

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/16/R	SERVICING OF BRAKE DISC T.R.3 Only	Date	MAY 1958
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It is unlikely that the brake disc will ever require attention, but should it ever suffer damage or be excessively scored, Messrs. Girling Limited and ourselves recommend that it be replaced with a new disc. If, however, replacement of the disc is not possible and regrinding is contemplated, great care should be exercised, as incorrect grinding can seriously mar the efficiency of the brake. It is a skilled operation and should only be undertaken by competent engineers.

The machining limits shown below should not be exceeded under any circumstances. The maximum that can be removed from either side of the disc is .025" (.63 mm) and, as illustrated overleaf, measurement "A" should not be LESS than 1.475" (37.46 mm) and measurement "B" should not be more than 1.025" (26 mm). The ground surface should be flat and parallel to the mounting face with a fine finish, taking special care that the grinding of the inside face of the disc is "blended" at point "C".

NOTE: These instructions are for information only and do not constitute an authority to carry out modifications at the expense of The Standard Motor Company Limited.

1 ILLUSTRATION.

This Sheet gives Important service Information and should be filed by your Service Dept. in the Service Information Folder.

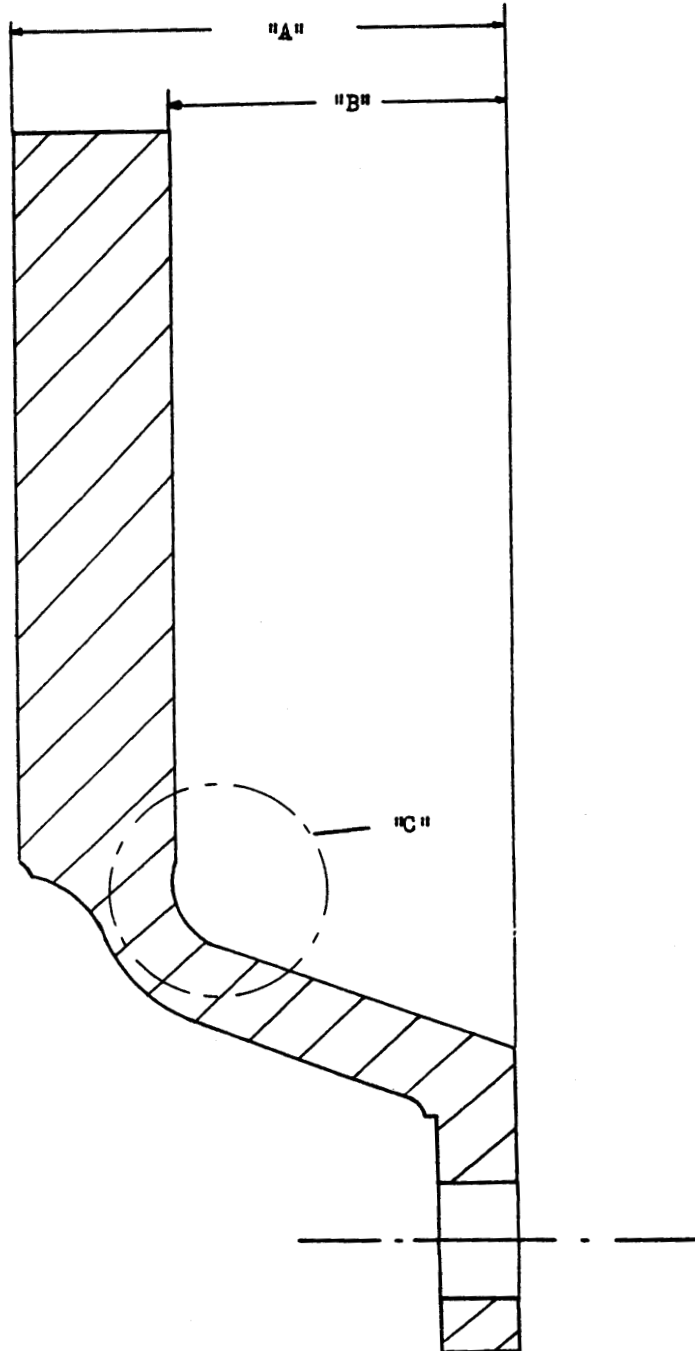
SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

GROUP 3/5



This Sheet gives Important service Information and should be filed by your Service Dept. in the Service Information Folder.

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No.	SPORTS/17/R	EXCESSIVE BRAKE PEDAL TRAVEL T.R.3 Only	Date	OCT/NOV 1958
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Attached hereto is a Girling Service Bulletin No.491.T.103, the contents of which are self-explanatory.

If any cases of excessive brake pedal travel are brought to your notice, will you please act on instructions given in the bulletin.

Removal and replacement procedures are as follows:

Removal

1. Empty the system by bleeding one brake.
2. Withdraw the clevis pin and release the push rod from the pedal.
3. Release reservoir and pipe line unions and detach pipes.
4. Detach retaining clip and withdraw rubber dust excluder from cylinder.
5. Remove bolts and lockwashers, then withdraw master cylinder from attachment bracket.

To Dismantle

1. Detach the circlip (18), releasing the push rod (17) and return stop plate (19).
2. Withdraw piston (13) complete with valve stem (7), spring (10) and recuperating valve assembly.

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S E R V I C E I N F O R M A T I O N



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3. Release spring seat (11) from piston (13) and detach valve stem (7).
4. Remove spring (10), valve spacer (9), and spring washer (8) from valve stem.
5. Using the fingers, carefully remove the sealing rubbers (12) AND (14) from the piston. Similarly, detach the rubber seal (6) from the valve stem (7).

Re-assembly

1. Using the fingers, fit the seals (12) and (14) to the piston (13) with their lips facing forward. Similarly, fit the rubber seal (6) to the recuperating valve stem (7).
2. Fit the spring washer (8) to the valve stem with its domed side adjacent to the valve stem face.
3. Fit the valve spacer (9) to the stem with its legs facing forward.
4. Feed the spring (10) on to the stem (7), then pass the end of the stem into the spring seat and attach the recuperating valve assembly to the piston.
5. Lubricate the piston and valve assembly with hydraulic fluid and insert the assembly carefully into the cylinder bore.
6. Fit the return stop plate (19) and push rod (17) to the master cylinder, securing these with the circlip (18).

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To Refit

Secure the master cylinder to the attachment bracket. Manoeuvre the rubber dust excluder (1) over the push rod and secure this to the master cylinder with the clip (2). Fit the push rod clevis to the brake pedal and insert the clevis pin, retaining this with a split pin. The push rod length should not normally require adjustment, but if this has been altered, proceed as follows: Slacken the locknut and by rotating the push rod, adjust its length so that there is approximately 1/2" movement at the pedal before the master cylinder piston commences to move. When correct adjustment is obtained, tighten the locknut.

Connect the reservoir and pipe line unions to the master cylinder, fill the reservoir with hydraulic fluid and bleed the system.

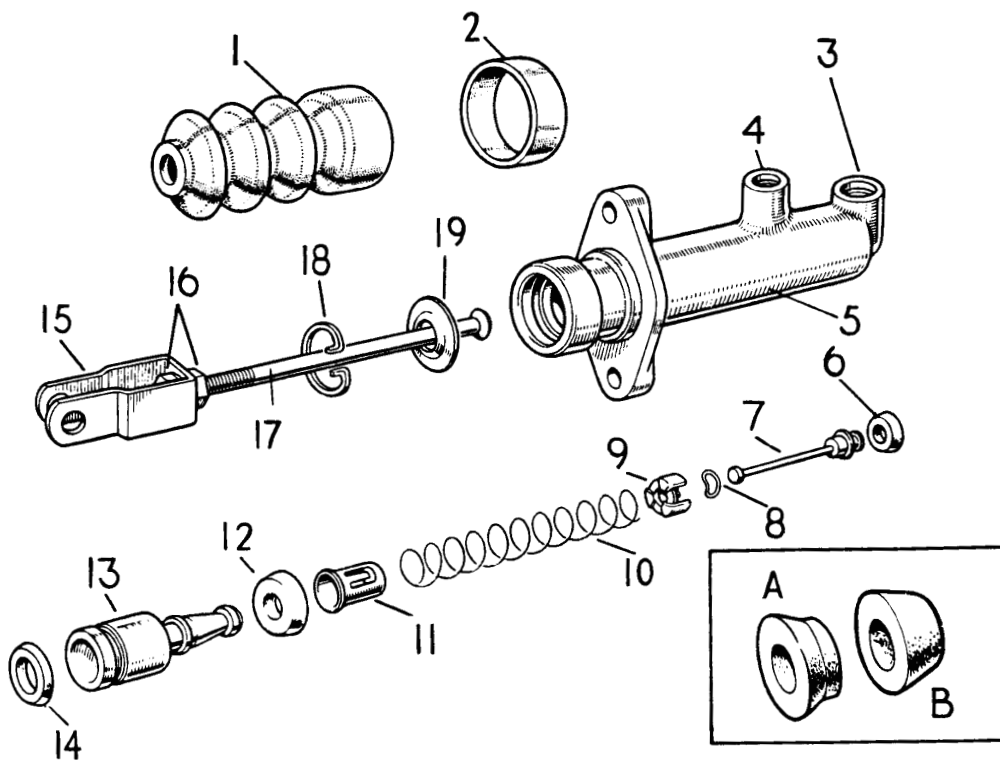
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1 ILLUSTRATION.

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C.V. Girling Brake and Clutch Master Cylinder.

SPORTS 17/R

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