

## Servo Unit Rebuild Instructions

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Rebuilding the Girling servo is a critical operation that requires cleanliness, care in disassembly/reassembly, and moderate mechanical dexterity. If you are a little weak in or doubtful about the latter, get a qualified individual to help or do not attempt this rebuild. If you are apprehensive about attempting this rebuild-don't! The worst that can happen is the brake fluid will leak out causing the brakes to fail, or the brakes will lock up making the vehicle immobile, or the brakes will fail to release completely causing severe brake pad rotor and shoe/drum damage, or (finally) no brakes at all. YOU guess what happens next!

Now that you have been appropriately put on guard or scared, let's start. Removal of the unit from the car is made easier by first removing the manifold vacuum line banjo fitting and the small air filter element on top of the unit. This provides more room to get a 7/16" wrench on the input and output lines.

Remove the lines before removal of servo from mounting brackets. Follow Figures I through II for disassembly (dismantling) instructions. With the unit cleaned, examine all bores for corrosion, pitting, scoring, or ridges. Using a flashlight is one of the best ways to examine the bores.

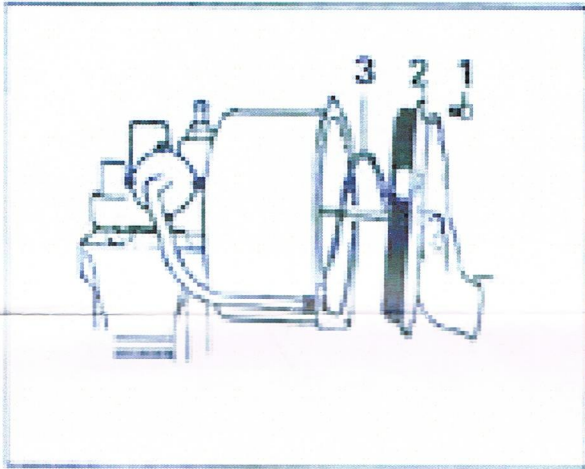


Figure 1

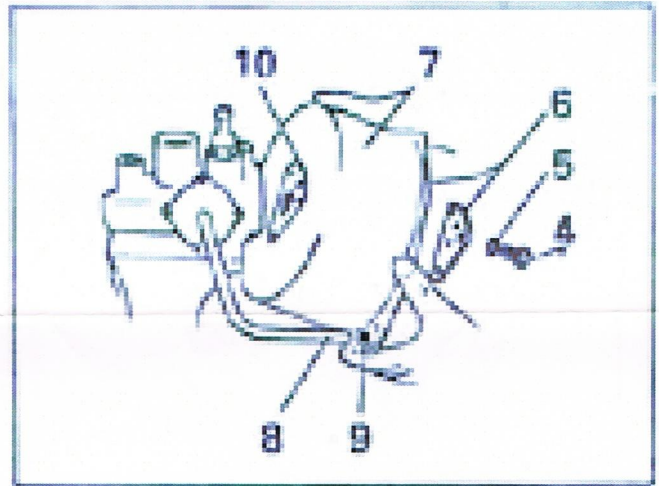


Figure 2

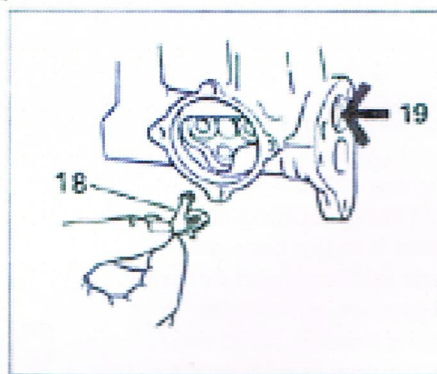
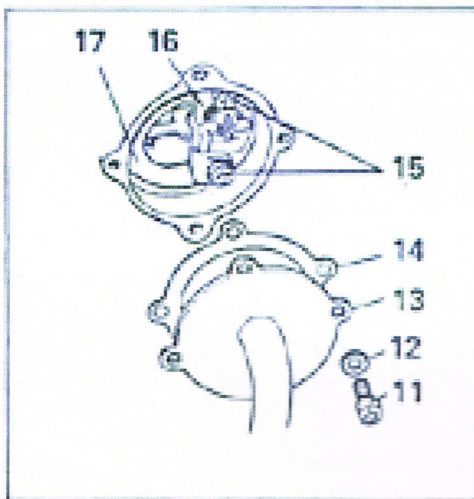


Figure 4

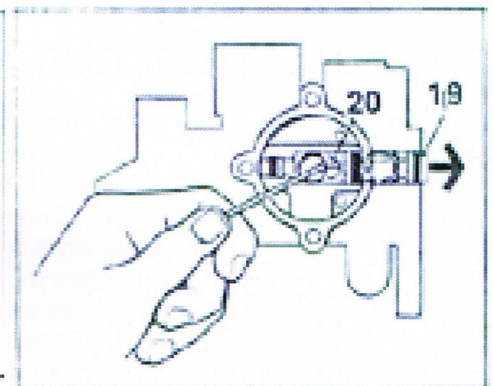


Figure 5

At this point of your examination, you are bound to find the bores in need of service. Pitting is almost always a result of moisture buildup within the fluid and is usually quite severe with servos that have not been used for extended periods of time (a year or more). Scoring and ridges are a result of piston scrubbing from use.

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