


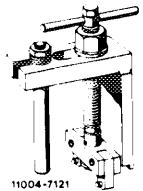

Data

Caliper piston dia.	38	57	60
Thickness of brake pad with backing plate for lining		15	
Thickness of backing plate for lining	5	5	4.5
Permissible wear of brake lining up to a remaining lining thickness of		2	
Width of brake pad max.	61.75	76.75	89.75
Effective brake surface per axle (cm ²)	100	152	206

Lubricant

Molykote paste U	Molykote paste G Rapid	Liqui-Moly paste 36	Plastilube
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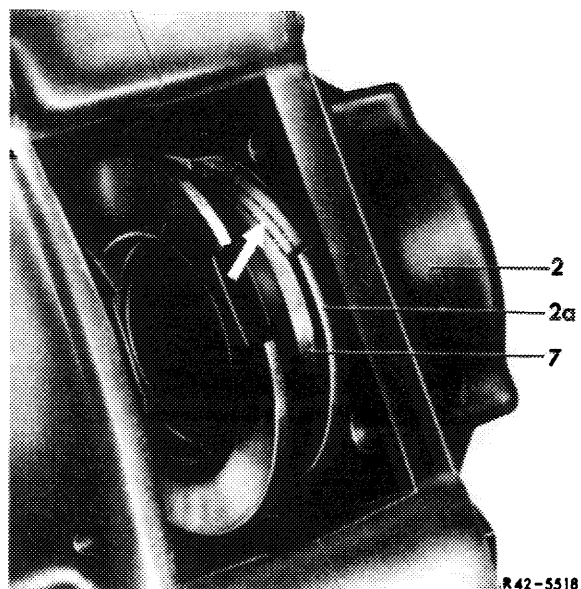
Special tools

Impact puller		123 589 06 33 00
Puller for stuck brake pads		123 589 07 33 00
Piston resetting pliers		123 589 00 37 00

Note

Replace brake pads when the lining is down to 2 mm or when greasy. Use only approved lining grades.

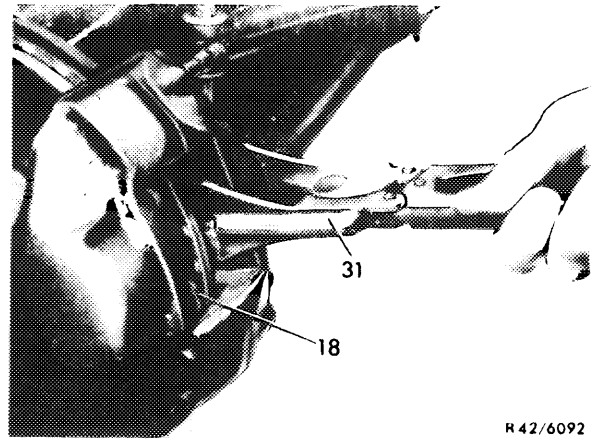
When the brake pads are worn down to the lining backing plate beyond the permissible lining thickness, the caliper may suffer damage since the web between the sealing ring groove and the dust cap will fracture and the caliper will then leak.



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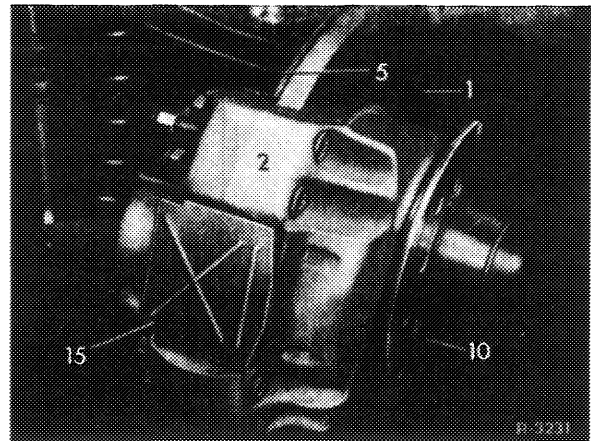
When brake pads are excessively worn, a high and a low-pressure test (90 or 3 bar gauge pressure (atü)) will be required.

To prevent canting of piston, pistons may be pushed back to their end position by means of piston resetting pliers only.

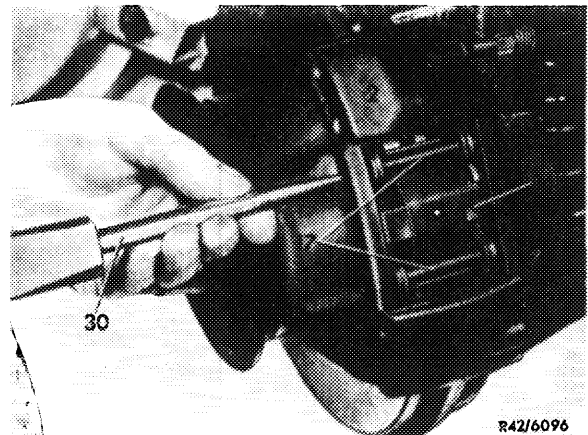


Removal

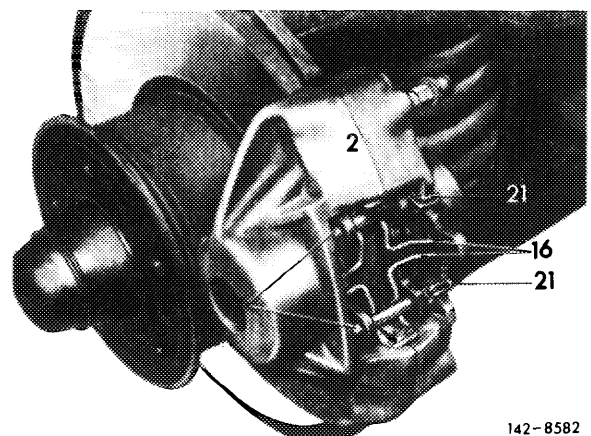
1 Remove shaft cover plate (15) on caliper — on front wheel brake, on calipers with 57 mm piston dia. and solid brake discs only.



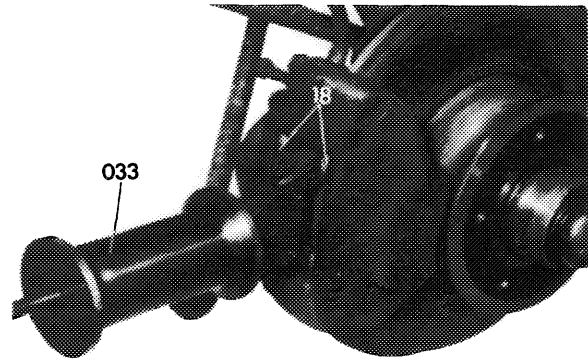
2 On Teves caliper, knock holding pin (17) out of caliper by means of a punch and remove cross spring (16).



3 On Bendix caliper, pull both locking eyes out of holding pins, remove holding pin and lining holding springs.



4 Pull one brake pad (18) out of caliper by means of impact puller (033).

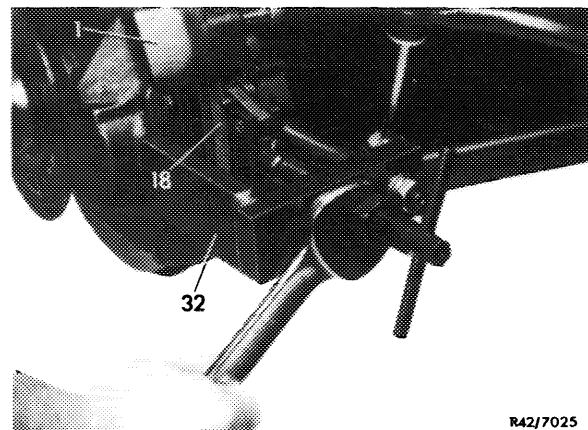


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Note: When brake pad is rusted down, use puller (32) for removal.

If brake pad wear is high, check pistons for easy operation. If pistons are hard to move, recondition caliper.

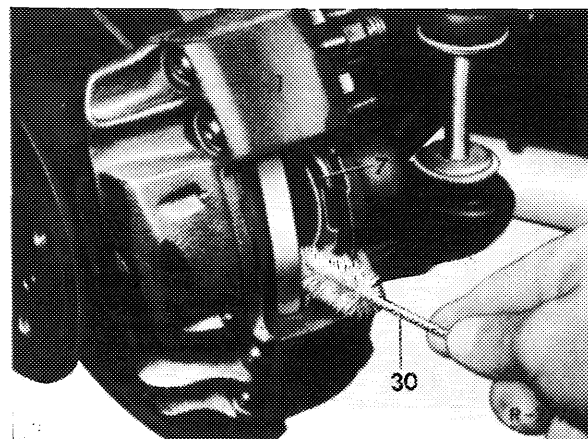
Brake discs which are badly contaminated at braking surfaces by deposits from lining (indicated by gray or blue discoloration of brake surfaces), must be cleaned prior to installing new brake pads (42-260).



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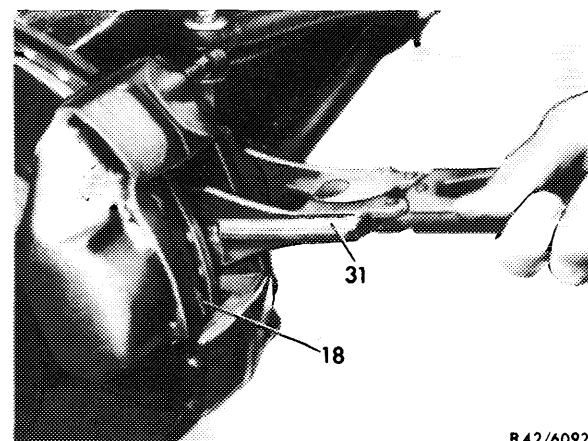
5 Clean guide for brake pad in caliper (1) with a cylindrical brush (30).

6 Check dust cap for cracks. If the dust cap is damaged, remove and disassemble caliper, since penetrating dirt will quickly lead to leaks in caliper.



7 To prevent overflowing of expansion tank when the piston is pushed back, draw some brake fluid from expansion tank.

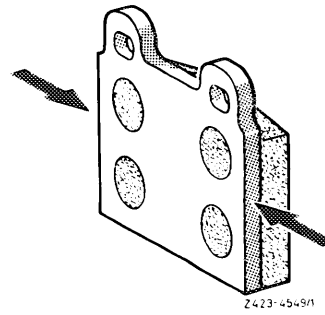
8 Push piston back with piston resetting pliers (31). Make sure that one brake pad (18) always remains in caliper since otherwise the opposite piston will be pushed forward when one of the pistons is pushed back.



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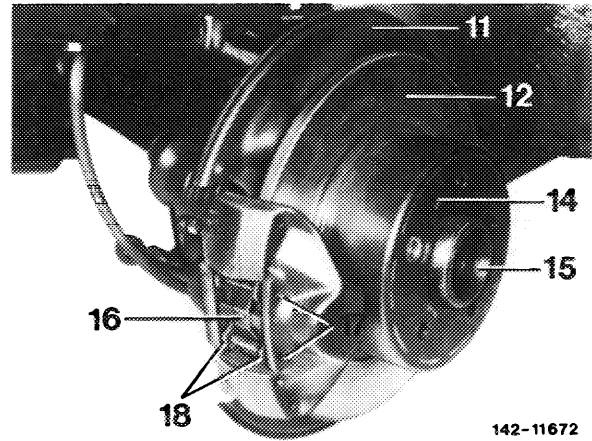
Installation

9 Lightly coat brake shoe at spots indicated by arrows in illustration with specified lubricant (refer to table) and insert brake shoe into caliper.

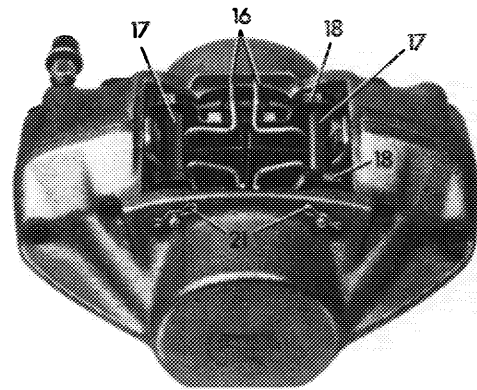


10 Replace second brake pad as described in item 4 to 8.

11 On Teves caliper, mount cross spring (16) and knock holding pin (17) into caliper.

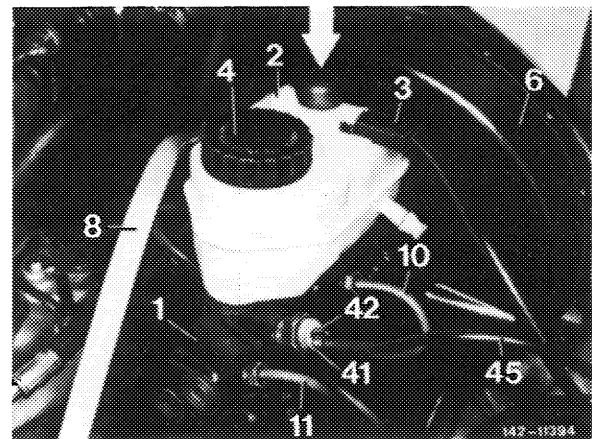


12 On Bendix caliper, mount lining holding spring (16), insert holding pin (17) into caliper and locking eyes (21) into holding pins.



13 Actuate brake pedal several times energetically until firm resistance is felt. Then check level of brake fluid in expansion tank and top up, if required.

Note: On vehicles with pressure difference warning indicator (DDW, USA-version only — model year 1976) the warning lamp of the warning indicator may light up, when the lining is changed. For this reason, make sure that the releasing pin (42) on switch (41) is pushed down following a change of lining.



New brake pads must be **braked-in carefully**, that is, the vehicle should be braked several times from 80 to 40 km/h at slight pedal pressure.

Prior to each deceleration, permit brake to cool slightly. Braking to a stop under deceleration should be attempted only with run-in linings.