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Remote brake fluid reservoir

First some advice.

This kit is simple to fit and does not necessarily require the removal of the master cylinder. It is however good practice, and a good opportunity, to check the condition of the master cylinder bore and, if undamaged, replace the seals as a matter of course. Refer to the workshop manual. Any scoring or pitting of the cylinder bore walls will lead to future failure of the braking system and will require a new unit fitted now; replacing the seals alone into a damaged bore will only prolong the inevitable and may well cause a complete and sudden brake failure!

It may also pay to check the clutch pedal shaft for corrosion. The brake pedal pivots around this shaft, which in turn pivots in the chassis. It's very exposed position and lack of lubrication will undoubtedly have led to extensive wear of both the shaft and bushes and if not replaced will lead to the eventual seizure of the two pedals. One of the signs of trouble at this point is the tendency for both pedals to move together, no matter which one is pushed!

Now for the fitting

The two larger self tapping screws are to hold the spring clip for the plastic reservoir, the smaller ones for the pipe 'P' clips. Locate the reservoir in a convenient position in the engine bay, on the off side and away from any exhaust heat. Remove the small floor panel covering the master cylinder and thoroughly clean away the debris from around the cap and the rear upper plug in the master. Remove the master if you wish to check or replace it now. Decide which side of the chassis leg you want the flexible pipe to run and make a hole to suit the grommet in that side, some 3-4" to the rear of the master. You can if you wish run the plastic pipe forwards inside the chassis leg and out through a hole in the engine bay, near to the floor, if you do this however, please be sure to secure the pipe well away from the pedals and moving parts inside the chassis.

Be sure to avoid the rear brake pipe inside the chassis

Drain most of the brake fluid from the master, to just below the level of the rear upper plug and remove it completely. It will unscrew in the normal way, but may well be stubborn to shift. Use a cold chisel or small stilson wrench to loosen it. Screw in the new adaptor plug re-using the old copper washer and tighten it securely. If possible anneal the washer before reuse. Gently heat it to cherry red all over and then quench it whilst still red in some cold water. This will soften it, making it pliable to form a good seal when finally tightened. If the master has been removed from the chassis, put it back now.

Attach the flexible pipe to the adaptor spigot, pass it through the grommet in the chassis and on up to the reservoir unit. Plastic ties are provided for both ends of the pipe, it should be warmed in hot water before pushing over the spigots and the ties applied whilst it is still warm. Secure the pipe to the chassis at appropriate places with the clips and self tapping screws provided.

It is important to fill up the breather hole in the alloy master cylinder cap with a small self tapping screw, blind rivet or even Araldite to prevent leakage of brake fluid. Half fill the master reservoir with clean brake fluid, then the new reservoir, allowing time for the brake fluid to run through until the master is nearly full, then quickly screw on the alloy cap. Fluid will bleed through naturally to fill the remaining spaces. All should now be well but check for leaks!

