

# DX 195 Servicing Checks

## ENGLISH

### Introduction

The caliper is a very compact unit. When installed on a vehicle it is not an easy task to visually inspect it in detail. Because of this it is recommended that whenever the pads are removed for either replacement or examination that the following procedure is carried out.

Procedures to be carried out with the pads removed

1. Verify that the caliper will slide freely on the slide pins.
2. Inspect the slide pin boots for any possible damage.
3. Verification of Correct Operation of the Eccentric Cam.
4. Verify correct operation of the internal automatic adjuster.

### 1. VERIFICATION OF CORRECT CALIPER SLIDING

**WARNING:** This operation requires sliding of the caliper. Extreme care should be taken to avoid trapping fingers.

Using hand force only, carefully slide the caliper fully inboard, (away from the wheel). Do not actuate the brake caliper using air pressure or use a lever of any description when performing this procedure. Use care to avoid pinching fingers.

If the caliper does not slide using reasonable hand force then the following action is required.

**ACTION:**

**Repair Caliper using the Comprehensive Slide Pin Kit**

**Order Part Number DSB7 (Quantity 1)**

### 2. INSPECTION OF GUIDE SLEEVE BOOTS

Refer to the Figs 1 & 2 for inspection of the boots

**Fig 1** Shows a view as seen on the trailer.

**Fig 2** Is a close up of possible boot damage.

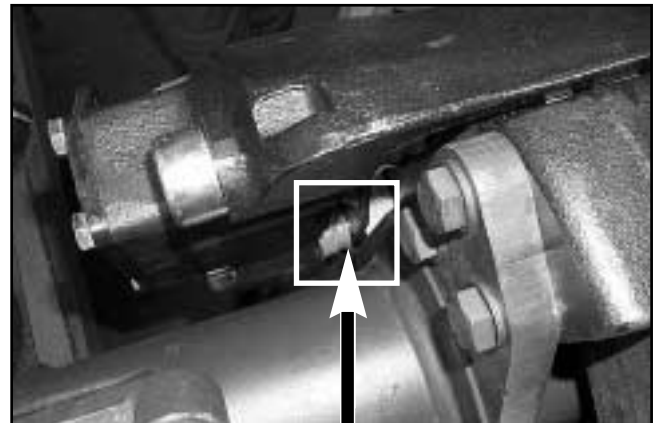


FIG. 1

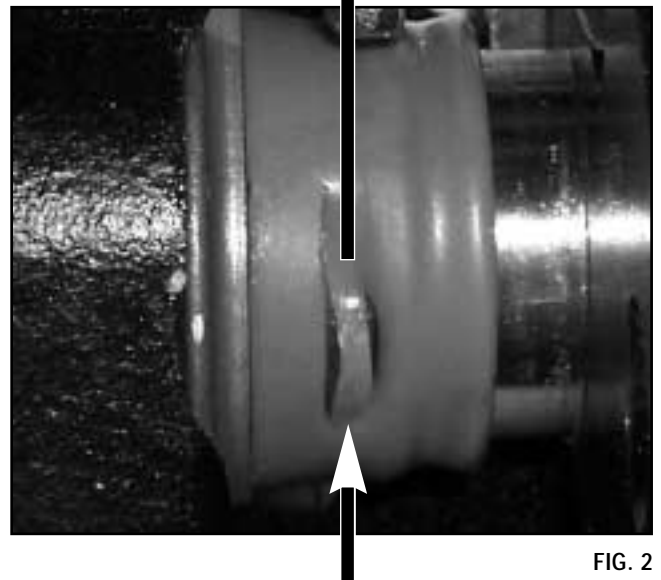


FIG. 2

Shows possible boot damage.

If either of the slide pin boots are damaged.

**ACTION:**

**Repair Caliper using the Comprehensive Slide Pin Kit**

**Order Part Number DSB7 (Quantity 1)**

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## 3. VERIFICATION OF CORRECT OPERATION OF THE ECCENTRIC CAM

The following checks need to be carried out with the pads removed.

1. Remove the R clip and clevis pin from the actuator clevis and lever. (See Figure 3)

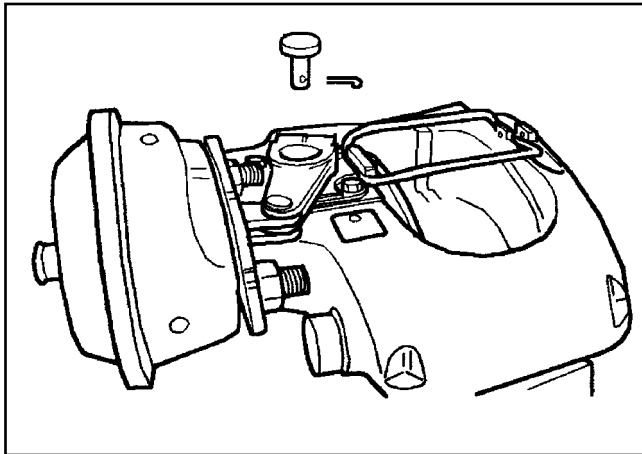


FIG. 3

2. Operate the eccentric shaft lever (by hand) fore and aft, checking for smooth operation.  
*NOTE: the eccentric shaft is not spring loaded and will not return on its own.*
3. The eccentric shaft should be free and smooth. If the movement feels rough or irregular, replace the caliper assembly.

**Order Service Caliper:**

**15224836SR for LEFT Hand Brake**

**15224837SR for RIGHT Hand Brake**

## 4. VERIFICATION OF THE INTERNAL AUTOMATIC ADJUSTER OPERATION

The following checks need to be carried out with the pads removed.

1. Remove the adjuster plug.
2. Position a 6mm allen key into the manual adjuster port and leave in place. (See Figure 4).

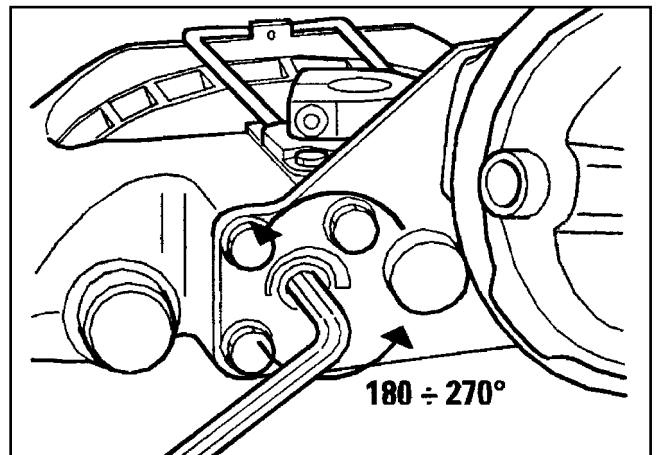


FIG. 4

3. The function of the automatic adjuster device can now be checked using the wrench as an "indicator tool".
4. Operate the lever and eccentric (by hand) and observe the movement of the hexagon wrench.
5. The wrench should move when the lever is moved in one direction and remain stationary when the lever is moved in the opposite direction.
6. Continue with the fore and aft movement of the lever until at least a full 360° rotation has been achieved by the wrench.

*NOTE: During the check, be sure that the wrench does not interfere with any other brake component as any contact and undue force could cause damage to the mechanism.*

7. If the wrench is not able to complete the full 360° rotation, the caliper should be replaced.

**Order Service Caliper:**

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**15224837SR for RIGHT Hand Brake**