

# Braking System

A dual hydraulic braking system is used, incorporating tandem master cylinders. This operates front and rear brakes independently from a single brake pedal. An amber light in the fascia console gives warning of low level of hydraulic fluid, and handbrake "on".

Self-adjusting caliper disc brakes are used on all four wheels. The handbrake is also of the caliper type, mechanically operated and acting on the rear wheels only. It is self-adjusting, but the operating mechanism has provision for adjustment. The pad mechanism, pivot pins and compensator pivot of the handbrake should be lightly oiled at 6000-mile (10000 km) intervals.

**NOTE: Great care must be taken to keep oil and grease off brake discs and brake pads. Insert card as shown in Fig 33 to protect front discs from grease.**

Fitting, renewing and repositioning brake pads calls for the use of special equipment, and should be carried out at the AC works or by an accredited AC Dealer Agency with full facilities.

Brake pads must be checked for wear at regular intervals. Minimum safe lining thickness is  $\frac{1}{8}$ -in (3.0 mm).

**Brake Fluid.** The hydraulic fluid used is Girling Green DOT3 Spec. Alternatively, other hydraulic fluids conforming to SAE J1703 or FMVSS116 DOT3 specifications may be used, but only as replacement fluid for the complete system. Hydraulic fluids of different manufacture should NOT be mixed.

Hydraulic fluids are hygroscopic and readily absorb air. It is therefore essential that hydraulic reservoirs be kept covered, and that caps be retained on all cans containing fluid.

For the same reason, the brake fluid should be changed every 18000 miles (30000 km) or at 18-month intervals, by draining the system completely, renewing the fluid and bleeding the brakes. Fluid seals and hydraulic hoses must be checked regularly and renewed if suspect. In any case, seals and hoses should be renewed at intervals of 30000 miles (50000 km), when the condition of master cylinders, slave cylinders, filters, etc. should be checked.

**IMPORTANT. When topping up the brake fluid in the reservoir do not overfill. Provision must be made for the displacement of fluid by the sensor unit when the cover is replaced. As the fluid damages painted surfaces, spillage should be avoided.**