

Data

Model	107	114, 115, 116
Total ratio of parking brake up to expanding lock — outlet	1:22	1:26.1
Number of detents on detent segment	6	
Number of detents required for locking parking brake at a medium energy input of approx. 400 N (40 kp)	2–3	
Number of detents until parking brake begins to hold	1–2	

Note

Readjust parking brake when the pedal can be depressed by more than 2 detents (of a total of 6) at a medium energy input without any braking efforts showing up.

Readjustment

- 1 Unscrew one spherical flange bolt each on rear axle left and right.
- 2 Jack up vehicle and turn one wheel first in such a manner that the bolt hole from which the spherical flange bolt has been screwed out extends approx. 45° in forward upward direction on vehicles with diagonal swing axle (Fig. 1), and accurately in forward direction on vehicles with diagonal swing axle with starting torque compensation (Fig. 2).

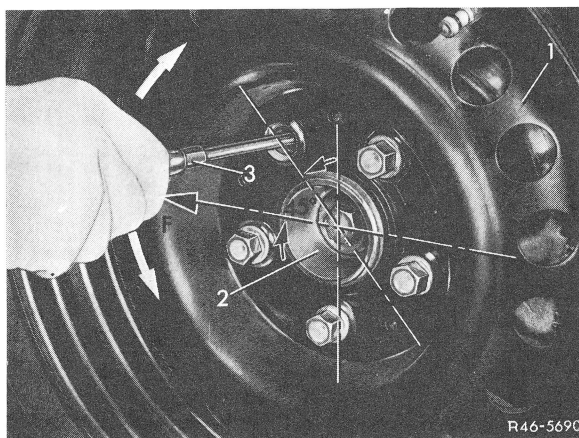


Fig. 1
Position of wheel on vehicles with diagonal swing axle

1 Disc wheel 3 Screwdriver
2 Rear axle shaft flange F Driving direction

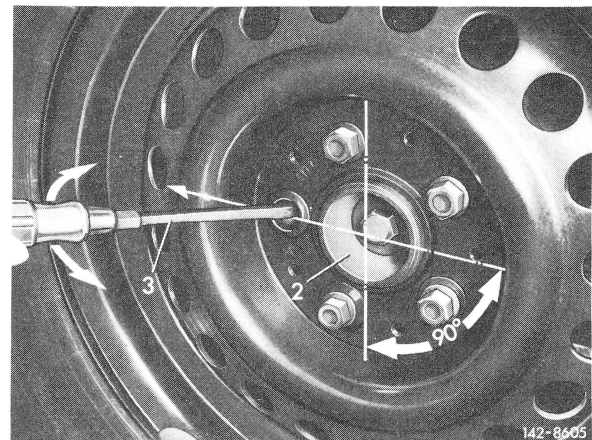


Fig. 2
Position of wheel on vehicles with diagonal swing axle with starting torque compensation

2 Rear axle shaft flange 3 Screwdriver

- 3 Insert screwdriver (size 4.5 mm) through hole of disc wheel of brake disc (12) and of rear axle shaft flange (15) into adjusting wheel of adjusting device (22) and turn adjusting wheel by pertinent movements in such a manner that the wheel can no longer be turned. Then turn adjusting wheel back by approx. 2 - 3 teeth, i.e., until the wheel can be rotated freely (Fig. 1 to 3).

Caution! Adjusting direction of screwdriver for positioning brake shoes against discs:

Vehicles with diagonal swing axle.

At the left: From bottom to top.

At the right: From top to bottom.

Vehicles with diagonal swing axle with starting torque compensation.

At the left: From the rear forward

At the right: From the front rearward

4 Upon completion of readjustment, check as follows: Step down on pedal of parking brake up to 1st detent. In this position, the brake shoes of the parking brake should rest lightly against the brake disc.

Caution! Do not adjust adjusting screw (3) on intermediate lever when **readjusting** parking brake, since it serves only for compensation of cable lengths.

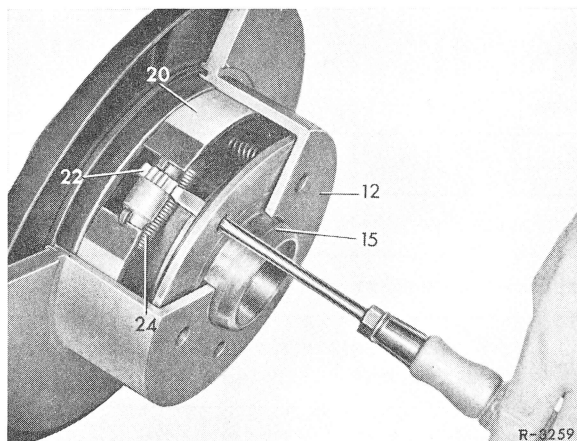


Fig. 3

- | | |
|---------------------------|------------------------|
| 12 Brake disc | 20 Brake shoes |
| 15 Rear axle shaft flange | 22 Adjusting device |
| | 24 Upper return spring |

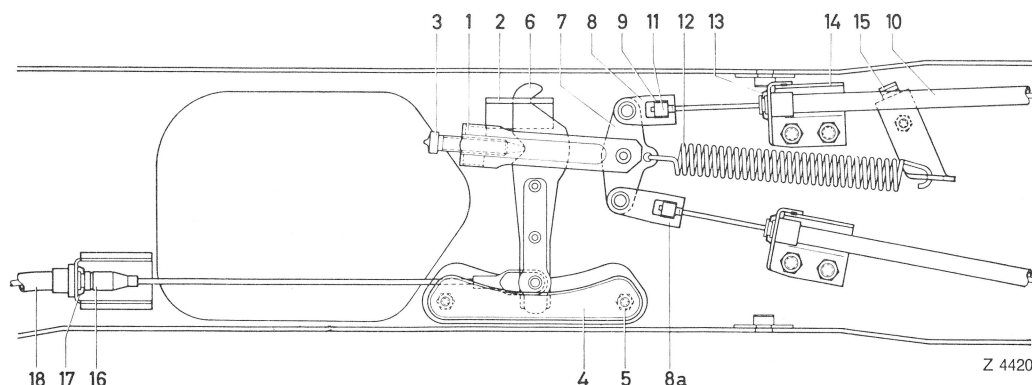


Fig. 4

- | | | | |
|--------------------------------|--------------------------|--|------------------------------|
| 1 Adjusting bracket | 6 Intermediate lever | 10 Rear brake cable control | 15 Holder for draw spring |
| 2 Bearing on frame floor | 7 Compensating lever | 11 Adapter | 16 Rubber sleeve |
| 3 Adjusting screw | 8 Cable control shackle | 12 Draw spring | 17 Spring clip |
| 4 Guide for intermediate lever | 8a Cable control shackle | 13 Spring clamp | 18 Front brake cable control |
| 5 Hex. bolt | 9 Hose member | 14 Holder for rear brake cable control | |

Basic Adjustment

Basic adjustments are required when, e.g., one of the brake cable controls or the rear axle are replaced.

- 5 Loosen adjusting screw (3) on adjusting bracket completely (Fig. 3).
- 6 Adjust brake shoes of parking brake (refer to item 1–4).
- 7 Screw adjusting screw into adjusting bracket until the pedal of the parking brake can be depressed at medium energy input of approx. 400 N (40 kp) for approx. 2–3 teeth.

Caution! The lug on the adjusting screw (3) should always be vertical (Fig. 5).

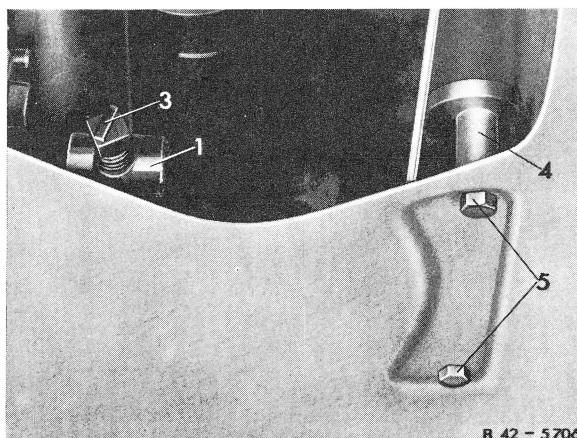


Fig. 5

- | | |
|---------------------|--------------------------------|
| 1 Adjusting bracket | 4 Guide for intermediate lever |
| 3 Adjusting screw | 5 Hex. bolt |