

Section G8m

Deceleration conscious pressure limiting valve**Introduction**

The deceleration conscious pressure limiting valve is non-adjustable and should not require servicing.

If a valve is found to be faulty usually indicated by premature rear brake locking, the complete valve should be renewed.

Replacement seal kits are not available for this valve.

Under no circumstances should a complete valve assembly or seals for use with conventional brake fluid (i.e. RR 363) systems be fitted, as a replacement.

To enable the valve to be identified as a hydraulic system mineral oil component the body of the valve is coloured green and a green identification tab is fitted to the valve bleed screw.

Deceleration conscious 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 G2m.

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.

Deceleration conscious 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 system must be bled as described in Section G4m.

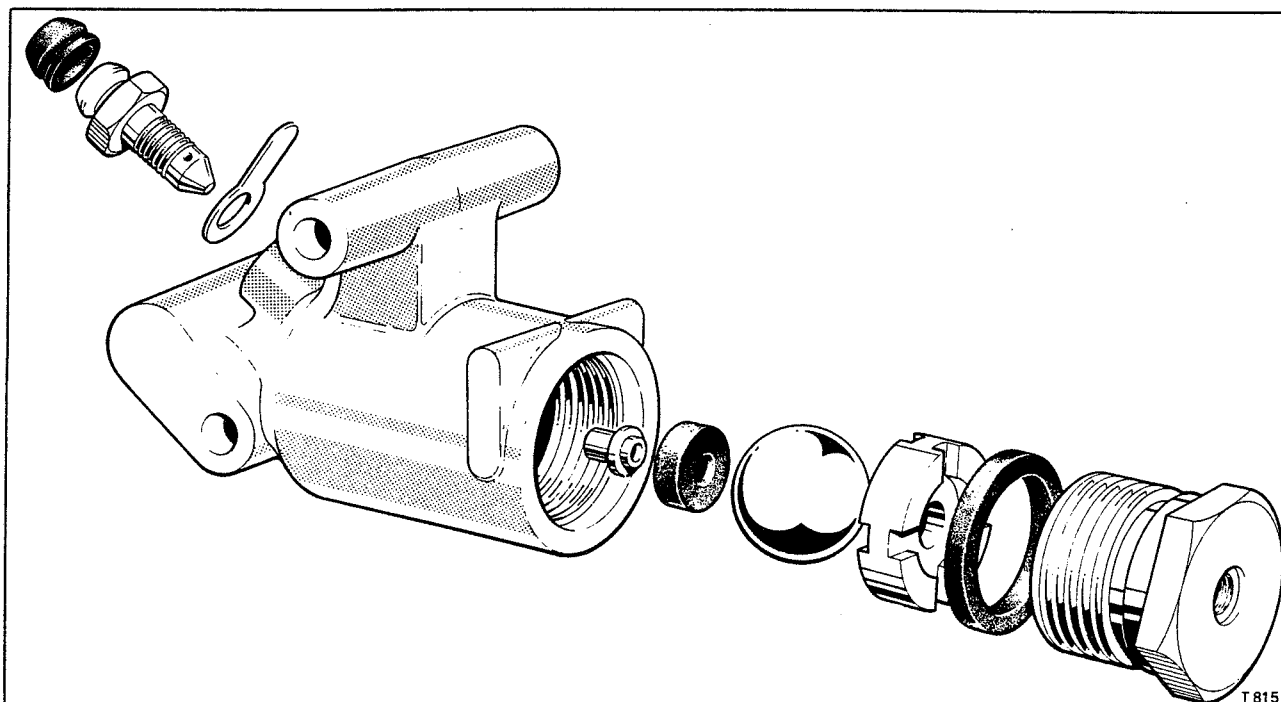


Fig. G15m Deceleration conscious pressure limiting valve