

The brake cylinder bore in each housing has a machined groove for the accomodation of a brake piston seal. The brake cylinders and pistons are protected against the effects of dust, road dirt, and moisture by a dust cap. A clamp ring holds the dust cap on the housing collar and the inherent tension holds it on the extended piston body.

The brake pad segment (brake pad and brake pad plate) has axial freedom within the well of each housing and is held in place by two retaining pins which are secured by retaining clips.

A cross-spring, situated beneath the retaining pins and exerting radial pressure upon the brake pad segments, keeps the brake pad segments from rattling and serves as a brake pad wear indicator.

The brake disc is protected against dirt and water spray by an inboardly mounted disc shroud.

Note:

When the brakes are put to hard use, such as in competition driving or the like, it is recommended that the disc shrouds be removed to facilitate a better cooling of the brake discs and, consequently, reduce the wear factor.

Caution:

When greasing the car, make certain that no grease is deposited on the brake discs or the calipers. Place a piece of paper or sheetmetal between the link pin joints and the brake discs, wiping off all excess grease from the link pin heads.

When spraying the underbody with corrosion preventives, make positively sure that the brake disc assemblies are covered up.

Disc Brake Schematic

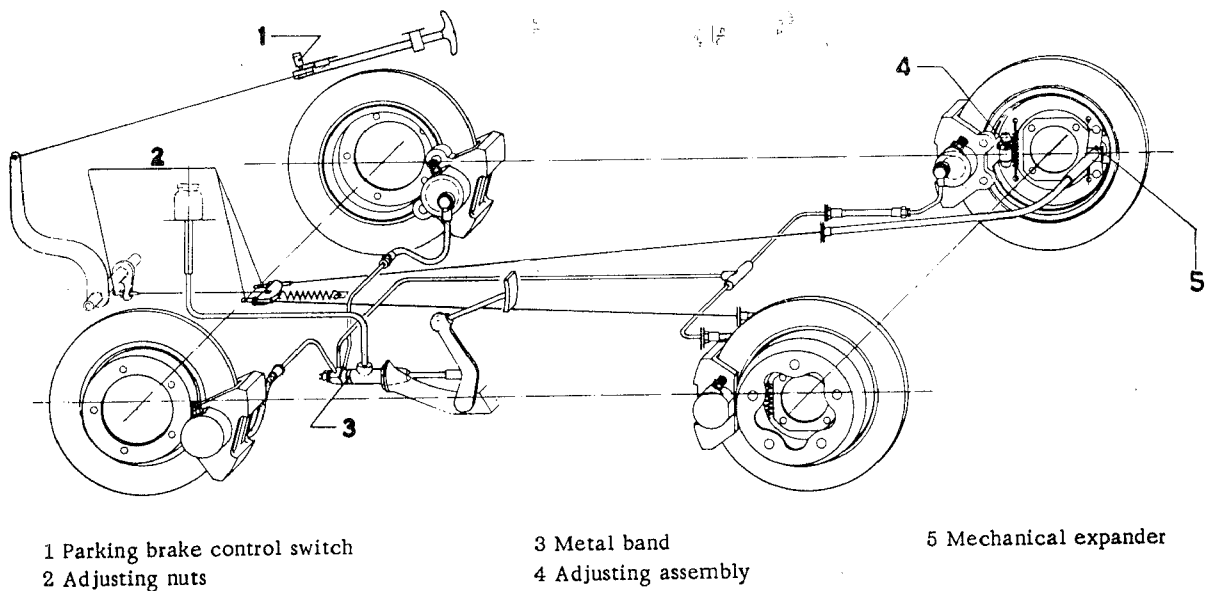


Fig. 2