

MODERNISE YOUR BRAKING

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upgrades are generally much more straightforward. Besides, it wouldn't have been a day in the PC workshop without a stray expletive or two and I reckoned this'd provide me with my full quota of five-a-day.

The Triumph Vitesse, which has become a front-line motor in recent times, was the ideal choice in my eyes. It's had lots of hard right foot action on the pedals, too. Enter the servo.

Is it worth it?

Lord, yes. While I have no scientific evidence to back up my findings, I can report that when towing a trailer tent with the Vitesse, I used to read the road well ahead of the vehicle's position. Shoving your pride and joy into the back of a double-decker bus is such a bore.

Post-modification, the vehicle's stoppers feel more than up to the job required of them. Without the camping trailer, the brakes are now comfortably positive, with an increase in controllable retardation and an absence of grabbing or lock-up under normal conditions.

Motorway driving benefits from the improvement to braking at higher speeds – some of these moderns give no regard to classic cars' relatively poor braking credentials.

All in all, I believe I've successfully brought the brakes up to 21st Century standard with a servo. But this level of alteration may not suit all.

A little research into the options available for your own classic (see the *Afraid to Ask* panel) would be wise before proceeding.

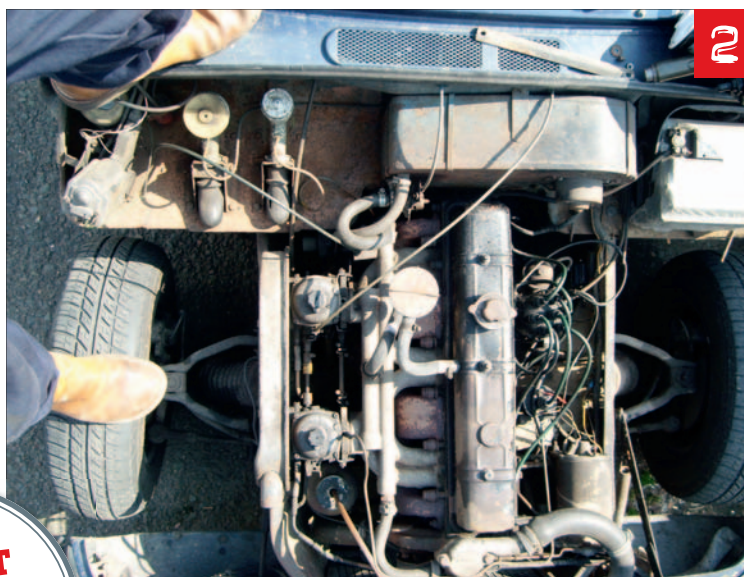
DON'T FORGET

Ensure that the tap you use on the inlet manifold is the correct size and thread

STEP BY STEP GUIDE TO FITTING A SERVO



To prepare for the upgrade, disconnect the battery and ensure the braking system is in tip-top condition. You must rectify any defects you find because extra pressure may find a weak spot in those rusty brake pipes or hardened seals. Ensure all braking components are as clean as possible to avoid the ingress of dirt or contaminants into the braking system.



Find a suitable mounting position for the servo. Our RatSport item came with a mounting bracket. It must be far from direct sources of heat, like exhaust manifolds and never install it on the engine, drivetrain, suspension or anywhere subject to flexing or vibration. Follow fitment instructions referring to angles of installation that may come with your servo kit and ensure you're not about to destroy anything. Mark and drill relevant holes for attachment.



Begin the plumbing process by fabricating a length of brake pipe sufficient to reach from the brake master cylinder to the servo slave cylinder inlet port. Flare each end using a pipe former. Remember to fit the unions over the pipe beforehand. Be careful when bending brake pipes as kinks will restrict fluid flow and reduce braking efficacy. Use copper brake pipes (softer than steel), gradually bending them around a curved item of suitable diameter.