

GROUP B BRAKES, WHEELS,
TIRES

B 1 Adjusting brakes

Fig. 1

Tools: Open ended spanner 7/8/
12/19 mm, ATE brake
fluid, glass jar, rubber
bleed tube.

Fig. 2

Caution: The rear brake should
be adjusted somewhat lighter in
order to ensure even braking on
all four wheels.

1. Support the vehicle so that all
four wheels are clear of the
ground.
2. Bleed the three wheel cylinders.

a) Remove rubber cover from
bleeder nipple and attach the
bleeder hose.

b) Place other end of hose in a
glass jar half full of ATE
blue brake fluid, as shown
in figure 2.

c) Open bleeder valve 1/2 turn.
(open ended spanner 7 mm)

Fig. 3

d) Operate brake pedal slowly
until fluid runs out of bleeder
hose in a solid stream with-
out air bubbles.

e) After expelling all traces of
air, hold brake pedal in de-
pressed position, tighten
nipple and replace rubber
dust excluder.

Caution: During the bleeding
care should be taken to see that
the reservoir is replenished
frequently in order to keep the
master cylinder filled while
bleeding the brake system.

Fig. 4

Bleeding order: Rear right
front right
front left.

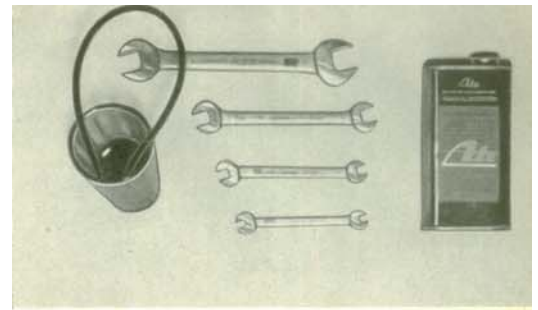
3. On all three brakes successi-
vely slacken

a) lock nut on eccentric (cam).
(open ended spanner 19 mm)

b) adjust square-headed screw
in a clockwise direction,
at the same time rotating
the wheel in driving direction
until a light drag is noted.
(open ended spanner 8 mm)

c) Then back off the adjusting
screw until the wheel just
turns freely. In this position
secure the adjuster with the
lock nut.

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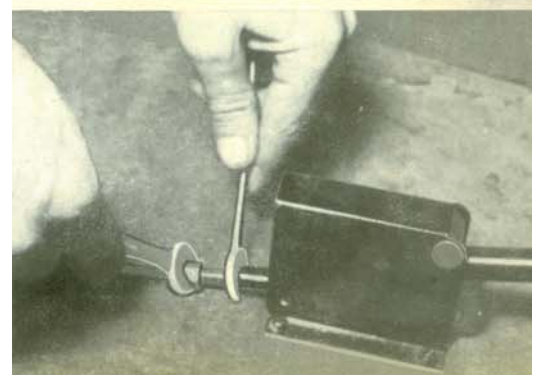
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4. To adjust the hand brake slacken the lock nut on adjusting screw. (open ended spanner 12 mm)
5. Tighten the adjusting screw in an anticlockwise direction until the rear brake just begins to rub. Then return until the rear wheels run freely and one turn more.

6. Tighten lock nut.

B 10 Relining brakes

Fig. 6 Tools: Screwdriver 6/12 mm, ring spanner 10 mm

1. Remove wheel cover plate, slacken wheel nuts, support the vehicle.
2. Remove the wheel, remove brake drum.

Fig. 7 3. With the aid of screwdrivers press brake shoes away from wheel cylinder and eccentric. (2 screwdrivers)

Fig. 8 4. With the quadrangular hub flange in a convenient position, press the brake shoes on their inner side outwards, support them upon the hub flange, tilt and remove the brake shoes.

Fig. 9 **Caution:** When assembling front brakes be sure the brake shoes are fitted in correct position. The flat head slotted screw for the anchor plate must register with the big hole machined in the brake shoe.

5. Having exchanged the brake shoes carry out the reassembly in exactly the reverse order.

Fig. 10 6. After having installed new brake shoes set them at an equal distance to the anchor plate by operating the adjusting screw accordingly. (small screwdriver, ring spanner 10 mm)

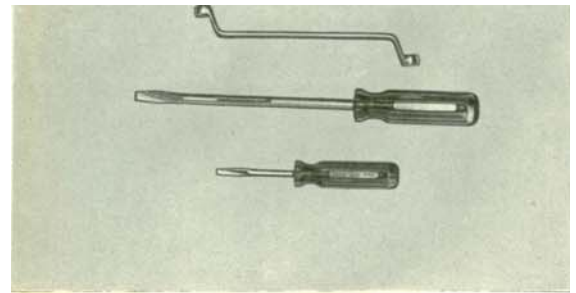
Caution: If a brake shoe results misaligned after a short test braking (uneven wear), it will also be aligned by means of the adjusting screw, so that it fits squarely with the drum.

To overhaul the rear brake it is necessary to remove the wheel hub with the brake drum.

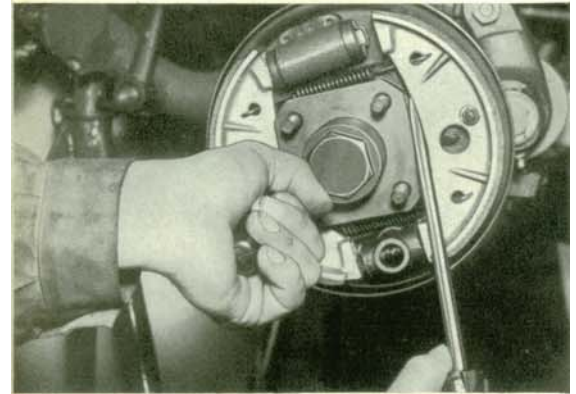
To carry out the further jobs proceed in accordance with the above indications.

The reassembly is made in reverse order.

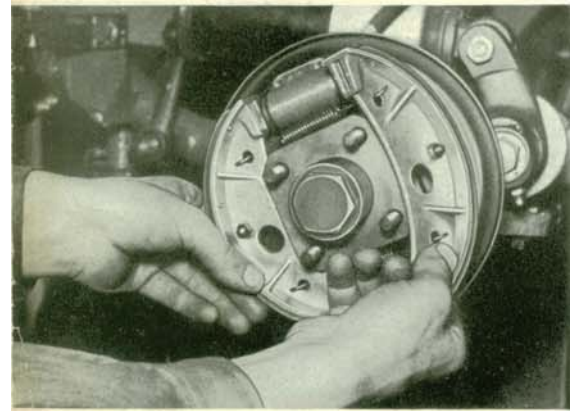
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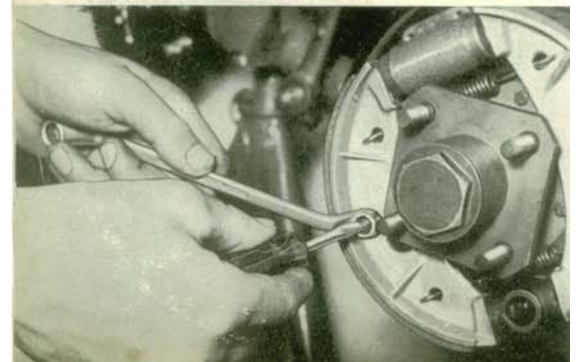
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B 13 Adjusting master cylinder

Fig. 11 Tools: Cotter pin pliers, open ended spanner 14/17 mm, screwdriver, wire 1 mm ϕ

Fig. 12 1. Remove cotter pin from brake rod securing bolt on pedal end. (cotter pin pliers)

2. Remove brake rod bolt.

Fig. 13 3. Slacken lock nut on adjusting nut. (open ended spanner 14 mm, hold brake rod with a 17 mm spanner)

Fig. 14 4. Push in the brake rod and at the same time touch the compensating bore in bottom of master cylinder with the aid of a wire stick (1 mm). Slide the piston until it abuts on the wire.

Caution: If with the brake pedal in normal position the compensating bore is not free, the stop light lights continually, because the pressure lasts upon the stop light switch.

5. In the found position rotate brake rod until the bolt may be easily slid through clevis and brake pedal.

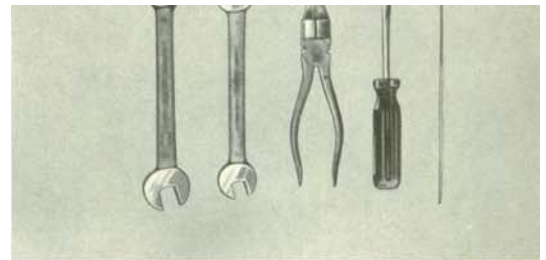
Fig. 15 6. Locate adjusting nut in center position between the two brake rod halves and secure by means of the two 14 mm lock nuts. (open ended spanner 14 mm and open ended spanner 17 mm)

Caution: As of chassis No. 404 360 the adjusting nut features a right-and-left-handed thread that obviates the necessity of detaching the brake rod in order to adjust the brake. Jobs 1 and 2 are superseded by virtue of this modification.

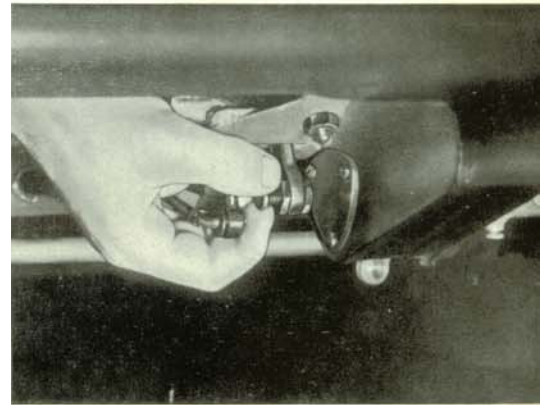
B 20 Tire fitting

To fit the split-rim wheel no tire levers are required.

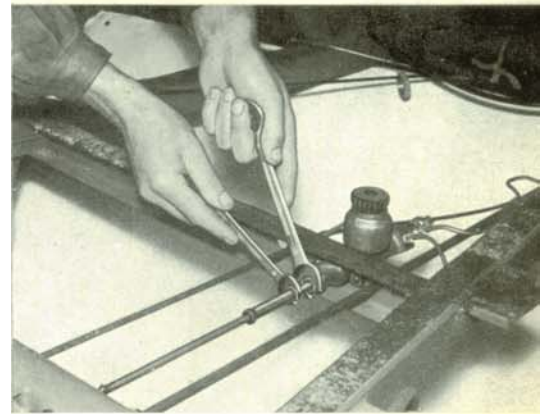
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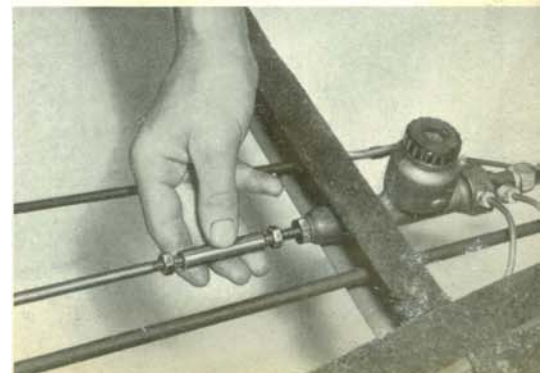


Fig. 16 Tools: Socket spanner 14 mm.

1. Inflate tube sufficiently to round it out.

Fig. 17 2. Rub tire with talcum.

3. Slip tube into the cover.

Fig. 18 4. Insert inner ring, so that the cranked valve points outwards.

Fig. 19 5. Now locate the outer plate, so that the cranked valve fits through the hole.

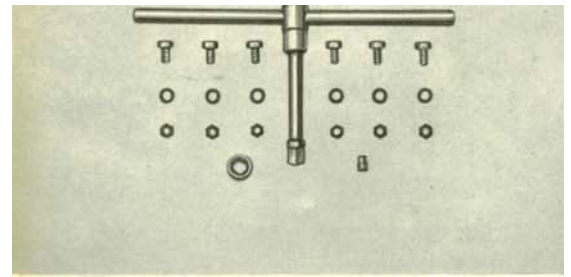
6. Align inner ring with respect to the outer plate.

Fig. 20 7. Connect inner ring to outer plate by means of bolts, circlips and nuts, the threaded ends of bolts pointing outwards.

8. Tighten bolts firmly in diagonal order.

9. Inflate tires to 14 lbs./sq. in. at rear, and 17 lbs./sq. in. at front and spare wheel.

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