

Note: The master cylinder is not the same as the one for drum brakes and is not interchangeable. For this reason the master cylinder has a metal band with the inscription "Zylinder hat Spezial-Bodenventil" (cylinder has special bottom valve).

Brake Caliper

The brake caliper is clamped on to a fin extending from the axle bracket so that the disc which is supported on a spider is grasped from within. Two cylinders are located in each jaw of the caliper. Equal pressure is led to all four pistons which are held by automatic adjusters within the cylinder. The equal pressure assures that no net lateral forces act to bring the disc out of alignment.

The cylinder diameter of the front calipers is larger, 33 mm dia. , than the diameter of the rear calipers, 25 mm dia. , so that maximum braking can be obtained from weight shift.

Automatic adjustment

The disc brake caliper contains a self adjusting mechanism, which keeps the gap between the lining and disc constant. The adjustment device is contained within each cylinder. If the mechanism becomes defective, a new cylinder should be installed. Repair of the defective unit should not be attempted.

Note: The automatic adjustment requires no servicing.

Brake Discs

The discs of front and rear brakes are of equal thickness and differ only in that the rear disc has a hand brake shoulder on the inside. When new, the disc thickness is $9.95 \text{ mm} \pm 0.5 \text{ mm}$. The rear disc may be reworked to a minimum of 9.0 mm and the front disc to a minimum of 9.3 mm. The surfaces must be plane and parallel within 0.02 mm to prevent brake chatter.

Brake discs should not be resurfaced unless absolutely necessary. Surface grooves in circumference have no effect on the function of the brake.