

Front Brakes

Ok, let's make a start on the front brakes. I need to drill some new mounting holes in the Citroen discs and I'll need a template so I sacrificed an old disc by cutting out the centre section and using that. Very simple, spot on accurate.



Fig 1 : Drilling Templates

The bore of the BX discs is fractionally smaller than the Lotus/Triumph discs, so the first job is to increase that. The obvious way is to use a lathe, but when you realise that we're talking of 0.4mm on the radius, one pass around with a rotary burr in a drill and it's done. I used the template to ensure the metal came off evenly and then left it in place to drill the new mounting holes.

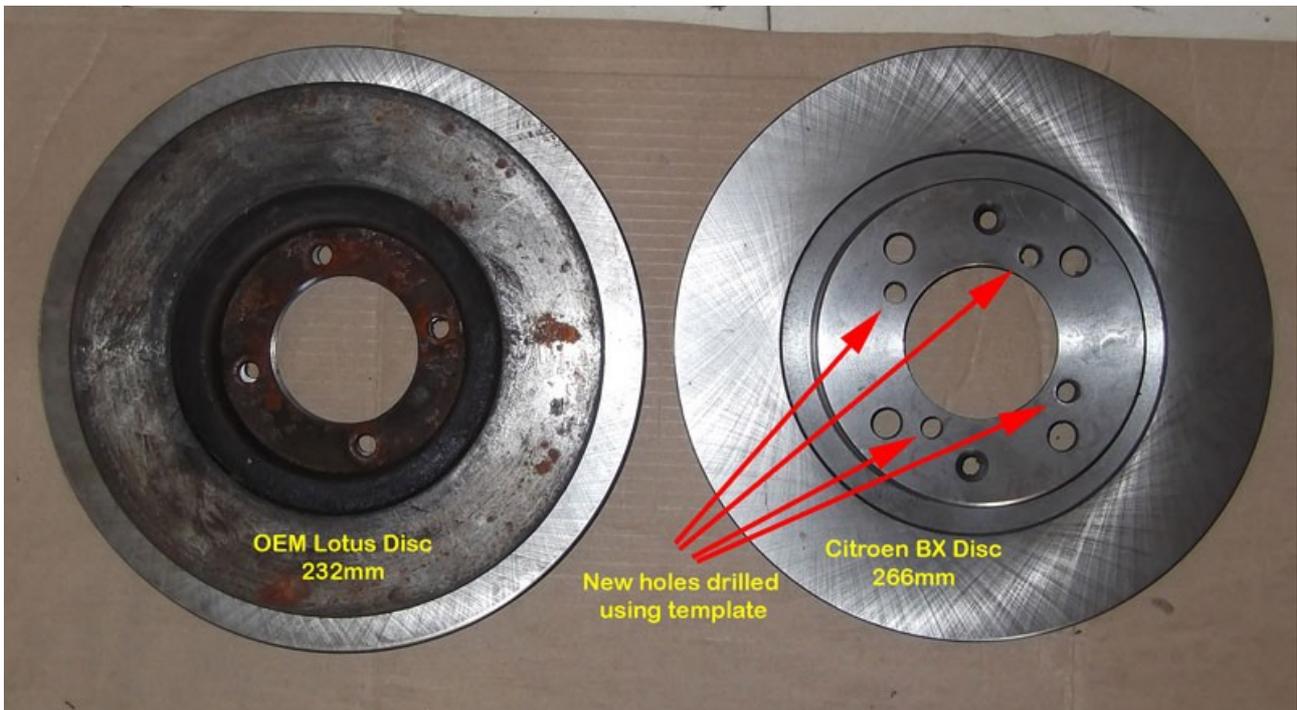


Fig 2 : Citroen Discs ready to fit

So now we have discs on hubs. Assemble it on the stub axle and as expected there are no clearance issues, everything fits.

The only other modifications required were on the disc shield because the revised caliper position meant it wouldn't fit properly. Cutting away an inch around the revised caliper position and they fit, albeit with the larger disc poking out above them !

The caliper bracket fabrication is the only thing left and as both front & rear brackets are similar principles, that's in a separate section.



Fig 3 : Mounted disc and caliper

Final assembly shows the caliper mounted in the same general position with the pads neatly aligned with the edges of the disc. When viewed through the wheel you can see there's room for an even larger disc, 275 or greater should be practical. However I would expect that such an increase would require different calipers which may in themselves conflict with disc diameters.

But remember this is with 15" wheels and I doubt even this 266mm conversion would fit comfortably under 13" wheels.

And that's about it for the front brakes.