

WEEKEND WORKSHOP

Fuzz utters his fifth, and final, curse of the workshop day.



INSURANCE CONSIDERATIONS

If any modifications are made to your vehicle, your insurer should be contacted to ensure continued cover. We spoke to classic car specialist insurer Footman James and got the following advice:

1. Always advise your insurance company of any modifications you want to make – that includes uprated discs and pads – prior to actually making the modification. If you are thinking of buying a modified car it's advisable to check with your insurance company what the premium for that vehicle will be before you purchase it.
2. Once you've informed the insurer that you wish to make a modification, you should be sent a form for you to detail the nature of the modifications. You'll need to declare improved performance and/or cosmetic mods.
3. Footman James classes every case separately when assessing individual modifications. ■

DON'T FORGET

If you need to remove the inlet manifold and possibly the carburettors, you'll need to replace the relevant gaskets.

USEFUL CONTACTS

Automec:
01280 822818,
www.automec.co.uk

EBC Brakes:
01604 583344,
www.ebcbrakes.com

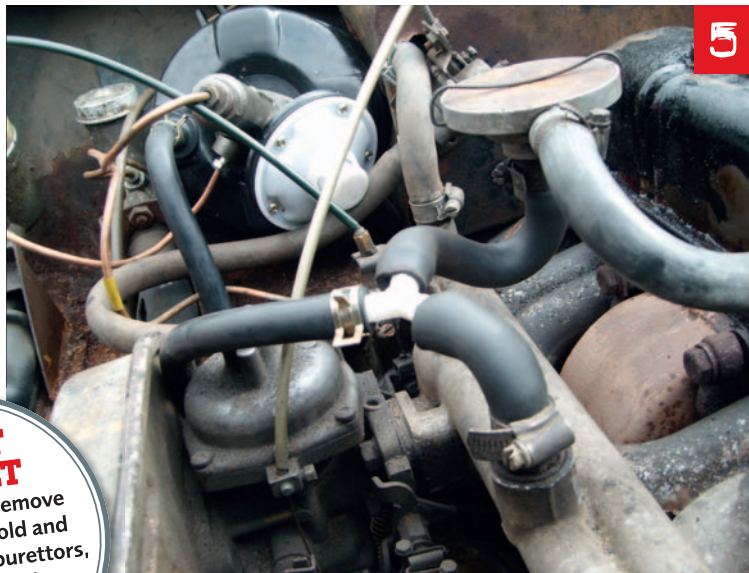
Footman James:
0845 4586782,
www.footmanjames.co.uk
www.ratsport.co.uk

Ratsport:
02088 544777,
www.ratsport.co.uk



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Now you'll need to connect the slave cylinder outlet port to the vehicle's braking system with another length of copper piping. Often this will be to a three-way adapter that feeds the fluid to the front and rear brakes. In this case it was possible to use the existing outlet pipe, originally connected to the master cylinder.



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Find a suitable vacuum source to link up to your servo. Normally this will be the inlet manifold, which, if you're lucky, will have a removable bung, into which you can fit the adaptor supplied with your kit. If not, you'll have to remove the inlet manifold in order to drill and tap it for the adaptor. Don't try to drill the manifold in situ as the swarf created will quickly find its way down the sides of your pistons, causing much torment and gnashing of teeth.



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If supplied and recommended, fit an inline, non-return valve at the highest point in the vacuum hose run, this stops petrol vapour and petrol from coming into contact with the servo diaphragm. Ensure the vacuum hose inclines down from the servo and then up to the non-return valve if fitted, or to the inlet manifold if not, thus forming a 'U'-trap to prevent the valve or servo becoming fuel-contaminated.

We're getting close now. Bleed the braking system in the manner relevant to your vehicle, re-connect the battery and start the engine. Depress the brake pedal several times then, with the brake pedal depressed, check for fluid leaks around the unions, especially at new connections. For piece of mind, enlist the help of a pal or an underpaid apprentice like Joe Geeves so you can have a good old butcher's hook for leaks. If all's well, road-test the vehicle and perform a final check.



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