

1 Supplemental Information
2 for
3 **582-982 or ACB856 Brake & Clutch Fluid Reservoir**
4 **Austin Healey BN7 & BT7 1959 on, BJ7, BJ8**
5 **Triumph TR 3A TS41630 on, TR 3B**
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Fig 1



Fig 2

It has been so long since the original type Girling brake fluid reservoir has been available that the details have gotten a little fuzzy. Roger Moment provided photographs of a known good original and we were able to obtain samples of original reservoirs from Eric Grunden. The cap was a real challenge- so many have been mangled with various tools trying to get the rusted caps off that good examples were few and far between. We are happy to say that patience and perseverance have paid off. "USE ONLY CASTROL GIRLING FLUID" is stamped into the top.

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49 The can itself is plated, then the outside is painted black. This coating is highly resistant to brake fluid. In
50 our testing, brake fluid caused the paint to dull out, but it did not blister or lift. Unless you are using silicone
51 fluid, any brake fluid spill should be rinsed with water as quickly as possible to minimize the damage to the

52 rest of the painted components below the reservoir. This reservoir assembly is an accurate reproduction of
53 the original Girling reservoir in *almost* every detail -- we made some improvements you'll appreciate..

54 **Sealing the Outlet Fittings**

55 Our first change was made to eliminate the possibility of a leak around the
56 outlet fittings by replacing the copper washer on the outside and the original
57 sealing washer on the inside of the reservoir with special cupped stainless
58 steel washers that have an integral DuPont Viton o-ring. (Fig 3). When the nut
59 is tightened down, the Viton o-rings are compressed, forming a seal that is
60 impervious to all commercially available brake fluid. This is a significant
61 improvement over the copper washer, which tended to tear up the paint as
62 you tried to get enough "crush" to prevent a leak. Invisible to all but the most
63 thorough examination, this change is a significant improvement over the
64 original design. We also took the trouble to reproduce the original Girling
65 outlet fittings, which guarantees a good seal when new brake pipes are fitted.



Fig 4

These special washers are also used to seal the clutch reservoir inside the main reservoir. The clutch reservoir tube is made from stainless steel, as are the new hex nuts that hold the whole assembly together.

By using stainless steel where it made sense we eliminated the possibility of rust forming on these components. The clutch reservoir tube is sized to allow a 1/4 inch drive socket on a long extension to be used to tighten/loosen the nut.

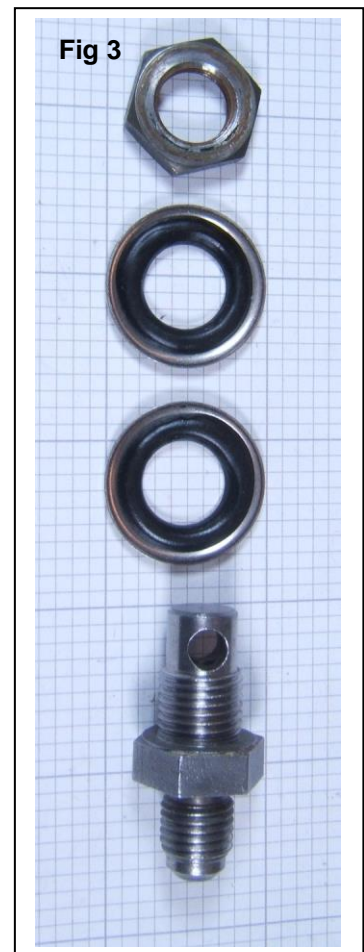


Fig 3

81 **Sealing the Cap**

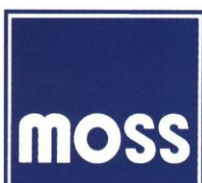
82 We also changed the cap sealing gasket from a simple flat ring of rubber to a
83 complete cover. (Fig 5). There are two reasons why. First, we were aware of
84 an annoying tendency for brake fluid to squirt up out through the vent in the
85 cap. This is especially true of the Girling caps (and replacements) which
86 have the two vent holes in line with each other. We off-set the vent hole on
87 the inside with this in mind, but the "anti-splash" seal makes it impossible for
88 fluid to escape. The second reason for using this type of seal is to limit the
89 amount of atmospheric moisture that can get to the brake fluid. There is a
90 tiny slit in the seal that will allow air pressure to equalize as needed, but the
91 seal greatly reduces the exposure of brake fluid to moisture. This will
92 effectively increase the life of conventional brake fluid, and help reduce the
93 damage water can do. (For more information on this topic, see our website
94 for the article on brake fluid).



Fig 5

96 This reservoir is simply our very best effort to provide you with the best possible reproduction that will function
97 even better than the original.

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100 *Although every effort has been made to ensure the accuracy and clarity of this information, any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the "Contact Us" page on the Moss website: <http://www.mossmotors.com/AboutMoss/ContactUs.aspx> If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We respond to every call for help as quickly as we can, which is normally within 2 business days, but when the volume of calls and emails is high, it may take longer. We apologize in advance for the inconvenience.*



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