

BRAKE LINES – TF7211

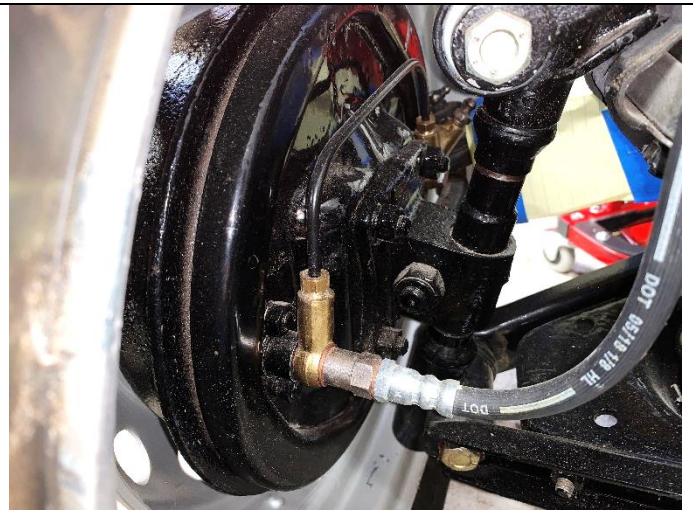
Lonnie Cook, TF7211
Rev 06-Feb-2022

- Pages 1–7 Photos of new lines
- Pages 8-10 Photos of original unrestored lines
- Page 11 RHD & LHD diagram, parts, lengths
- Pages 12-13 Clips & locations

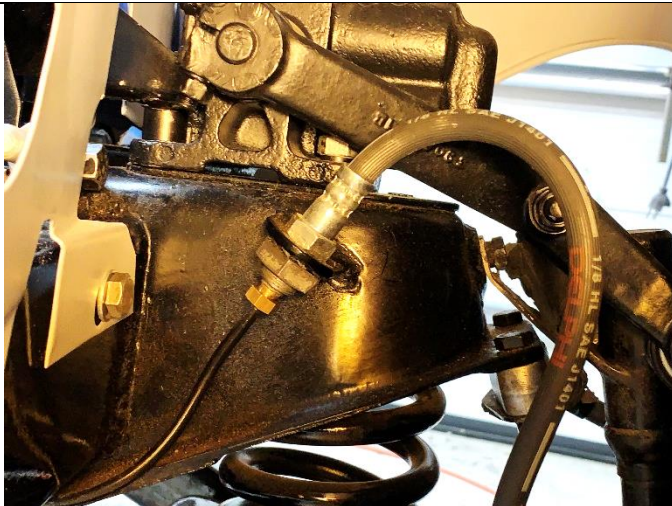
Brake lines on my TF7211 are painted black, so may be hard to see.
Lines were bent to match original TF brake lines as they left Abingdon.



Left Front top view. Connects to both wheel cylinders.



Left Front – view from rear



Right Front



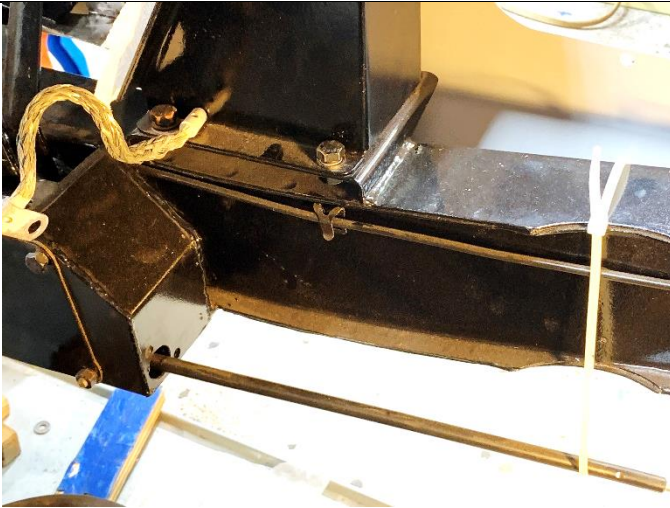
Cross member. Engine out.



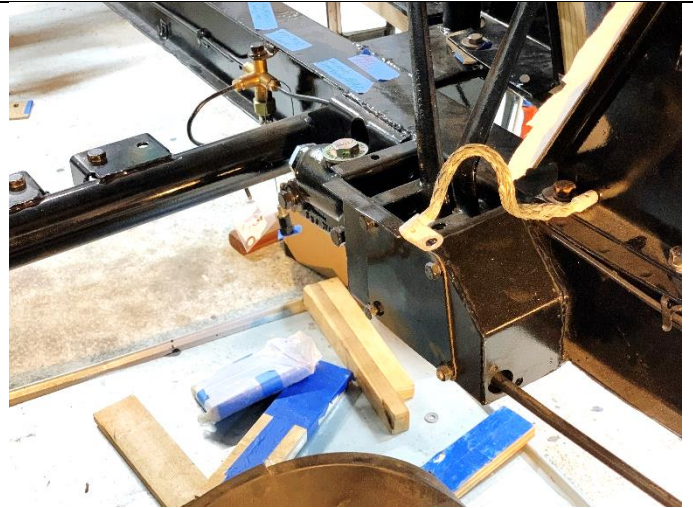
Left Front. 3-Way. Routing and attachment to wheel cylinder similar to right front. Note "V" in this original 46-inch brake line, TF7211.



Left Front. 3-Way. New 43-inch line, TF7211. Line is straight. I did not have enough line to bend the "V". See original "V" in photo at left.



Left side. Brake line passes behind pedal box near the top. Wiring harness will also pass behind the box, below the brake line.



Left side pedal box and 4-way.



4-Way. Dangling line not connected to M/C



Left at rear cross member. Line "V" shaped



Left side. Flex to brake line and to 3-way (A)



Left side. Flex to brake line and to 3-way (B)



Diff top view. Note bends and straps. Lines should be tighter to pumpkin.



Diff rear view. (A)



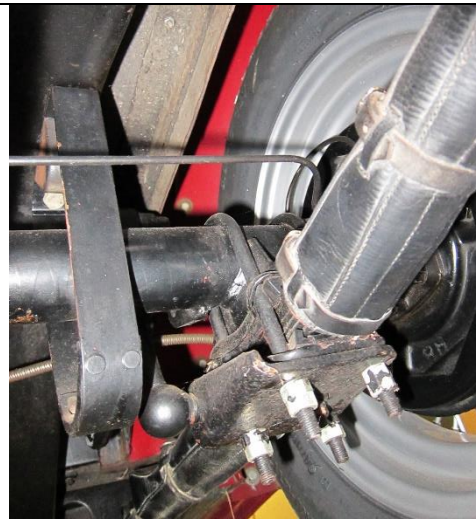
Diff rear view. (B)



3-way on diff – bottom view.
Unrestored TF9052.



Diff rear view, 3-way, line to wheel cyl. TF7211



Unrestored TF9052.
Brake line goes around the check strap.



Left rear. Bend at check strap and wheel cyl.
Line goes around check straps – not through.
(The check strap is not mounted.)



Right rear. Connection to wheel cylinder



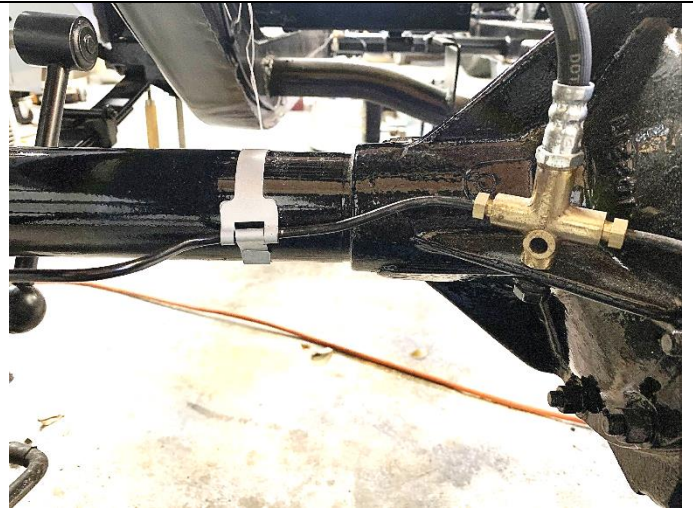
Left Rear. Front view – YIKES Brake line is not connected to wheel cylinder!



Right side connection to wheel cylinder. Rear view.



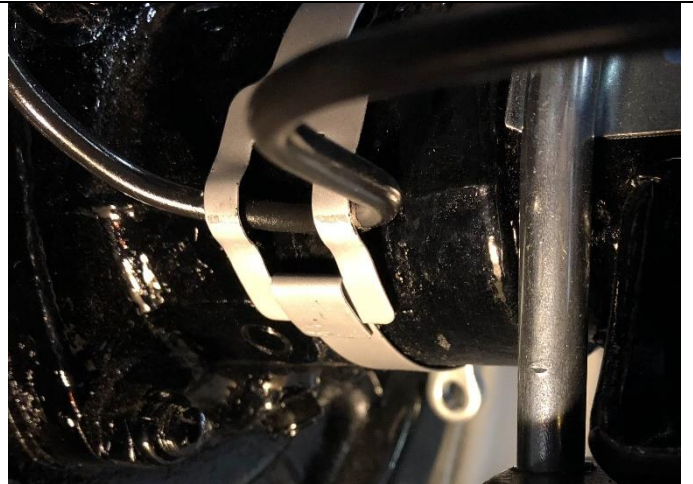
Vent in left axle tube 2" from diff



Left strap covers vent hole but does not seal



Strap over line and axle tube



Same type of strap. Different bend for bearing housing at wheel.



Step 1: Bend open end over a piece of old brake line as shown.



Step 2: Set strap and old brake line in vice with loose faces as shown.



Step 3: Squeeze top of strap between two loose pieces of wood to start rounding the strap



Step 3 continued: See how open end of strap bends over the loose wood nearest to the Tommy bar.



Step 3 result – The strap should look like this when it is out of the vice.



Step 4 – Pre-bend the strap for the axle tubes.

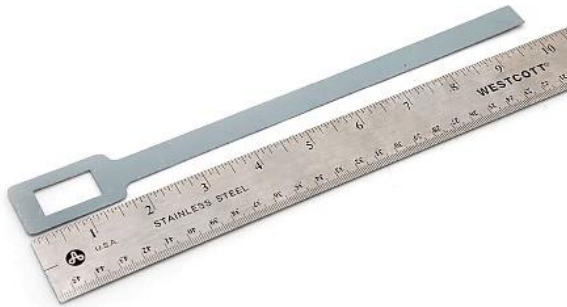


Step 5 – Insert the big end of the strap under the brake line. Wrap the strap around the axle tube. Run the small end of the strap under the brake line. Bend the small end down. Cut the small end to length as shown. Finish by bending the small end up tightly against itself.

Two straps go around the steering rack to secure the harness for the two horns.



The strap is too short to wrap around the axle bearing housing in the same way that it wraps around the axle tube. Do not fold the open end in the same manner as for the axle tube. Make a raised “hill” in the center of the opening to slightly follow the shape of the brake line. Wrap the small end around the bearing housing and under the brake line. Lock the strap in the open end by bending the small end tightly against itself.

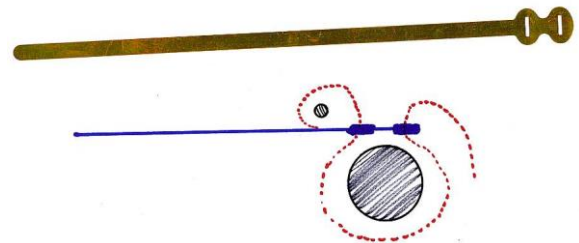


Brake line strap for rear axle

Abingdon Spares part #31-057
“Strap for Brake Lines”

Moss Motors part # 181-900
“STRAP, pipe to axle”

This strap also secures the horn wire to the steering rack on TFs



This strap is NOT for brake lines. It is used for wiring and for strapping the temperature gauge tube to the radiator stay bar.

Abingdon Spares part # 65-051
“Strap Fastener, 7” metal”

Moss Motors part # 161-800
“STRAP, wire tie-down”

UNRESTORED TF9052 BRAKE LINES

Photos by Frank Cronin
"The Original MG TF Midget"

<https://www.mg-cars.org.uk/mgtf/>

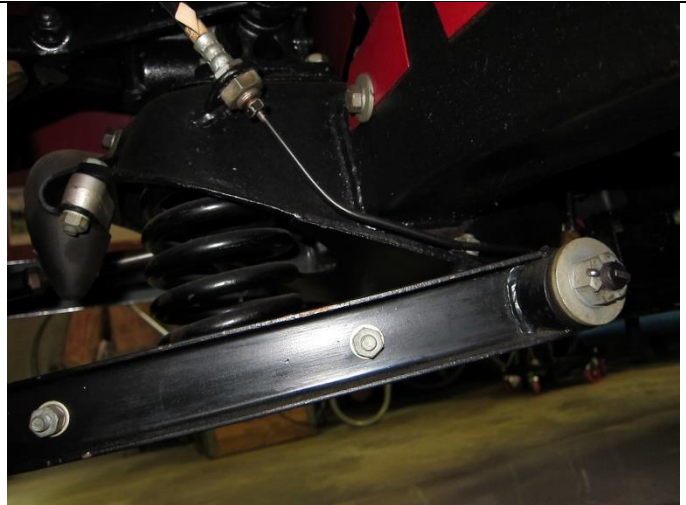
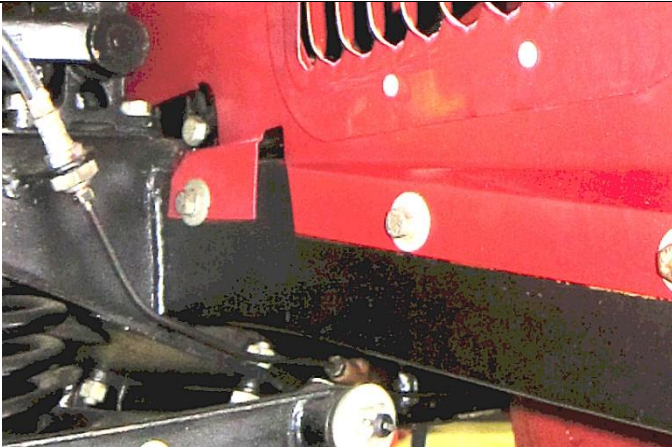
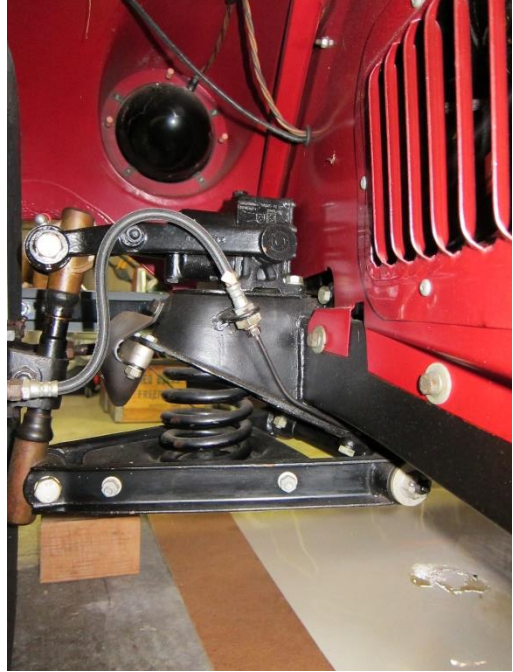
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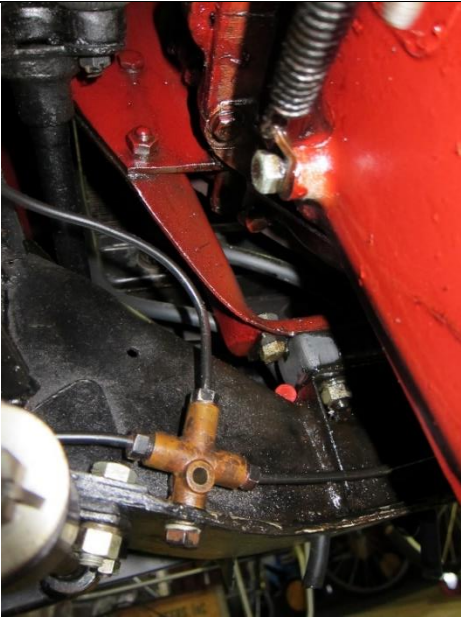
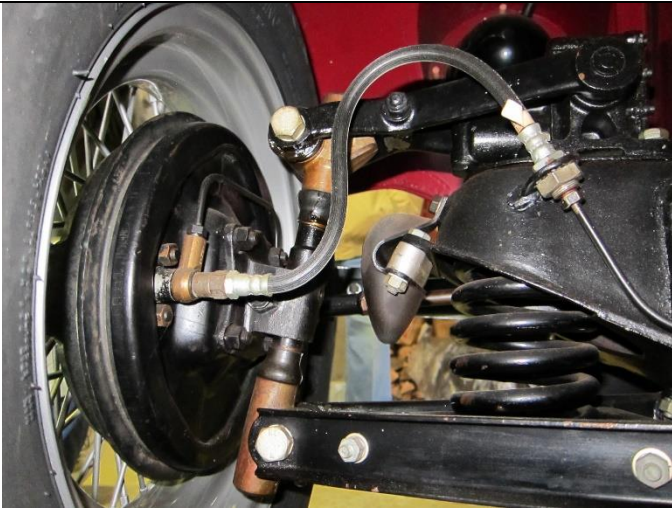
Unrestored TF9052

TF9052 is a MG Red TF-1500 with approximately 5700 miles on the odometer at the time of this writing. The car is fairly untouched. The 91 year old owner bought this car new from a car dealer in Long Island, NY in 1955. The car is rarely driven, but it is driveable.

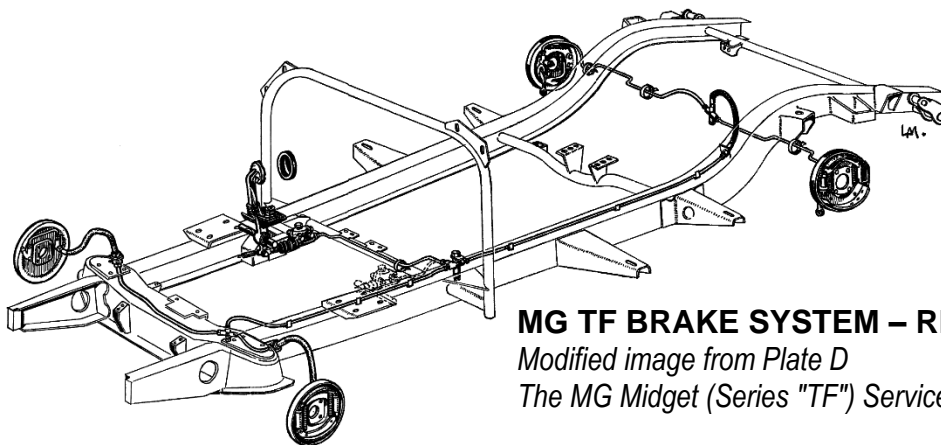
Chris Couper
"The Original MG TF Midget"

https://www.mg-cars.org.uk/mgtf/Pictures/TF9052/Thumbnails/mgtf_tf9052.htm









MG TF BRAKE SYSTEM – RHD and LHD

Modified image from Plate D

The MG Midget (Series "TF") Service Parts List AKD 804

BRAKE PIPES

| | | |
|---|---|---------|
| Pipe ($\frac{3}{16}$ " o/d \times 25" long) with 2 tube nuts (master cylinder to 4-way) | 1 | AJD50 |
| Pipe ($\frac{3}{16}$ " o/d \times 46" long) with 2 tube nuts (4-way to 3-way) | 1 | AJD92 |
| Pipe ($\frac{3}{16}$ " o/d \times 23" long) with 2 tube nuts (front 3-way to R/H front hose) | 1 | AJD46 |
| Pipe ($\frac{3}{16}$ " o/d \times 10" long) with 2 tube nuts (front 3-way to L/H front hose) | 1 | AJD20 |
| Pipe ($\frac{3}{16}$ " o/d \times 10" long) with 2 tube nuts (front wheel cylinder to bridge)..... | 2 | AJD20 |
| Pipe ($\frac{3}{16}$ " o/d \times 51" long) with 2 tube nuts (4-way to rear hose) | 1 | 17H7014 |
| Pipe ($\frac{3}{16}$ " o/d \times 42" long) with 2 tube nuts (axle hose bracket to R/H rear) ... | 1 | AJD84 |
| Pipe ($\frac{3}{16}$ " o/d \times 31" long) with 2 tube nuts (axle hose bracket to L/H rear) ... | 1 | AJD62 |
| Clip—pipe to side-member | 5 | 95098 |
| Banjo clips (4 pipe to rear axle, 1 pipe to cross-member) | 5 | 5873 |
| Clip—pipe to cross-member | 1 | 54516 |

BRAKE PIPE PARTS

MGTD Service Parts List AKD 834

← (Left)

MGTF Service Parts List AKD 804

↓ (Bottom)

BRAKE PIPES

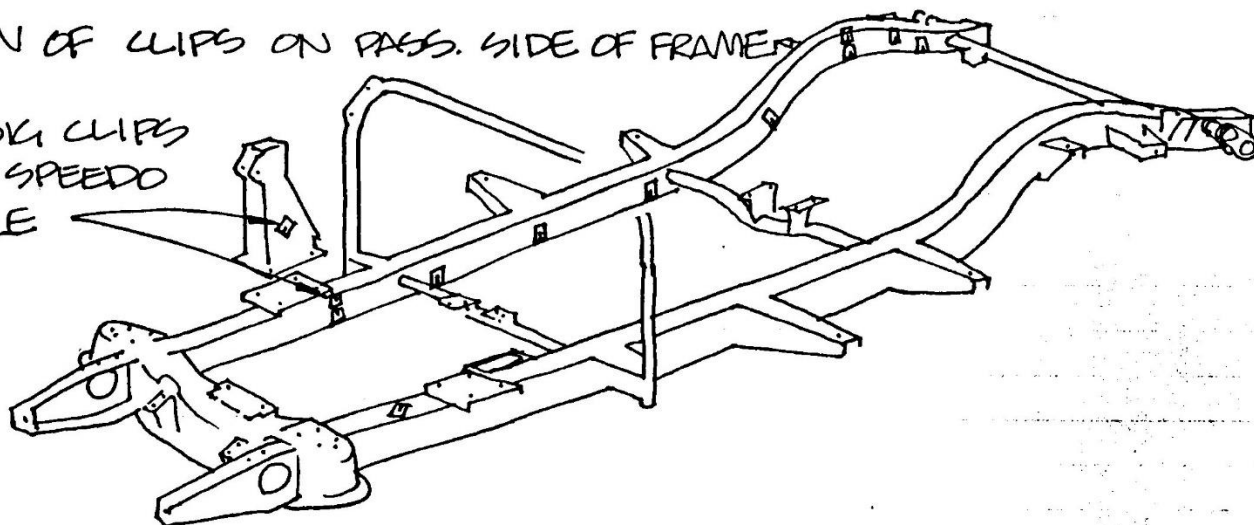
| | | |
|--|---|---------|
| Pipe ($\frac{3}{16}$ " o/d \times 25") with 2 tube nuts (master cylinder to 4-way).. (RHD) | 1 | AJD50 |
| Pipe ($\frac{3}{16}$ " o/d \times 10") with 2 tube nuts (master cylinder to 4-way).. (LHD) | 1 | AJD20 |
| Pipe ($\frac{3}{16}$ " o/d \times 46") with 2 tube nuts (4-way to front 3-way) | 1 | AJD92 |
| Pipe ($\frac{3}{16}$ " o/d \times 23") with 2 tube nuts (front 3-way to R/H front hose) | 1 | AJD46 |
| Pipe ($\frac{3}{16}$ " o/d \times 10") with 2 tube nuts (front 3-way to L/H front hose) | 1 | AJD20 |
| Pipe ($\frac{3}{16}$ " o/d \times 10") with 2 tube nuts (front wheel cylinder to bridge) | 2 | AJD20 |
| Pipe ($\frac{3}{16}$ " o/d \times 51") with 2 tube nuts (4-way to rear hose) | 1 | 17H7014 |
| Pipe ($\frac{3}{16}$ " o/d \times 42") with 2 tube nuts (rear 3-way to R/H rear) | 1 | AJD84 |
| Pipe ($\frac{3}{16}$ " o/d \times 31") with 2 tube nuts (rear 3-way to L/H rear) | 1 | AJD62 |
| Clip—pipe to side-member | 5 | 95098 |
| Banjo clip (4 pipe to rear axle; 1 pipe to cross-member) | 5 | ACH8650 |
| Clip (1 pipe to cross-member; 4 pipe to rear axle) | 5 | 54516 |

MGTF ORIGINAL WIRING/FUELLINE CLIP POSITIONS (LEFT HAND DRIVE ONLY)

V.

VIEW OF CLIPS ON PASS. SIDE OF FRAME

(2) BIG CLIPS
FOR SPEED
CABLE

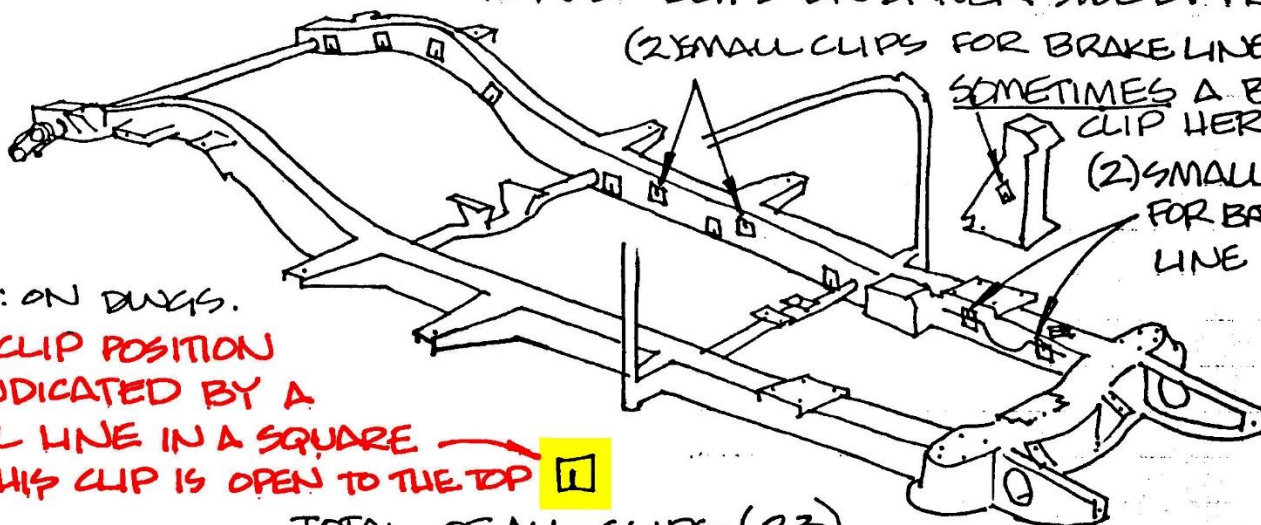


VIEW OF CLIPS ON DRIVER SIDE OF FR

(2) SMALL CLIPS FOR BRAKE LINE

SOMETIMES A BI
CLIP HERE

(2) SMALL
FOR BRA
LINE



NOTE: ON DWGS.

THE CLIP POSITION
IS INDICATED BY A
SMALL LINE IN A SQUARE
I.E. THIS CLIP IS OPEN TO THE TOP

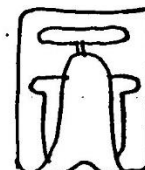
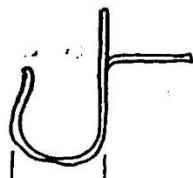
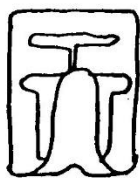


TOTAL OF ALL CLIPS (23)

(2) BIG CLIPS

(17) MEDIUM CLIPS

(4) SMALL CLIPS



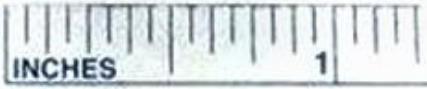
APPROX. $\frac{1}{2}$

APPROX. $\frac{3}{8}$

APPROX. $\frac{1}{4}$

NOTE: ALL CLIPS APPEAR TO START OFF THE
SAME BUT ARE BENT DIFFERENTLY
TO OFFER DIFFERENT SIZES.

Paul Palmer



Chassis clips available from Abingdon Spares, Moss Motors, and other suppliers. Buy extras because you will break some when installing.

Abingdon Spares part #63-069
"Clip, Fuel Line to Chassis"

Moss Motors part ##326-326
"CHASSIS CLIP, brake & fuel pipes & wiring"

FUEL LINE

TD/TF 6 CLIPS FIXED TO INSIDE OF CHASSIS RAIL AT LOWER EDGE

TD MARK II 5 CLIPS FIXED TO UPPER EDGE

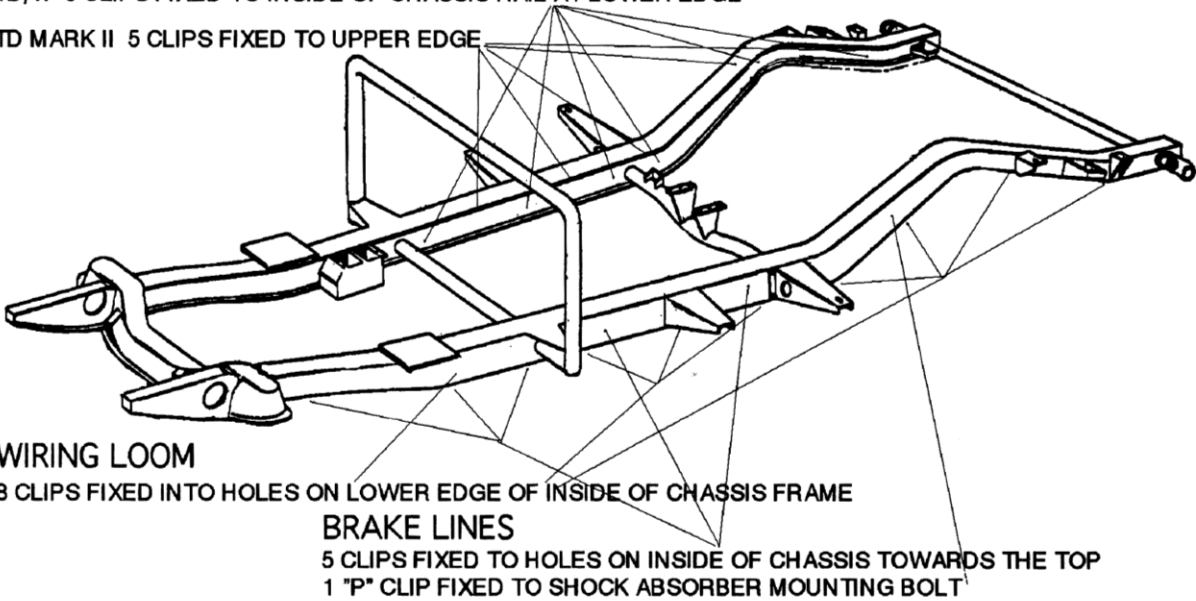
WIRING LOOM

8 CLIPS FIXED INTO HOLES ON LOWER EDGE OF INSIDE OF CHASSIS FRAME

BRAKE LINES

5 CLIPS FIXED TO HOLES ON INSIDE OF CHASSIS TOWARDS THE TOP

1 "P" CLIP FIXED TO SHOCK ABSORBER MOUNTING BOLT



TD/TF CHASSIS SHOWING PIPE AND WIRING CLIPS.

Chassis diagram from Malcolm Green's "MG T Series Restoration Guide"