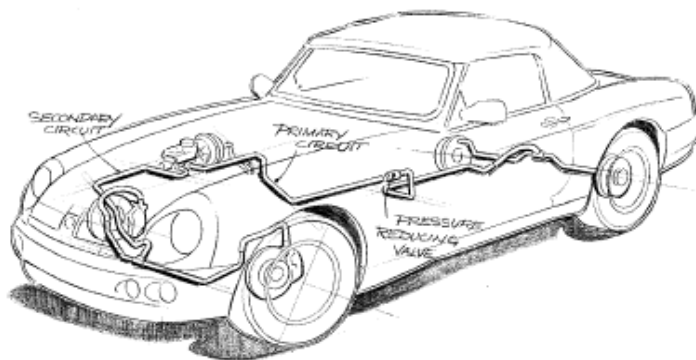


RV8 dual circuit braking system

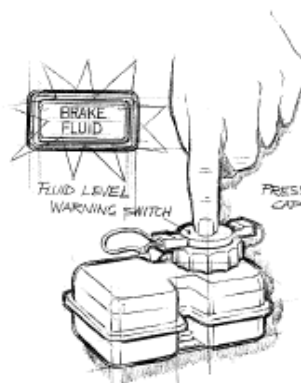


INTRODUCTION

The main components fitted in the MG RV8 braking system are:-

- A dual circuit master cylinder.
- A direct acting servo.
- Front disc/caliper assemblies.
- Rear drum assemblies.
- A pressure reducing valve.

The braking system is split into two halves, thanks to the dual circuit master cylinder. The primary system operates the rear drums, while the secondary system operates the front callipers. In the unlikely event of one of the systems failing, the other will remain in operation. In this case the driver will notice that both pedal travel and stopping distance is increased.



A fluid level warning switch is located in the reservoir cap. This, along with the oil level warning light, can be checked in the following way. Turn the ignition on and release the handbrake. Now press down on the centre of the reservoir cap. The warning light should now illuminate.

The 38 DA direct acting servo (boost ratio: 2.56:1) fitted to the MG RV8 is non-serviceable, although its operation can be checked. Press the brake pedal several times to exhaust the servo. Now hold the brake pedal fully down and start the engine. If the servo is operating correctly, the pedal will sink slightly.

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 callipers.

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.