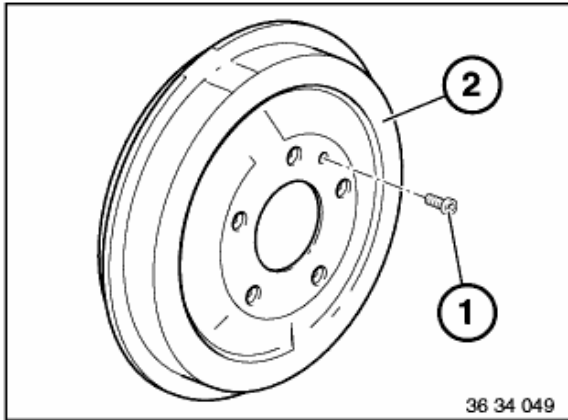
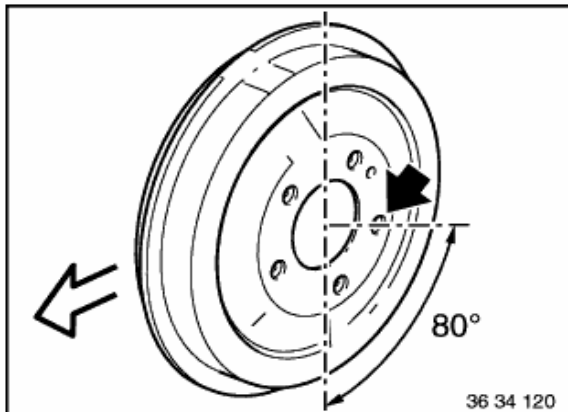


Note:

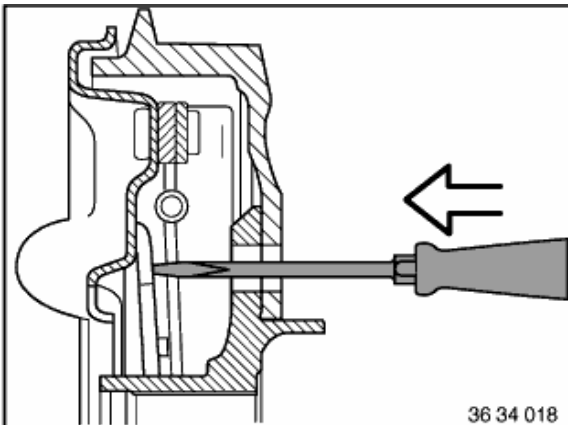
Removing rear wheel,
refer to gr. 36



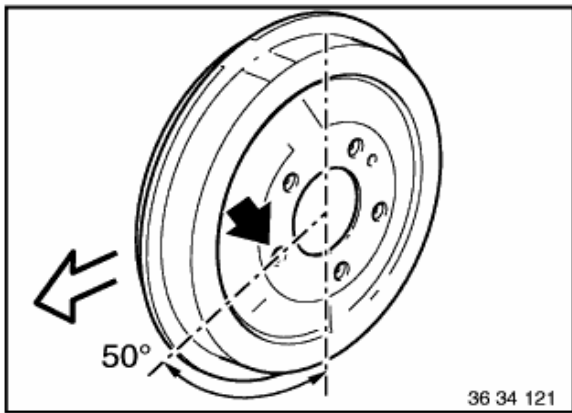
Unscrew handbrake cables on parking-brake lever.
Unscrew bolt (1) and take off brake drum (2).

**Note:**

If the brake drum cannot be removed, locate one wheel stud bore approx. 80 ° off the vertical axis.

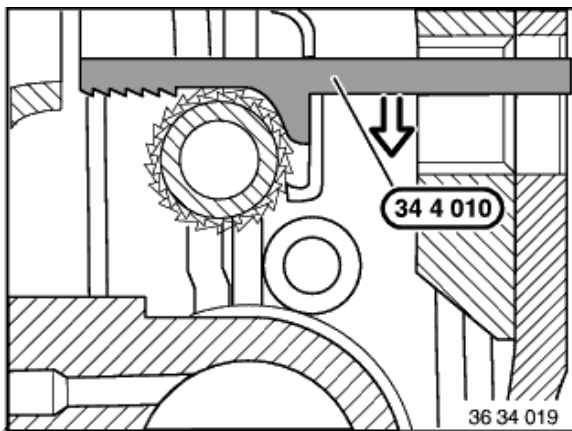


Insert screwdriver in bore and push back handbrake lever.

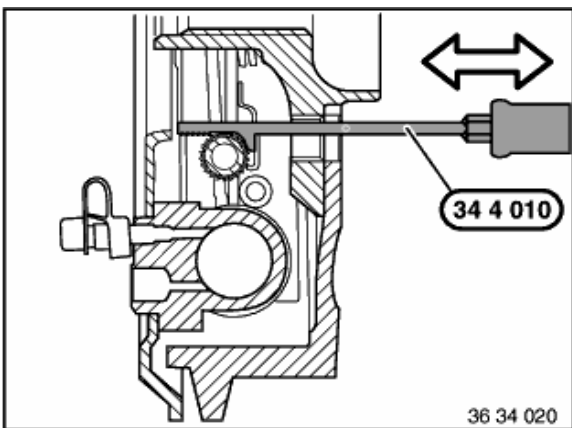


If it is still not possible to take off brake drum, brake shoes will have to be pushed back.

Locate one wheel stud bore in position approx. 50 ° before vertical axis.



Insert special tool 34 4 010 in wheel-bolt bore as far as stop and press down until tool bears on tooth profile.



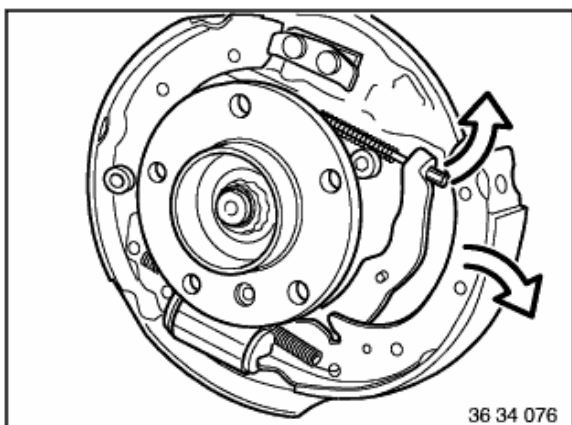
Pull out special tool.

Cam on special tool unlocks slack-control lever and pinion of automatic brake slack control is set back by tooth profile.

Repeat procedures until brake drum can be removed.

Installation:

Pinion must seat easily on threaded rod to guarantee automatic slack control.



Disconnect handbrake cable. Remove rear brake shoes. Replace brake shoes.

Installation:

Always replace all four shoes and use shoes of same make, refer to Technical Data.

Replace return springs.

After replacing brake shoes, slack-control pinion must be turned so far in direction of thrust sleeve that adjusting diameter of brake shoes is 228.0 mm (about 0.5 mm less than inside drum diameter). Operate brake pedal so often until slack-control sound is no longer heard.

Caution!

If it is necessary to bleed brakes, this must be done before adjusting handbrake.