

# SERVICE INFORMATION



## STANDARD AND TRIUMPH VEHICLES

### (NOT FOR PUBLICATION)

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**No.** SPORTS/13/R

BINDING OF DISC BRAKES

**Date** DECEMBER 1957

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Following the introduction of the restrictor valve in the brake system (see Information Sheet SPORTS/11/R), a few cases have been reported of heavy binding of the disc brake only.

This has been traced to incorrect adjustment of the brake pedal stop screw, which prevents the master cylinder piston with its base valve from completely returning, thus stopping the displaced fluid from getting back into the reservoir.

With the restrictor valve in the circuit the mass of fluid displaced by the stroke of the pedal returns to the master cylinder slightly below the speed of normal lubrication, which results in an additional charge of fluid being drawn from the cylinder if the pedal is depressed twice in quick succession. Thus the volume of fluid then held in the system is greater than that displaced by one normal application, and unless the master cylinder piston is completely withdrawn bringing the base valve off its seating, a line pressure is retained which keeps the front brakes applied. The rear brakes are unaffected as the residual line pressure is restricted by the action of the brake shoe pull off springs.

As the master cylinder design is similar to the small car installation, on which a stop screw had been found to be unnecessary, it has been decided to delete this item on future production to prevent any possibility of mal-adjustment occurring.

A thorough check on a number of cars leaving the Factory revealed that all were provided with a 1/16" to 1/8" free play at the master cylinder which is sufficient to prevent the above complaint occurring.

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Should, therefore, any instances of severe front brake binding come to your notice the pedal stops should be re-set to give this amount of free play or completely removed altogether. The line pressure referred to in paragraph 3 must not be confused with the temporary line pressure caused by the restrictor valve which is necessary to provide "follow up" of the pads if slight disc deflection occurs when driving hard through bends.

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.