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Jockey's Boxenstop • Gewerbering 2 • D-84326 Falkenberg

Specialist for classic & modern scooters

Dear Customer,

Thank you for purchasing our Lambretta rear brake conversion kit. The reason we developed this kit is that we always had big problems setting the standard rear brake, and even after hours of adjusting and trimming, couldn't convince the brake to work the way it should. We found that in most of all cases, the two M8 threads of the pivot pins are slightly misaligned. In combination with aftermarket brake shoes and other detrimental influences, this causes the brake shoes to sit out of position, so that they do not match the inner surface of the hub properly. Our conversion allows the brake shoes to adjust themselves to a central position together with the twin return springs, so that the brake linings perfectly fit the hub. We have fitted the brake conversion to Italian, Indian or Spanish casings with all sorts of rear hubs without any problems. Only reinforced hubs from Tino Sacchi can be difficult to fit.

Please note: For type approval and liability reasons, we advise that this conversion kit is intended for race or show use only. If you want to use it on public roads, please consult your local vehicle approval authority.

Not for use on public roads!

Content:

- 1 pair of brake shoes
- 2 return springs
-

Die gelieferte Ware bleibt bis zur vollständigen Bezahlung Eigentum der Firma Jockey's Boxenstop!

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Preparation:

- take off the rear hub
- remove the brake shoes
- unbolt the original pivot pins
- clean the M8 threads in the casings with brake cleaner and compressed air
- remove the rear brake cam, clean and inspect for wear (replace if necessary!!), grease and refit
- thoroughly clean the whole area around the rear brake

Please note: When working on the brakes of a vehicle, meticulous care must be taken to work cleanly and accurately.

Now it's time to get on:

Step 1: Bolt on the kidney-shaped adaptor plate with the two M8 counter-sunk Allen screws (apply some Loctite to the threads). Make sure the plate is absolutely tight. In some cases you will have to slightly countersink the threads to achieve this.



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Step 2: Fit the new, single pivot post with the M6 Allen screw and torque down slightly (apply some Loctite again). The pivot post has to be tight but still moveable by hand. There are two versions of pivot posts to complement the brake cam on the opposite side of the shoes: the smaller, round pivot post is intended for use with the thick Li/SX/TV-type cam, the bigger, oval one for the thinner DL/GP-type cam.



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Step 3: Now the two springs are hooked into the brake shoes and these are fitted over pivot post and cam.



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