

11. Install adjusting assembly so that the adjusting spur wheel points up at the right brake, and down at the left brake.
12. Make sure that the mechanical expander is well seated in the brake shoe studs (see Fig. 5).
13. Turn castellated nut at the end of the brake cable until the hole for the cotter pin lines up with one of the slots in the nut, then safety with a new cotter pin.
14. Check brake disc for lateral whip. This is accomplished by first fastening the brake disc with wheel lug nuts. However, to prevent warping the disc, flat-machined spacers must be placed under the nuts. The nuts are then tightened across (in star pattern) to 10 mkg (72.3 lbs/ft). The maximum permissible lateral whip is 0,3 mm (.118 in.). Minor deviations can be corrected at times by resetting the wheel hub in relation to the axle, in the splines, until a satisfactory condition is effected. When checking for lateral whip, the rear axle must be pushed towards the differential.

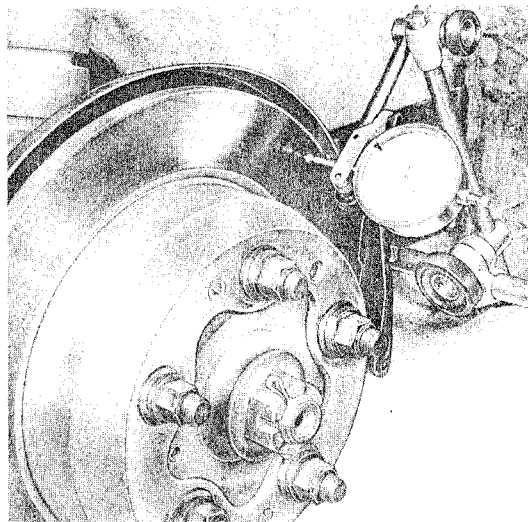


Fig. 37

15. Tighten brake caliper retaining bolts (at rear) to 6,5 mkg (47.0 lbs/ft) using new spring washers.
16. Install brake pad segments in their original positions.
17. Bleed brakes.
18. Check level of transmission oil and replenish if necessary; car must stand on wheels.
19. Adjust hand brake (see instructions below).

Adjusting Hand Brake

1. Place car on stands and remove rear wheels.
2. Release hand brake and push brake pads back until the brake discs can be turned freely.
3. Turn the adjusting spur wheel with a screwdriver inserted through the opening in the rear brake disc until it begins to drag but so that it still can be turned by hand.

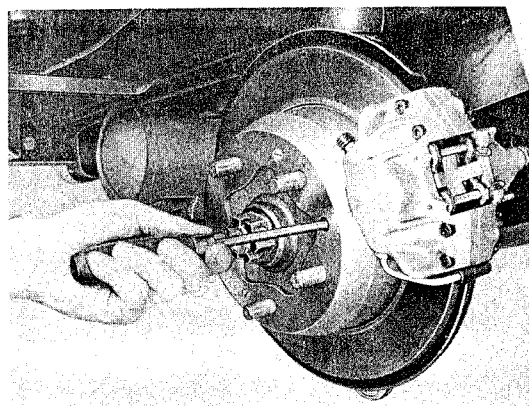


Fig. 38