

Data

See "43-0325 Testing brake booster"

 **WARNING!**

If brake fluid loss is present but not visible externally, check whether brake fluid has entered brake booster through leaky secondary seal in tandem master cylinder. If so proceed as follows:

1. Evacuate brake fluid with booster unit installed.
2. If more than 100 cc of brake fluid are present in the booster unit, exchange booster unit.

The flexible diaphragm is resistant to brake fluid, but not the reaction disc and the valve plate in the control section.

For this reason, draw off brake fluid only with brake booster installed. Brake fluid cannot reach the reaction plate or plate valve as long as the booster unit is installed and the quantity of brake fluid is less than 100 cc.

Note

A brake booster with 21 mm long stud bolts and a brake pedal with hole for attachment of fork head 3 mm further toward the front has been installed starting 09/81. This change was necessary due to a modification in the bulkhead in the area of the brake booster mount. Brake boosters and brake pedals of the 1st type may be installed only in vehicles produced up to 09/81. The 2nd version brake booster can be installed in all vehicles.

43-0350 R and R brake booster

Note on vehicles with shift lock

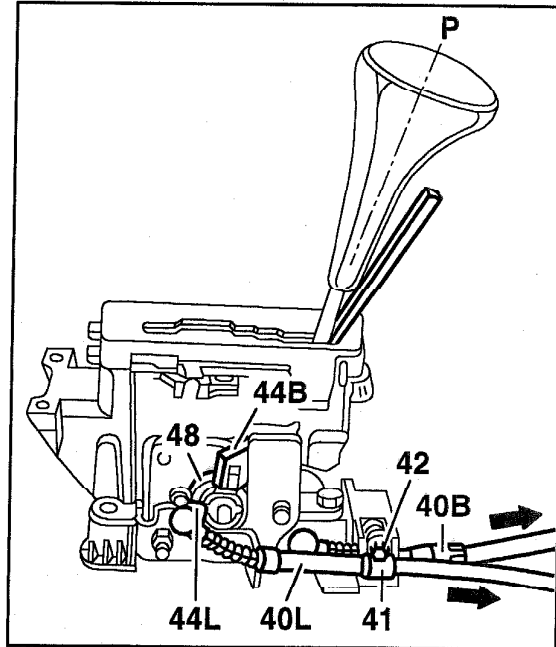
When replacing the brake booster the control cable must be readjusted on these vehicles as follows:

Adjusting shift lock cable

Place selector lever in P and ignition key in position 0.

Secure selector lever with plastic wedge (see illustration).

Snap in ball end of cable (40L) and insert into bracket. Then pull cable housing in the direction of the arrow until the pawl (44B) contact the cam (48). Pull cable sleeve in the direction of the arrow until the pawl (44L) contacts the cam (48). Torque mounting screws to 5 Nm.



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Checking after adjustment

- With the ignition key in position 1 and the brake pedal depressed more than 25 mm: The pawls (44B) and (44L) must disengage from the cam (48) fully, so that the selector lever can be moved into N without any resistance. The shift interlock is released.
- With the brake pedal in the released position: Move selector lever from N to P, and turn ignition key to position 0. Pawls (44B) and (44L) must engage in the cam (48). The shift interlock is engaged. Install protective caps.

Note:

If the adjustment needs to be repeated, care must be taken that the Bowden cable moves easily in the cable sleeve.