

## **NOW SUPPLIED WITH GENUINE LOCKHEED CP2696 CALIPER**

### RGM COMMANDO FRONT BRAKE UP-RATE KITS 050086 AND 050034 AND CALIPER CONVERSION

#### **KIT ONE 050086**

050015	12" FLOATING DISC
GAC/L	LOCKHEED CP2696 CALIPER
RGM077	MOUNTING BRACKET
050256	MOUNTING BRACKET HARDWARE
APCP2233	LOCKHEED RACING BRAKE LEVER
FRONT	BRAIDED STAINLESS BRAKE HOSE

#### **KIT TWO 050034**

CONTENTS AS ABOVE WITHOUT THE HOSE AND LEVER

#### **KIT THREE, CALCON**

AS KIT TWO WITHOUT THE DISC.

Thank you for purchasing one of our Commando disc brake up-rate kits, this kit will fit the disc brake Commando without alteration to any original components thus allowing the machine to be returned to standard should a future owner be a polisher rather than rider.

The main advantages of these kits are ...

1. The larger disc applies more torque and improves feel.
2. The floating aspect of the disc helps maintain pad alignment.
3. The "open" caliper (above pads) helps prevent overheating.
4. Genuine CP2696 racing caliper, this caliper along with its

various derivatives was used extensively during the seventies, Triumphs, Mini Coopers, many seventies racing bikes etc.

used this type of caliper, and today it is still considered current by most brake pad manufacturers,

unfortunately the original Commando caliper is generally considered to be obsolete.



There are few fitting issues, everything being pretty much bolt on, the disc bolts directly to the standard hub, the rivet heads do run close to the inside of the fork leg, but as there is no relevant movement any clearance will do. The disc will expand when hot so approx. 2 mm clearance between the outer edge of the disc and the inner radius of the caliper is required.

The caliper has 4 3/8 UNF inputs and the fittings/blanking plugs can be swapped to suit any special application. The brake hose fitting on the caliper as supplied is unlikely to be required and should be removed.

When fitting the caliper the extra washers supplied can be used to help centralize the caliper on the disc. It is not essential that the caliper is perfectly central a millimetre or so either way is fine.

If the hole pattern on the disc requires reversing this can be achieved by carefully removing the E clips and turning the cast iron disc around. If fitting to a Commando with the standard front mudguard and the disc on the right then consideration might be given to reversing the front forks and fitting the disc on the left hand side, the caliper will then be in front of the fork leg and issues of mounting the rear mudguard stay resolved, however if you are using the earlier front hub with the threaded lock ring rather than the circlip retaining the bearings **precautions must be taken to prevent the lockring unscrewing!**