	
1D	264-400	8	BOLT, ROTOR TO HUB	MGA 1600	
1E	324-040	8	WASHER, LOCK, 3/8 IN		
1F	310-075	8	NUT, 3/8 UNF, ZINC		
1G	180-525	1	CALIPER ASSY, BRAKE L/H	MGB	
1H	180-515	1	CALIPER ASSY, BRAKE R/H	MGB	
		1	Brake Pad Set	MGB	See our MGB catalog or www.mossmotors.com
1J	320-135	4	BOLT, BRAKE CALIPER MOUNT	MGB	
1K	181-670	2	TAB WASHER, BRAKE CALIPER BOLTS	MGB	
1L	264-735	1	HUB, WIRE WHEEL, FRONT, L/H	MGA 1600, C 70276 ON	
1M	264-740	1	HUB, WIRE WHEEL, FRONT, R/H	MGA 1600, C 70276 ON	

36 **MGA Disc Brake Conversion**

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

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

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

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

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

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

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

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

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

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

83 **What About 1600 & 1622?**

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

87

Fig 2



Fig 3

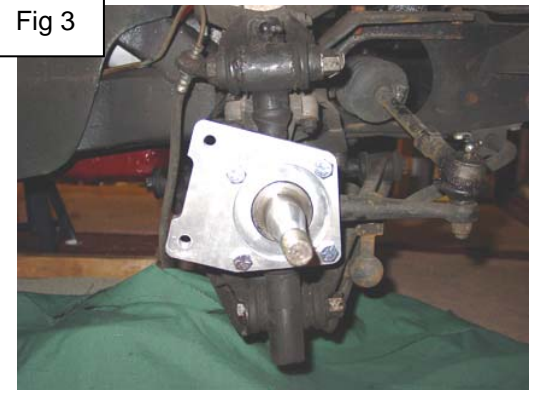


Fig 4



Fig 5



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