



VOLVO

WORKSHOP BULLETIN

CARS

RE: BRAKE DISCS	PRODUCT P
	GROUP 51
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Reconditioning the brake disc

Our service manuals have stated previously that the thickness of the brake disc when reconditioning may be reduced by maximum 0.5 mm (0.020"). This value can be increased to 1.20 mm (0.048"), on condition that the other, unchanged, instructions in the service manual are accurately followed. We give here a summary of these instructions.

The brake disc can be reconditioned by fine-grinding or fine-turning. The lining-up of the disc must be very accurate and the same amount of machining should be done to both sides. Not more than 1.20 mm (0.048") may be removed from the disc during machining (see table). Break off all sharp corners. After reconditioning, surface irregularity must not exceed 3μ measured on an arbitrary diameter and 5μ measured radially. Any variation in thickness may not exceed 0.03 mm (0.0012") and may only occur once per measuring gauge travel round the circumference. Max. side-throw 0.1 mm (0.0039").

When fitting the brake caliper, check the location in relation to the brake disc. Axial deviation can be checked by measuring the distance between the disc and the caliper support on both sides of the disc with a feeler gauge. Max. difference 0.25 mm (0.001"). The caliper should be parallel with the disc, this being checked by measuring the distance to the upper and lower supports for the caliper. Location of the brake caliper can be adjusted by means of shims, see table. Make shims in those cases where there is no part No. (older vehicles).