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CENTERLINE BP509 FRONT DISC BRAKE ADAPTOR KIT ALFA ROMEO 750/101 CHASSIS

Contents of BP509 kit:

- Pair of brake caliper adapter brackets, marked L and R.
- 4 – 12 x 35mm Caliper bolts
- 2 – 10 x 1.25 x 80mm bolts
- 2 – 10 x 1.25 x 70mm bolts
- 2 – 10 x 1.25 x 50mm bolts
- 6 – 10 x 1.25 Nylock nuts
- 12 – 10mm flat washers
- 2 – cotter pins for wheel bearing nut

Used Parts Needed:

- Front calipers from 1969-94 1750 or 2000 chassis Alfa Romeo (Not Alfetta or 6 Cylinder). Calipers must be complete with brake pad retainer clips and pins.
- Front steel brake lines
- Wheel hubs
- Right-hand lug nuts, 4 needed. The 2000 rotors will have right, not left-hand threads.
- Possibly, the rear brake bias valve

New Parts Needed:

- Front caliper rebuild kits or rebuilt calipers
- Front brake pads
- Front brake rotors
- Inner and outer wheel bearings and seals
- Flexible brake hoses
- Wheel bearing grease
- Quart of brake fluid

The adapter kit is designed for Alfa's with the 4.25" long front spindles. Some early 750 Giulietta's have a shorter spindle that would need to be replaced with the longer spindle.

We suggest installing new pads, rotors, wheel bearings, and flexible brake hoses when doing the conversion. The object of this exercise is to improve braking, and new parts will do that best.

- 1) Remove the front wheels, brake drums, wheel hubs and backing plates with brake shoes/cylinders. The axle nut and washer (washer from 2000 car will not fit) and flexible brake hose brackets will be reused. The rest of the brake parts should be put into your "save original parts" pile.
- 2) Clean axle spindle and hubs of all old grease. Inspect the spindle for damage, burrs or heat discoloration. A little emery cloth will do a nice job of cleaning up the spindle.
- 3) There is a ridge of casting "flashing" on the lower "A" arm, around the edge of the lower ball joint. When the suspension is fully compressed, it is possible the rotor will hit this flashing. Grind the flashing smooth to the contour of the ball joint.

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- 4) Loosely assemble the caliper-adapter bracket, the steering arm, and the brake-line bracket, with 3 washers, onto the inside of the spindle assembly. The washers go between the adapter bracket and the spindle (See diagram). Note the brackets are marked "R" and "L", corresponding to right and left. Each side uses one each 50mm, 70mm, and 80mm bolt. The 50mm bolt is the lower bolt; the 80mm is the forward steering-arm bolt. Note that the caliper will be bolted onto the rear of the spindle, not the front like the 2000 Spider. Hence, the right caliper on the 2000 Spider will become the left caliper on the Giulietta, and vice versa. Do not tighten the mounting bolts for the bracket yet. The flange on the spindle will hold the head of bolts for tightening after the hub/rotor assembly is installed.
- 5) Loosely assemble the hub, with new wheel bearings, seal, and brake rotor installed, onto the spindle. Again, do not tighten fully.
- 6) Install the caliper, with the 12 x 35mm-bolts and lock washers, onto the adapter bracket. The brake hose bracket will be in the way of the upper caliper mounting bolt, which is why we left everything loose.
- 7) Tighten the 3 caliper bracket bolts to secure the brake bracket and hose bracket to the spindle.
- 8) Tighten the hub/rotor assembly to the spindle and then tighten the caliper to the bracket.
- 9) The brake-hose bracket will interfere with the steel brake line that goes to the caliper. This may sound crude, but with a ball-peen hammer, carefully bend the bracket in toward the rotor. This will provide clearance for the steel line coming from the caliper.
- 10) The steel brake lines will need to be bent to fit the new location of the caliper. This must be done carefully, with easy, smooth curves. Be sure not to put any sharp bends, or kinks, into the line. It is best to profile the lines to fit very close to the caliper, for adequate spring clearance. If the used lines from your donor car are rusty, new ones should be used. **THE BRAKE LINE MUST NOT TOUCH OR VIBRATE ON ANYTHING ON THE CAR.**
- 11) The brake adapter brackets will have moved the steering arm in 17.5mm (11/16"). Shorten the outer tie rod on each wheel that amount to compensate. This will get the toe-in close enough to drive to an alignment shop for a proper alignment.
- 12) Check all bolts, nuts, and brake line fittings, for tightness, alignment, and clearance. Adjust the wheel bearings. Install the brake pads and bleed the system. Double-check the work and test the brakes. These are your brakes; if they do not work bad things can and will happen.
- 13) Get an alignment and drive the car. You may find the rear wheels will lock early under hard braking. If so, install the rear bias valve from a 2000 115 chassis Alfa.