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"I did my front brakes last summer and despite a lot of wasted effort and near misses the job came out pretty well.

There were a couple of tricks I encountered which might be helpful to to someone else doing this operation. The brakes (all four corners) were made by Dunlop of England which is now Girling. I believe they use the same caliper casting on several cars with wheel cylinders ranging in size from 1 3/4" to 2 1/4". Early Jags (140-150's) use the same pieces so rubber seals, etc. can be purchased from any parts house (about \$40-50 per axle - take everything with you). The Dunlop pieces and the knockoff's are all English dimensions. Jag knockoffs will fit the threads (left & right) and could be used to fabricate a wheel puller (FAF has wheel pullers for about \$200.CO). If were doing the job over again I would send all four calipers to the Stainless Steel Brake Co., or to White Post Restorations for resleeving the original wheel cylinders. S.S. will rebuild one complete assembly including stainless sleeves, stainless bridge pipe and pressure testing to 125-165 psi per wheel for \$125 - 165 each. I was amazed at the amount of rust and crud in my system and I think sleeving with stainless steel or brass to be a good investment.

My big brake adventure began shortly after switching to Silicon brake fluid. The car simply locked up one afternoon and refused to budge. After about a 15 minute wait I could hear it pop loose and was able to get it home. Two things had happened. The Donaldi (Bendix) vacuum booster had a faulty valve, I think item #12 (atmospheric poppet valve) which allowed the vacuum to build up so the brakes were activated. I first noticed it by increased water temperature as the engine was laboring against the brakes. After a 10-15 minute stop the system will leak down and the car can be driven a short distance before it builds up again. The temporary fix is to remove the vacuum line from the inlet of the booster - plug the line with a 1/2 " bolt and clamp and drive home carefully with no vacuum assist. A rebuild by a competent Bendix shop will resolve this problem.

The more tricky operation involved the hydraulic booster equalizer which is mounted on the front crossmember of most 250 series cars having disc brakes. This little jewel was intended to boost line pressure to the front wheels. It has a couple of small rubber pieces, a piston ring, a rod seal and a rubber boot on the small end. It seems to be very prone to rusting and when it malfunctions it will not let fluid flow in the reverse direction, hence will lock up the front wheels. There are a couple of easy tests to tell if your is working; squeeze the rubber boot while someone presses the brake pedal. The 5/8" rod in the center should protrude 1/4-1/2" when the pressure applied. It can be felt

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through the rubber boot or can be seen if the rubber boot is missing. Otherwise jack up the front wheels, pump up the brakes, release the brakes and see how long it takes for the wheels to release.

If the hydraulic booster/equalizer is the problem let the system bleed down slowly....there are three solutions: (1) Serio Sartor has duplicated the rubbers from a Lusso which should be the same size (FAF). (2) New units are available from Bendix Italian, England Maranello, Graypaul or Kate Cottingham. Ed. Note: see prior NEWLETTERS for these addresses). (3) The guts from the old unit can be removed and the 5/8" hole filled with a nuts, bolt and washer (or Heliarched).

I think that the stuck hydraulic booster problem is very common, but it is not apparent until a switch to Silicon fluid is made. I suspect the Silicon fluid will not bleed back past the stuck piston as fast as the old Girling fluid, hence the correlation between Silicon fluid and stuck brakes. To disassemble the booster, simply remove the large nut on the big end, then using a brass pin and a press, or large vise, push out the piston by pressing against the rod which is sticking out of the small end.

The other tricks are from Glenn's Foreign Car Repair Manual 1966.

The seal retainer on the hubs, has left or right hand threads. Left is denoted by "S" for Sinestra. Don't forget the set screw. The early type, Series I, brakes require that the piston and backing plate be pressed apart to replace the dust seal (page 222). The wheel bearings have to be pressed from the back, in the proper sequence.

Hope I haven't rambled on too much, I know this information will sound very redundant to the "old heads" but it caused me some problems and might be useful to other "first timers".

We really appreciate this information from Parker and it is very timely.....read on.

#### SILICON BRAKE FLUID ---YES?---NO!!!

There have been questions from owners on this subject. Dan and I decided to try it and after about four months we had an overheating problem but not complete locking and decided to change back to the recommended type. When we changed back we got leakage from the master cylinder. We are now rebuilding our brake system.

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In talking it over with our local Ferrari oracle, Bill Morton owner of Modena Motors, Redwood City, California, he offered these comments (roughly quoted) "The Silicon fluid works fine on the late models, however, on older cars where the gaskets diaphragms, seals, etc., are made of rubber the Silicon seems to contain chemical properties that expand those materials and cause them to bind or fail". The concensus is use the recommended Girling or comparable fluid, unless you are prepared to rebuild your brake system using all new state of the art materials.

SWAP ----- FOR SALE-----WANTED

WANTED:

John R. Tilson, S/N 4593, 275 Spring Hill Road, Fairfield CT., 06430, Tel. home (203) 259-5985, office (203) 356-7927

Two (2) small chrome caps that cover the little holes in the door panel kick plate. These are the holes into which you insert the hand crank on power operated windows when the power fails.

Small belly pan that fits under the radiator area. Approximately 1 1/2 x 2 square feet.

Fuse cover for the small fuse box in the trunk.

Radiator wind-up shield, wheel and other associated parts.

Gas tank float assembly.

Two (2) 45 Watt Amber lamps for fog lights, he will swap for 75 watters that he has or will purchase outright.

Dan L. Vierra tel. (415) 445-8288 days, or (415) 681-8009 evenings wants a 250 GTE, Series II, "prefer original dark blue good to excellent condition".

FOR SALE:

Rodney Touche, 707 Prospect Ave., S.W. Calgary, Alberta, Canada, T2S 0M8....Complete gasket set for the 128E engine includes head and exhaust gaskets, seals, O-rings etc. \$120.00 U.S.

Mike Tiernan, tel. home (415) 592-6252, office (415) 592-1666 330 GT 2x2, 1964, 38,000 miles, near perfect condition, electric sunroof, Silver with Palamino interior.....\$18,000.00.

H. R. Aebi, Zilmatweg #1, 6403 Kussenact Am Rigi, Switzerland, Rear tail light assemblies, cast in bronze, unchromed, 140