

MGA Front Drum to Disc Conversion Bracket

Bob Shafto July 17, 2024

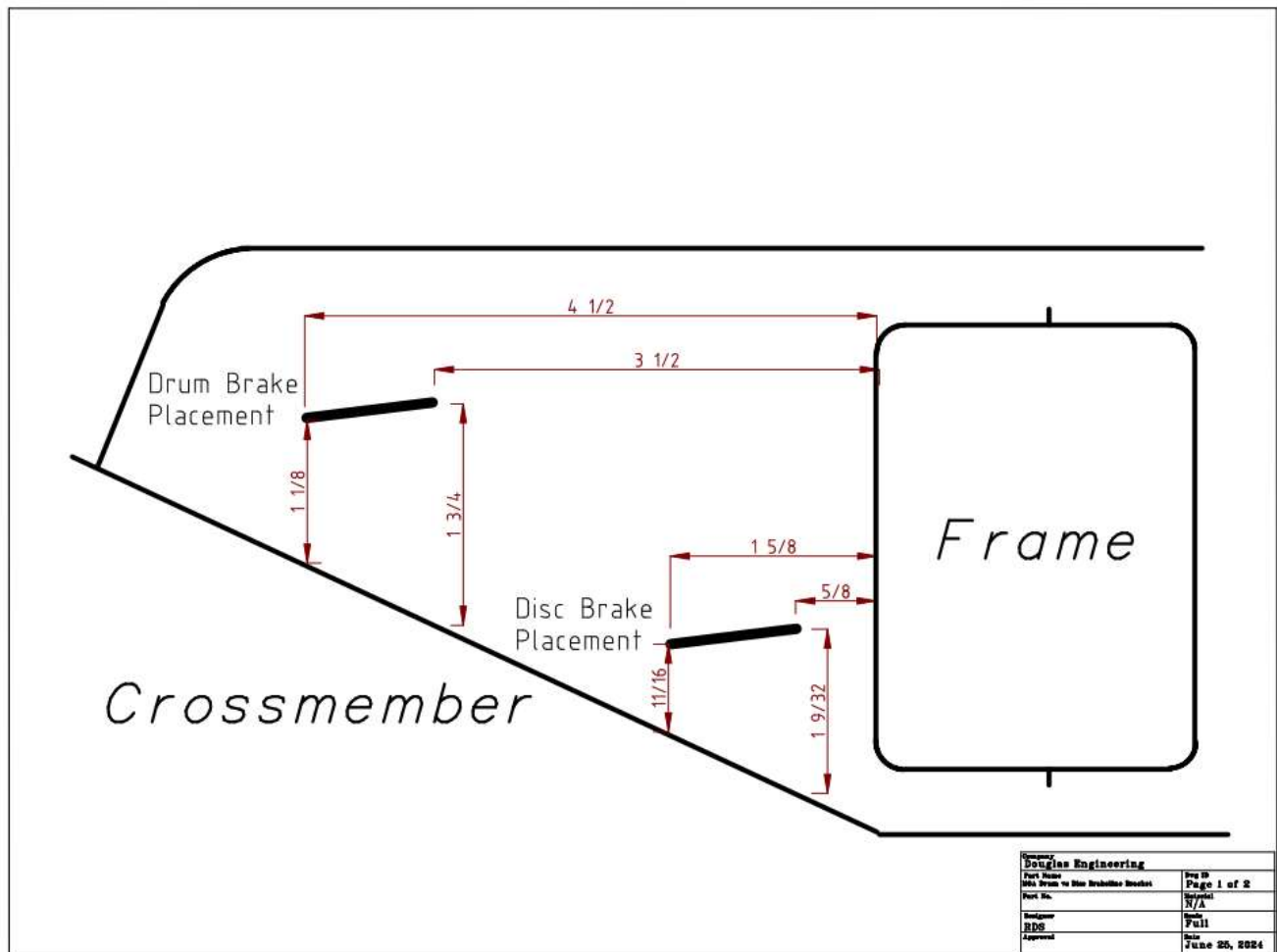
I recently did another front drum brake to disc brake conversion on a 1500 roadster. It is a straight forward swap, just a matter of removing one set of parts and installing another. Then connect the flex hose to the hard line. This is where you hit a snag. The drum brake flex line mounts through a tab or bracket welded to the frame on the upper spring cup in the crossmember. The flex line has a 5/8 – 18 threaded end that goes through a hole in the bracket with a nut and lock washer on the other side. The end also has a 3/8 – 24 tapped hole for the standard hard brake line fitting.

The disc brake car also has a tab or bracket welded to the frame but in a different location on the crossmember, closer to the frame rail. The flex line for the disc brake is a smaller 3/8 – 24 threaded end that goes through the bracket held in place by a lock washer and nut and the hard line is connected to the end with a female flare fitting.

In the past, I cut the brake line frame mounting bracket off the spring cup and welded to the disc brake position near the frame rail during a frame off restoration. Each time I made a templet from my 1600 disc brake car and used it to relocate the factory brake line bracket before the frame was refinished.

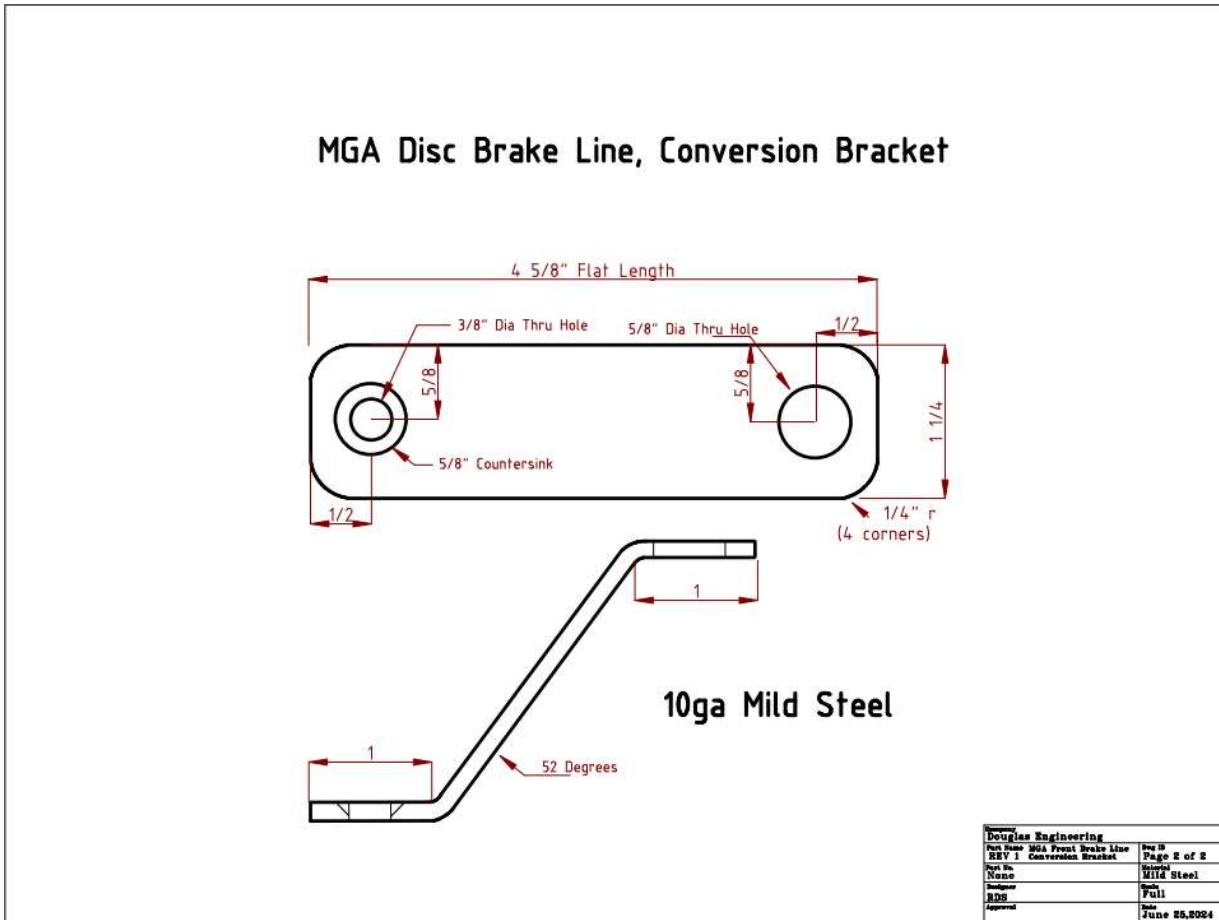
This time was different because it was a freshly and totally restored car. I really didn't want to cut and weld in the tight space inside the wheel well, on a newly powder coated frame so I decided to commit the measurements to a drawing and design a conversion bracket that would bolt to the existing factory drum brake bracket and extend to the disc brake line bracket factory position.

The first drawing will serve those that wish to cut the drum brake bracket off and weld it in the factory position for a disc brake car.



The bracket drawing will serve those that want a bolt-on solution. The Bracket is meant to bolt to the existing, factory drum brake bracket with a 5/8 bolt and extend toward the frame to the factory position closer to the frame rail.

The drum brake flex line goes through the bracket with a nut to lock it in place and the hard line attaches to the flex line with a female 3/8 flare brake line fitting. I used a standard 3/16" x 1 1/4" flat steel bar from big box and hardware stores, that I had on hand and drilled a .3320" hole instead of 3/8" (no countersink) and tapped for 3/8-24 thread so the flex line could thread directly into the bracket, eliminating the nut and leave enough threads for the hard line flare nut.



Factory Disc Brake Connection



Factory Drum Brake w/ Bracket



Disc Brake Conversion Complete