MASTER CYLINDER

Nominal diameter	7/8″ (22.2 mm)
Bore	max. 22.40 mm (0.882″)
Piston diameter	min. 22.05 mm (0.868″)

BRAKE VALVE

Operating pressure, 142 and 144	34±2 kp/cm² (484±28.4 p s i)
Operating pressure, 145	50±2 kp/cm² (711±28.4 p s i)

POWER CYLINDER

Type	Direct operating
Make	Girling
Designation	FD type 50
Ratio	1:3

PARKING BRAKE

Brake drum:	
Diameter	Max. 178.33 mm (7.0″)
Radial throw	Max. 0.15 mm (0.006″)
Out-of-round	Max. 0.2 mm (0.008″)
Brake linings, effective area	175 cm² (27 sq in)

TIGHTENING TORQUES

	Nm	Lb ft
Attaching bolts, front brake caliper	90—100	65—70
Attaching bolts, rear brake caliper	60—70	45—50
Wheel nuts	100—140	70—100
Stop screw, master cylinder	10—12	7—9
Attaching nuts, master cylinder	24	17
Bleeder nipples	4—6	3—4.5
Brake hose, front brake caliper	16—20	12—15
Warning valve, switch	14—20	10—15
Brake pipes	11—15	8—11
Plug, brake valve	100—120	70—85
Locknut, brake valve	25—35	18—25

FRONT END AND STEERING GEAR

WHEEL ALIGNMENT (UNLOADED VEHICLE)

Caster	+1° to +2°
Camber	0 to +0.5°
King pin inclination at a camber of 0°	7.5°
Toe-in	2 to 5 mm (0.08—0.20″)
Turning angles:	
At a 20° turn of the outer wheel the inner wheel should be turned 21.5° to 23.5°.	
Shims, thickness	0.15 mm (0.006″)
	0.50 mm (0.020″)
	1.0 mm (0.039″)
	3.0 mm (0.118″)
	6.0 mm (0.236″)

MECHANICAL STEERING GEAR

Number of turns from lock to lock	4.15
Steering gear reduction ratio	17.5:1
Lubricant, see under "Lubrication"	
Oil capacity	approx. 0.25 dm³ (0.4 Imp. pint=0.5 US pint)