

# Land-Rover Service Newsletter Vol. 3 No. 11



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The Rover Company Limited Service Department: Solihull, Warwickshire, England

By Appointment to  
Her Majesty  
Queen Elizabeth II



Manufacturers  
of Motor Cars and  
Land-Rovers

**NOTE:** Owing to the small number of items for circulation, no Service News Letter will be issued in March 1970. Vol. 3, No. 12 will therefore be distributed in April 1970.

- Item 89**    **SUBJECT:**                    **PREVENTATIVE BRAKE MAINTENANCE (Policy item)**
- MODELS:**                                All Land-Rovers.
- MODIFICATION:**                    Implementation of Girling Policy with regard to brake maintenance, in addition to the regular servicing of brakes.
- LITERATURE  
AFFECTED:**                            All Owner's Maintenance Manuals and Workshop Manuals.
- REMARKS:**                            The requirements of regular brake servicing outlined in the Maintenance Schedule Section of the Owner's Maintenance Manual have been amended as follows:
- 1. Change of brake fluid every 18 months**  
The fluid in the hydraulic system is a highly developed compound unaffected by the metal alloys, mouldings and rubber that form part of the braking system. The fluid is also a lubricant to moving parts and works efficiently in extreme conditions of heat and cold, but its life is limited.  
All brake fluids absorb moisture from the air and a small amount of absorbed moisture raises the freezing point but, much more important, it seriously reduces the temperature at which the fluid will boil.  
For every 1% of water absorption into the brake fluid, the boiling point of the fluid is reduced by 50°F (10°C). Tests have revealed that after 18 months' usage the fluid has absorbed 3% moisture which means that the overall boiling point of the fluid has dropped by 150°F (35°C).  
This deterioration does not mean that the brakes are unsafe for ordinary use, but in an emergency or in prolonged use their performance could be adversely affected. Therefore, the fluid should be changed every 18 months.  
In mountainous areas the continued use of old fluid could be especially dangerous, and if a Continental trip is to be undertaken, it is strongly recommended that the fluid is renewed prior to the journey, if this has not already been done within the previous nine months.
  - 2. Overhaul or replacement of components at 40,000 miles (64,000 km) or three years, whichever occurs first.**  
All fluid seals in the hydraulic system and all the flexible hoses should be examined and renewed if necessary every 40,000 miles (64,000 km) or three years, whichever is sooner.  
At the same time the working surface of the pistons and bores of the master cylinder and slave cylinders should be examined, and new parts fitted where necessary. The brake servo filter element should also be renewed.  
The literature affected will be amended at the next reprint. In the meantime, Distributors and Dealers are requested to notify all concerned of the amended maintenance requirements.