

TO: ALL ROOTES DEALERS

MODEL: SUNBEAM DE LUXE-SUPER MINX III

SUBJECT: SELF ADJUSTING REAR BRAKES AND MODIFIED
HYDRAULIC LAYOUT

Self adjusting rear brakes, identified by a modified handbrake linkage and simplified hydraulic pipe layout on the rear axle are introduced at the following Chassis Numbers:

Sunbeam De Luxe	B.03507356
Super Minx III	B.14006289

After initial handbrake adjustment, the rear braking system is fully self adjusting.

HANDBRAKE - TO ADJUST

1. Check front wheels and release handbrake lever to fully OFF (down) position.
2. Slacken off adjustment sleeve lock nut (A on illustration) and rotate sleeve (B) to remove all slack in cable (C).
3. Tighten adjusting sleeve lock nut.
4. Check for correct adjustment by counting the number of 'clicks' in travel of handbrake lever on fully ON position. This should be:-

5 or 6 clicks	- Minx V
6 to 8 "	- Super Minx III
5. Following adjustment, check to ensure a bind-free condition exists on rear brakes.

N.B. THE SELF ADJUSTING WHEEL CYLINDERS MUST NEVER BE TOUCHED other than when replacing or re-fitting shoes or wheel cylinders. For servicing instructions, refer to Section 'K' in the relevant Workshop Manual.

HANDBRAKE - MODIFIED LINKAGE

The new linkage consists of an operating rod (D on illustration) on the driver's side attached to the handbrake outer cable, the inner cable (c) being attached directly to the opposite side wheel cylinder lever.

External pull off springs (E on illustration) are fitted to both the cable and rod and should be thoroughly greased with Shell Retinax 'A' as should the rod where it passes through the bush (F) in the center bracket.

Cable clip (G) is no longer used.

NOTE

- (a) A packing piece (H on illustration) is fitted only on Minx V.
- (b) Husky III and Cob III have a similar handbrake linkage assembly but are not fitted with self adjusting brakes.

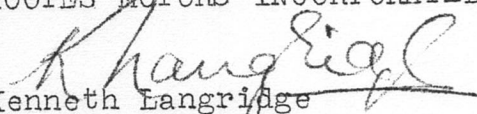
BRAKE PIPE - LAYOUT AND MODIFIED BLEEDING ARRANGEMENTS

The brake 'T' piece junction assembly previously used has been deleted and the rear brake feed pipe (J on illustration) is attached on right and left hand drive vehicles directly to the lower take off point on the O/S (RH) wheel cylinder. The N/S (LH) wheel cylinder is fed directly from the upper take off point on the O/S (RH) wheel cylinder. Only one bleed screw (K) is provided for both rear brakes assemblies and is fitted on the N/S (LH) wheel cylinder, in all cases.

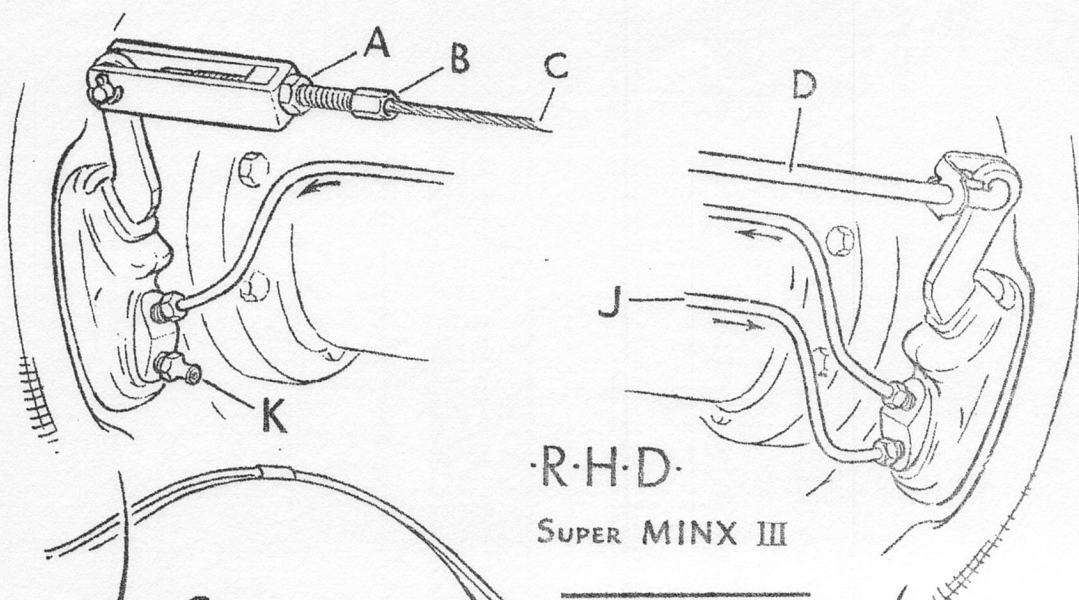
STEERING GEOMETRY CHECKS USING GAP GAUGES--SUPER MINX III

Care must be taken when carrying out steering geometry checks using gap gauges that no damage occurs to N/S (LH) rear brake hydraulic pipes. If necessary, slightly dress outer edge of gauges to clear pipe.

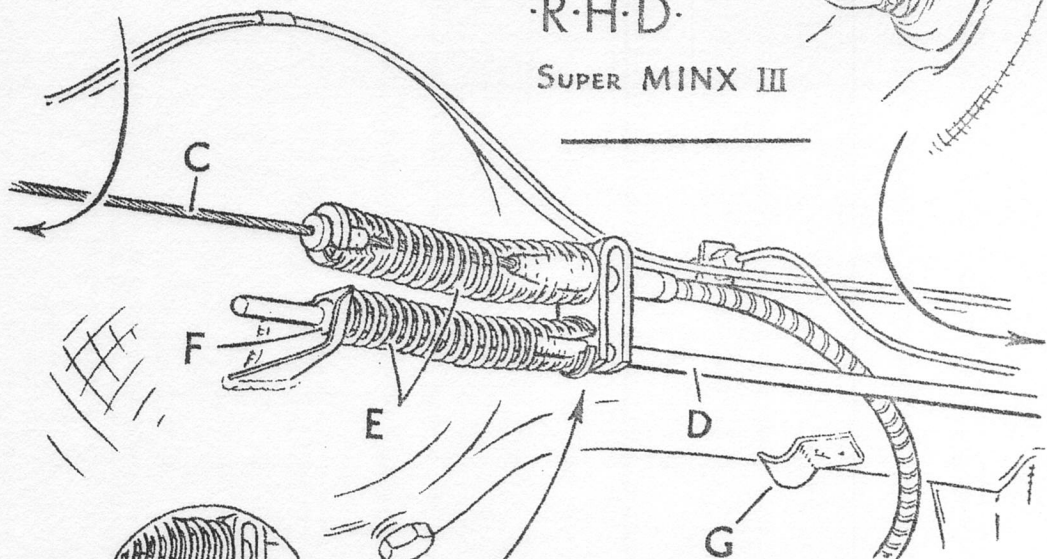
ROOTES MOTORS INCORPORATED


Kenneth Langridge
General Service Manager

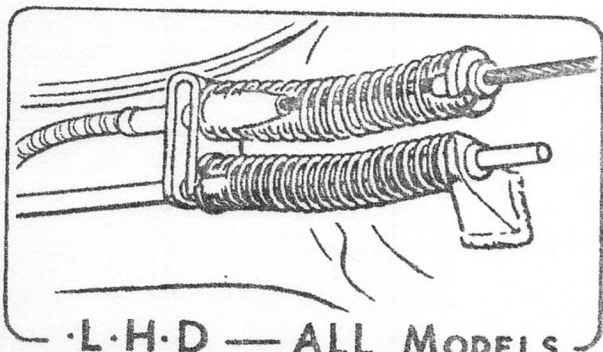
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R·H·D
SUPER MINX III



H
R·H·D
MINX V



L·H·D — ALL MODELS