SERVICING

Seals must be renewed every three years or 40,000 miles (64,000 kms.) whichever is the sooner. Whenever possible the Girling servo should be returned to the manufacturers for replacement. When this is not feasible all seals in the Service Kit must be renewed **provided that the internal working surfaces are in good condition. There must be no sign of corrosion, pitting, scoring or steps on the piston rod, pistons or bores. All working surfaces must be smooth to the touch.**

When dismantling, the working area and fitters' hands must be absolutely clean and free from mineral oil and other contaminating substances, clean and dry a suitable bench and cover with clean paper. Hands must be washed with soap and water. Parts must be cleaned with **Girling Cleaning Fluid, pure Commercial Methyl Alcohol or New Girling Brake Fluid (Crimson).** No other cleaning fluids are permitted. Take care of all highly finished working surfaces, special attention must be given to the removal and replacement of the circlip in the output cylinder to avoid scratching working surfaces.

SERVO AIR FILTER To renew

The Servo air filter cellular element must be renewed at 5,000 mile intervals.

To remove and refit

1. Withdraw the centre screw from the filter top cover.
2. Lift off cover, recover rubber washer and discard element.
3. Clean top cover, rubber washer and filter base plate.
4. Position rubber washer and new filter element on the base plate, followed by cover and centre securing screw.

VACUUM NON-RETURN VALVE

DESCRIPTION

The vacuum non-return valve is included in the banjo connection situated on top of the servo unit; it cannot be dismantled, so in the event of failure, it must be renewed

Its purpose is to preserve the vacuum in the servo unit and to prevent damage by the entry of petrol fumes or by an engine backfire.

It consists of a spring loaded valve which, in normal working conditions, will open under the influence of vacuum from the engine inlet manifold. When manifold vacuum weakens the valve closes.

To remove and refit

1. Remove the banjo connection and two sealing washers from the top of the servo unit by withdrawing the banjo bolt.
2. Withdraw the banjo connection from the flexible hose by slackening off the hose clip.
3. Refitting is the reverse of the removal sequence but the two sealing washers, one each side of the banjo connection must be renewed.

SERVO UNIT

To remove and refit

1. Withdraw the banjo bolt to disconnect vacuum hose from servo. Discard the two sealing washers which must be renewed.
2. Unscrew unions and remove hydraulic pipes from servo inlet and outlet ports. Catch escaping fluid.
3. Withdraw three mounting bolts and washers and lift the servo from the mounting bracket.

Refitting is a reversal of the removal sequence, but attention must be given to the following:—

(a) The vacuum pipe banjo must be sealed using two new washers, one each side.

(b) The hydraulic system must be bled to remove all air, see "Bleeding the hydraulic system".
This must be done before the engine is started as once vacuum is available the operation of the brake pedal will seal the low and high pressure systems of the servo from each other and make adequate bleeding of the system impossible.

It will not normally be necessary to remove the servo mounting bracket. However, if it is removed, on reassembly the bolts must be sealed to prevent water entry to the luggage compartment.