

SERVICE INFORMATION



STANDARD AND TRIUMPH VEHICLES

(NOT FOR PUBLICATION)

No. SPORTS/10/R

DISC BRAKES – FRONT

Date OCTOBER 1956

To familiarise you with the maintenance aspect of the disc type wheel brakes, which are fitted to the T.R.3. Models, it has been decided to detail the main features for your immediate guidance. A comprehensive booklet is to be issued in the near future, but in the meantime, the following data will assist you in carrying out running repairs with this new type of braking system.

The lining pad assembly, of which there are two per brake, comprises a pad of lining material bonded to a steel back plate. The Part No. of the pad assembly is 504830 and the lining material is Ferodo DS.1. To replace the lining pad assembly it is merely necessary to remove two retaining plates, each being held in position by one 1/4" bolt.

The pad retainer plates are located on the outer diameter of the piston housing, or caliper, and when removed the lining pad assembly can be easily lifted out and replaced. The retaining plates have a locating lug turned down which engages in the caliper and prevents the plates from rotating.

The adjustment of the front hub bearings is most important due to the plane in which the friction disc rotates, excessive clearance of the hub bearings being shown up as "rock" of the disc. Excessive "rocking" of the disc is undesirable and may result in excessive brake pedal travel before the friction pads contact the disc.

To enable a specially fine adjustment to be made with the castellated nut, two holes have been drilled in the stub axle which allows an adjustment of half a flat. It is essential that the minimum amount of movement at the wheel rim is established and it is recommended that this is obtained as follows:

- (a) Slacken off the adjusting nut two turns and rock the wheel in order to position each bearing against its end location.
- (b) Slowly rotate the nut with the fingers until all wheel "rock" is eliminated.
- (c) Rotate the nut in an anti-clockwise direction until a slot in the nut lines up with one of the two holes in the stub axle. (It will not be necessary to rotate the nut more than half a flat).
- (d) Insert and lock split pin.

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Note: The use of the fingers is preferred to a spanner in this application, due to the fact that preloading of these bearings is particularly detrimental to their life and must be avoided at all times.

The dual supply tank consists of one container within another. This gives an independent reservoir for the clutch and brake cylinders respectively. It is a safeguard if any trouble is experienced with the clutch system, as the fluid would not then be lost from the brake supply tank.

The information in the previous paragraph is given with the idea that should the dual supply tank have to be removed for any reason, care will be taken when replacing this to ensure that the respective unions will be correctly assembled to their master cylinder fluid pipes. The central chamber which can be seen if the filler cap of the tank is removed is for the clutch and the outer reservoir is for the brakes. Due to the different capacities of these reservoirs – that for the brake system being larger than the one for the clutch – misfitting of the connection could lead to “spongy” brakes, as the system would be exhausted of fluid before full wear of the lining had been obtained.

“Bleeding of the brakes” is carried out in the normal manner, but access to the bleed screws for the front brakes is gained by removing the front wheels. For the rear brakes, location is much the same as with the previous T.R.2. and T.R. 3. Models.

The rear brakes, used in conjunction with the front disc brakes, are of the conventional type of drum brake. The linings used on the brake shoes are Ferodo DM.8, and the brake shoe assembly is supplied under Standard Motor Company’s Part No. 114838.

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.