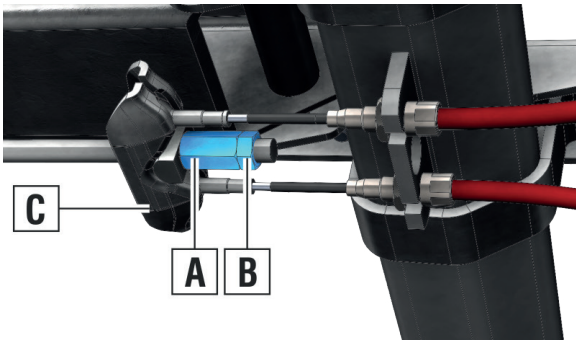


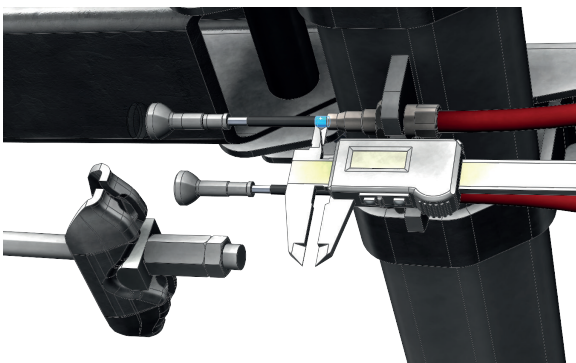
5.5 Performing the brake adjustment



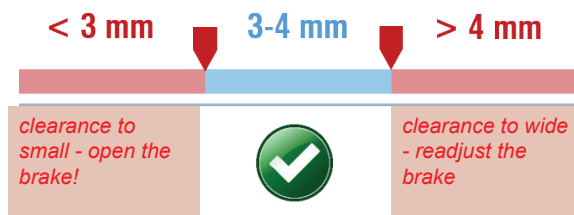
Adjustment of the brake is described in service manual 695101.



1. Release the counter nut [B].
2. Loosen but do not remove the adjusting nut [A].
3. Suspend the compensation profile [C] from the Bowden cable heads.



1. Effortlessly pull on the Bowden cables.
2. The Bowden cables should be pulled out 3 - 4 mm.



The clearance must be the same on both sides!

Adjusting the clearance

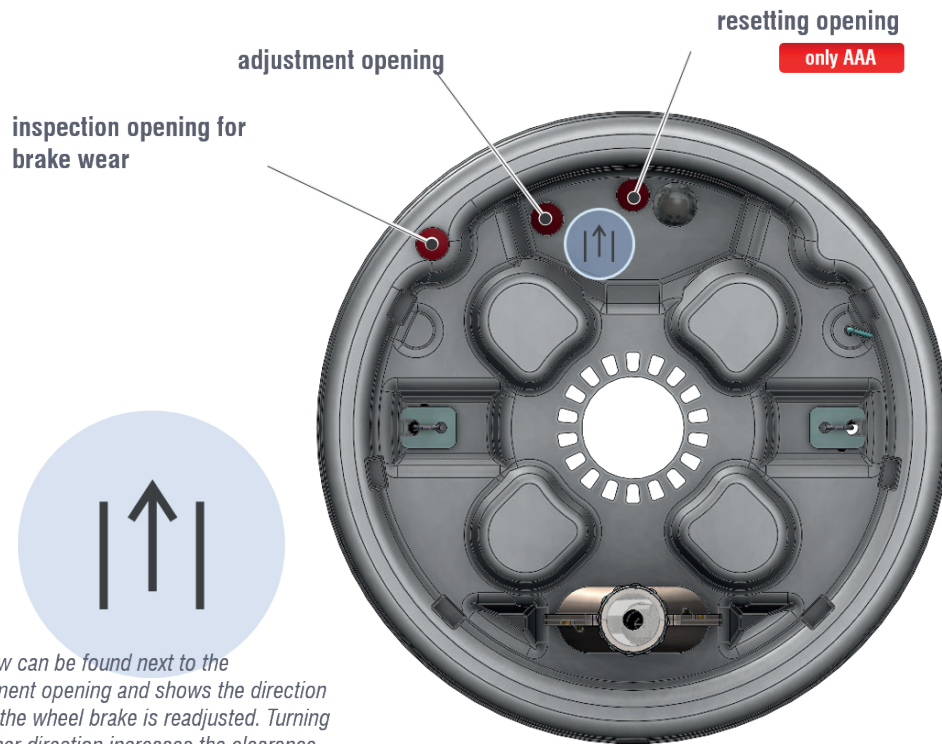



The clearance

The clearance is the distance between the brake pad and the brake drum in an unactuated state.

Driving with too low a clearance can result in the brakes juddering and noises in the brake system. Permanent damage to the brake components caused by selective overheating and resulting deformations, vitrification and cracks is not to be ruled out.

Throughout the service time of the brake, the clearance theoretically continually increases due to the wearing components. Automatic wear adjustment devices in the brake system ensure automatic compensation.



 This arrow can be found next to the readjustment opening and shows the direction in which the wheel brake is readjusted. Turning in the other direction increases the clearance.

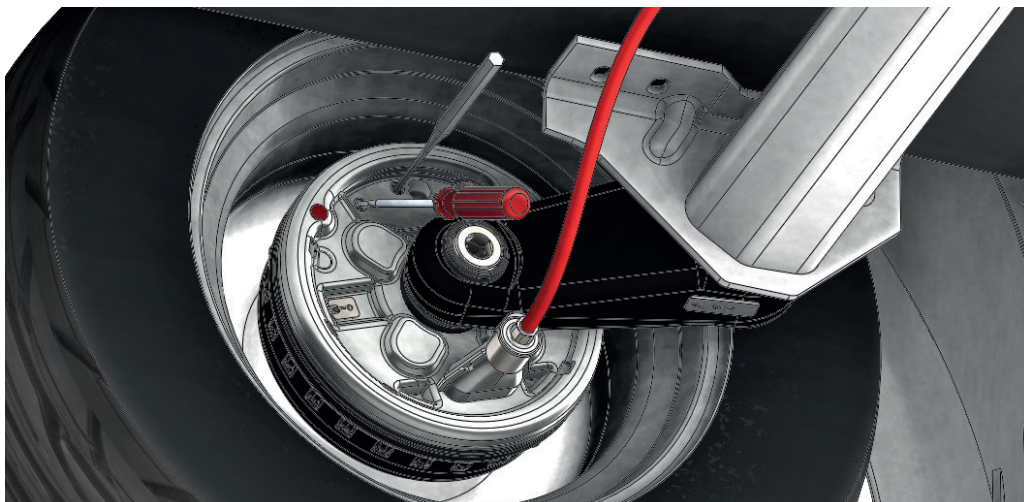


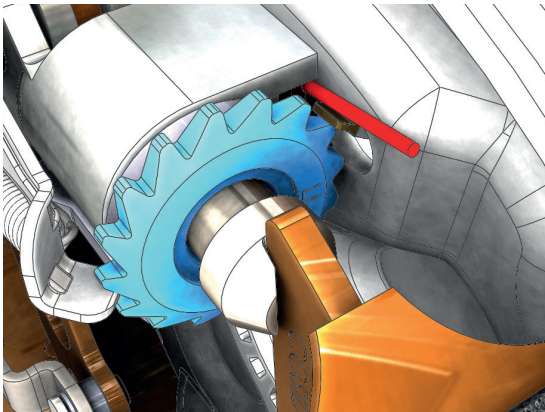
ATTENTION!

Take note of the adjustment direction! Turning in the wrong direction can make the brake ineffective or cause it to block!

Adjusting the brake (standard brake)

The wheel brake is adjusted (manually) via the rear of the brake back plate. To do so, you need a screwdriver and a punch, if necessary.



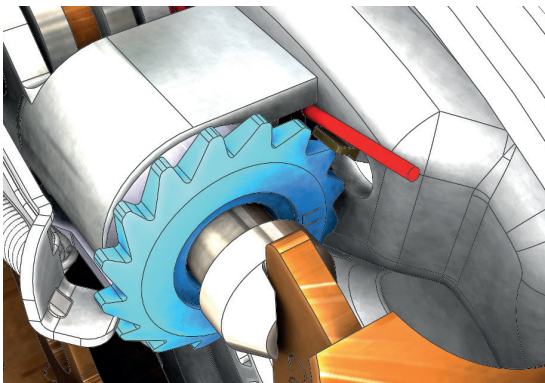


1. Remove the cover from the adjustment opening.
2. Using a screwdriver, turn the adjusting nut **in the arrow direction** to decrease the clearance. (e.g. in the case of wear)
3. Regularly check the clearance as described below under "Performing the brake adjustment".



One tooth on the adjusting nut has approx. 0.4 mm clearance on the Bowden cables!

Resetting / opening the brake (standard brake)



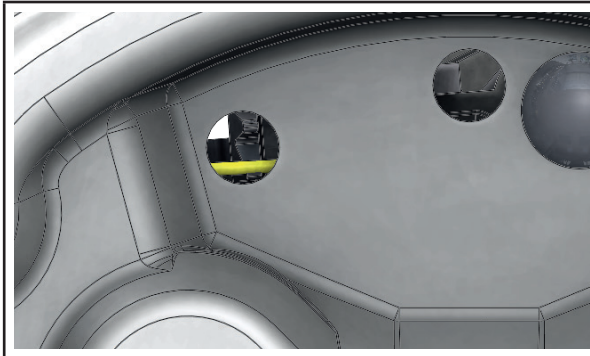
1. Remove the cover from the adjustment opening.
2. Using a screwdriver, turn the adjusting nut **against the arrow direction** to increase the clearance. (e.g. in the case of new pads)
3. Regularly check the clearance as described below under "Performing the brake adjustment".

Adjusting the brake (with AAA)

CENTRING BRACKET AND ADJUSTING LEVER

The self-adjusting brake AAA has an adjusting lever which is permanently engaged in the adjusting nut. Furthermore, the adjuster unit has been centred by the centring bracket in its bearing seat since 2019.

Whether such a centring bracket is present can be detected by a visual inspection:



The adjustment opening enables the centring bracket to be seen (shown here in yellow).

Furthermore, an imprint can be read on the edge of the brake back plate about the adjustment opening: **WNK-01**



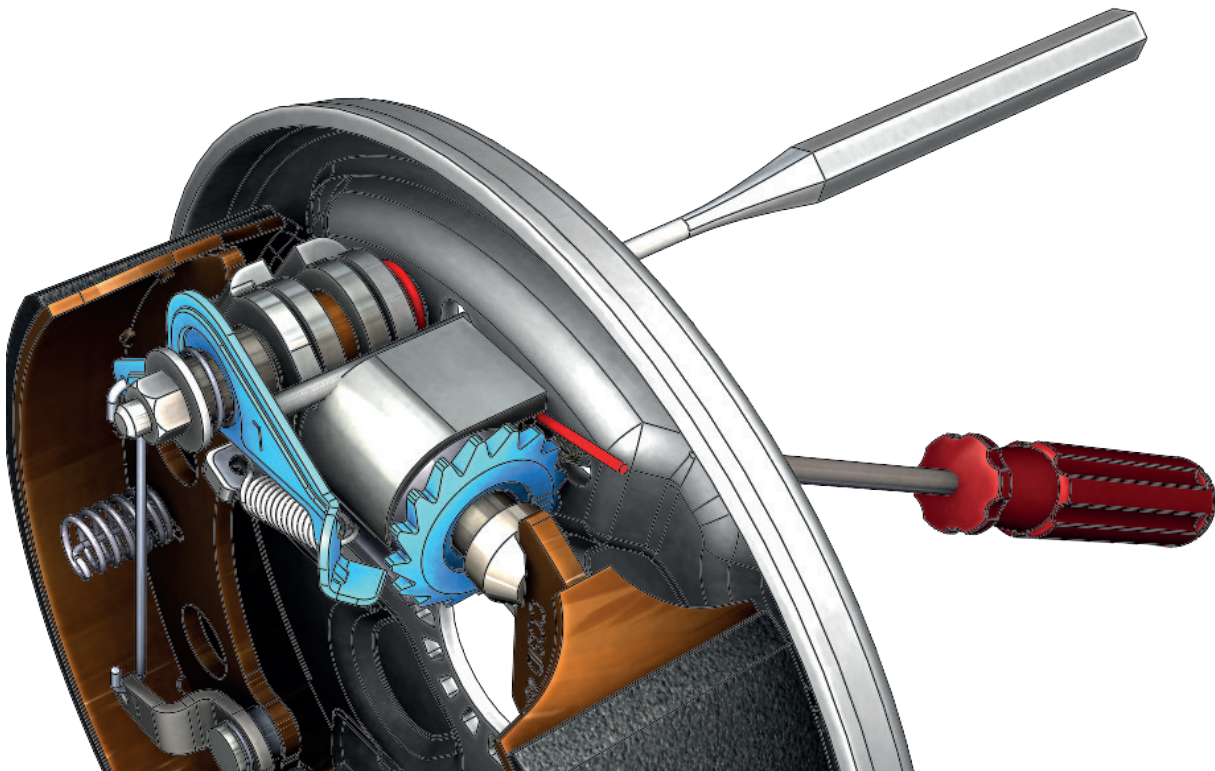
What does this centring bracket do?

After 5 successful years on the market with more than 300,000 units sold, the performance of the AAA wheel brakes has been further improved.

Components have been improved and an additional component, the centring bracket, integrated. The conversion of the AAA wheel brakes will take place in the first half of 2019.

The update offers these additional advantages:

- Increased resistance to improper maintenance and operation
- Protection against operating errors during manual adjustment while servicing
- Optimum behaviour of the adjustment in all driving situations
- Improved basic adjustment of the wheel brake in case of retrofitting
- Standard for all WB2361 AAA and 2051 AAA

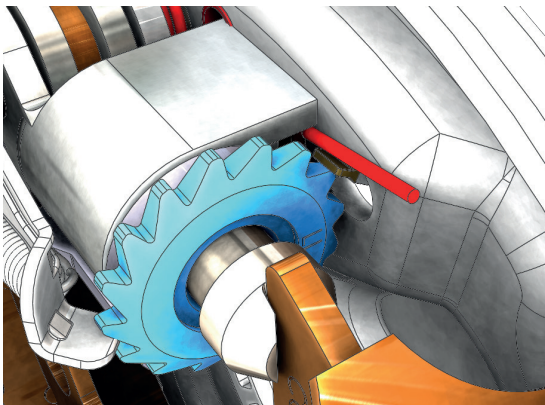


1. Remove the cover from the adjustment opening and from the special adjustment opening of the AAA.
2. Using a screwdriver, turn the adjusting nut **in the arrow direction** to decrease the clearance. (e.g. in the case of wear)
3. Regularly check the clearance as described below under “Performing the brake adjustment”.



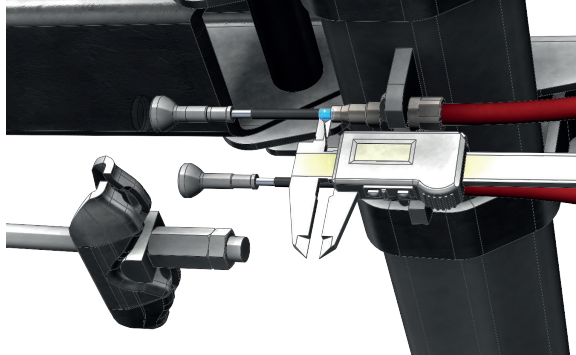
One tooth on the adjusting nut has approx. 0.4 mm clearance on the Bowden cables!

Opening the brake (with AAA)

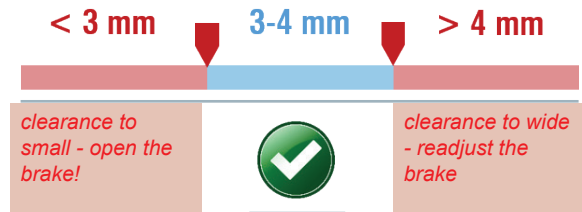


1. Remove the cover from the adjustment opening.
2. Lift the adjusting lever with the punch
3. Using a screwdriver, lift the centring bracket upwards and at the adjusting nut turn **against the arrow direction** to increase the clearance. (e.g. in the case of new pads)
4. Regularly check the clearance as described below under “Performing the brake adjustment”.

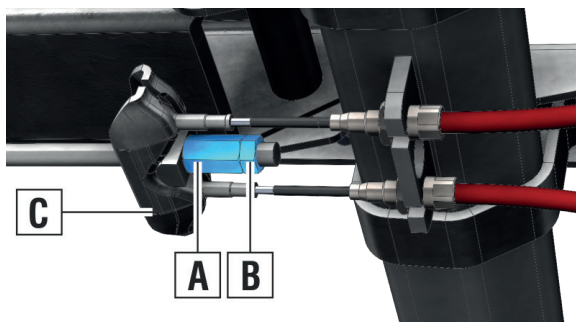
Completing the brake adjustment



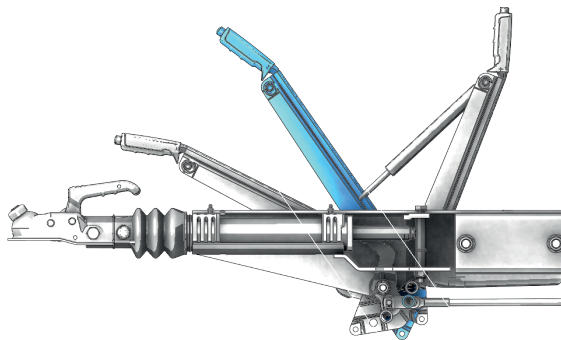
1. Effortlessly pull on the Bowden cables.
2. The Bowden cables should be pulled out 3 - 4 mm.



The clearance must be the same on both sides!



1. Release the counter nut [B].
2. Loosen but do not remove the adjusting nut [A].
3. Suspend the compensation profile [C] from the Bowden cable heads.



1. Actuate the handbrake lever several times
 2. Leave the handbrake lever slightly applied
 3. Turn the wheels backwards
- The handbrake lever should tighten automatically
 - If a “banging” can be heard in the wheels of the automatic reverse lever, then the wheels are blocking.
4. Release the handbrake lever
 5. Turn the wheels forwards
- The wheels should be able to effortlessly turn forwards.