

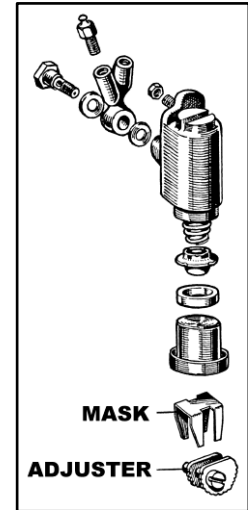
NO BRAKES!!

(I did this easy fix on both of my TFs)

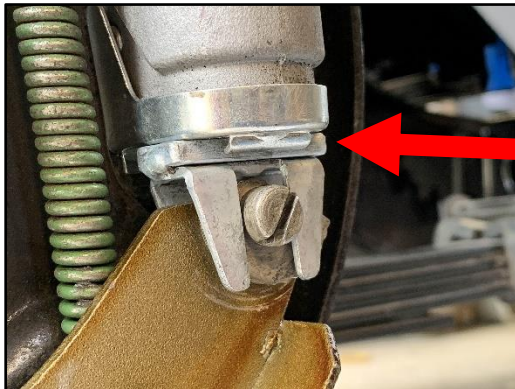
MG-T and MGA workshop manuals say to adjust each brake until it locks up, then back off one click. But sometimes the brakes won't lock up when the adjuster is turned to the max. So, why does this happen and how to fix the problem?

WHY? Previous owners may have had the drums turned too many times, and now the inside diameter is too large to contact the brake shoes. Or maybe new replacement shoes are too thin or too short.

HOW TO FIX? The easiest way is to add a shim to the mask that rides against the wheel cylinder to move the brake shoe closer to the drum. Four front cylinders; two rear. “[CLICK]” [links below](#).



DETAILS. Use 1/8" steel bar stock or 1/8" thick angle bracket purchased from a hardware store or use something similar lying around the shop. Cut the shim 1-1/8" long X 1/2" (or 9/16") wide. Tack weld the ends of the shims to the adjuster masks. Do not weld the sides. After welding, file the top flat and remove weld material on the underside of the mask that may interfere with the adjuster. If you can't weld, then a club member can probably do the job for you. SafetyFast!



SHIM



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