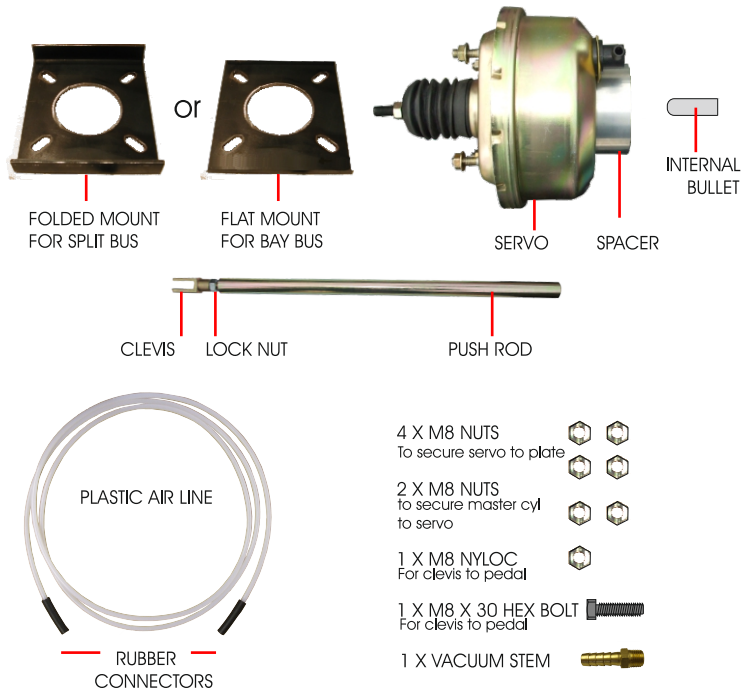


DIRECT SERVO KIT FITTING INSTRUCTIONS

This Servo Kit is only suitable for LHD Splitscreen Bus fitted with Disc Brakes using T2 SERVO master cylinder 611 021 211

KIT CONTENTS

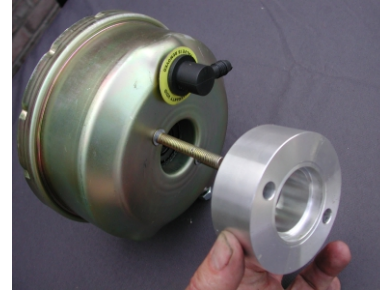


Thank you for purchasing our CE Direct Servo kit. It will provide you with a much softer pedal with a feel of a modern car. It is not difficult to fit but the work needs to be carried out by a competent experienced person as the brake system is vital to your safety. Care must be taken when welding on the bracket as there is a lot of force placed on it under braking.

It is VITAL that the aluminium spacer is fitted between the servo and the **T2 Servo Master cylinder** (not included). The spacer prevents pre load on the servo. Without it your brakes will be on all the time. Equally vital is the insertion of the internal bullet inside your master cylinders push rod. Without this your brakes will not work correctly.

Route the air line from the servo to the engine bay ensuring a route that gives you enough length to connect to the vacuum outlet pip on your inlet manifold. If you do not have a Servo Manifold, we offer a brass connector that can be drilled and tapped into your inlet manifold. **When connecting the rubber hose connector onto the servo be sure to lubricate it so you do not bend and snap the plastic vacuum inlet pipe. Hold the plastic part on the connector (on the servo) to help support it as you push as it is only plastic and will damage if you are not careful.** It is vital that the push rod is adjusted so there is a safe amount of thread at both ends. Use the HT bolt and lock nut to secure to your pedal. Always test the brakes on a quiet road until you are sure the system is working correctly.

CE accept no responsibility for injury or damages caused through improper fitting and use of this product. If you are in doubt of your own skills, get the installation carried out by a qualified engineer.



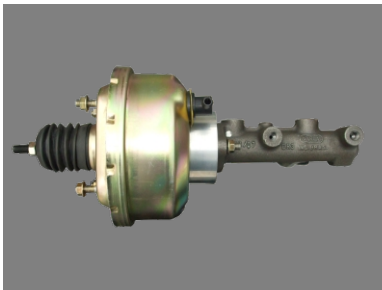
Slip Alloy spacer onto two studs, making sure that recess faces away from servo.



It is **VITAL** that you insert the bullet push rod pointed radius first, inside your T2 Servo Master cylinders (611 021 211) hollow push rod tube.



Close up of bullet being fitted with pointed end inserted first.



You can now fit the Master cylinder onto the two studs and carefully tighten up the M8 nuts.



This photo shows the relationship between the Servo assembly and the steel mount which must be welded to your front beam.



Servo assembly is secured to folded bracket by M8 nylocs and washers.

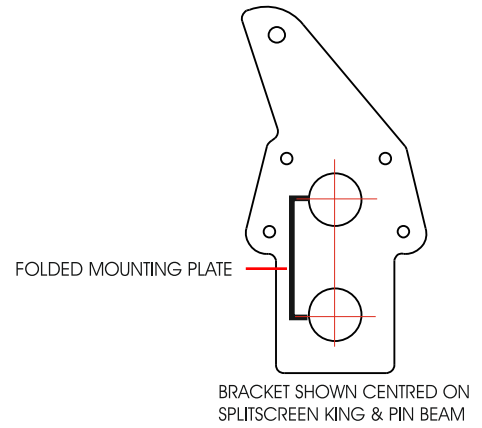
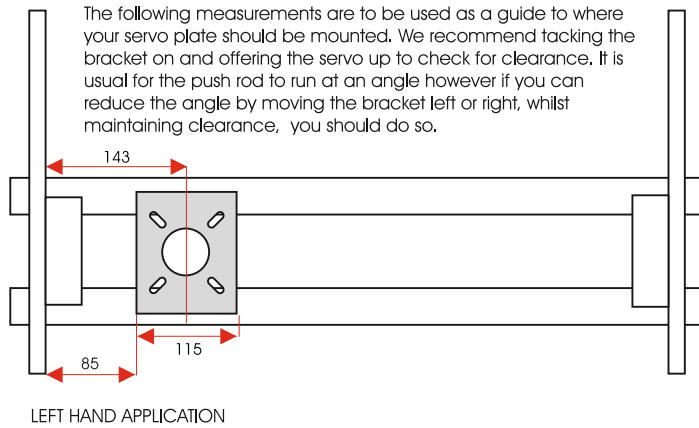


This photo shows the push rod fitted to the assembly. It is a good idea to hold the assembly up under your bus to test for clearance before welding on the bracket.

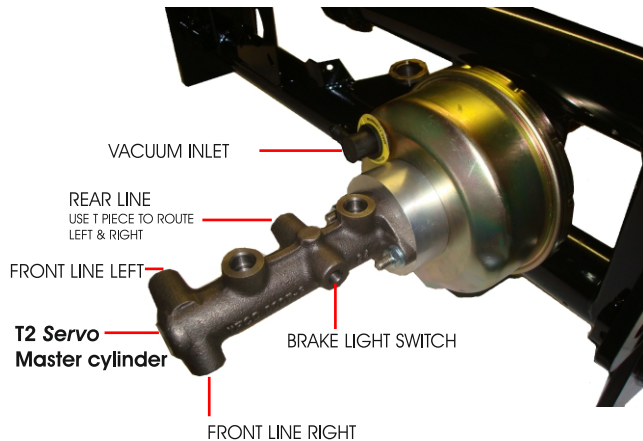


You need to check you have clearance of your handbrake cables, clutch cable and tie rod ends on full lock of the idler arm. Clearance is very tight but it should be possible to clear all three items.

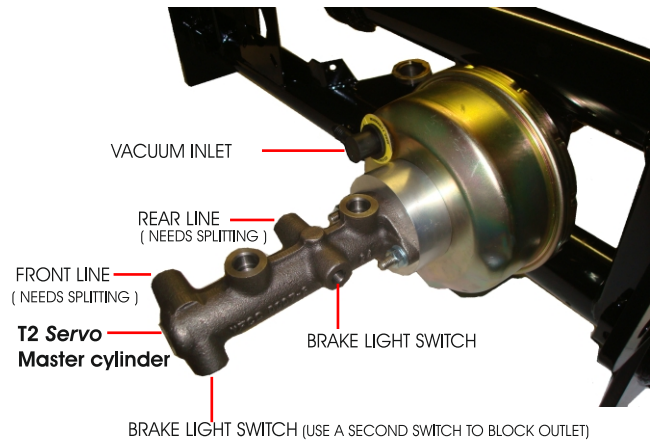
SPLIT BUS APPLICATION (LEFT HAND DRIVE ONLY)



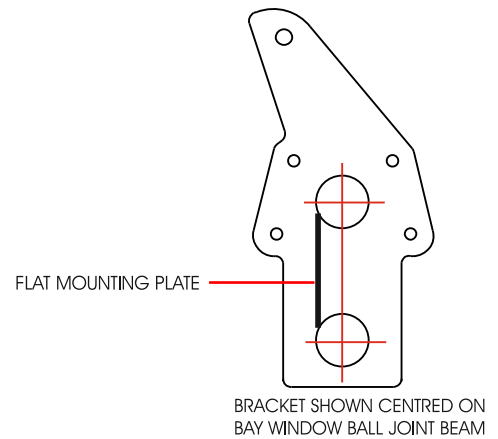
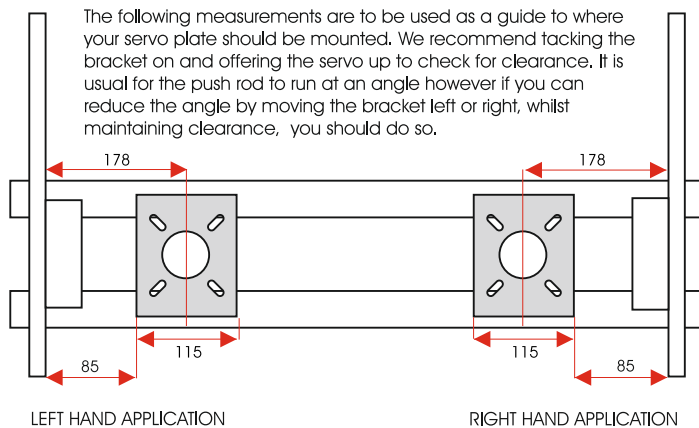
BUS UP TO 1966



1967 BUS



BAY BUS APPLICATION (INC LATE BRAZILIAN BUS)



BUS 68-79

