## Rear Wheel Brakes

### Removal

1. Place car on stands and remove wheels.
2. Remove brake pad segments (refer to outline pertaining to replacement of brake pad segments, page ST 23, Points 2 to 5).
3. Loosen brake line at the brake caliper (prop brake pedal in slightly depressed condition to prevent spillage of brake fluid).
4. Remove brake caliper retaining bolts and withdraw the caliper forward and up, away from the brake line.

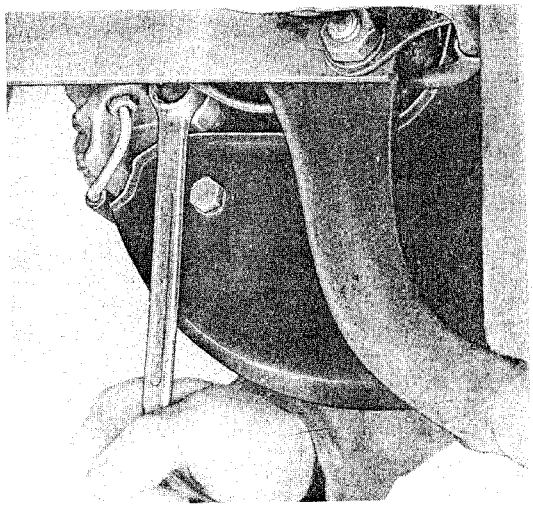

Fig. 26

5. Remove countersunk disc retaining screws and withdraw disc.

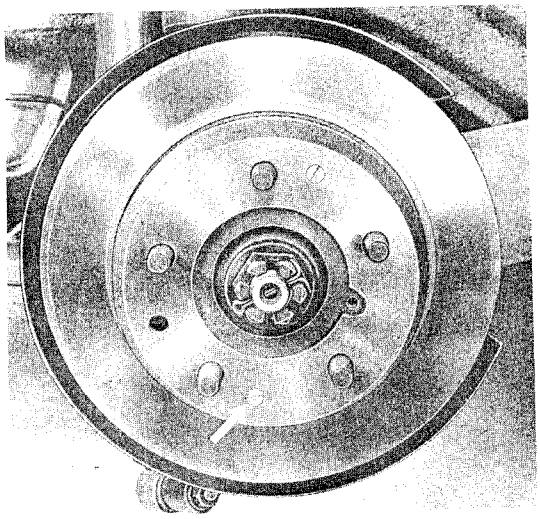

Fig. 27

6. Pull out cotter key and unscrew castellated nut from brake cable, pull out cable towards the car's center.

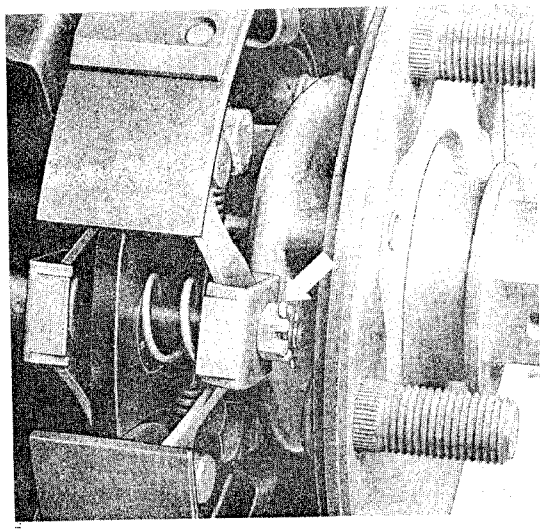

Fig. 28

7. Using a screwdriver, raise brake shoes at rear and remove mechanical expander and spring.

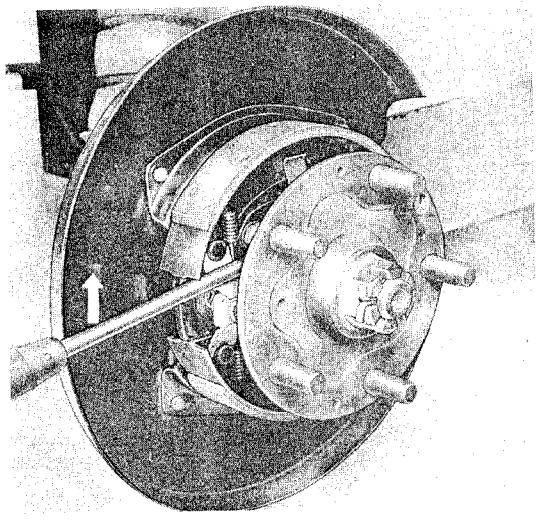

Fig. 29

8. Using a screwdriver, raise brake shoe at front and withdraw adjusting assembly.

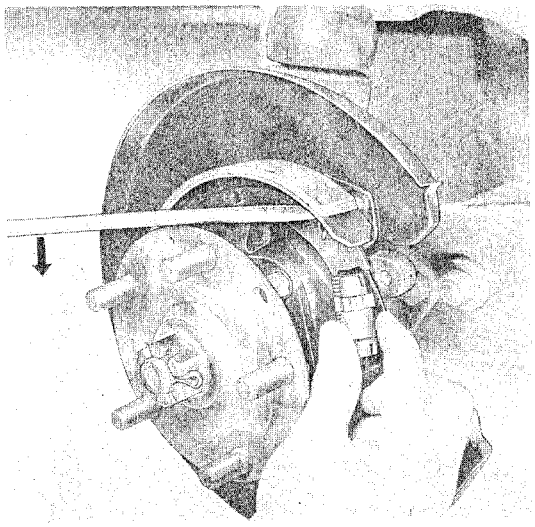

Fig. 30

9. Detach forward return spring.

10. Spread brake shoes apart at front until retaining springs are free, then remove both brake shoes rearward.

11. Remove brake shoe retaining springs.

12. Remove disc shroud retaining bolts and remove shroud.

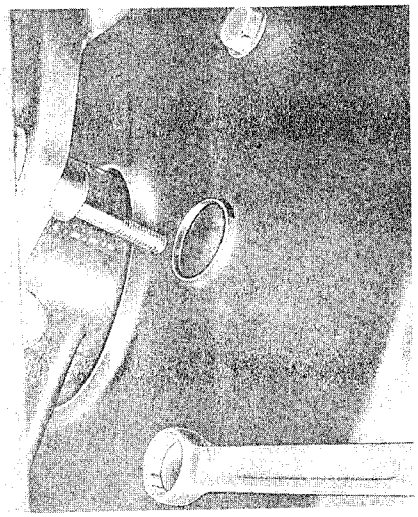

Fig. 31

13. Remove cotter key from castellated rear axle nut and remove nut using special tool P 36.

14. Mark wheel hub and axle shaft with center punch, remove wheel hub by lightly tapping it with a rubber mallet or the like.

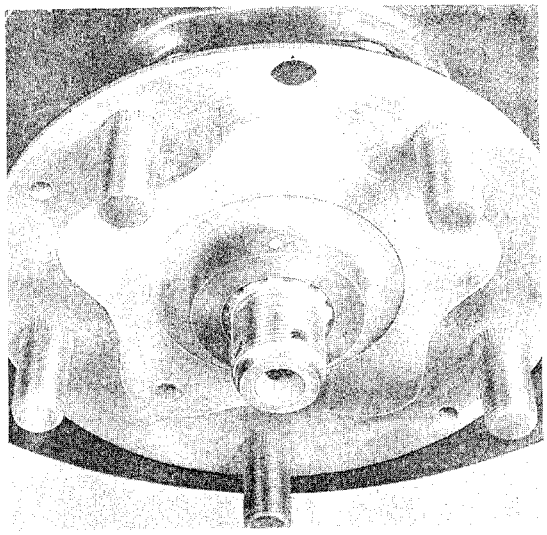

Fig. 32

Note: Transmission oil will drain out through axle tube, therefore drain first if deemed necessary.

15. Remove hand brake anchor plate retaining bolts and remove anchor plate.

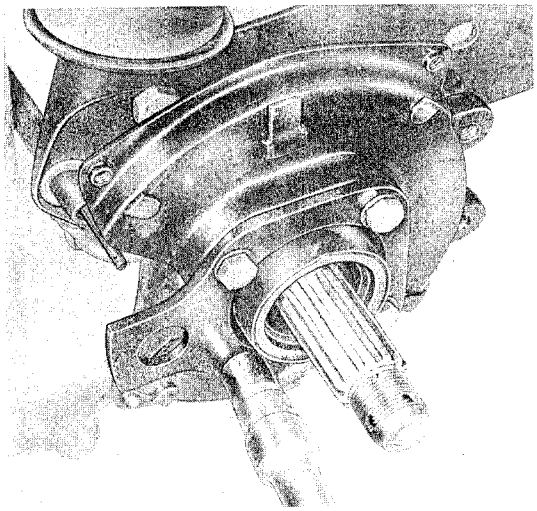

Fig. 33

Installation

Installation is accomplished in the reversed order of the above order. The following should be noted:

1. Clean all parts from dirt.

2. Check wheel bearing, seal, and seal race, replace defective or worn parts.

3. Install new O-rings pasting the large O-ring in groove with a little grease. Tighten anchor plate retaining bolts to 2, 5 mkg (18. 1 lbs/ft).

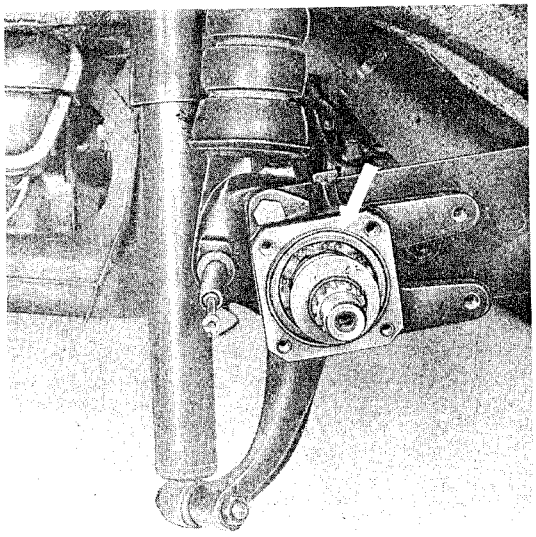

Fig. 34

4. Install wheel hub in such manner that the punch marks line up.

5. Tighten rear axle nut to 55 mkg (397. 8 lbs/ft).

6. Install lower brake shoe and retaining spring.

7. Install upper brakes shoe retaining spring.

8. Attach rear return spring to lower brake shoe, then to the upper brake shoe. Pull the brake shoe up and insert in its proper place.

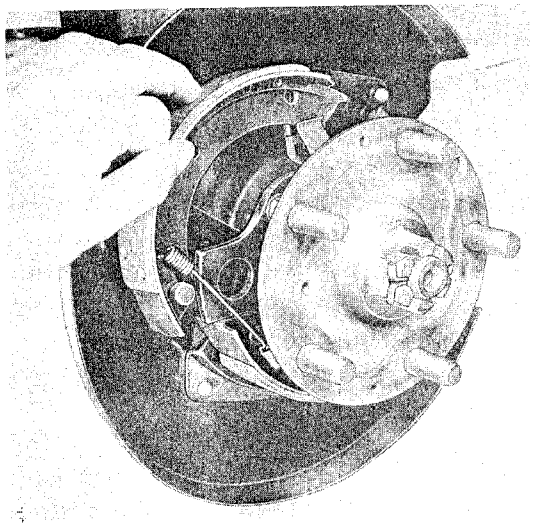

Fig. 35

9. The rear return spring should be so mounted that the spring windings point towards the center of the axle (Fig. 36). Ensure proper seating of spring.

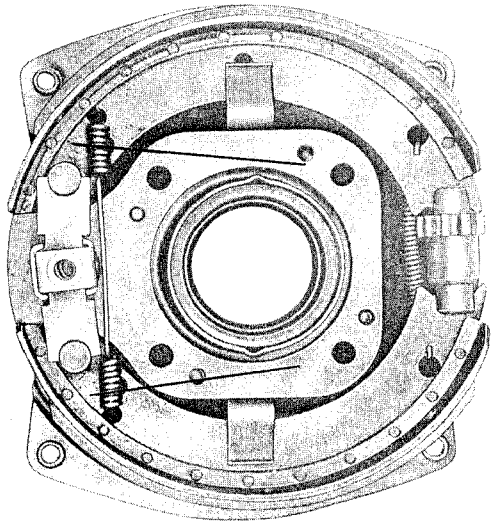

Fig. 36

10. Attach forward return spring from the back and install adjusting assembly (Fig. 36).

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.

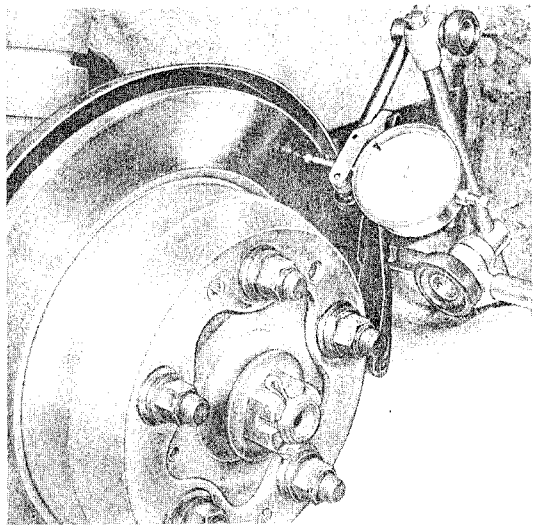

Fig. 37

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).