5. Remove pistons from the cylinders by applying compressed air (max. pressure 2 atm. or 29.4 psi) to the inlet opening; during this operation, keep the piston from popping out by using the piston depressor (P 83) or by holding the housing half with the piston facing the work bench.

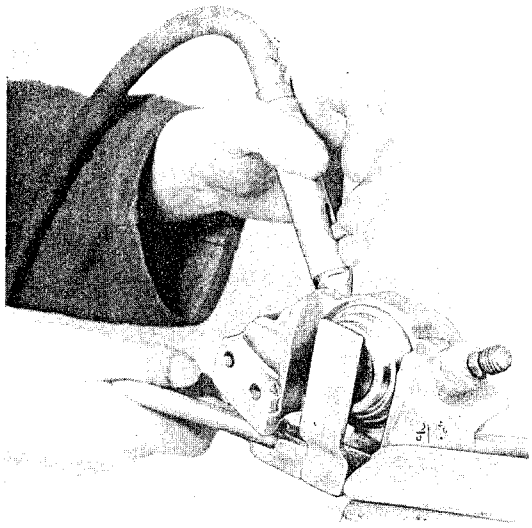

Fig. 44

6. Remove the piston seal from its groove (make sure not to damage the groove).

Note:

Handle the housing half with care so as not to damage the flange surfaces. Clean all parts in alcohol. Components of the self-adjusting mechanism cannot be exchanged; if found defective, the whole piston unit must be replaced.

Installation

1. Check cylinder bore and piston for possible damage; defective parts must be exchanged.
2. A new piston seal, dust cover, Allen-head screws, spring washers, and nuts must be installed whenever the unit has been disassembled.
3. To ease assembly and to provide protection against corrosion, the cylinder bore, piston, and piston seal should be treated with a thin layer of ATE brake cylinder compound.
4. Insert piston seal in the groove provided within the cylinder.

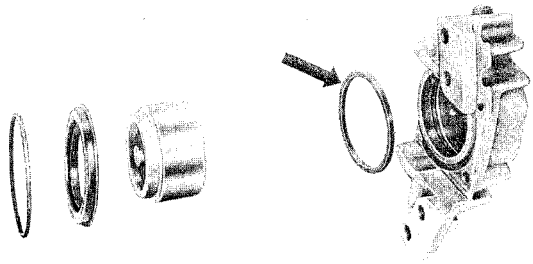

Fig. 45

5. Using the piston gauge (P 84), install the piston in such way that the stepped-down part of the piston pressure area faces towards the brake disc's rotational entry.

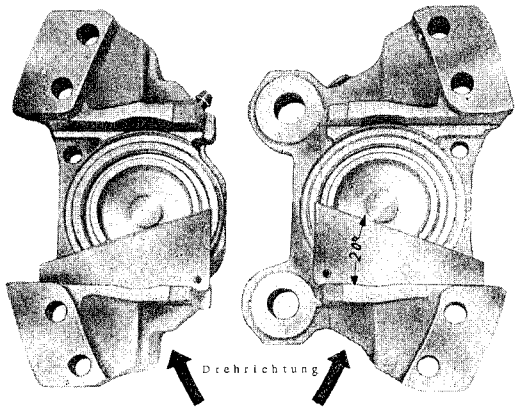

Fig. 46