

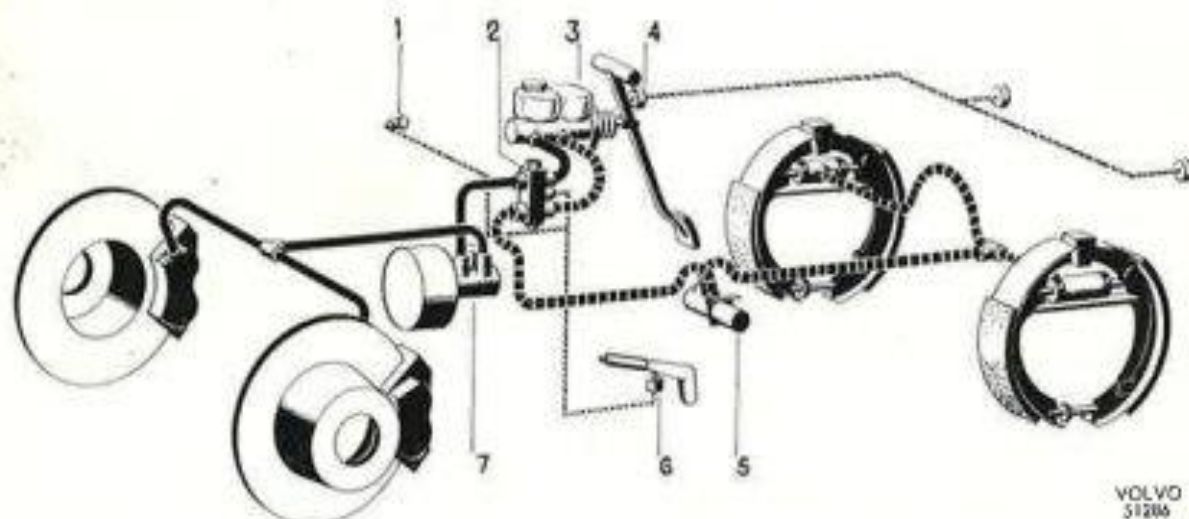


Supplement to instruction book

DUAL BRAKE SYSTEM

The later versions of the Volvo 121/122 S, 1800 S and 122 S Station Wagon are fitted with a dual hydraulic foot brake system; one circuit for the front wheels and one for the rear wheels. They have also a mechanical handbrake system which operates on the rear wheels.

DESCRIPTION



- | | |
|-----------------------------|---------------------------|
| 1 Warning lamp | 5 Brake valve |
| 2 Warning valve with switch | 6 Switch for warning lamp |
| 3 Tandem master cylinder | 7 Vacuum booster |
| 4 Switch for stop lights | |

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The front wheels are fitted with disc brakes and the rear wheels have duo-servo type drum brakes which, like the disc brakes, are self-adjusting. If the handbrake is applied and the ignition switch key on, a red warning lamp (1) lights up on the instrument panel. This warning lamp also lights up when the foot brake pedal is depressed and if one of the hydraulic circuits of the brake system is not functioning. In the Volvo 121/122 S the warning lamp is placed above the control for the windshield wipers and in the 1800 S to the right of the light switch control.

The pressure from the brake pedal is transmitted via a push rod to a master cylinder (3) which is filled with brake fluid. The master cylinder is of the tandem type, that is, it has two outgoing lines, one for each circuit. The brake lines pass through a warning valve (2) which causes the warning lamp (1) to light up if the difference in pressure between the circuits is greater than 8–10 kg/cm² (114–142 lb/sq.in.) or if one of the circuits is not functioning.

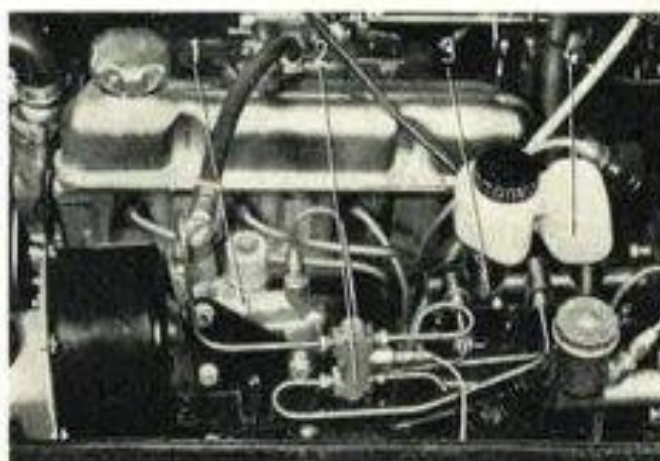
The pressure in the front wheel circuit is reinforced about twice in a vacuum booster (7).

The rear wheel circuit is fitted with a brake valve (5) which prevents the rear wheels from locking before the front wheels when braking takes place.

The switch for the stop lights (4) in the tail-light cluster is mechanically operated by the brake pedal, which means that the brake light goes on even if one of the circuits is not working.

SERVICING

- 1 Vacuum booster
- 2 Warning valve with switch
- 3 Tandem master cylinder
- 4 Brake fluid container



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It is very important that the brake system warning lamp is functioning properly. This should now and then be checked by applying the handbrake when the lighting system is connected up. The warning lamp should then light up — if it does not, then get it changed immediately.

Otherwise, the servicing instructions for the new brake system do not differ, as far as the customer is concerned, from those given in the instruction book for the various models. After every 5 000 km (3 000 miles) check the fluid level in the container (4). The function of the brakes should be controlled by a Volvo workshop every 10 000 km (6 000 miles).

If the warning lamp should light up when the brake pedal is depressed, this means that insufficient braking power is obtained on one of the circuits and the car should be taken to a garage for a check as soon as possible. Drive very carefully since the braking power will be reduced.