

Subsequent Installation of ATE Power Brake T 50

Job No.
42-15

I. Models 180 a, 180 b, and 219

The ATE Power Brake T 50 is installed in the same way as on Model 190.

On Model 219 an annular nipple for connecting the brake lines is screwed into the brake master cylinder, whereas on Models 180 a, 180 b, and 190 a distributor union is fixed to the chassis base panel. The location of the annular nipple on the brake master cylinder is the same as on Models 220 a, 220 S, and 220 SE.

II. Model 220 a

The procedures for the subsequent installation of ATE Power Brake T 50 are essentially the same as for Model 190. The following paragraphs contain details deviating from this basic procedure.

1. Attachment of Bracket for the Power Brake

On older cars there are no threaded bores in the cowl for the brackets of the power brake. On these cars the bracket for the ATE Power Brake should be attached to the threaded bore for attaching the bracket for the fuse box. Then mark and drill the three holes for the riveting nuts. Please note that in the front the bracket is flush with the cowl. The lateral check dimension from center car to center power brake is 145 mm as on Model 190. Use a special appliance to fix the three riveting nuts M 6 in the holes or weld them. Before welding the nuts, remove the inside cowl panel below the instrument panel.

2. Vacuum Connection on Intake Manifold

Replace any intake manifolds which have no eye for the threaded union by a new intake manifold with threaded union. In the case of intake manifolds with eye but without thread cut a thread M 14 x 1.5 at right angles to the eye face. When screwing in the threaded union, coat the thread with Starryte Sealing Compound.

3. Brake Master Cylinder

Replace the brake master cylinder with 1" cylinder diameter by a new brake master cylinder with 1 1/16" cylinder diameter.

On cars which have a brake master cylinder with fluid reservoir attached (up to Chassis End No. 45 01933) also replace the brake master cylinder bracket welded to the chassis base panel (for details see Job No. 42-3).

Screw an annular nipple for connecting the brake lines to the brake master cylinder. The location of the nipple is the same as on Models 220 S and 220 SE (see Job No. 42-3).

4. Brake Drums

On the front axle replace the grey-cast iron brake drums by new Alfin brake drums, using brake drums Part No. 121 420 01 05 up to Chassis End No. 55 09258 (diameter of brake anchor plate 258 mm) and brake drums Part No. 121 420 00 05 as from Chassis End No. 55 09259 (diameter of brake anchor plate 256 mm).

5. Bolt for Automatic Brake Shoe Adjustment

On cars up to Chassis End No. 55 02005 equipped with the 1st version of the automatic brake shoe adjustment the bolts screwed into the brake anchor plates must be replaced.

Part No. of bolts for front axle: 180 421 01 71

Part No. of bolts for rear axle: 180 423 01 71

III. Model 190 SL

The procedures for the subsequent installation of an ATE Power Brake are essentially the same as described in Job No. 42-14. The following paragraphs contain details deviating from this basic procedure.

1. Attachment of ATE Power Brake to the Cowl

The holes for attaching the brackets of the power brake and the through-way holes for the vacuum line have already been drilled into the cowl and are closed by rubber plugs. When installing the power brake, clear the holes in the cowl and install suitable rubber grommets in the two through-way holes.

2. Vacuum Line

Attach the vacuum line to the cowl from the interior of the car by means of two pipe clips 1 x 12 DIN 72571.

3. Vacuum Connection on Intake Manifold

Turn out the screw plug of the compensating canal on the rear intake manifold and screw in the threaded union for the vacuum line coating the thread with Starryte Sealing Compound.

4. Brake Master Cylinder

Replace the brake master cylinder with 1" cylinder diameter by a new brake master cylinder with 1 1/16" cylinder diameter.

Attach a distributor union to the chassis base panel for connecting the brake lines. The necessary threaded bolt Part No. 121 435 00 74 should be electrically welded to the chassis base panel as shown in Fig. 42-15/1.

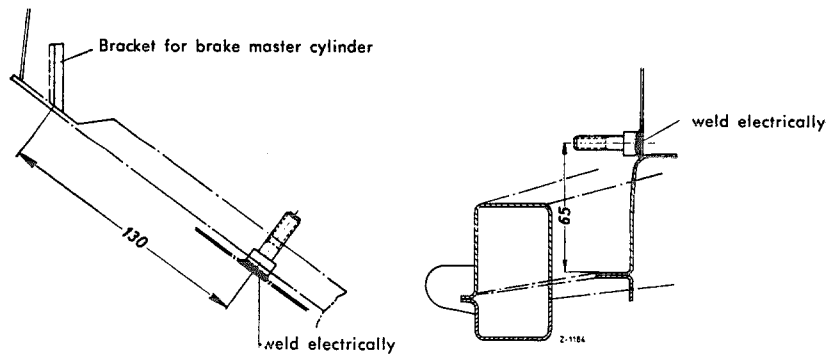


Fig. 42-15/1

The threaded bolt is a standard part as from Chassis End No. 55 00101.

When connecting the brake lines to the distributor union, connect the line to the right front wheel with the additional line Part No. 121 420 04 26 by means of a coupling.

Trouble Shooting Hints for the Brake System

Job No.
42-16

On Models 180 to 220 SE the same trouble shooting hints apply as on Model 190.