

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No. SPORTS/3/R FRONT AND REAR BRAKE LININGS **Date** SEPTEMBER 1954

The brake linings first specified for use on the Sports Model were of the D.M.7. type. These linings, apart from an early batch which were released with incorrect limits, have given no trouble with “grab” or “pulling to one side” under normal operating conditions. It appears, however, to be a characteristic of this type of lining that it can be unstable under the extreme heat of heavy braking conditions and distort giving subsequent trouble with “pulling to one side.”

The D.M.7. type of lining has now been superseded by the D.M.8. type, which have proved stable under all heat conditions. The Part Numbers for the two types of lining with their colour coding are given below :

	<u>D.M.7. Linings</u> <u>(4 Stripes, Powder Blue)</u>	<u>D.M.8. Linings</u> <u>(3 Stripes, Powder Blue)</u>
R.H. Front Brake Assembly	201766	202458
L.H. Front Brake Assembly	201767	202459
Front Brake Shoe	501376	502239
R.H. Rear Brake Assembly	201511	202460
R.H. Rear Brake Assembly	201512	202461
Rear Brake Shoe	501378	502240

It should be appreciated that the change in lining material has been made with a view to avoiding any tendency for “pulling to one side” or “grab” and its introduction will have little effect on the fade characteristics of the brakes.

The tendency of a brake to “pull to one side” is a combination of the type of brake lining and the finish of the brake drum. There were a few cases, with early vehicles of this type, where the finish of the brake drums was below the required standard, or alternatively, where distortion had occurred causing drum ovality. Such a condition of ovality can normally be checked from the brake drum spigot accommodating diameter, but in some cases may only be apparent with the clamping effect of the road wheel.

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

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To meet the conditions mentioned in the previous paragraph either a new drum must be fitted, or the existing one fine machined up to 0.005" oversize. The machining of drums is very critical on a vehicle of this type and if the original drums are to be salvaged, it is most important that a very fine and concentric finish is maintained.

The modified linings were introduced in production for the Front Brakes at Commission No. TS.3212 and TS.3248 for disc and wire wheels respectively, and for the Rear Brakes at Commission No. TS. 3190 and TS.3200.

Each type of linings must be used in matched sets, preferably on all four wheels or alternatively paired for use at the front or rear of a vehicle.

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.