

Section G8

Deceleration conscious pressure limiting valve

Introduction

The pressure limiting valve is non-adjustable and should not require servicing other than renewing the valve seals at the recommended mileage. Refer to Service Schedule Manual publication number T.S.D. 4117 for this information.

If a valve is found to be faulty, usually indicated by premature rear brake locking, it should be removed from the car and overhauled.

Pressure limiting valve - To remove

1. Place the car on a ramp and remove the under-shield protecting the brake actuation linkage.
2. Depressurise the hydraulic systems as described in Section G2.
3. Disconnect the two pipes from the pressure limiting valve; blank off the pipe ends and valve ports.
4. Remove the split pins and nuts from the two valve mounting bolts; withdraw the bolts and remove the valve and distance pieces.

On left-hand drive cars the angular end plate must be removed to enable the valve and distance pieces to be removed from the mounting bolts.

Pressure limiting valve seals - To renew (see Fig. G13)

1. Remove the pressure limiting valve as described previously.
2. Remove the end plug and sealing washer from the valve body. Invert the valve and remove the spacer and ball.
3. Remove the insert and rubber seal from the bottom of the valve bore. Fit a new seal on the insert.
4. Fit the insert and seal, then the ball, spacer and end plug. Ensure that a new seal is fitted to the end plug.
5. Torque tighten the end plug to the figure quoted in Chapter P.

Pressure limiting valve - To fit

To fit the pressure limiting valve reverse the procedure given for removal noting the following.

1. All nuts must be torque tightened in accordance with the figures quoted in Chapter P prior to the split pins being fitted.
2. On completion the hydraulic systems must be bled as described in Section G4.

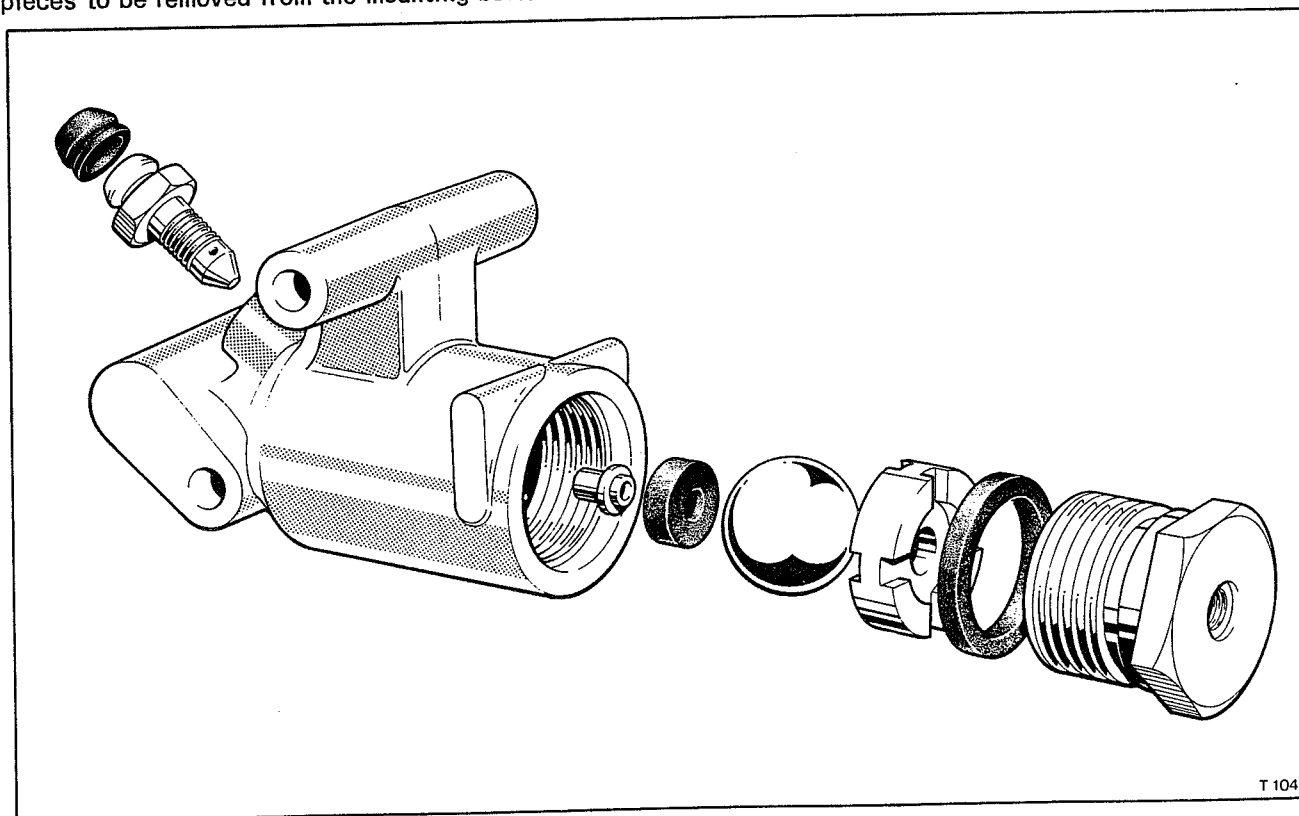


Fig. G13 Deceleration conscious pressure limiting valve