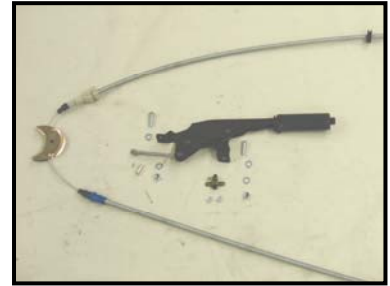




## 6 Handbrake & Flexible Rear Brake Pipes

The Handbrake mechanism utilised by Westfield meets all SVA requirements and is a common part across the model range. The chassis comes un-drilled for the handbrake lever, so suitable safety equipment should be worn before drilling the handbrake lever mounts.



### **Tools Required**

8mm Drill  
Pliers  
13mm Spanner  
13mm Socket  
Torque Wrench

### **Fitting The Handbrake**

1. Place the handbrake lever on the transmission tunnel in its correct position. Mark where the handbrake lever mounting holes onto the chassis bars. Drill using a 8mm drill bit, de-burr the holes afterwards.



2. Fit the handbrake lever onto the top of the transmission tunnel, place a plain washer under the bolt head and nyloc nut. Torque to 27n/m (20 ft/lbs)

- 2 x 25mm x 8mm bolt
- 4 x 8mm plain washer
- 2 x 8mm nyloc nut

### **Fitting The Handbrake Cable**

1. Place the cables in the transmission tunnel and out through the back of the tunnel. The cables need to be locked into the chassis, to do this slide the inner cable through the cut at the bottom of the mounting hole and slide the outer cable through. You may need to enlarge the cut at the bottom of the hole if the powder coating has blocked it.



2. Route the left hand cable out of the transmission tunnel,

- Under the differential mount bush
- Over the top chassis rail
- Over and around the top wishbone
- Inside the upright to brake calliper.





## 6 Handbrake & Flexible Rear Brake Pipes

3. Route the right hand cable in the same way
- Under the differential mount bush
  - Over the top chassis rail
  - Over and around the top wishbone
  - Inside the upright, to the brake calliper.



4. Place conduit tubing over the handbrake cable where it rubs or contacts the chassis/suspension.

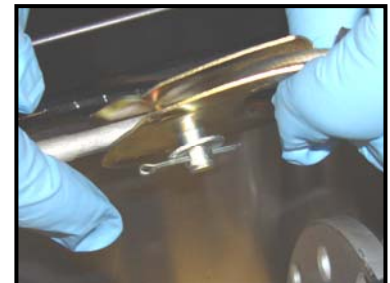
Attach the cables to both top and bottom rear wishbones using two cable ties for security.



To complete procedure 5, the assistance of a second person may be required to compress the handbrake mechanism on the rear callipers to enable enough cable slack for fitment. Another method if on your own is to remove the handbrake lever from the chassis, then attach the cable before re-fitting the handbrake lever.

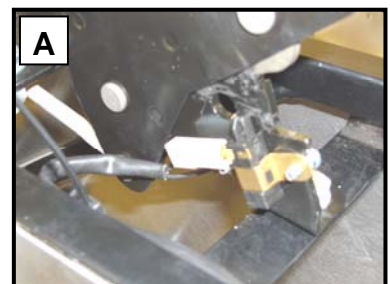
5. Pull the compensator bracket forward towards the handbrake lever. Place the handbrake pull rod into the bracket and secure by fitting a clevis pin down through the bracket. A Plain washer and split pin can then be fitted.

- 1 x 8mm clevis pin
- 1 x 8mm plain washer
- 1 x 2mm x 20mm split pin



6. On the wiring loom next to the handbrake lever there will be two connections.

**A** – The push on connector fits on the spade terminal to the right of the lever.



**B** – The second connector requires the lower screw to be taken out on the left hand side and the connector placed over the screw before being replaced.





## 6 Handbrake & Flexible Rear Brake Pipes

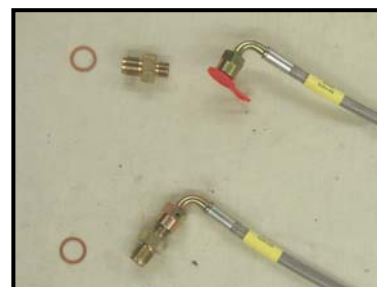
### Fitting The Rear Flexible Brake Pipes

The rear flexible brake pipe kit is supplied with six parts, two flexible pipes, two adapters to fit the callipers and two copper washers.

The flexible pipes are equal length and can be fitted to either side of the car.



1. The adapter needs to be fitted to the end of the flexible brake pipe that has the 90° bend. Do not fit the copper washer here, this connection relies on a taper fit.



2. Fit the flexible brake pipes to the car so that the ends with the adapter and the 90° bend fit onto the callipers, this connection requires a copper washer

2 x 12mm copper washer

Wind the lock nut off the other end of the pipe and place it through the chassis mount, the lock nut can then be re-threaded and tightened down. Attach the copper brake pipe and tighten.





## 6 Handbrake & Flexible Rear Brake Pipes

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