

SERVICE AND REPAIR OPERATIONS

Precautions

- (a) Tilting the cab.
ALWAYS use the specified cab tilting procedure which is detailed in Section 44 00.
- (b) Jacking up the vehicle. When jacking up the vehicle, using a hydraulic bottle jack, ensure the vehicle is on firm, level ground, the brakes are applied and the wheels are chocked. The jack must be positioned at the correct jacking points, which are inboard of the 'U' bolt clamps on the relevant side of the rear axle or under the lower leaf spring on the front axle.
- (c) Methyl alcohol used in the alcohol evaporator can be injurious to health if inhaled or taken internally, therefore, proper care must be exercised when handling.

(d) *Asbestos brake lining dust can be injurious to health if inhaled. Any dust found in the brake drum must be removed by using a vacuum cleaner or soft brush. Do not blow the dust out using a compressed air supply. The dust should be collected in a sealed bag for disposal.*

- (e) ALWAYS change brake shoes in axle sets. Do not renew shoes on one side of an axle only or unequal braking will occur.
- (f) ALWAYS clean the brake backplates before installing brake assemblies, and lightly lubricate the steady posts, operating levers, thrust pads, and abutment edges of the shoes with high melting point grease.
- (g) ALWAYS disconnect the battery before commencing repair operations.
- (h) ALWAYS reset the tachograph clock (where fitted) after reconnecting the battery.
- (i) ALWAYS refer to the applicable procedure when undertaking service and repair operations.

Cleaning — General

It is recommended that, where possible, the exterior of components be steam cleaned, and dried with compressed air, prior to the commencement of any service and repair operations. This is to prevent the ingress of dirt during subsequent dismantling.

Cleaning — Hydraulic Brake Parts

Vegetable base hydraulic fluid (Specifications No. SM6C-1002-A) is used in the hydraulic system, therefore, mineral based cleaning fluids, oils or greases **must not** be allowed to contact the components. All hydraulic parts should be washed in either methylated spirits or commercial alcohol, or in the approved brake fluid.

Assembling — Hydraulic Brake Parts

Absolute cleanliness must be maintained during assembly of hydraulic brake parts, to ensure that no dirt is allowed to enter the system. Hydraulic seals and moving parts should be dipped in the approved brake fluid to facilitate ease of fitting and assist in preventing damage during assembly.

Joint Sealing

When any component of the braking system has been removed and the air lines disconnected, the following procedure must be observed for applying sealant to the threads of the union when the line is reconnected.

Two methods of sealing are available with Loctite 572 being the preferred method.

A. Loctite 572 (Ford Specification SJM 4G 9102A).

1. Thoroughly clean the threads of the union and mating component to remove traces of old sealant and dirt.
2. Screw the union into the mating component by approximately two turns.
3. Smear the threads of the union with Loctite 572 and screw the union fully into the component.
4. Tighten the union and check that an unbroken line of sealant is visible around the joint. A broken line indicates that the quantity of sealant applied is insufficient.

B. P.T.F.E. (Polytetrafluoroethylene) Tape (Ford Specification SM 4G 1019A).

NOTE: This method of sealing should be used only if Loctite 572 is not available.

1. Thoroughly clean the threads of the union and mating component to remove traces of old sealant and dirt.
2. Apply the tape to the male thread, ensuring the tape is overlapped when pulled tight.
3. Screw the union into the component and tighten.