

Fig 15

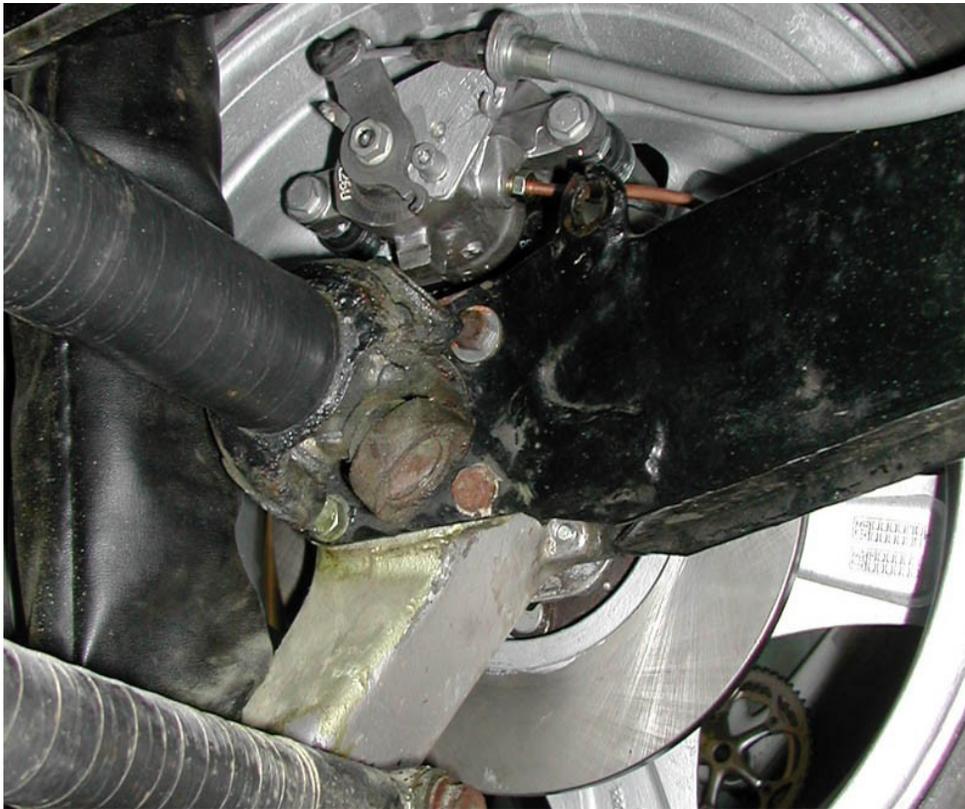


Fig 16

Fig 15 was taken after the initial test run. Both footbrake and handbrake work fine, the fronts can still be locked up before the rear brakes (as they should do by modern legislation) and overall I'd consider it a successful modification. Fig 16 shows the handbrake cable routing and the revised mount on the cable stop arm (original hole is just above the allen bolt head)

There are however some caveats:

1. This might work with 13" steel wheels but not with 13" Cosmic alloys without the use of wheel spacers. Clearance is tight with this caliper design and the Cosmic wheel has a thick casting which hits the edges of the caliper. If you look at Fig 17 you can see the caliper body protrudes across the vertical line from the wheel mounting face on the disc top hat section, so it's very critical on wheel offset.
2. I also need to change the brake pipe to a flexible as it enters the caliper. It works fine as it is, but with single piston calipers of this design to change pads you remove a slider and swing the caliper body out of the way, something you can't easily do with a fixed pipe connection. For this reason the brake pipe has a coil of spare pipe to allow future modification with a short flexible hose.

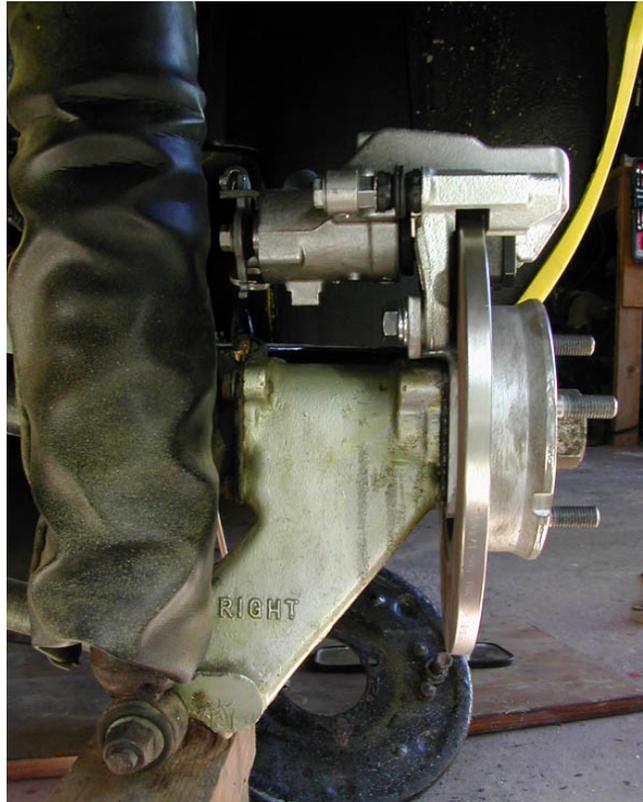


Fig 17

Project Costs

This has turned out to be a very reasonable project. Costs (including carriage where applicable) were as follows;

1. Pair of Renault calipers complete with mounting frames & brake pads, £86
2. Pair of MGF rear discs, £21
3. Handbrake cable, new-old-stock via Ebay, £6
4. Brake pipe & unions I already had in stock, but say £10 maximum.

Which comes in at under £125. The steel plate & consumables I already had around the workshop, but even so it wouldn't add greatly to the total.

Acknowledgements: It's fair to say that I would never have taken up this project without the help and advice from "Richard2402r" of the Lotus Europa Yahoo group. So thank you sir, for your assistance !