

MAINTENANCE

The only maintenance necessary is to ensure that the hydraulic system has an adequate supply of fluid, and should the pedal become spongy, the system must be bled.

Only the fluid specified in Section P of the Manual should be used.

GREAT CARE MUST BE TAKEN NOT TO SPILL FLUID ON THE PAINTWORK OF THE CAR DURING ANY OPERATIONS CARRIED OUT INVOLVING THE USE OF BRAKE FLUID.

Before removing the filler cap, situated on the front of the luggage compartment, for topping-up purposes, see that it is clean.

Cleanliness is particularly important when carrying out any servicing on the hydraulic system.

When replacing the filler cap ensure that the breather hole is not restricted, and that the sealing washer is in good order.

MASTER CYLINDER

Description (See Fig. 2.)

The unit is solely a master cylinder. The reservoir is carried on the front of the luggage compartment.

In front of the valve when the system is at rest, is a by-pass port which ensures that the system is maintained full of fluid at all times, and also allows for the expansion and contraction of the fluid due to temperature changes.

Should this port become choked, pressure will build up in the system.

To remove

To obtain access to the master cylinder, the petrol tank must first be removed. (See Section C of the Manual.)

With the tank removed disconnect the pipe from the reservoir at the master cylinder.

The fluid may be drained into a suitable container, or the pipe plugged by a rubber grommet.

Disconnect the main feed pipe from the cylinder.

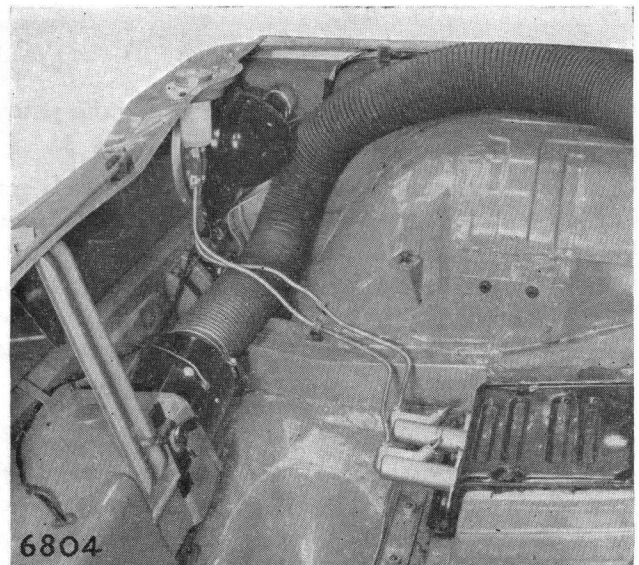


Fig. 2. Master Cylinder Layout

From inside the car, remove the split pin and washer and the clevis pin from the operating rod link and release the pedal.

Return now to the master cylinder, remove the two retaining bolts and the cylinder can be withdrawn.

To dismantle and re-assemble (See Fig. 3.)

Remove the cylinder from the car as described in the previous paragraph.

Great care must be taken to prevent the ingress of foreign matter into the system.

Remove the rubber boot and the operating rod.

With a pair of sharp nosed pliers, withdraw the circlip from the cylinder.