

ATE DISC BRAKE (DUNLOP-LICENSE)

The ATE disc brake is standard equipment in Type 356 C cars, with the following chassis serial numbers applying:

Coupe	126 001
also	215 001
Cabriolet	159 001

General

The ATE disc brake is very simple in design and consists basically of the pot-shaped brake disc and the caliper assembly (see Fig. 1).

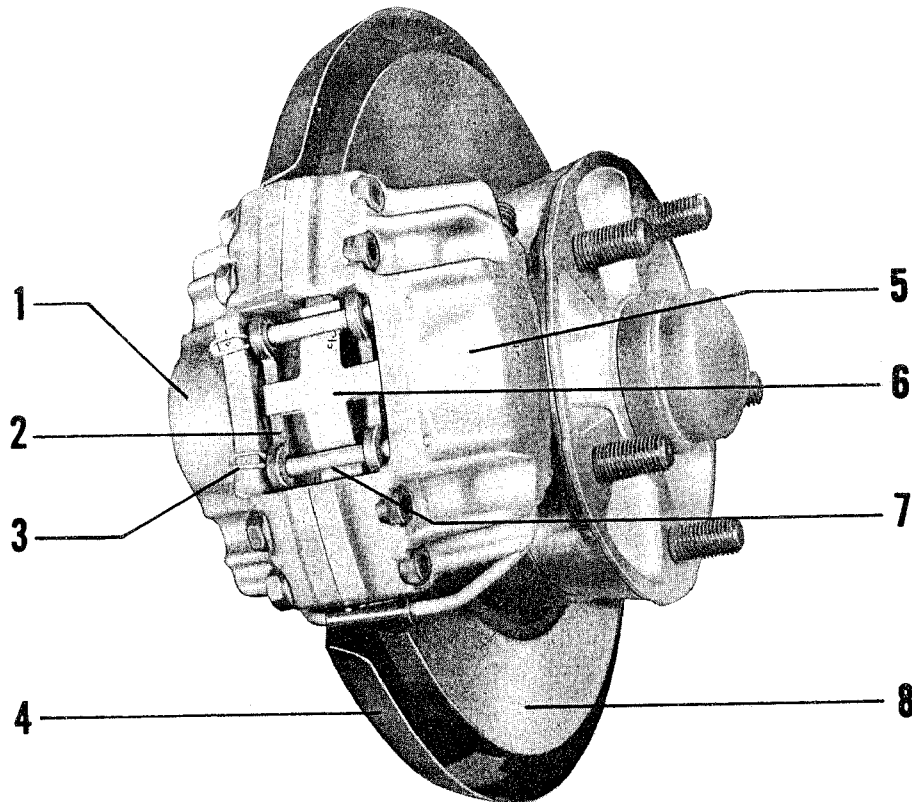


Fig. 1

- | | | | |
|---------------------|----------------------|-----------------|-----------------|
| 1 Flange housing | 3 Pin retaining clip | 5 Cover housing | 7 Retaining pin |
| 2 Brake pad segment | 4 Disc shroud | 6 Cross-spring | 8 Brake disc |

The front wheel brake disc is attached to the wheel hub flange by separate retaining bolts and is centered by the collar on the wheel hub flange.

The rear wheel brake disc is also centered by the collar on the wheel hub flange, and fastened to the flange by two countersunk screws; however, the rear wheel brake disc is held in place primarily by the wheel lugs.

The brake caliper wraps around the outside of the disc and is fastened to the steering knuckle or the axle flange, respectively, by two bolts.

The flange housing (Point 1, Fig. 1) and the cover housing (Point 5, Fig. 1) are bolted together with four bolts and make up the caliper assembly.

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

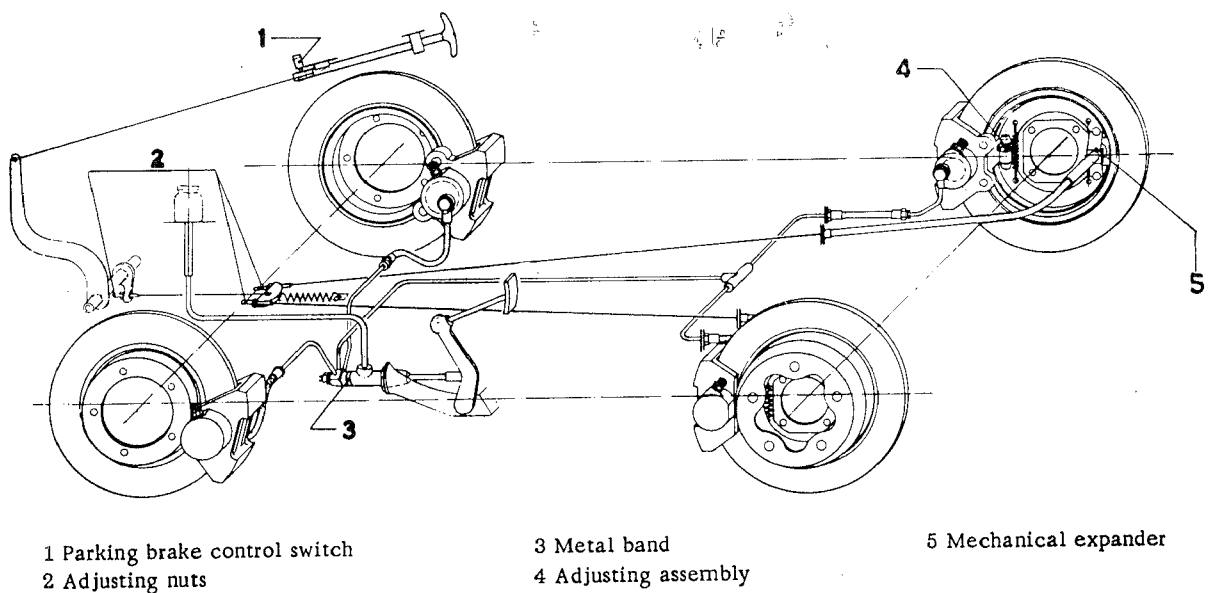


Fig. 2