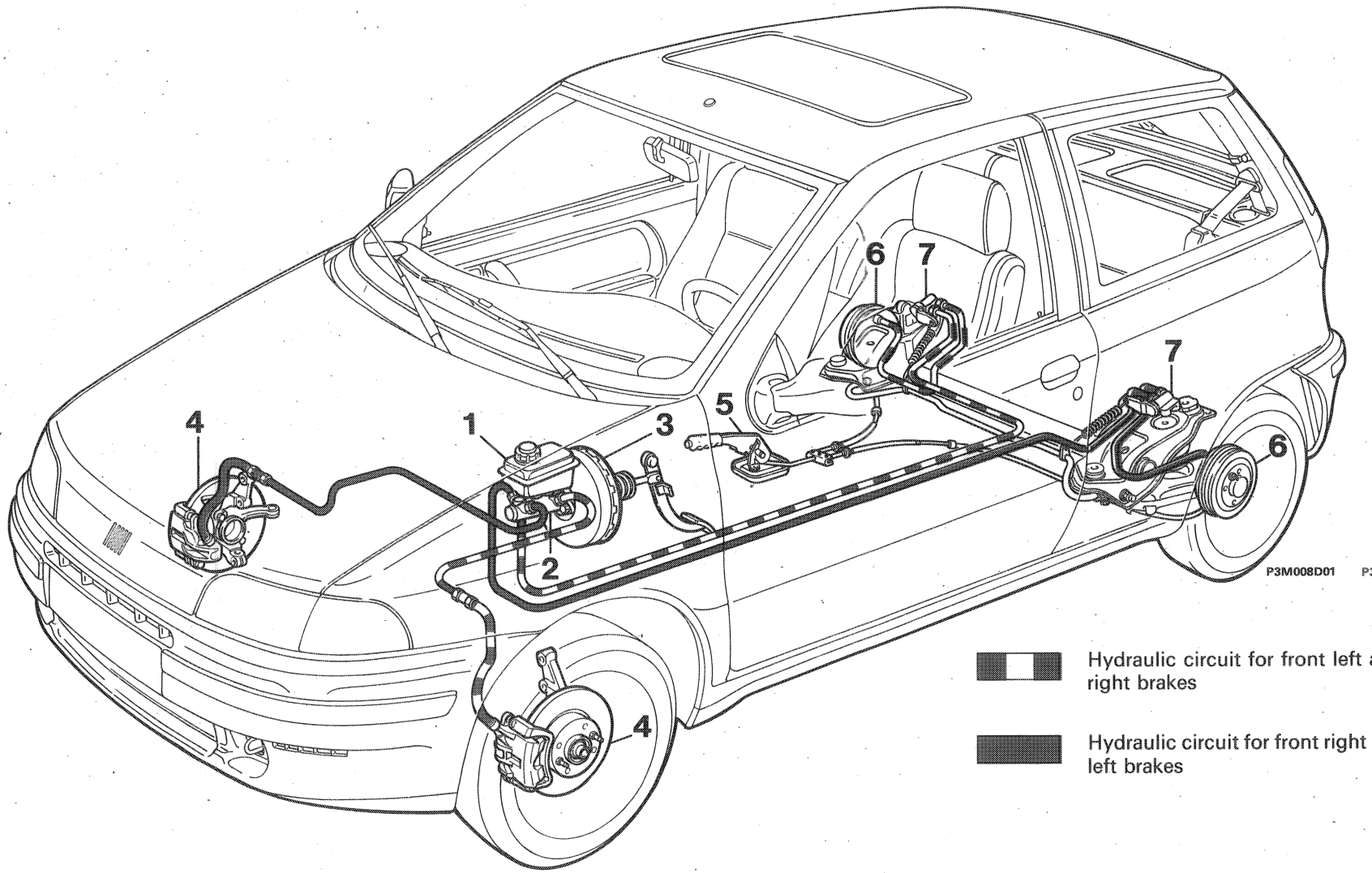
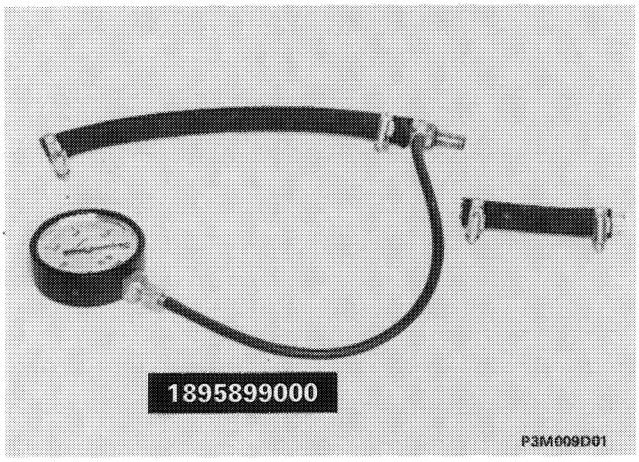
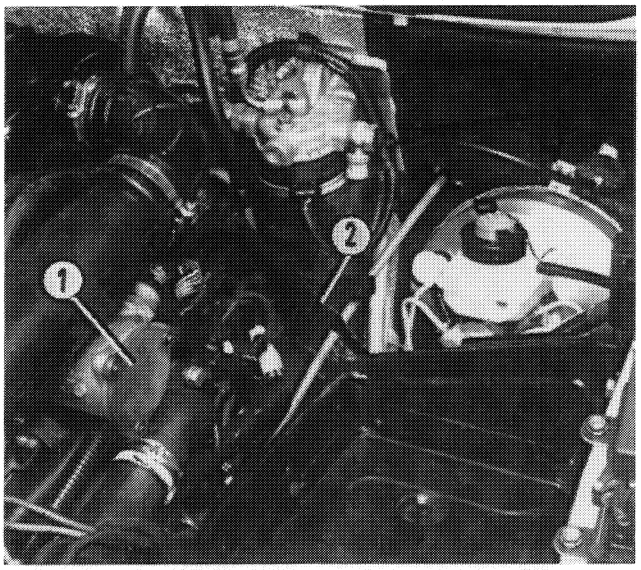
DIAGRAM OF HYDRAULIC BRAKE CIRCUIT AND MECHANICAL HANDBRAKE LINKAGE

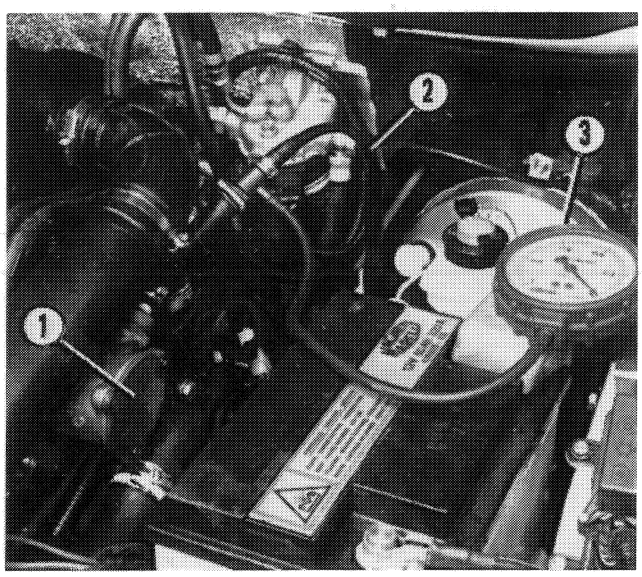


1. Brake fluid reservoir
2. Master cylinder for front and rear wheel brake circuit
3. Vacuum servo unit
4. Front disc brakes
5. Handbrake lever
6. Rear drum brakes
7. Load proportioning valves for rear wheels



Vacuum gauge with connections for checking, on the car, the efficiency of the vane-type vacuum units





VANE-TYPE VACUUM UNIT FOR BRAKE SERVO

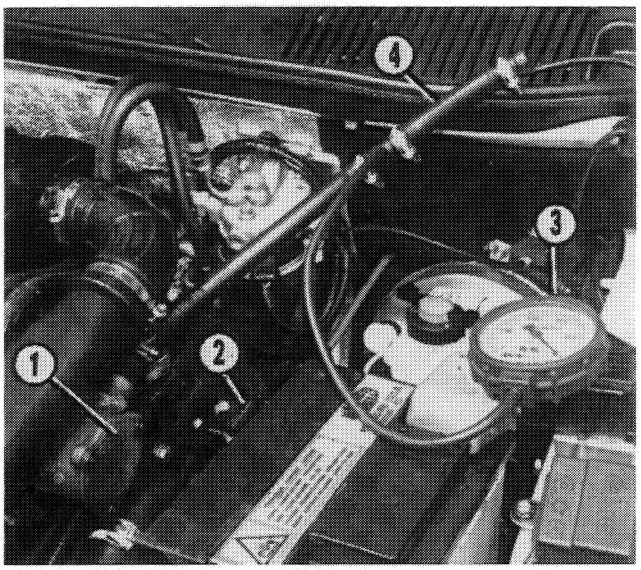
Checking operating faults in the vane-type vacuum unit or the servo unit vacuum circuit

If there is an operating fault in the braking system, before renewing the vacuum unit, the entire vacuum circuit should be checked as follows:

- with the engine off, empty the brake vacuum circuit completely by pressing the brake pedal to the floor repeatedly;
- insert the vacuum gauge 1895899000 (3) between the one-way valve, located on the vacuum unit (1), and the connecting pipe (2) to the servo unit (as illustrated in the photograph below);
- start the engine; 20 seconds after starting (with the engine idling), the vacuum reading on the vacuum gauge (3) must be over 0.6 bar.
  If the vacuum is less than 0.6 bar, disconnect the connecting pipe (2) to the servo unit and fit the special plug (4) on the open end (see figure on page 10). Start the engine again; 20 seconds after starting (with the engine idling), the vacuum reading on the vacuum gauge must be over 0.6 bar. If it is, the fault should be sought in the air circuit or brake servo. If it is not, the vacuum unit is faulty and should be renewed.
  If the vacuum reaches a maximum value of about 0.9 bar, check the entire air circuit for leaks as follows:

a. switch off the engine;
b. check that the vacuum reading on the vacuum gauge (3) remains virtually the same for about 2 minutes; if it does, the brake vacuum system may be considered to be fully operational;

33.



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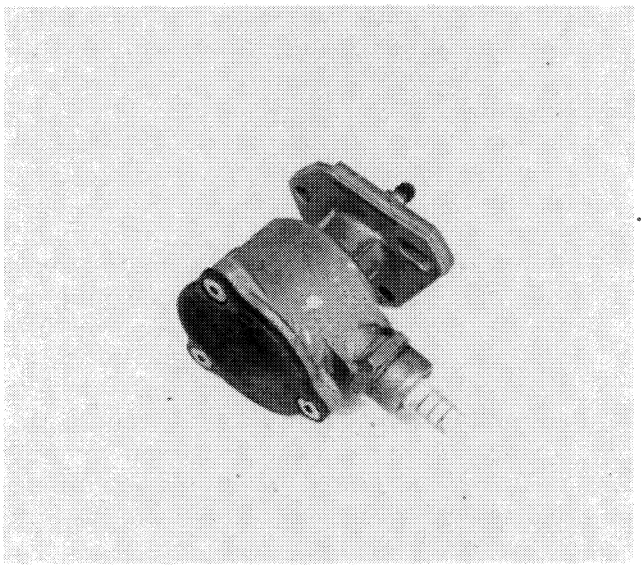
If the vacuum reading on the vacuum gauge (3) does not remain the same for about 2 minutes, the vacuum unit (1) should be checked by itself, by disconnecting from the vacuum gauge the connecting pipe (2) to the servo unit, and fitting the special plug (4) to the open end.
Then start the engine; 20 seconds after starting (with the engine idling), the vacuum reading on the vacuum gauge should be over 0.6 bar. If it is, the fault should be sought in the air circuit or servo unit. If the vacuum value is below 0.6 bar, the vacuum unit is faulty and should be renewed.



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Vane-type vacuum unit removed from car