

Let's now move on in repairing the ABS sensors and do some maintenance to the handbrake lever. It looks like the front left wheel well had been affected by an engine fire. The engine bay had some melted pipes and it seems that the high temperature affected the ABS sensor insulation. It was melted and I had to find a solution.

As far as the handbrake lever is concerned, it was fine and all I did was to powder coat the lever as it was visible from the passenger compartment. Just a note here: the ABS version of the 33 features a different handbrake lever assembly compared to the drums version. Many 33 owners who have done the rear disk conversion have failed to remove from the donor car the handbrake lever and install it along with the disk brakes axle. By keeping the original drums handbrake assembly, the parking brake will not be effective and it will need many click in order to lock the wheel. By stating many click they may exceed 5 or 6 and the lever will almost hit the roof lining!



Here you see the rear ABS sensor which clearly has seen better days. The rubber insulation has fallen into pieces and all I can do is remove the perished rubber insulation and replace it with new PVC sleeve.



Be sure to clean the connector internals and move away metal shaving from the sensor tip. Metal shavings from the disk brake are attracted by the sensor tip and accumulate there, making sometimes faulty measurements of the wheel speed. This results in faulty ECU interpretation and as a consequence the ABS fault light is illuminated on the instrument cluster.



In order to restore the front ABS sensor which had been involved in a fire incident, I bought a FORD sensor off eBay. I used the new sensor wiring which I adopted to the Alfa 33 sensor by preserving the sensor and the connector.



Here is a close-up of the part of the sensor which has been soldered and protected from the weather elements. Heat shrinking tube is used in order to stop anything foreign get inside.





The special rubber grommet off the FORD sensor is used to the Alfa 33 sensor.



All sensors are now restored and cleaned ready for installation to the vehicle.



Lets now move on to the handbrake lever. The lever is fully disassembled and checked for wear. I have bought a new lever grip in order to look like new. Freshly powder coated lever and a new grip will surely make a nice fit!



Lubricate the lever pivot pin. Notice on the handbrake lever the two adjacent holes. This is the difference compared to the non ABS handbrake lever. These two holes are there at a specific place in order to provide specific leverage to the handbrake cables in order to lock effectively the rear calipers.





I have used the outer hole as a first approach. However, after the installation I chose to put the lever on the inner hole as it provided better locking of the handbrake.



View from the top after the lever is fully attached to the support bracket.