

42-11

42—11/1

Coat the brake shoe surface with sealing compound and rivet the brake lining to the shoe by means of tubular rivet (3) part No. 183 990 02.

The riveting sequence is shown in Fig. 42 — 11/1. Start in the middle of the lining at 1, then install rivets 2, 3 etc. This procedure is necessary in order to make sure that the brake lining snugly fits the whole surface of the brake shoe.

Approved brake lining makes are regularly listed in our Service Bulletins.

B. Reconditioning Brake Linings

The brake linings must be reconditioned if the surface shows glazed spots or signs of overheating or if, after a certain mileage, the wear pattern of the linings is still unsatisfactory. To produce a good wear pattern the brake linings can be milled or ground as usual, or the brakes can be worn in with the help of sand-blasted brake drums. The brake drums should be sand-blasted with medium grain (sand or steel balls). The brake should be worn in on a trial run by carefully braking several times. After the trial run, hone the brake drums and thoroughly clean the brake with compressed air. Then check the wear pattern. For wearing in the brakes it is advisable to use a special set of sand-blasted brake drums which is used exclusively for this purpose. After the wearing-in procedure, the brake drums of the car are reinstalled.

When reconditioning the brake linings with the brake lining miller proceed as follows:

1. Firmly depress the brake pedal several times to make sure that the brake shoes are readjusted.
Then remove the road wheels and pull off the drums.

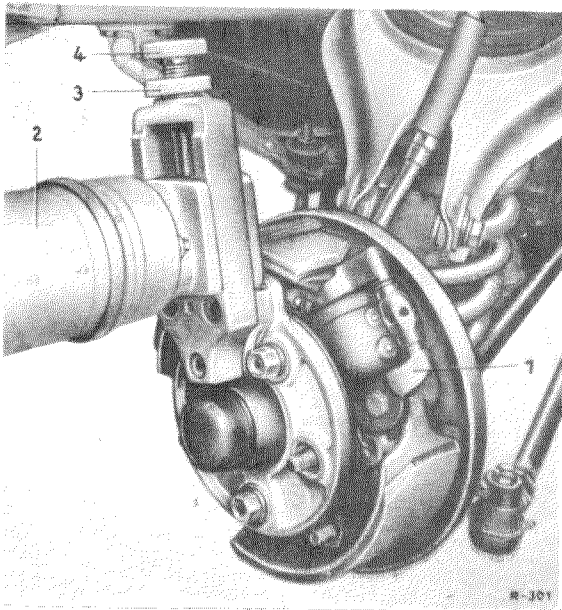


Fig. 42 — 11/2

- 1 Clamp 180 589 01 63
- 2 Brake Lining Miller 000 589 03 66
- 3 Locking nut
- 4 Adjusting screw

2. On the front axle install two Clamps (1) 180 589 01 63 on the two brake shoes by means of the hexagon screw of the anchor pin (Fig. 42 — 11/2).
 3. Adjust the pressure screw on the clamps in such a way that they just rest against the brake shoe without moving the brake shoe outward.
 4. Install the Brake Lining Miller 000 589 03 66 on the wheel hub and fasten with three wheel nuts (see Fig. 42 — 11/2).
- Note:** Install the Cutter 180 589 00 51 in such a way that it does not touch the brake anchor plate.
5. After loosening the locking nut (3) adjust the miller by turning the adjusting screw (4) in such a way that the cutter just touches the highest spot on the brake lining (see Fig. 42 — 11/2).

Then tighten the locking nut (3), holding the adjusting screw (4) steady to prevent an alteration in the adjustment made.

6. Then move the miller over the brake shoe contrary to the rotation of the cutter, readjusting the brake shoe from time to time by turning the pressure screw of the clamp.