

# BRAKES

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A Lockheed hydraulic brake system was used on the Australian MGB.

Front: 10-½ " diameter front discs (automatically adjusted).

Rear: 10" x 1-¾ " drums at rear (manually adjusted)



Left rear drum brake assembly



Right front disc brake assembly

Handbrake: conventional mechanical type, operating on rear drums via cables to a ratchet hand brake lever, mounted on the RHS of the transmission tunnel.

The brake pedal, being pivoted from above, connected to a tin master cylinder, situated on the bulkhead.

The master cylinder initially had a tin lid which was replaced with a white plastic lid (tin lid only on the 18G engine model).





Master cylinder + different caps

Three different handbrake assemblies were used:

Type 1 – YGHN3/501 – 749

Type 2 – YGHN3/750 – 5559

Type 3 – YGHN4 - onwards

***A point worth noting is the positioning of the pipes on the rear axle. Many people have been upset, due to positioning chains, ropes or straps around the axle, when towing or being towed, to find out that the pipes have been damaged. Be warned!***

#### ORIGINAL BMC DOCUMENTS

[BRAKES.C10.67](#) (Brake fluid specifications)

[BRAKES.C32.66](#) (Disc brake caliper piston positions)

[BRAKES.C36.66](#) (Features of the disc brake system)

[BRAKES.C.270](#) (Disc brake caliper piston positions)

[SLS Docs – BRAKES](#)





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