

Data

Force against brake pedal		bar vacuum (atu)	Line pressure at 9"-single unit bar overpressure (atü)	Line pressure at 9"-double unit bar overpressure (atü)
N	(kp)			
50	(5)	0.75–0.8	10–15	15–20
100	(10)		30–35	44–47
150	(15)		50–53	70–73
200	(20)		64–70	95–98
250	(25)		80–82	118–121
300	(30)		85–90	140–145
Overlap master cylinder-brake unit			0.2–1.2	

Special Tools

Vacuum gauge	conventional
High-pressure gauge	conventional
Pedal force meter	conventional

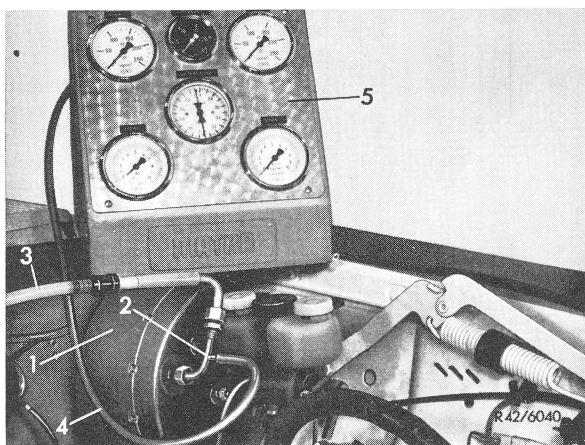
Test Procedure

Fig. 1

1 Brake unit	4 Vacuum hose
2 Measuring connection	5 Measuring instrument
3 Vacuum line	

1 Loosen vacuum line (3) on brake unit (1) and connect measuring connection (2) between the line and the brake unit (Fig. 1).

2 Unscrew bleeder plug on one brake caliper and connect high-pressure gauge.

3 Attach pedal force to brake pedal.

4 Run engine and establish vacuum of 0.75–0.8 bar (atu) by acceleration and sudden release of accelerator pedal.

If the vacuum is considerably less or if the vacuum drops immediately again, the pertinent reason may be as follows:

a) Leaking vacuum line or leaking connections.

b) Check valve not operating perfectly.

42.0 Checking the Brake Unit

- c) Damaged O-ring between brake unit and tandem master cylinder.
- d) Damaged vacuum seals in tandem master cylinder; this will cause air to flow from the atmosphere into the vacuum cylinder via the leak oil bore of the master cylinder.
- e) Damaged sealing ring on control housing of brake unit. The sealing ring cannot be reconditioned with shop equipment and the brake unit must be replaced.

5 At an available vacuum of 0.75–0.8 bar (atü) measure pertinent line pressure with force applied against brake pedal as specified.

Note: If the measured line pressures deviate by more than ± 10 atü overpressure, replace brake unit.

6 Remove pedal force meter, high-pressure gauge and vacuum gauge.

7 Bleed brake system only at brake caliper previously connected to high-pressure gauge (42.0–010).