

# FOUR-WAY

Res. 70.25.02.

Remove and

## Removing

- 1 Disconnect the brake failure switch from the engine compartment at the R.H. side member.
- 2 Remove the four-way connector from the engine compartment at the top of the chassis R.H. side member.

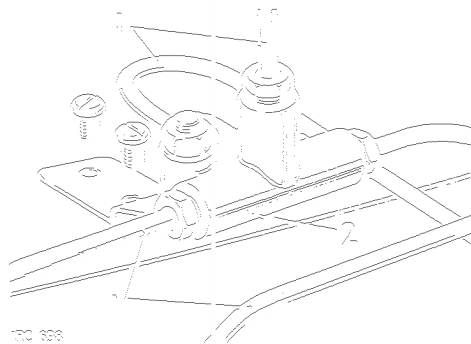
## Refitting

- 1 Fit the four-way connector facing outwards.
- 2 Bleed the brakes.

### CONNECTOR, Single

Res. 70.15.25

Remove and blank off the four-way connector and fit in the engine compartment at the top of the chassis R.H. side member.



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Remove the four-way connector with the end for the rear brakes pipe and bleed.

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### BRAKE FAILURE SWITCH

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#### Removing

- 1 Disconnect the brake failure switch from the engine compartment at the R.H. side member.
- 2 Remove the bracket from the engine compartment.
- 3 Disconnect the electrical leads from the bracket.
- 4 Remove the nut and washer and the bracket from the chassis.
- 5 Remove the fire pipe from the chassis and the bracket.
- 6 Fit the nut and washer on the bracket and the chassis.
- 7 Bleed the brakes.

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# BRAKE FAILURE

## system

Remove and

## Removing

- 1 Disconnect the brake failure switch from the engine compartment at the R.H. side member.
- 2 Disconnect the electrical leads from the bracket.
- 3 Remove the bracket from the chassis.

## Refitting

- 1 Fit the bracket in the engine compartment at the top of the chassis R.H. side member.
- 2 Reverse instructions 1 and 2.
- 3 Bleed the brakes.

### FAILURE SWITCH, Dual

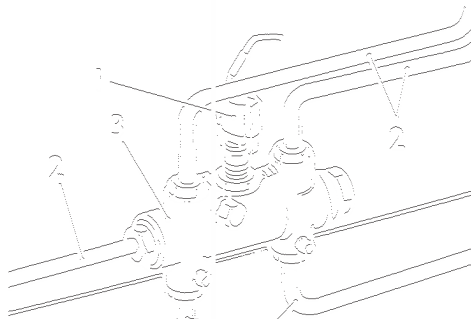
Res. 70.15.26

Remove the electrical leads from the brake failure switch, located in the engine compartment at the R.H. side member.

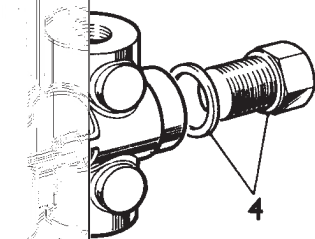
Remove and blank off the fire pipe from the chassis.

Fit the dual brake failure switch.

Fit the dual brake failure switch in the engine compartment at the top of the chassis R.H. side member.

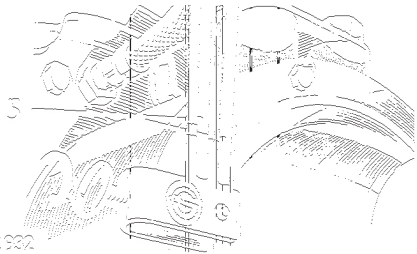


Remove the valve, end plug, pipe way connector, using methylated spirit or ethyl alcohol. Remove the little valve and its bore connector, they must be in good condition with no signs of corrosion, otherwise fit a new one. Reconnect the electrical switch, reconnect the electrical leads and actuate the switch against an earth-vehicle.



Remove the spring ring is dislodged, refit the spring ring. The coil of the spring is 4,06 mm diameter. The spring unit threads are 1/4 inch. The finger spring 4,06 mm diameter. The spring is approximately from the top of the chassis.

Continued



79C932

Brake Service Hose  
 ily facilitates the  
 the system, therefore  
 eating the hydraulic  
 fluid when servicing  
 is.

hose is in reasonable  
 condition, use of  
 other tools  
 not recommended as  
 ed internally to the  
 noticed externally.

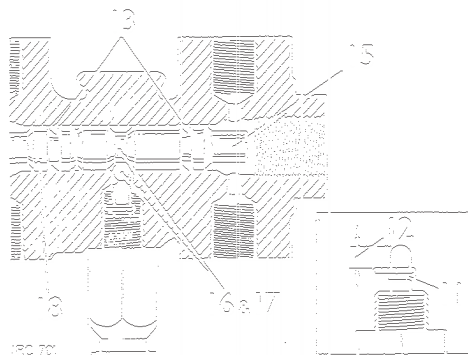
ire seals.  
 n. Giving brake inter-  
 e fluid.

nuttle valve, slotted  
 end, plug end of the  
 ke valve to align the  
 plunger ball with the  
 A.

switch unit. Torque  
 om (1.5 lbf. ft.).

nuttle valve, slotted  
 ipe connector end of  
 oms 4 and 5, using  
 ers. Torque 2,2 kgf.

mbly. 70.15.36.



79C701

79.25.02

eamliness precautions  
 a matter from enter-  
 system.

opies of the recomm-  
 ydraulic fluid (see  
 d. Fluids).  
 eservoir 'topped up'

ete hydraulic system  
 it is advantageous to  
 system, to each bleed  
 before attempting to  
 the system.

70-5

pedal through  
 h three short  
 the pedal to

conds before  
 al stroke.

- 12 Push down the brake pedals only, do the full stroke; follow with three rapid strokes then allow the plunger in the master cylinder to fully return. Pause for four seconds before commencing the next procedure. The other crew must be ready to apply the front and rear brake.

**NOTE:** On dual braking systems, do not use full pedal stroke. Decentralise the servo valve, open the bleed screw slowly. If during the bleed the plunger operated by the master cylinder is at the end of its stroke, the warning light is on, the bleed screw is closed and the bleed screw at the opposite end of the car opened. Repeat the procedure on the other side.

A steady pressure must be applied to the pedal until the bleed nipple is free of air. The pressure must be released and the bleed screw closed. The piston will move the bleeder in the direction and regular operation.

- 13 Repeat the procedure on the other side of the car.
- 14 Repeat the procedure on the front wheels, commencing at the rear wheel.
- 15 Adjust the brakes (see 70.25.03).
- 16 If the system is fitted with servo assistance: Hold foot pressure on the pedal and start the engine. If the system is functioning the pedal will move towards the board. If the system is not operating, the vacuum will be lost.

