

43-325 Checking the brake unit

Data

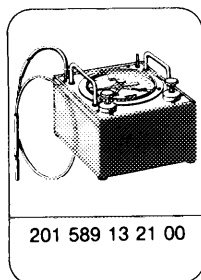
Pressure against brake pedal N	bar vacuum	Line pressure bar gauge pressure		
		Teves T 51/1802 9" double ¹⁾	Teves T 52/225 T 9" double ²⁾	Girling LSC 115 T Teves T52/4A 225-210 8"/9" double ³⁾
50	0.75-0.8	7- 15	2- 12	
100		30- 40	28- 40	
150		52- 65	54- 68	
200		75- 90	80- 97	
250		98-116	105-125	
300		121-140	132-140	
Overlap between pushrod piston of main cylinder and pushrod of brake unit		0.2-1.2		

¹⁾ Installed up to May 1977

²⁾ Installed starting June 1977 up to August 1985

³⁾ Installed starting September 1985

Special tool



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Conventional tools

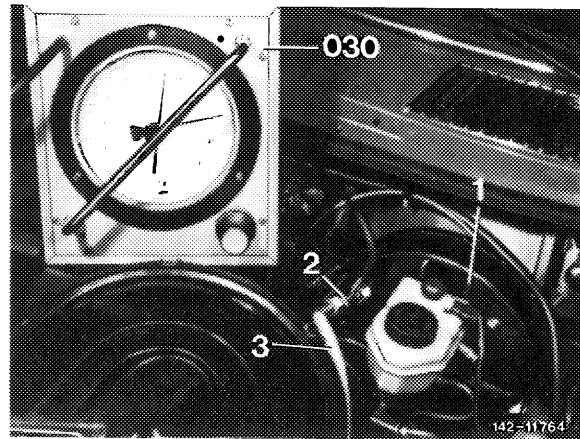
Pressure tester	e.g. Teves, D-6000 Frankfurt/M Order No. 3 9305-1020.4
Pedal pressure meter	e.g. Hofmann-Prüftechnik, D-3210 Elze 1 Order No. PKM 60

Self-made tool

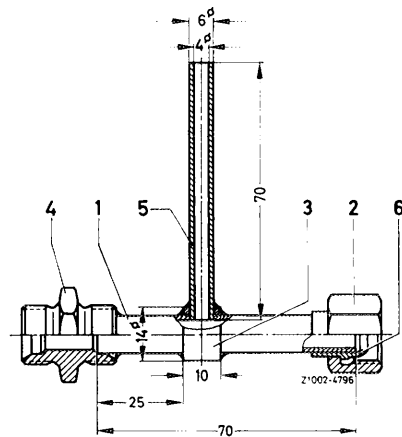
Measuring connection	refer to Fig. item 2, Note
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Checkup

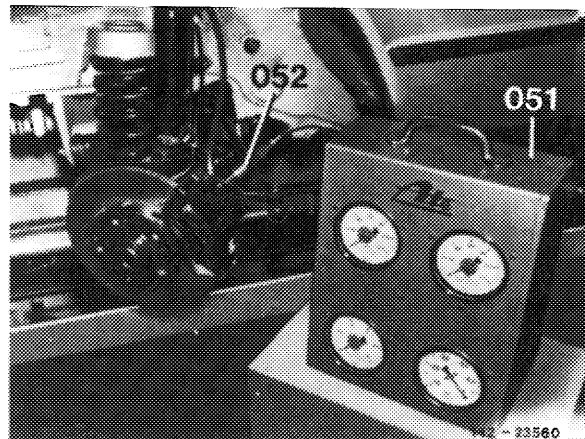
- 1 Loosen vacuum line (3) on brake unit (1) and attach measuring connection (2) between line and brake unit.
- 2 Connect vacuum tester (030) to measuring connection (2).



Note: The measuring connection is self-made according to specified dimensions (part 1, 3, 4, 5 and 6 are brazed to each other). For connection to brake unit, the pipe member including the coupling nut of an old vacuum line may be used. Connection to vacuum line is made by means of a screw connection.



- 3 Connect pressure tester (051) to a caliper. For this purpose, unscrew bleed screw and screw-in connection (052). Then bleed pressure tester.
- 4 Attach pedal force meter to brake pedal.
- 5 Run engine and establish a vacuum of 0.75–0.8 bar by acceleration and sudden release of accelerator pedal.



If only a slightly reduced vacuum is attained or if the vacuum drops off immediately, the reason may be as follows:

- a) Leaking vacuum line or leaking connections.
- b) Test check valve (43–023).
- c) Damaged sealing ring between brake unit and tandem main cylinder.

- d) Damaged vacuum seal in tandem main cylinder; as a result, air can enter from atmosphere through leak hole of main cylinder into brake unit.
- e) Damaged sealing ring on control housing of brake unit. The sealing ring cannot be renewed with workshop equipment, therefore the brake unit must be replaced.

6 Run engine until a vacuum of 0.75–0.8 bar has been attained, then measure the respective line pressure with specified pressure at brake pedal.

Note: If the measured line pressures deviate by more than ± 10 bar gauge pressure, renew brake unit.

7 Remove pedal pressure meter and test instruments.

8 Bleed brake system at caliper only to which the pressure tester was connected (42–010).