

## RV8 braking system – extract from the RV8 Repair Manual AKM7153ENG



### RV8 Technical Information CD

This CD is packed with the information you need to understand the technical features of an RV8 and maintain the vehicle and its systems. Copies are available from Brown & Gammons.

RV8 Owner's Handbook  
AKM7155ENG

RV8 Repair Manual  
AKM7153ENG

RV8 Technical Reveal

V8 Engine Overhaul Manual  
AKM7154ENG

LT77S Gearbox Overhaul Manual  
AKM7225ENG

R380 Gearbox Overhaul Manual  
AKM7225ENG



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Brown & Gammons is a V8 spares and service specialist and part of the V8 Register's **V8LIFELINE** of V8 specialists recommended by its members

See <http://www.v8register.net/subpages/BandGRV8technicalinfoCD.htm>

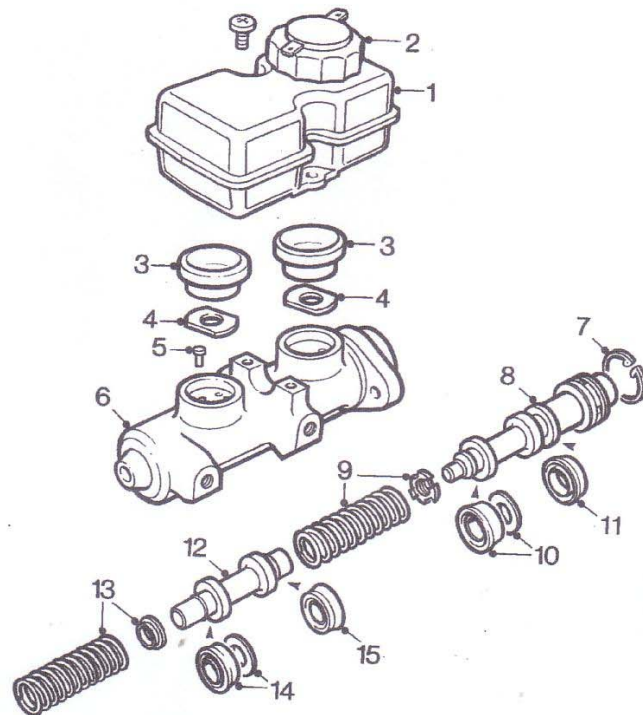
## BRAKES

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## BRAKES

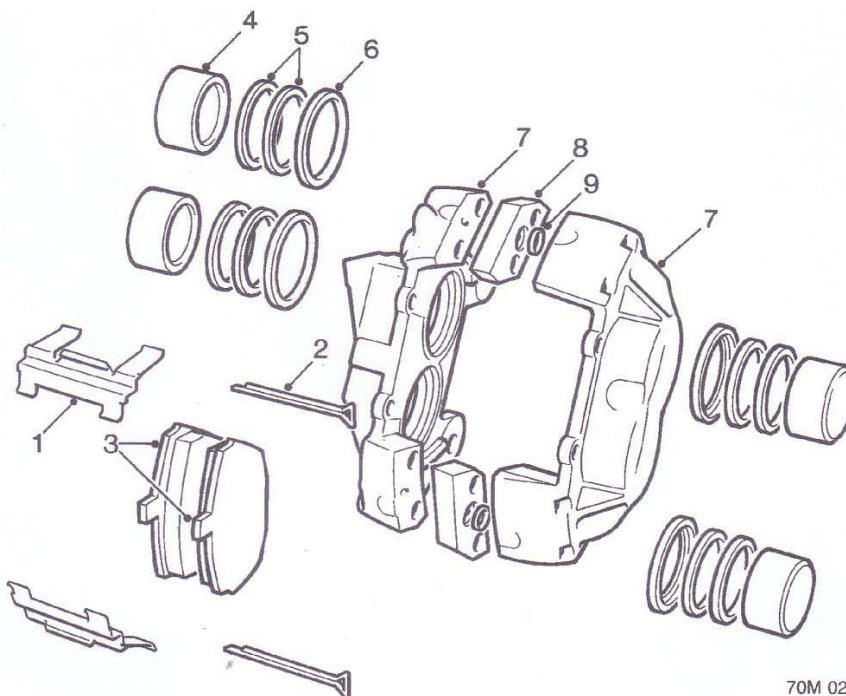


70M 0293

### MASTER CYLINDER COMPONENTS

- |                                |                                      |
|--------------------------------|--------------------------------------|
| 1. Fluid reservoir             | 9. Primary piston spring and cup     |
| 2. Filler cap and level switch | 10. Primary piston seal and washer   |
| 3. Reservoir seals             | 11. Primary piston seal              |
| 4. Baffle plates               | 12. Secondary piston                 |
| 5. Secondary piston stop pin   | 13. Secondary piston spring and cup  |
| 6. Master cylinder body        | 14. Secondary piston seal and washer |
| 7. Circlip                     | 15. Secondary piston seal            |
| 8. Primary piston              |                                      |

**BRAKES**



70M 0294

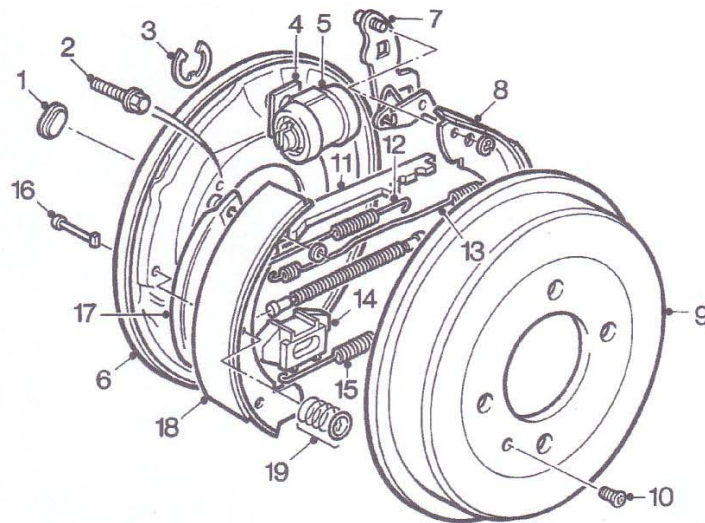
**FRONT BRAKE CALIPER  
COMPONENTS**

- |                               |               |
|-------------------------------|---------------|
| 1. Spring plate               | 6. Wiper seal |
| 2. Spring plate retaining pin | 7. Caliper    |
| 3. Brake pads                 | 8. Spacer     |
| 4. Piston                     | 9. Seal       |
| 5. Fluid seal                 |               |

DESCRIPTION AND OPERATION

3

## BRAKES



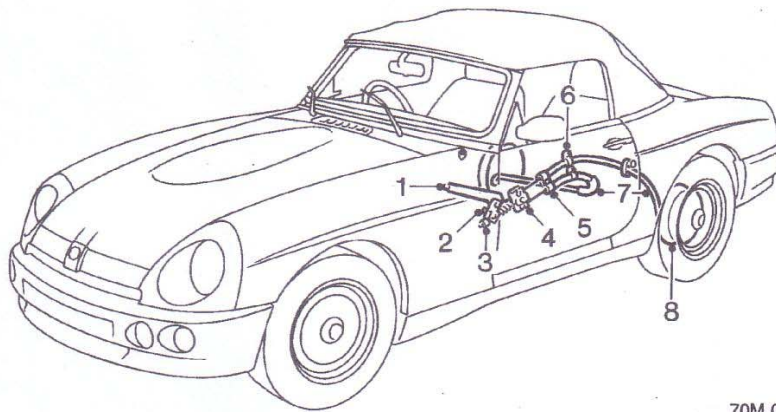
70M 0351

### REAR DRUM BRAKE COMPONENTS

- |                                  |                                     |
|----------------------------------|-------------------------------------|
| 1. Access grommet                | 11. Cross lever                     |
| 2. Backplate mounting bolt       | 12. Cross lever spring              |
| 3. Wheel cylinder circlip        | 13. Pull off spring                 |
| 4. Wheel cylinder gasket         | 14. Fixed abutment                  |
| 5. Wheel cylinder                | 15. Tension spring                  |
| 6. Backplate                     | 16. Shoe retainer pin               |
| 7. Automatic adjusting mechanism | 17. Handbrake lever                 |
| 8. Secondary (trailing) shoe     | 18. Primary (leading) shoe          |
| 9. Brake drum                    | 19. Shoe retainer spring and washer |
| 10. Screw, drum to hub           |                                     |



**BRAKES**



70M 0319

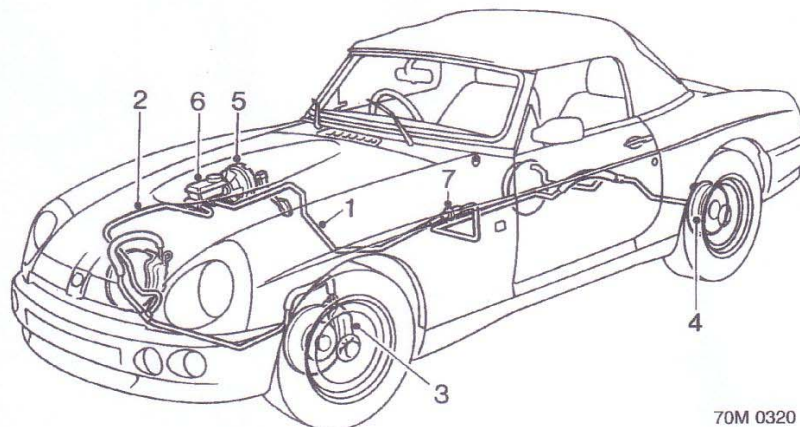
**HANDBRAKE COMPONENTS**

- |                                            |                          |
|--------------------------------------------|--------------------------|
| 1. Handbrake lever assembly                | 5. Cable abutment        |
| 2. Warning switch                          | 6. Handbrake cable clips |
| 3. Adjusting nut, trunnion, spring and rod | 7. Handbrake cables      |
| 4. Compensator                             | 8. Brake drum            |

DESCRIPTION AND OPERATION

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## BRAKES



70M 0320

### Braking system

- |                      |                            |
|----------------------|----------------------------|
| 1. Primary circuit   | 5. Servo                   |
| 2. Secondary circuit | 6. Master cylinder         |
| 3. Front caliper     | 7. Pressure reducing valve |
| 4. Rear drum         |                            |

## BRAKING SYSTEM

### INTRODUCTION

The hydraulic braking system comprises of a direct acting vacuum operated servo, a tandem master cylinder, front disc brakes and self-adjusting rear drum brakes.

A pressure reducing valve in the rear brake fluid line controls pressure application to the rear brakes and reduces the possibility of rear wheels locking.

Rear brake adjustment occurs on foot brake application when required to compensate for brake lining wear.

The system is split front to rear with the primary system operating the rear drums and the secondary system operating the front calipers.

Each front brake caliper is of the four piston type, actuated from a single fluid input adjacent to a single bleed screw. Brake pad anti-rattle springs are secured by the pad retaining pins and all pads are fitted with adhesive backing shims.

Each rear drum brake incorporates a single double-acting cylinder, acting on one leading and one trailing brake shoe.

The direct acting brake servo unit applies pressure to the master cylinder via a push rod.

A brake pressure reducing valve is fitted to limit the fluid pressure to the rear brake cylinders so that, under conditions of heavy braking, the rear wheels do not lock in advance of the front wheels.

The handbrake operates on the rear wheels only and incorporates a switch which illuminates a warning light on the instrument panel when the handbrake is applied. A warning light is provided to draw attention to brake fluid low level.

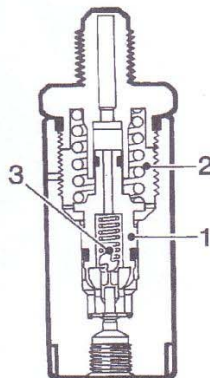
## BRAKES

**FOOTBRAKE OPERATION****Servo**

Inlet manifold vacuum is transmitted through a hose and non – return valve to the servo. Inside the servo, this vacuum is felt on both sides of the diaphragm. When the brake pedal is pressed, the servo push – rod opens a valve and allows atmospheric pressure to be drawn through the servo filter into the foot pedal side of the diaphragm. The pressure differential acting on the diaphragm increases the pressure being applied at the brake pedal and transmits it to the master cylinder through a push – rod.

**Master Cylinder**

Pressure from the servo forces the primary piston up its bore against the primary spring. The strong primary spring overcomes the weaker secondary spring and causes the secondary piston to move simultaneously. Initial movement of both pistons takes the recuperation seals beyond the supply ports from the reservoir. Further piston movement directs fluid pressure into the two separate hydraulic circuits.

**Pressure Reducing Valve**

70M 0302

1. Plunger
2. Spring
3. Ball

The purpose of the valve is to provide a reduced pressure to the rear brakes relative to that supplied to the front brakes.

Pressure from the master cylinder is fed into the valve and out to the rear brakes at the other end. When pressure acting on the plunger overcomes the pre – loaded spring, the plunger moves and the ball seats, isolating the front from the rear pressure. Further increase in fluid pressure from

the master cylinder, moves the plunger in the other direction thereby unseating the ball. The increase in pressure to the rear again causes the ball to seat. By this means, the rear pressure is reduced relative to the front.

**HANDBRAKE OPERATION**

The handbrake operates on both rear drums via two rear cables, a compensator and rod which connects to the handbrake lever.

As the handbrake lever is applied, movement is transmitted through the handbrake rod to the compensator which, in turn, transmits movement to the two rear cables. Each rear cable pulls on a lever which is pivoted on the secondary (trailing) brake shoe. This lever reacts with the cross – lever to force the brake shoes apart, bringing the brake linings into contact with the drum. Brake shoe lining wear is compensated for by a ratchet mechanism fitted to the primary (leading) shoe reacting with the cross – lever.

Manual adjustment of the handbrake cables is effected via a nut on the threaded rod connected to the compensator.



## BRAKES



## BRAKE SYSTEM – BLEED

## Service Repair No.

Complete system – 70.25.02

Primary system – 70.25.04

Secondary system – 70.25.05

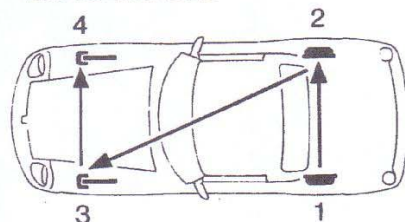
The following procedure covers bleeding the complete hydraulic system but where only the primary or secondary circuit has been disturbed in isolation, it should only be necessary to bleed that system. Partial bleeding of the hydraulic system is only permissible if a brake pipe or hose has been disconnected with only a minor loss of fluid.

**CAUTION:** Never re-use fluid which has been bled from the brake system. Do not allow the fluid level in the master cylinder to fall so low that air can enter the system during bleeding. Check reservoir fluid level during bleeding and top-up as required. Do not fill above the MAX mark.

**CAUTION:** Do not allow brake fluid to contact paint finished surfaces as paint may be damaged. If spilled, remove fluid and clean area with clean warm water.

## Bleed

1. Raise vehicle on a ramp.
2. Check that all pipe and hose connections are tight and that there are no leaks in the system.
3. Top-up brake fluid reservoir, see **INFORMATION – CAPACITIES, FLUIDS AND LUBRICANTS.**



4. Bleed sequence: 10M 0134  
Secondary circuit: L.H. front to R.H. front.  
Primary circuit: L.H. rear to R.H. rear.
5. Attach bleed tube to L.H. rear brake wheel cylinder bleed screw.
6. Submerge free end of bleed tube in brake fluid held in a transparent container.
7. Open bleed screw  $\frac{1}{4}$  –  $\frac{1}{2}$  turn anti-clockwise.
8. Depress brake pedal steadily and allow pedal to return unassisted. Repeat procedure until flow of clean air-free fluid is purged to container then, whilst maintaining pedal at end of downward stroke, tighten bleed screw to correct torque.
9. Check fluid level in reservoir and top up if necessary.

10. Repeat procedure at each wheel in sequence shown.
11. Check system for leaks.
12. Lower ramp.
13. Road test vehicle and check that brake pedal feels firm and has short travel.

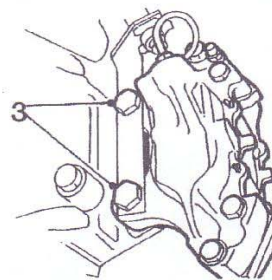
## BRAKE DISC CHECKING

## Service Repair No. 70.10.14

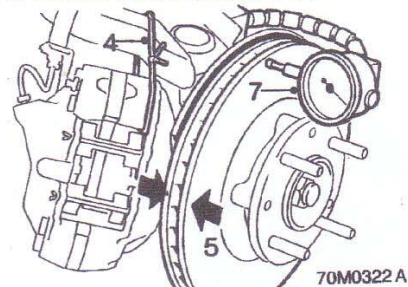
1. Raise front of vehicle.

**WARNING: Support on safety stands.**

2. Remove road wheel(s).



3. Remove 2 bolts securing caliper to hub.



4. Release caliper from disc and tie aside.

**CAUTION:** Do not allow caliper to hang on brake hose as weight of caliper may damage hose.

5. Using a micrometer positioned 10 mm from outer edge of disc, measure the thickness of the disc at four points.  
Disc thickness, new = 25.25 mm  
Service limit = 24.25 mm  
Disc thickness variation = 0.015 mm
6. Renew brake disc if below service limits or disc thickness variation is outside tolerances.

**CAUTION:** Brake discs must be renewed in pairs.

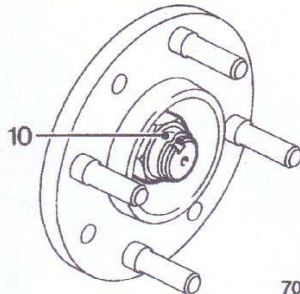
7. Position dial test indicator 6 mm from disc outer edge.
8. Rotate disc and measure disc run-out.  
Disc run-out limit = 0.040 mm

## ADJUSTMENTS

1

## BRAKES

9. If run – out exceeds limit, mark disc and hub to show position of disc on hub.

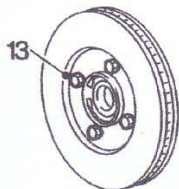


70M0323A

10. Release hub nut lock tab.
11. Remove and discard hub nut.

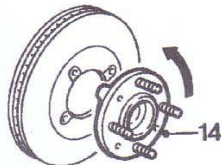
**Note:** Hub nuts are L.H. thread on L.H. side, and R.H. thread on R.H. side of vehicle.

12. Remove hub and disc assembly from stub shaft.



70M0324A

13. Remove 4 bolts securing disc to hub,



70M0325A

14. Remove disc from hub, rotate disc 180° then refit disc to hub.
15. Fit bolts and tighten to correct torque.
16. Refit hub and disc assembly to stub shaft, fit new hub nut and lightly tighten.
17. Recheck run – out.
18. Renew disc if run – out exceeds limit even after repeated repositioning of disc on hub.
19. Tighten hub nut to correct torque.
20. Secure lock tab.
21. Support caliper weight, untie caliper and position to hub.
22. Fit bolts and tighten to correct torque.

23. Fit road wheel(s) and tighten nuts to correct torque.

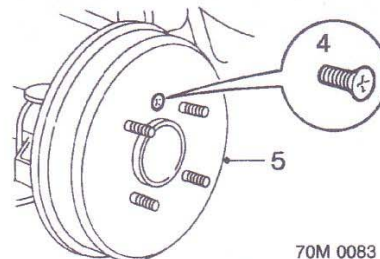
24. Remove stand(s) and lower vehicle.

### BRAKE DRUM CHECK

1. Raise rear of vehicle.

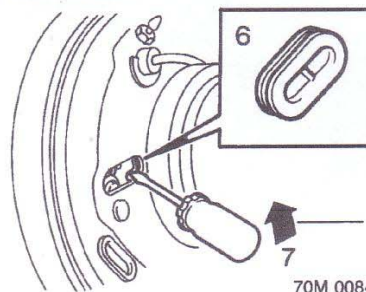
**WARNING: Support on safety stands.**

2. Remove road wheel(s).
3. Release handbrake.



70M 0083

4. Remove screw securing drum to hub.
5. Remove drum.



70M 0084

6. If drum cannot be removed due to wear/corrosion lip, remove rubber grommet from rear of brake backplate.
7. Depress adjuster using a small screwdriver and retract brake shoes.
8. Refit rubber grommet.
9. Renew drum if scored, grooved or cracked.

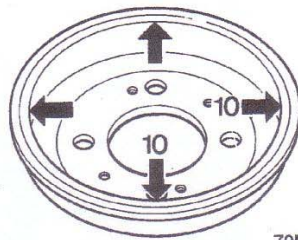


## BRAKES



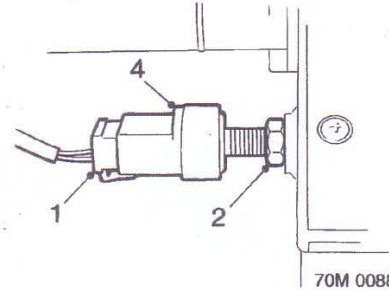
### STOPLIGHT SWITCH - ADJUST

Service Repair No. 70.35.41



70M0328

10. Using internal micrometer, measure inside diameter of drum at 4 points.  
Drum standard internal dia. = 229mm  
Drum service limit = 230mm  
Maximum drum ovality = 0.12mm
11. Renew drum if service limits are exceeded.
12. Wipe drum clean.
13. Apply Molykote 111 grease to brake shoe contact points.
14. Fit drum, fit and tighten screw to correct torque.
15. Fit road wheel(s) and tighten nuts to correct torque.
16. Remove stand(s) and lower vehicle.
17. Apply footbrake 3 times to set shoe to drum clearance.



70M 0088

1. Disconnect multiplug from stoplight switch.
2. Slacken switch locknut.
3. Connect Ohmmeter across switch terminals.
4. With brake pedal released, screw switch in until open circuit exists, then screw switch in one further complete turn.
5. Hold switch against rotation and tighten locknut.

**CAUTION:** Ensure that switch does not prevent pedal from returning fully.

6. Disconnect Ohmmeter and connect multiplug to switch.
7. Switch on ignition and check operation of stoplights.

## BRAKES



## FRONT BRAKE DISC

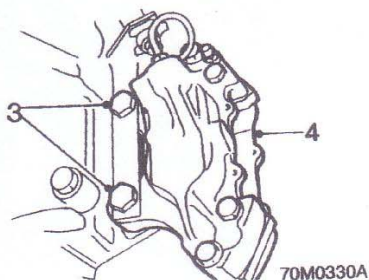
## Service Repair No. 70.10.10

## Remove

1. Raise front of vehicle, one side.

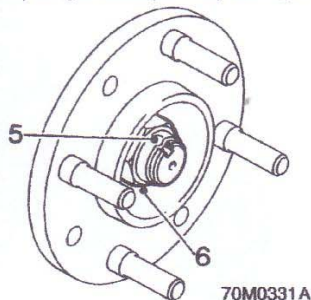
**WARNING: Support on safety stands.**

2. Remove road wheel(s).



3. Remove 2 bolts securing caliper to hub.
4. Release caliper from disc and tie aside.

**CAUTION:** Do not allow caliper to hang on brake hose as weight of caliper may damage hose.



5. Release hub nut staking from slot in hub shaft.
6. Remove and discard hub nut.

**CAUTION:** Hub nuts are handed:  
L.H. thread on L.H. side.  
R.H. thread on R.H. side.

7. Remove hub and disc assembly from stub shaft.
8. Remove 4 bolts securing disc to hub.
9. Remove disc from hub.

## Refit

**CAUTION:** Brake discs must only be replaced in pairs.

1. Fit disc to hub. Tighten bolts to correct torque.
2. Fit hub and disc assembly to stub shaft, fit new hub nut and lightly tighten.
3. Check disc run-out, see **Adjustments**.
4. Tighten hub nut to correct torque and stake nut to slot in shaft.

5. Support caliper weight, untie caliper and position to hub.
6. Fit bolts and tighten to correct torque.
7. Apply footbrake several times to enable brake pads to position correctly.
8. Fit road wheels and tighten nut to correct torque.
9. Remove stand(s) and lower vehicle.

## FRONT BRAKE CALIPER

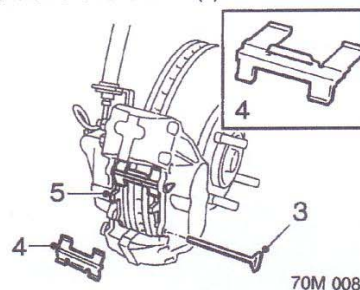
## Service Repair No. 70.55.02

## Remove

1. Raise front of vehicle, one side.

**WARNING: Support on safety stands.**

2. Remove road wheel(s).

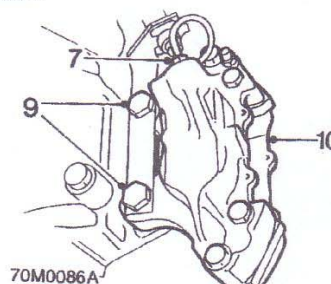


3. Close ends and withdraw 2 split pins from caliper. Discard split pins.
4. Remove 2 anti-rattle springs.

**Note:** Short legs to centre.

5. Remove 2 brake pads.
6. Position cloth to absorb spilled brake fluid.

**CAUTION:** Do not allow brake fluid to contact paint finished surfaces as paint may be damaged. If spilled, remove fluid and clean area with clean warm water.



7. Release caliper brake pipe union.
8. Plug pipe and caliper.
9. Remove 2 bolts securing caliper to hub.
10. Remove caliper.



## BRAKES

### Refit

1. Position caliper to hub.
2. Position brake hose bracket to caliper.
3. Fit bolts and tighten to correct torque.
4. Fit new pads if old pads are unserviceable.  
Minimum pad thickness including backplate = 6.5mm.

**WARNING:** Brake pads must be renewed in axle sets only. Braking efficiency may otherwise be impaired.

5. Fit anti-rattle springs and secure using new split pins.
6. Remove plugs from brake pipe and caliper.
7. Position pipe to caliper and tighten pipe union to correct torque.
8. Bleed brakes, see **Adjustments**.
9. Apply footbrake several times to enable pads to position correctly.
10. Fit road wheel(s) and tighten nuts to correct torque.
11. Remove stand(s) and lower vehicle.

### BRAKE MASTER CYLINDER AND FLUID LEVEL SWITCH

Service Repair No. Master cylinder – 70.30.08

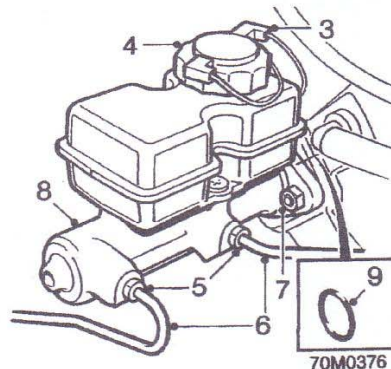
Service Repair No. Fluid level switch – 70.25.08

### Remove

1. Disconnect battery earth lead.

**CAUTION:** Do not allow brake fluid to contact paint finished surfaces as paint may be damaged. If spilled, remove fluid and clean area with clean warm water.

2. Clean area around master cylinder filler cap.



3. Disconnect 2 Lucars from fluid level switch.
4. Remove filler cap.

**Note:** Invert cap during removal to prevent fluid spillage from fluid level switch float chamber.

5. Release 2 master cylinder pipe unions.
6. Release 2 pipes from master cylinder. Plug pipe and master cylinder.
7. Remove 2 nuts and washers securing master cylinder to servo.
8. Remove master cylinder.
9. Remove and discard 'O' ring.

**CAUTION:** Do not allow hydraulic fluid or foreign matter to enter servo.

### Refit

1. Remove plastic plugs from new master cylinder.
2. Fit and correctly locate new 'O' ring to master cylinder.
3. Position master cylinder, engage servo push rod and fit master cylinder to servo.
4. Fit washers, fit nuts and tighten to correct torque.
5. Remove plugs from pipes.
6. Align pipes to master cylinder and tighten pipe unions to correct torque.
7. Using recommended fluid, fill master cylinder reservoir to correct level.

## BRAKES



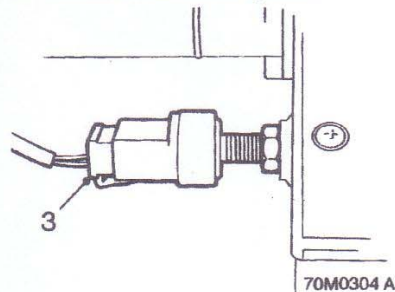
8. Bleed brake system, see **Adjustments**.
9. Fit filler cap and connect Lucars to fluid level switch.
10. Connect battery earth lead.

### SERVO ASSEMBLY

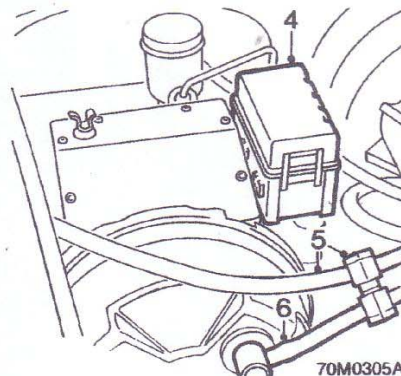
Service Repair No. Servo Assembly – 70.50.01

#### Remove

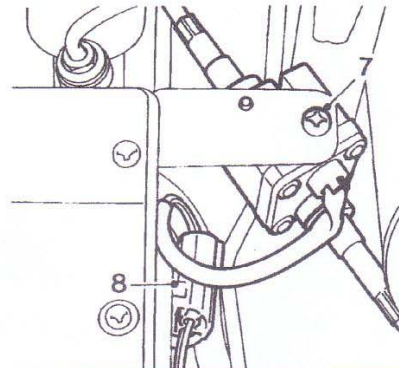
1. Disconnect battery earth lead.
2. Remove brake master cylinder.



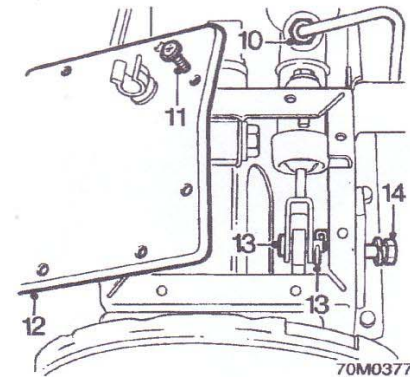
3. Release connector from stop light switch.



4. Release fuse box from pedal box and position aside.
5. Release throttle cable from clip and position aside.
6. Release vacuum hose from brake servo.



7. Remove screw securing speed sensor to bracket and position sensor aside.
8. Release clip securing speed sensor connector to pedal box and position harness aside.



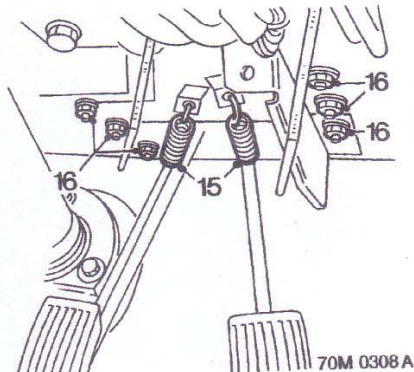
9. Place cloth beneath clutch master cylinder to absorb fluid spillage.
10. Release pipe union from clutch master cylinder; plug pipe and master cylinder, position pipe aside.
11. Remove 8 screws securing pedal box cover plate.
12. Remove cover plate.
13. Remove retaining clip and clevis pin from from clutch pedal.
14. Remove pivot bolt from clutch lever; collect spring washer.

REPAIRS

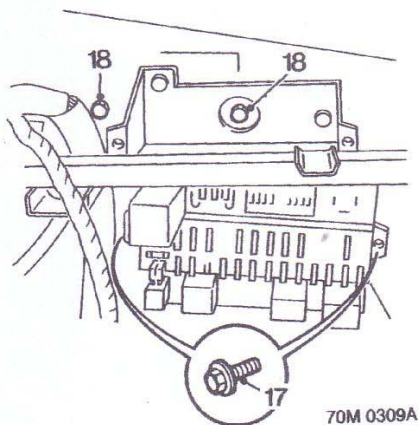
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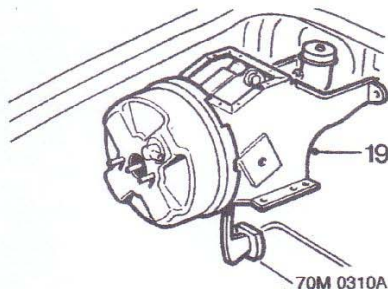
## BRAKES



15. Release pedal return springs from body tags.
16. Remove 6 nuts securing pedal box to body.

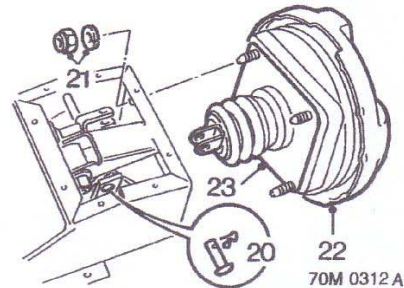


17. Remove 2 bolts securing main fuse box to bracket and position fuse box aside for access.
18. Remove 2 bolts securing pedal box to bulkhead.



19. Release clutch pedal from pedal box and remove pedal box complete with brake pedal and servo.

**Do not carry out further dismantling if component is removed for access only**



20. Remove retaining clip and clevis pin from brake pedal.
21. Remove 4 nuts and spring washers securing brake servo to pedal box.
22. Remove servo.
23. Remove and discard gasket.

### Refit

1. Clean mating surfaces of pedal box and brake servo.
2. Clean clevis pin.
3. Fit new servo gasket.
4. Fit servo to pedal box; fit spring washers and nuts; tighten nuts to correct torque.
5. Lubricate servo trunnion clevis pin using Molykote 44 grease.
6. Align holes in pedal and brake servo trunnion; fit clevis pin and secure with retaining clip.
7. Fit pedal box assembly and locate clutch pedal.
8. With assistance, align clutch lever and fit pivot bolt with spring washer. Tighten pivot bolt.
9. Align pedal box to body; fit nuts and bolts and tighten to correct torque.
10. Connect pedal return springs to body tags.
11. Position main fuse box to bracket; fit and tighten bolts.
12. With assistance, align holes in clutch pedal and master cylinder trunnion.
13. Clean clevis pin and lubricate using Molykote 44 grease.
14. Fit clevis pin and secure with retaining clip.
15. Fit cover plate to pedal box; fit screws and tighten to correct torque.
16. Connect multiplug to brake light switch.
17. Secure speed sensor connector to pedal box.
18. Position speed sensor to bracket; fit and tighten screw.
19. Position fuse box and secure clips to bracket.
20. Remove plugs from clutch master cylinder and pipe.
21. Connect pipe to clutch master cylinder; tighten union to correct torque.

## BRAKES



22. Connect vacuum hose to servo, ensuring grommet is not distorted.

**CAUTION:** Avoid pushing grommet into servo.

23. Position throttle cable and secure to clip.
24. Refit brake master cylinder.
25. Bleed brakes, see **Adjustments**.
26. Bleed clutch system, see **CLUTCH**.
27. Connect battery earth lead.

## WHEEL CYLINDER

**Service Repair No. 70.60.19**

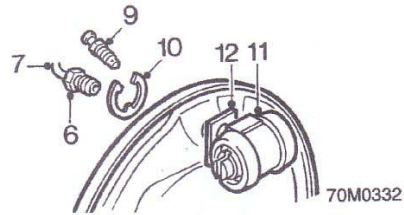
**Remove**

1. Raise rear of vehicle.

**WARNING: Support on safety stands.**

2. Remove road wheel(s).
3. Release handbrake.
4. Remove brake shoes, see **MAINTENANCE**.
5. Position cloth to absorb spilled brake fluid.

**CAUTION:** Do not allow brake fluid to contact paint finished surfaces as paint may be damaged. If spilled, remove fluid and clean area with clean warm water.



6. Release wheel cylinder brake pipe union.
7. Move pipe aside.
8. Plug pipe and wheel cylinder orifices.
9. Remove bleed screw.
10. Remove circlip, wheel cylinder to backplate, noting correct fitting of circlip.
11. Remove wheel cylinder.
12. Remove gasket.

**Refit**

1. Remove bleed screw from new wheel cylinder.
2. Fit gasket to wheel cylinder and fit cylinder to backplate using circlip.

**CAUTION:** Ensure that circlip is fitted correctly.

3. Fit but do not tighten bleed screw.
4. Remove brake pipe plug.
5. Position pipe to wheel cylinder and tighten pipe union to correct torque.
6. Bleed brakes, see **Adjustments**.
7. Fit road wheel(s) and tighten nuts to correct torque.
8. Remove stand(s) and lower vehicle.



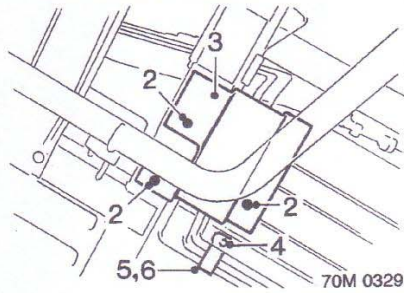
## BRAKES

### PRESSURE REDUCING VALVE

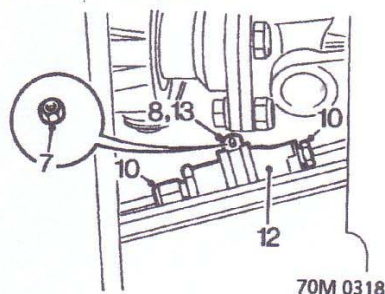
Service Repair No. 70.25.21

#### Remove

1. Raise vehicle on a ramp.



2. Remove 2 bolts and nut securing centre exhaust heatshield.
3. Remove heatshield.
4. Remove nut securing brake and fuel pipe clamp.
5. Release and remove clamp.
6. Remove clamp rubber.



7. Remove nut securing valve mounting bracket.
8. Release mounting bracket from stud.
9. Position cloth to absorb brake fluid spillage.

**CAUTION:** Do not allow brake fluid to contact paint finished surfaces as paint may be damaged. If spilled, remove fluid and clean area with clean warm water.

10. Release pipe unions from valve.
11. Plug pipes and valve orifices.
12. Remove valve.
13. Remove mounting bracket from valve.

#### Refit

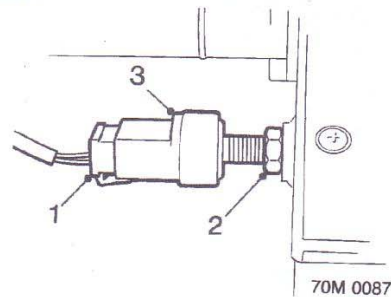
1. Fit mounting bracket to valve.
2. Remove plugs from pipes and valve.
3. Clean pipe unions.
4. Connect pipes to valve.
5. Position valve mounting bracket to stud.
6. Fit and tighten nut.
7. Fit clamp rubber to fuel and brake pipes.
8. Fit clamp.

9. Secure clamp to stud and fit and tighten nut.
10. Fit centre exhaust shield.
11. Fit and tighten nut and bolts.
12. Bleed brakes, see **Adjustments**.
13. Lower ramp.

### STOPLIGHT SWITCH

Service Repair No. 70.35.42

#### Remove



1. Disconnect switch multiplug.
2. Slacken switch locknut.
3. Remove switch.
4. Remove switch locknut.

#### Refit

1. Fit locknut to new switch.
2. Fit switch to pedal bracket.
3. Adjust switch, see **Adjustments**.

## BRAKES



### HANDBRAKE CABLES

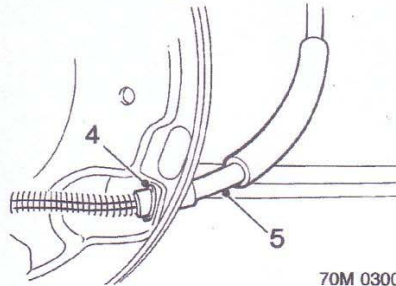
Service Repair No. 70.35.16

#### Remove

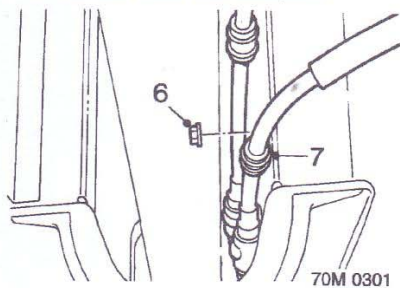
1. Raise rear of vehicle.

**WARNING: Support on safety stands.**

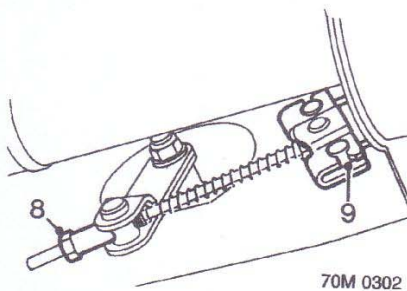
2. Remove road wheel(s).
3. Remove brake shoes, see **MAINTENANCE**.



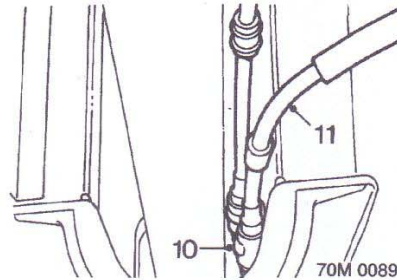
4. Remove clip securing handbrake cable to brake backplate.
5. Release cable from backplate.



6. Remove nut securing cable clip to transmission tunnel.
7. Release clip from stud.



8. Slacken handbrake cable adjusting nut.
9. Release inner cable from compensator.



10. Release outer cable from fixed abutment.
11. Remove handbrake cable.
12. Repeat procedure for other cable.

#### Refit

1. Fit cable to fixed abutment and connect inner cable to compensator.
2. Secure cable clip to stud, fit and tighten nut.
3. Fit cable to backplate and secure with clip.
4. Repeat procedure for other cable.
5. Fit brake shoes, see **MAINTENANCE**.
6. Adjust handbrake, see **MAINTENANCE**.
7. Apply handbrake hard several times to pre-stretch cables.
8. Re-check handbrake adjustment.
9. Fit road wheel(s) and tighten nuts to correct torque.
10. Remove stand(s) and lower vehicle.