

January 5, 1962

TO ALL ROOTES GROUP DEALERS

BRAKES

SUNBEAM ALPINE, SERIES I & II

Where cases of excessive brake pedal travel do not respond to normal adjustment, this may be due to the introduction of air into the hydraulic system.

Overheating of the rear brakes may cause this condition to arise and you are therefore advised to apply the following procedure in the manner described:-

1. Wheel Cylinders.

- (a) Examine the rear wheel cylinders for signs of overheating. Where this has occurred or if there is any sign of swelling or distortion, renew rear wheel cylinder seals. Discard the piston return springs if these are fitted
- (b) Ensure that the wheel cylinders have freedom of movement in the backplate; any paint or road dirt restricting movement must be cleaned off. Apply a light smear of high melting point brake grease to the mating surface of the backplate.
- (c) Examine the handbrake lever dust cover for swelling or distortion. Renew if necessary.

2. Rear Handbrake Anti-Rattle Springs, Part No. 1201561 and Clips.

The anti-rattle springs as shown on the attached sketch must be in equal tension otherwise brake binding on one side may occur, causing overheating.

The important factor controlling the correct tension of the springs is the positioning of the spring clips, Part No. 1203455.

To prevent any possible displacement of these clips, the following action should be taken:-

- (a) Non-adjustable Handbrake Rod. The clip (1203455) must be positioned carefully in accordance with the illustration and dimension shown, then tack welded to the rod.

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- (b) Adjustable Handbrake Rod. Fit distance piece, Part No. 9087046, between the clip and jaw locking nut, ensuring it is positioned as shown before tightening the clamping bolt.

NOTE: The importance of the correct positioning of these clips cannot be over-emphasized.

3. Bleeding Procedure.

- (a) Set up the apparatus in the normal way, commencing with the wheel cylinder furthest from the master cylinder.
- (b) Ensuring that a full stroke of the master cylinder can be obtained, commence bleeding with a fairly fast, full stroke of the pedal, tightening the bleed screw before allowing the pedal to fly back freely. One or two faster applications should now be made, tightening the bleed screw at the end of each down stroke and opening again after the pedal has returned fully. Repeat until there is no sign of air. Close the bleed screw during the last slow application of the pedal.

Repeat with all wheel cylinders in turn, finishing with the cylinder situated nearest the master cylinder.

Never use fluid which has just been bled from the system, as in addition to possibly being contaminated, it will almost certainly be aerated.

4. Rear Brake Adjustment.

Adjust on Micram Adjusters at least two full notches 'Off' from the brakes locked 'On' position. After adjustment, recentralise shoes by pressing brake pedal smartly and rotate the wheel to ensure there is no sign of brakes binding.

5. Handbrake Adjustment.

Always ensure there is no sign of binding of the handbrake in the 'Off' position due to incorrect adjustment. It is necessary to adjust so there are 4 - 6 notches of handbrake movement before the handbrake is fully on.

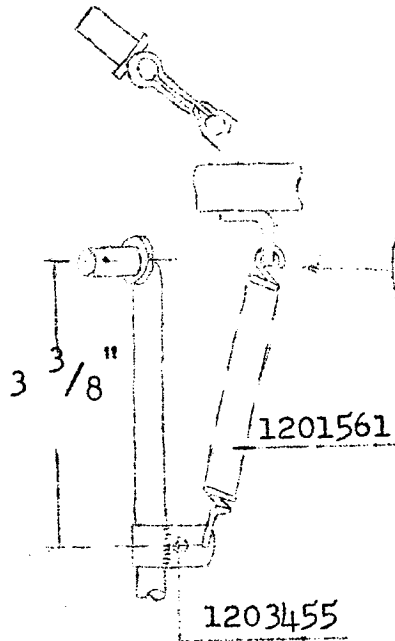
The correct pedal travel at 60 lbs. pedal pressure should be approximately 2.1" - 2.3".

ROOTES MOTORS INCORPORATED

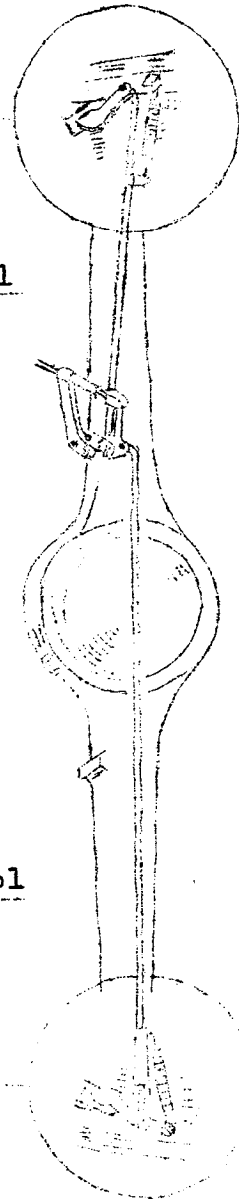

Kenneth Langridge
General Service Manager

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L.H. DRIVE N/S
ROD SHOWN



L.H. DRIVE
CONDITION
SHOWN



L.H. DRIVE O/S
ADJ. ROD SHOWN

