

The rear brakes altered at the chassis numbers shown but the adjustment remains the same, as shown in the illustrations, Fig. 2 early type, Fig. 3 later type.

If after adjusting the rear brakes there is still excessive free play of the handbrake it may mean that the cable requires adjusting.

To do this, first lock up the shoes in the drum, apply handbrake one notch and take up any slack in the cable by means of the adjuster on the cable, at the compensator end.

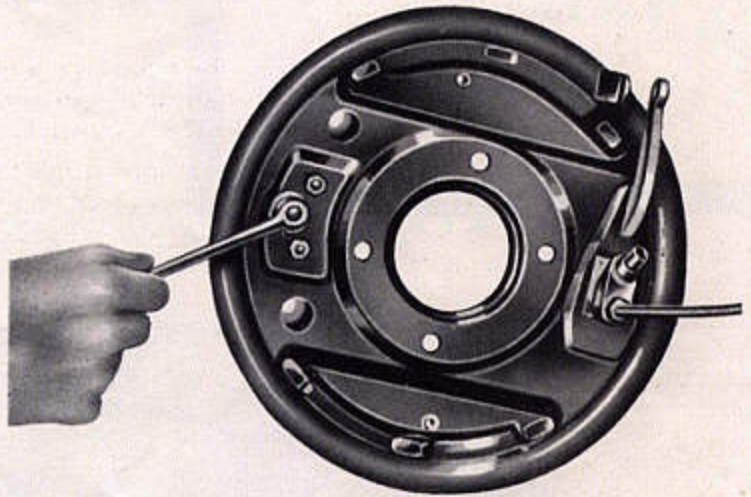


FIG. 3 Rear brake adjustment (later type).

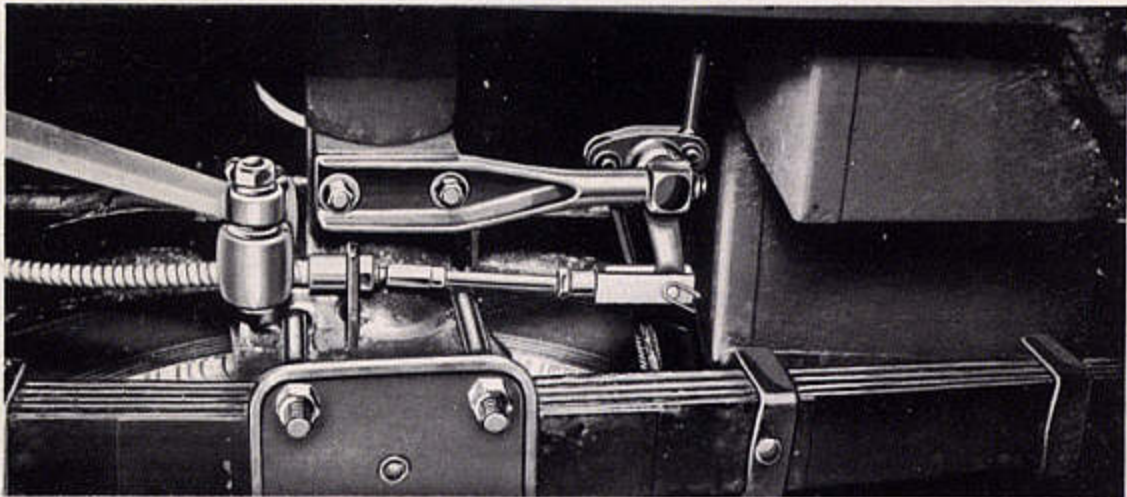


FIG. 4 Hand brake cable adjustment.

FOOT PEDAL CLEARANCE

With the pedal held in its full off position, adjust the master cylinder push rod to allow at least $\frac{1}{8}$ in. clearance between the push rod and master cylinder piston.

Every time the brakes are adjusted check the level of the fluid in the supply tank and if needed top up with Wakefield/Girling Brake and Clutch Fluid to three-quarters full or if fitted with a Girling filter until the filter is just awash.

Take great care that no dirt is allowed to enter the system when topping up, the Girling filter assists in this matter and its use is recommended.

GIRLING EQUIPMENT ON THE

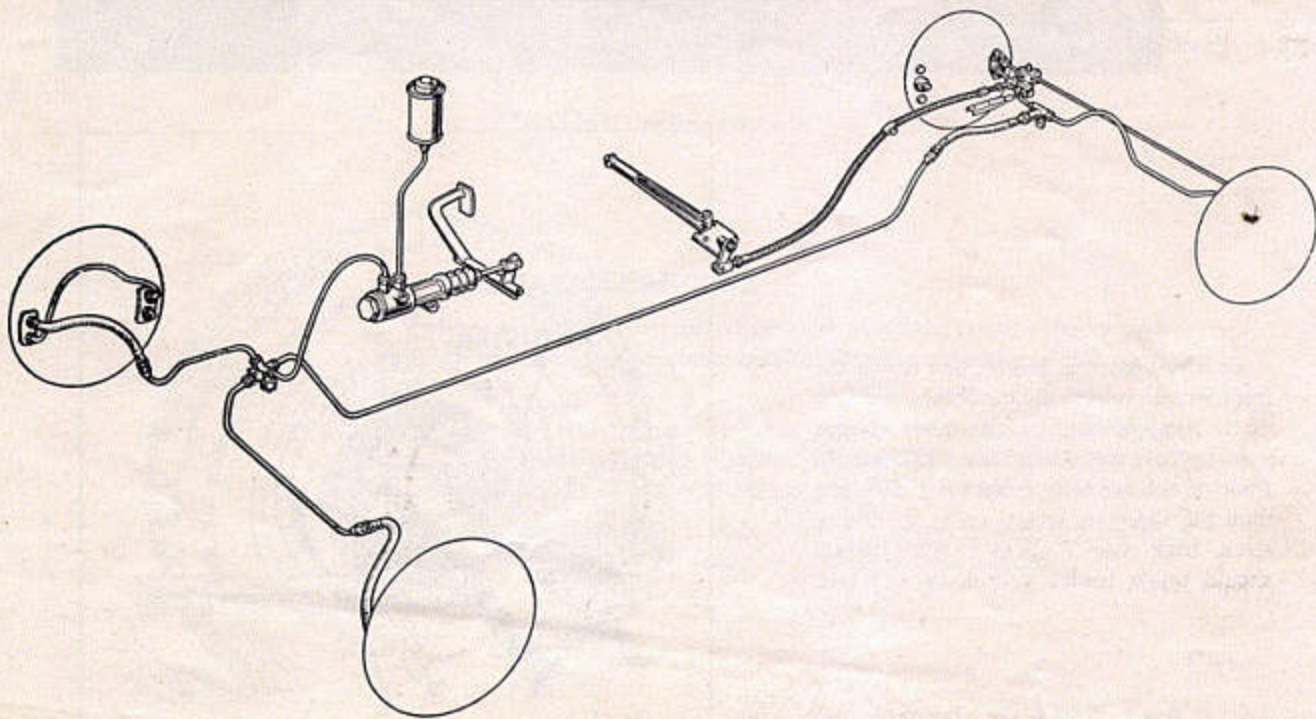
AUSTIN HEALEY

"100" BN1 & BN2 1953-56

Issue II



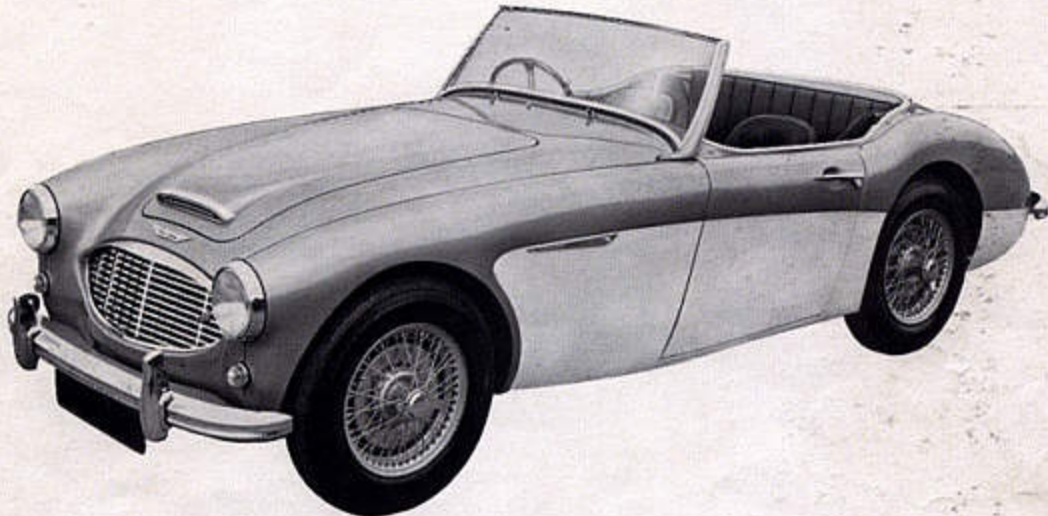
| MODEL | FRONT BRAKES | REAR BRAKES |
|---|--|---|
| Austin Healey "100" BN1 & BN2 1953-56 | 11 x 1 1/2 HLSS Section 2 Page 51 up to Chassis 228046 | 11 x 1 1/2 HW Section 2 Page 43 up to Chassis 221535 |
| | 11 x 2 1/4 HLSS Section 2 Page 51 from Chassis 228047 | 11 x 2 1/4 HL3 Section 2 Page 55 from Chassis 221536 |
| | MASTER CYLINDER 3/4 in. C.B. Side Fixing Section 3 Page 5 | SUPPLY TANK Single Feed Section 73 Page 19 |



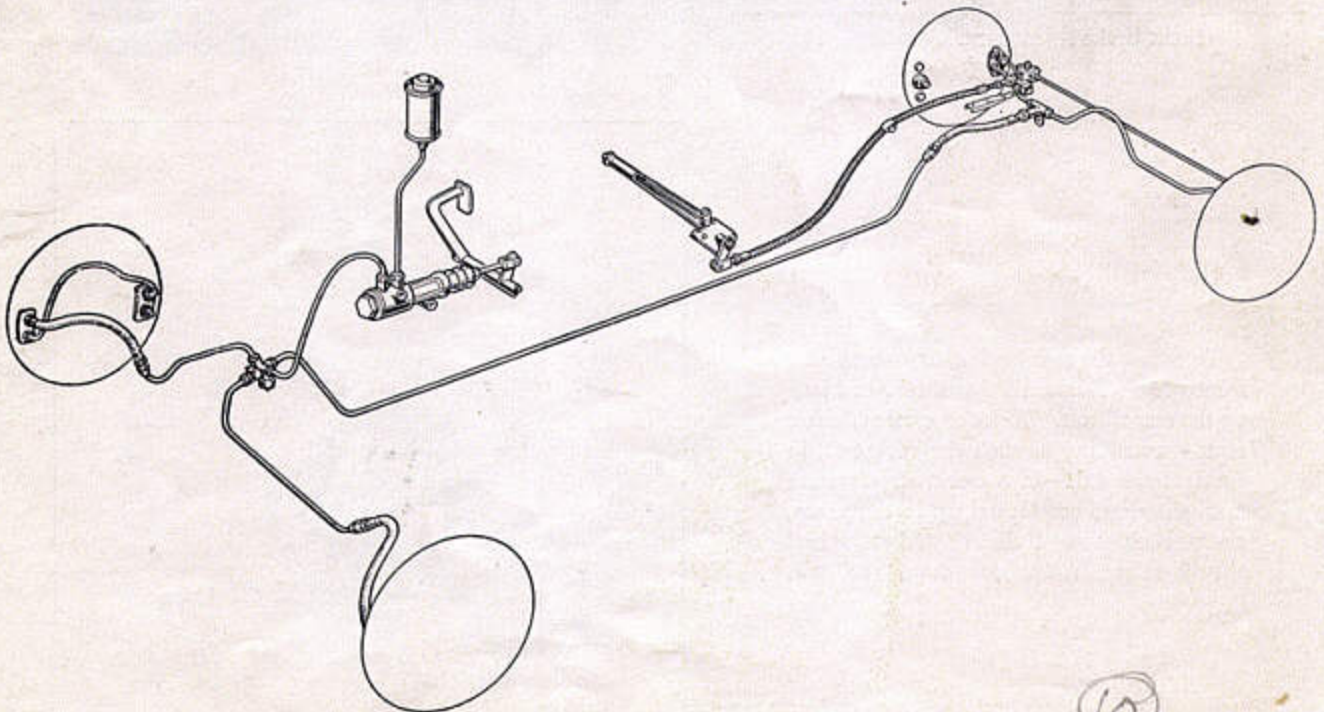
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INSTALLATION

The braking system is fully hydraulic; the brakes on all four wheels are hydraulically operated by foot pedal application whilst the rears have additional handbrake mechanism actuated by a "pull up" type handbrake situated between the two front seats.

The footbrake pedal is directly coupled to the master cylinder in which the hydraulic pressure is originated and transmitted to all four wheels. A supply tank fitted to the right-hand engine mounting bracket for RHD models, and on the scuttle panel for LHD models provides a reservoir of fluid for replenishing the system.

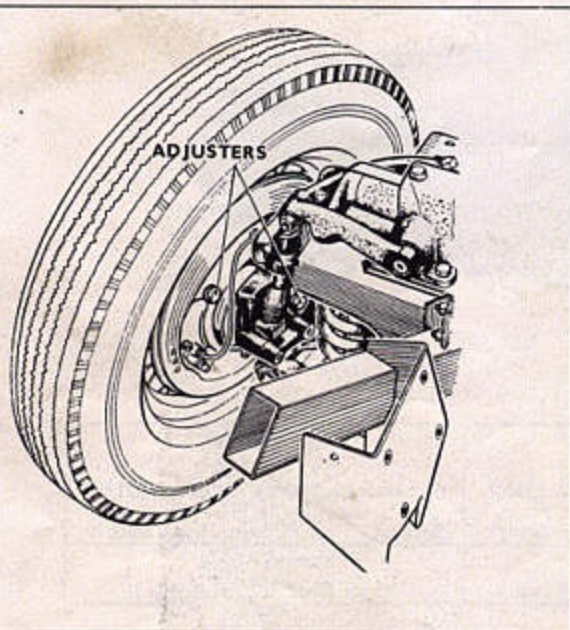


FIG. 1 Front brake adjustment.

GENERAL MAINTENANCE

The brakes are adjusted for lining wear at the brakes only and no attempt should be made to alter the operating linkage for this purpose. To adjust the front brakes, jack up wheels clear of the ground, slack off the two adjusters—diametrically opposed to each other on the backplate—by turning in an anti-clockwise direction and then turn one of the adjusters clockwise until the shoe touches the drum. Slack off until wheel rotates freely and repeat for second adjuster.

To adjust the rear brakes, first scotch the front wheels, release the handbrake and jack up the rear wheels. Turn the square adjuster stem—protruding through the backplate, in front of the axle—in a clockwise direction until the shoes are locked up in the drum, slack back two "clicks" when wheel should rotate freely, jack down and test.

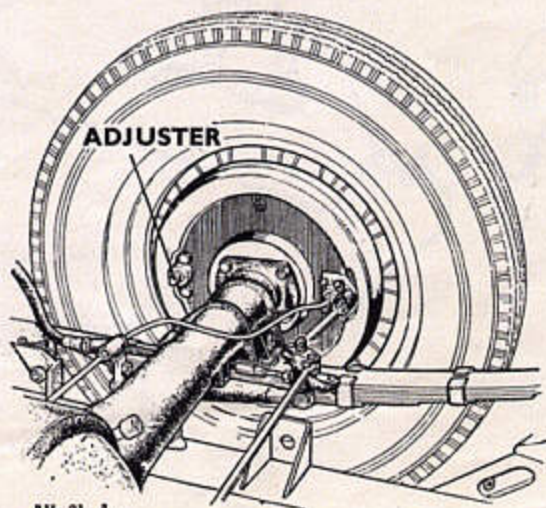


FIG. 2 Rear brake adjustment (early type).

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