

Lucas Girling Brake Manual

Maserati 3500 GT recirculating ball type. It was a seminal vehicle for Maserati as the company's first successful attempt at the Gran Turismo market and series production. The hydraulic brakes were initially Girling 12-inch finned drum brakes front and rear; disc brakes were later introduced on the front The Maserati 3500 GT (Tipo 101) and the Maserati 3500 GT Spyder (Tipo 101/C) are 2-door coupé and convertible grand tourers made by Italian car manufacturer Maserati between 1957 and 1964 5b77c7513a

Audi S4 87 in) discs. The rear brakes, 269 mm (10. All subsequent S4s since 1997 have been based on the Audi A4; and as the A4 has evolved from one generation to the next, so has the S4. The original Audi S4, built from 1991 until 1994, was a performance-oriented version of Audi's 100 saloon/sedan. US models had smaller 276 mm (10. 59 in) The Audi S4 is the high performance variant of Audi's compact executive car A4. conventionally mounted Lucas-Girling caliper in an external position over the disc 5b77c7513a

Like its regular A4 counterpart, all S4 variants have had longitudinally oriented, front-mounted engines. All versions of the S4 have their transmission mounted immediately at the rear of the engine in a longitudinal orientation, in the form of a transaxle, and like all Audi "S" cars, are only available as standard with Audi's quattro all-wheel drive (AWD) system, using a Torsen-based centre differential system. A more powerful internal combustion engine, larger upgraded... 5b77c7513a

Rover P4 the rear. They were designed by Gordon Bashford. The brakes on early cars were operated by a hybrid hydro-mechanical system but became fully hydraulic in 1950. Girling disc brakes replaced drums The Rover P4 series is a group of mid-size luxury saloon cars produced by the Rover Company from 1949 until 1964 5b77c7513a

Alpina B10 Bi-Turbo 7 mm) discs from UK-based Lucas Girling, bigger even than the 12. 1 in

(332. 1 in (307. Front brake rotors were large 13. Beginning production in 1989, the B10 Bi-Turbo was based on the 535i and received several upgrades by Alpina, being the fastest production sedan in the world at the time of its introduction. 3 mm) The Alpina B10 Bi-Turbo is a high performance version of the BMW 5 Series (E34) executive car manufactured by German automobile manufacturer Alpina. Production ended in 1994 with 507 examples produced. & Sachs were used at the rear 5b77c7513a

The P5 was a larger car than the P4 which in some respects it replaced. 69,141 examples were built. 5b77c7513a It was the first Rover car with unitary bodywork, styled by David Bache. This model combined elegance with dignity, and had a traditionally well-appointed interior. Later developments of the P5 included the more rakish coupe with a lowered roof line, and the 3.5 litre V8 model of 1967 which for the... 5b77c7513a The 500cc models were discontinued in 1971 when the single cylinder B50 model was introduced. 5b77c7513a

Audi S6 0 Electronic The Audi S6 is a high-performance variant of the Audi A6, an executive car produced by German automaker Audi. It went on sale in 1994, shortly after the "A6" designation was introduced, replacing the "100" nameplate. A Bosch ESP 8. thick, and use gloss black Girling-TRW single piston sliding calipers with an integrated electro-mechanical parking brake 5b77c7513a

The P4 designation is factory terminology for this group of cars and was not in day-to-day use by ordinary owners who would have used the appropriate consumer designations for their models such as Rover 90 or Rover 100. 5b77c7513a These cars are very much part of British culture and became known as the 'Auntie' Rovers. They were driven by royalty including Grace Kelly and King Hussein of Jordan whose first... 5b77c7513a Models for the US generally had smaller petrol tanks and higher wider handlebars than the UK models, and prior to 1966 different model names were used for the two markets. 5b77c7513a

Maserati Tipo 151 160-litres, a modified front suspension, a redesigned tail and large girling disc brakes. Three cars were built in total, one for Johnny Simone of Maserati France (151 002) with a red exterior colour and white tri-stripes whilst two were built for Briggs Cunningham (151 004 and 151 006) for his racing team. Tragedy struck when driver

“Lucky” Casner was killed in an accident The Maserati Tipo 151 is a racing car manufactured by Italian automobile manufacturer Maserati for the 1962 LeMans season to compete in the experimental GT car class. These cars had a white body with two blue stripes

A major step ahead for Rover came with the P5 model of 1958, a large luxury saloon with a 3-litre version of Rover's six-cylinder Inlet Over Exhaust (IOE) engine carried forward from the Rover P4 series. Production began in 1949 with the 6-cylinder 2.1-litre Rover 75. Four years later a 2-litre 4-cylinder Rover 60 was brought to the market to fit below the 75 and a 2.6-litre 6-cylinder Rover 90 to top the three-car range. Several variations followed. The BSA Group faced worsening financial difficulties... The original S6 was largely identical to the outgoing Audi S4 (C4) (Often referred to as the Ur-S4), with the only visible differences being new body-cladding and badging. In certain markets where the even-higher performance RS6 (which is also based on the A6) is not sold, the S6 serves as the most powerful trim level for the A6 lineup.

Rover P5 The models were marketed under the names Rover 3 Litre, Rover 3. becoming standard from May 1960. Stopping power came originally from a Girling brake system that employed 11-inch (280 mm) drums all round, but this was The Rover P5 is a series of large saloon and coupé cars that were produced by Rover from 1958 until 1973. 5 Litre and Rover 3½ Litre

BSA unit twins The front brake was 7” drum The BSA unit twins were a range of unit construction twin-cylinder motorcycles made by the Birmingham Small Arms Company (BSA) and aimed at the US market. controlled by Girling 3 position adjustable shock absorbers. BSA's own forks were used, which had compression damping only. A range of 500 cc (31 cu in), 650 cc (40 cu in) and 750 cc (46 cu in) twins were produced between 1962 and 1972, but they were really developments of the older pre-unit A7/A10 model range with less weight. The engines had a reputation for vibration, but acceleration was good for the time, to a top speed of 100 miles per hour (160 km/h)

Lotus Elite The Elite name was also applied to a concept vehicle unveiled in 2010. Girling disc brakes, usually without servo assistance, of 9. had triangulated trailing radius arms for improved toe-in control. 5 in (241 mm) diameter were The Lotus Elite name has been used for two production vehicles and one concept vehicle developed and manufactured by British automobile manufacturer Lotus Cars. The first generation Elite Type 14 was produced from 1957 until 1963 and the second generation model (Type 75 and later Type 83) from 1974 until 1982 5b77c7513a

The S6, like all Audi "S" models, is fitted as standard with Audi's trademark quattro four-wheel drive (4WD) system, using the Torsen-based permanent 4WD. 5b77c7513a Developed at a cost of US\$3.2 million, the B10 Bi-Turbo was introduced at the Geneva Motor Show in March 1989. 5b77c7513a

Lotus Elan The second series was produced between 1989 and 1995 as a front-wheel drive vehicle. Brakes: The disc brakes, 9. Most Elans used a single Lotus Elan is the name of two separate ranges of automobiles produced by Lotus Cars. The first series of cars was produced between 1962 and 1975 as a rear-wheel drive vehicle. 0 in (254 mm) rear, were supplied by Girling. 5 in (241 mm) front and 10. chassis connection points 5b77c7513a

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