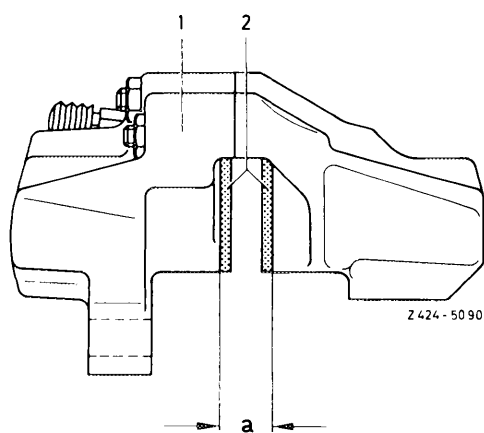


42-120 Removal and installation of caliper on rear axle

Data

Caliper make	Teves	Bendix Girling
Caliper piston dia.	38	
Shaft width for brake pads	62 + 0.15	
Disc contact width "a"	approx. 14	approx. 12.5



a = Disc contact width
 1 Caliper
 2 Brake pad

Tightening torque

Nm

Hex bolt for attaching caliper to wheel carrier of rear axle

90

Conventional tool

Open double box wrench 9 x 11 mm

e.g. made by Hazet, D-5630 Remscheid
 order no. 612

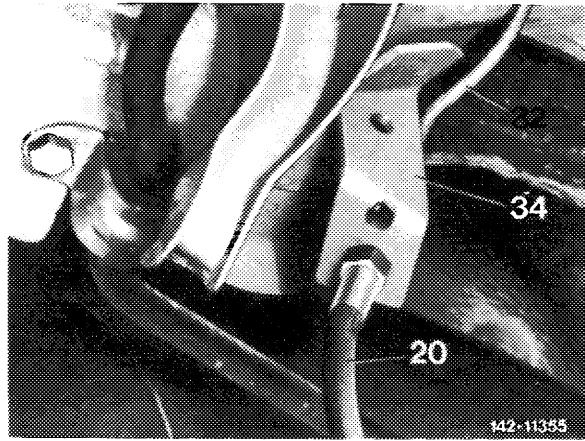
Note

For loosening and tightening brake lines use conventional double box wrench only.

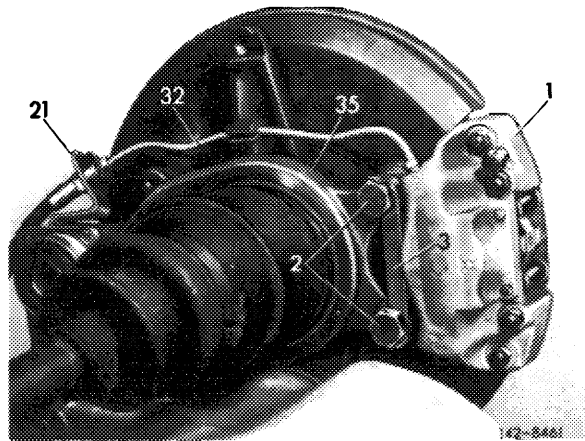
Removal

1 Pump brake fluid out of rear brake circuit through an open bleeder plug.

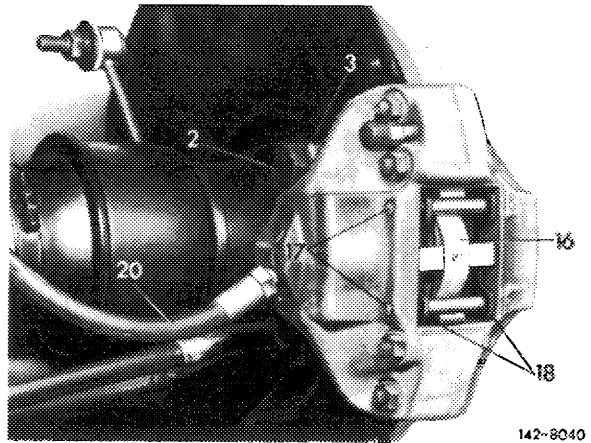
2 Loosen brake hose (20) on holder (34) of underbody and screw out of caliper. Close all connections immediately with rubber plugs.



3 On diagonal swing axle with starting torque compensation, loosen brake line (32) on caliper, then close brake line and connection on caliper immediately with a rubber plug.



4 Unbend locking plate (3), if installed, and unscrew hex. bolts (2). Then remove caliper.



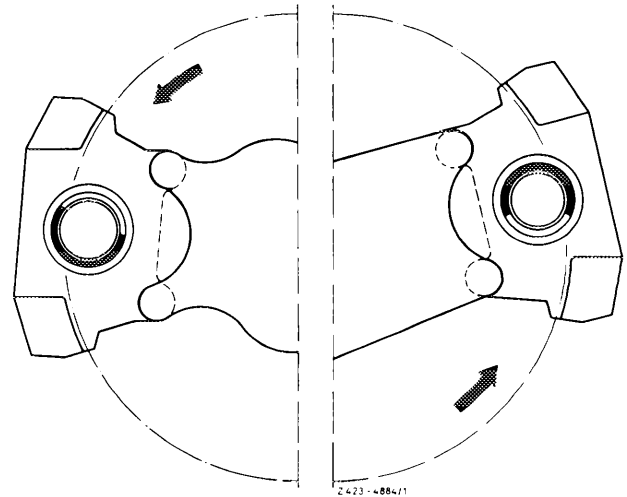
Attention!

When installing a new caliper, proceed as follows:

Calipers from different manufacturers may be installed on rear axle.

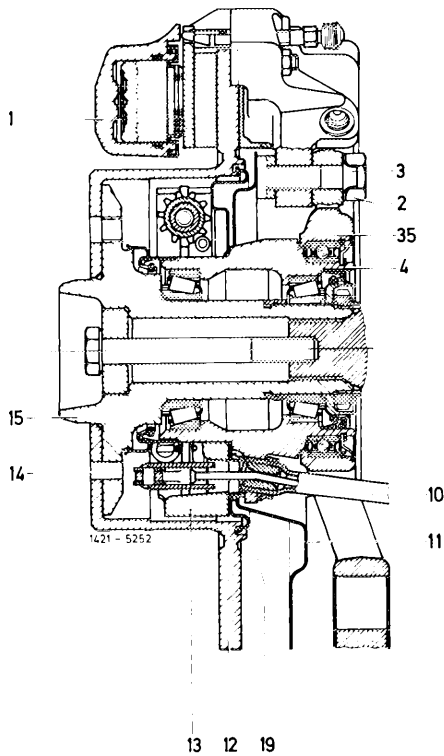
For calipers on diagonal swing axle located behind axle center, the elevation on caliper piston (to reduce possibility of squealing) must be on top.

For calipers on diagonal swing axle with starting torque compensation located in front of axle center, the elevation must be at bottom.



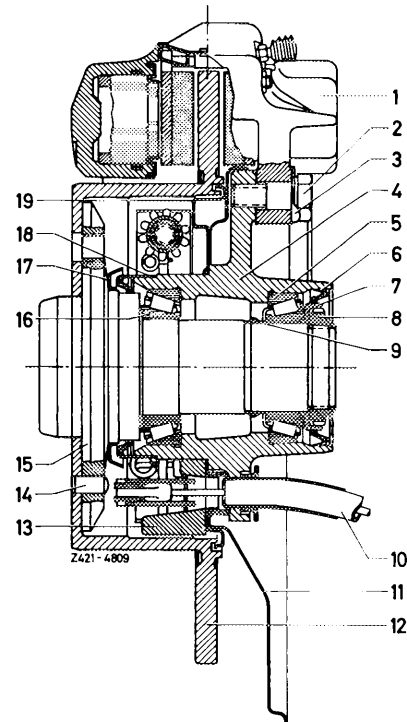
Version on diagonal swing axle with starting torque compensation

Version on diagonal swing axle



Layout cover plate diagonal swing axle with starting torque compensation

- | | |
|------------------------|---------------------------|
| 1 Caliper | 35 Caliper carrier |
| 2 Hex bolt | |
| 3 Locking plate | |
| 4 Wheel carrier | |
| 10 Brake cable control | |
| 11 Cover plate | |
| | 12 Brake disc |
| | 13 Brake carrier |
| | 14 Fitted pin |
| | 15 Rear axle shaft flange |
| | 19 Cover ring |



Layout cover plate diagonal swing axle

- | | |
|--------------------------------|---------------------------------|
| 1 Caliper | 11 Cover plate |
| 2 Hex bolt | 12 Brake disc |
| 3 Locking plate | 13 Brake carrier |
| 4 Wheel carrier | 14 Fitted pin |
| 5 Inner tapered roller bearing | 15 Rear axle shaft flange |
| 6 Radial sealing ring | 16 Outer tapered roller bearing |
| 7 Seal running ring | 17 Dust cap |
| 8 Slotted nut | 18 Radial sealing ring |
| 9 Spacing sleeve | 19 Cover ring |
| 10 Brake cable control | |

5 Position caliper against wheel carrier (4). Then screw hex bolts (2) into bracket using a new locking plate (3) or self-locking hex bolts (2) and tighten to 90 Nm. Secure with locking plate, if required.

Note: Starting December 1975, self-locking hex bolts will be installed. **These hex bolts will be used only once.**

If the tightening torque of the new self-locking hex screws is very high, clean threads in wheel carrier from residual glue of micro-encapsulated screws by means of an M 12 x 1.5 tap.

During reconditioning jobs (when the caliper is not replaced) maintain the original fastening method:

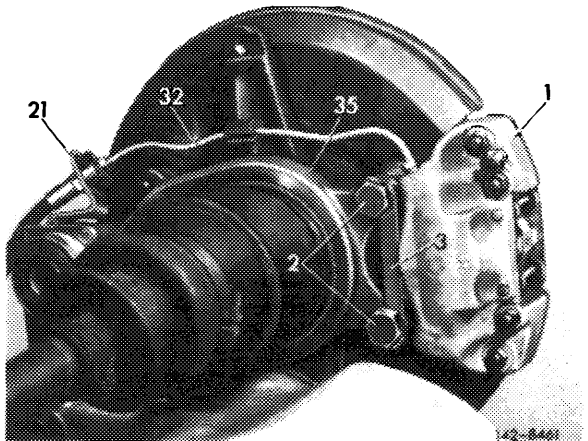
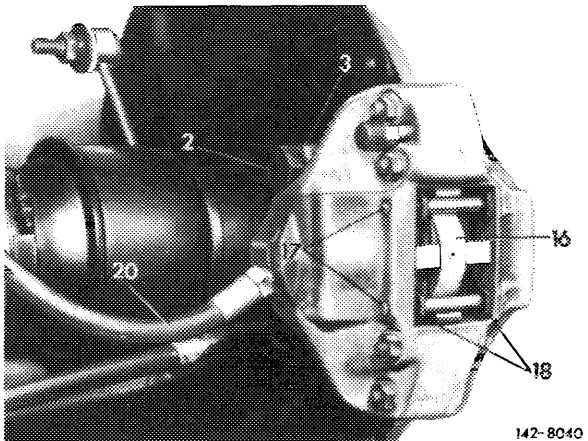
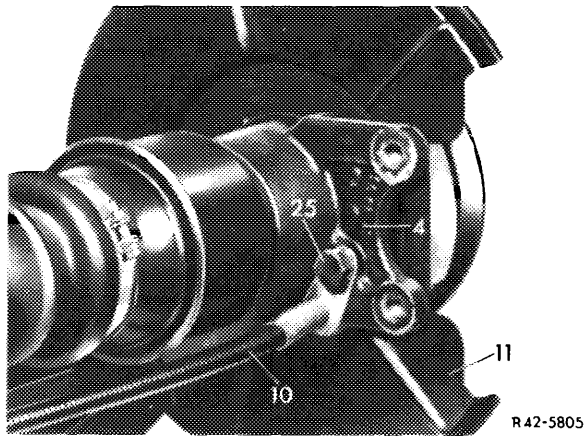
- a) Bolts with locking plate or
- b) self-locking bolts.

When replacing fixed calipers, use a locking plate also with self-locking bolts for additional safety.

Length of bolts on vehicles:

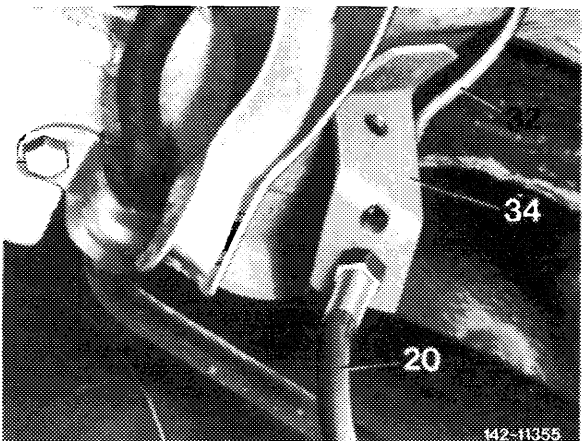
without starting torque compensation M 12 x 30
with starting torque compensation M 12 x 42

6 Screw brake hose (20) or brake line (32) into caliper and tighten.



7 On vehicles with diagonal swing axle without starting torque compensation, connect brake hose to brake line on bracket of underbody.

Note: Make sure of perfect installation of hose, particularly on vehicles with diagonal swing axle and starting torque compensation.



8 Bleed rear axle brake circuit (42–010).

Attention!

Check brake system for leaks!

Upon bleeding, actuate brake pedal several times energetically to obtain the correct clearance between brake disc and brake pad. Then perform leak test with engine running by actuating the brake several times at approx. 200–300 N. The established pressure should hold out for some time, brake pedal should not permit additional depression. Check all connections for leaks. Top-up brake fluid in expansion tank of tandem main cylinder, if required.