

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No. SPORTS/5/R **BRAKE AND CLUTCH MASTER CYLINDER LEAKAGE** **Date** MARCH 1955

Investigations following a few complaints of brake fluid entering the car interior and contaminating the carpet indicate that the leakage occurs via the filler cap for the following reasons:

- (1) A common cause of this leakage is overfilling the reservoir, which allows the fluid to become trapped in the filler cap and from thence to leak through the breather hole. In view of this possibility it is particularly important that these reservoirs should not be overfilled and that the level of the fluid should be such as to bring it to within 1" of the top of the filling orifice, i.e. 1/2" from the underside of the cover plate.
- (2) Another point of leakage is that past the sealing ring in the filler cap due to overfilling, aggravated by the presence of foreign matter between the sealing ring and the filler cap, or between this ring and the filling orifice.
- (3) A further cause of leakage from the filler cap can be explained by a jet of fluid from one of the recuperating holes, which are located in the floor of the assembly below the filler cap in its present fitted position, finding its way past a defective filler cap sealing ring or via the breather cone.

In view of the possibility of leakage due to a jet of oil from the recuperating holes, the reservoir cover plate should be turned through 180°, so as to position the filler cap towards the driver instead of the front of the car. This repositioning of the filler cap will prevent it being struck by jets of fluid from the recuperating holes. It is proposed ultimately to alter the position of the filler cap in normal manufacture and also to introduce a different material for the filler cap sealing ring.

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.