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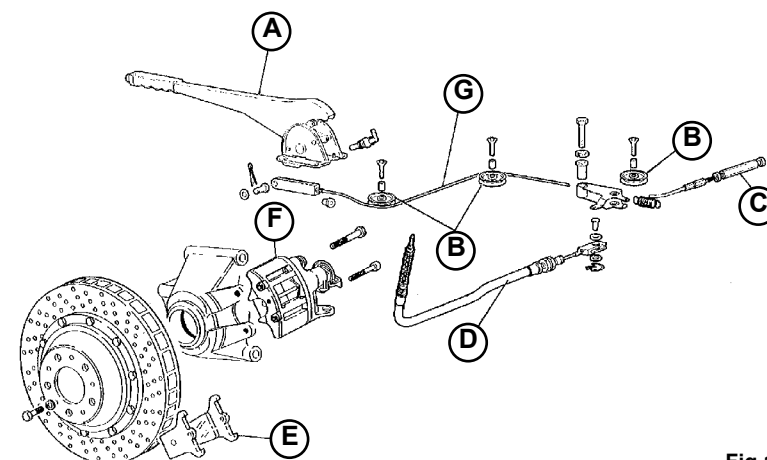
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Parking brake

The parking brake operates on the rear wheels.

The calipers acting on the wheel disks are controlled by two steel cables through two pulleys and a rocker arm that ensures a uniform force distribution.

Parking brake (Fig.1)	
A.	Hand brake lever
B.	Pulleys
C.	Tie rod adjuster
D.	Left-hand tie rod
E.	Pads
F.	Caliper
G.	Center tie rod

**Fig.1**



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Checking proper operation of the parking brake

Preliminary operations

- Lift the vehicle on the car lift (000000).

Check the parking brake's operation using the lever in the passenger compartment:

- At the first click of the lever, the pads must not rub against the disk's surface; the wheels must therefore turn manually without effort.
- At the second click of the lever, the pads must start to touch the disks; the wheels must therefore turn manually with greater effort and more friction.
- At the third-fourth click of the lever, the pads completely press against the disks; the wheels are therefore completely braked.

If the lever does not work as described above, regulate the adjusters (**Fig.1**) of the tie rods to re-establish the lever's travel (060202).



Fig.1

Checking parking brake pad wear



Pad wear is checked using a special sensor that signals the condition of the pads. The technical data regarding the pads can be found in chapter 060000.



If the pads must be replaced (061503), always check the disk's minimum thickness (061501).



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Parking brake adjustment

Preliminary operations

- Lift the vehicle on the car lift (000000).

1. Operate on the right tie rod register (**Fig.1**) until the right wheel locks, then unscrew it by at least two turns.



The wheel must turn freely with no rubbing between brake pads and disk.

2. Keeping the rocker arm rested, repeat the operation on the left brake tie rod.
3. Operate on the control lever in the passenger compartment:
 - At the first click of the lever, the pads must not rub against the disk's surface; the wheels must therefore turn manually without effort.
 - At the second click of the lever, the pads must start to touch the disks; the wheels must therefore turn manually with greater effort and more friction.
 - At the third-fourth click of the lever, the pads completely press against the disks; the wheels are therefore completely braked.
4. If not, regulate the adjusters of the tie rods to re-establish the lever's travel (indicated in point 3).



Fig.1



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The present section contains the following disassembly sequences:

- A) Disassembling the parking brake on the wheel
- B) Disassembling the parking brake lever



A) Disassembling the parking brake on the wheel

Preliminary operations:

- Put the car on a car lift (000000);
- Remove the rear wheel (060103);

Brake disassemble:

1. Disconnect the main wire from the wires preassembled on the calipers:
 - Cut the clamp that secures the wires onto the suspension arms.
 - Disconnect the left wire from the braking distribution and the right wire from the main wire.
2. Unscrew the two screws (A-Fig.1) securing the caliper (B-Fig.1).
3. Extract the disk's caliper, recovering the centering wheel cylinder and the pads (C-Fig.1).
4. Remove the gaskets.

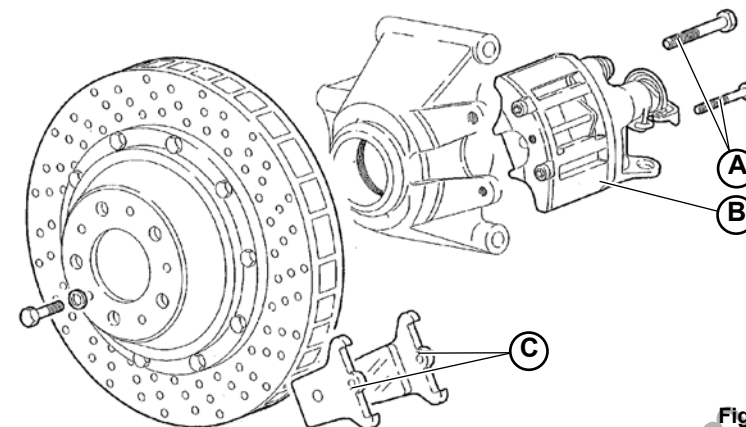


Fig.1



The procedure is the same for both rear wheels.



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B) Disassembling the parking brake lever

Preliminary operations

- Remove the cover and boot from the hand brake (086803);

Disassembling the lever

1. Unscrew the 4 screws (A-Fig.2) securing the hand brake lever (B-Fig.2).
2. Release the hand brake lever from the tie rod (C-Fig.3) below.



Fig.2



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The present section contains the following assembly sequences:

A) Assembling the parking brake on the wheel

B) Assembling the parking brake lever



A) Assembling the parking brake on the wheel



The procedure is the same for both rear wheels.

1. assemble the new gaskets and reset the backlash device. To zero-set the device, use the two holes (A-Fig.1) to re-tighten the piston (keep pressed) and set it to the "0" position.

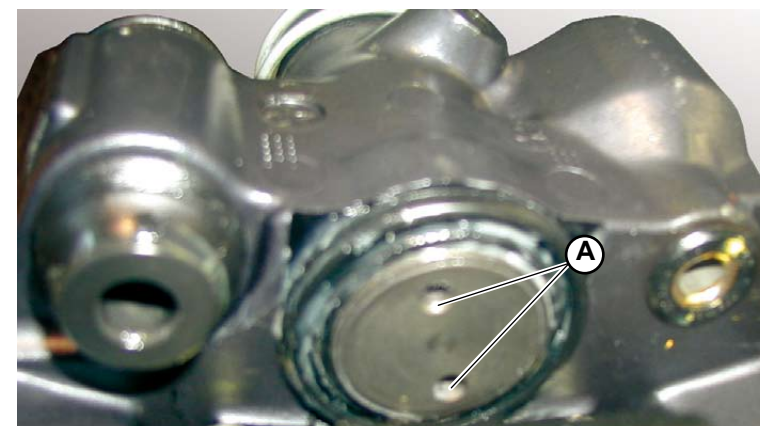


Fig.1

2. Insert the caliper (B-Fig.2) on the disk securing it with the two bolts (C-Fig.2), recovering the centering wheel cylinder and the pads (D-Fig.2).
Bolt attachment; **tightening torque (000800-30a).**

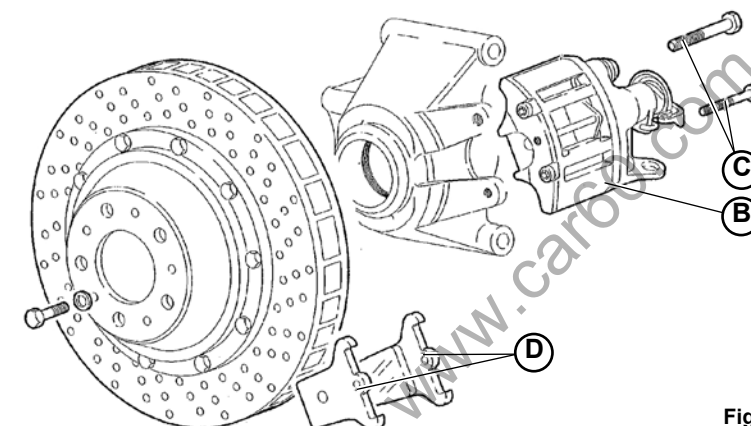


Fig.2



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3. With the two calipers assembled in their housings, preload them, or rather move the caliper's lever one stroke (**Fig.3**) to correctly engage the internal mechanism (automatic backlash device).
This ensures proper positioning of the caliper's internal linkage and guarantees proportional movement of the pistons according to the movement of the caliper's lever, even at the initial stroke. If this does not happen correctly, the load between the left caliper and the right caliper could be unbalanced, causing the overall system to perform poorly.
 4. Connect the main wire to the wires preassembled on the calipers:
 - The left wire must be connected to the braking distribution and the right wire (using an adjuster screw) to the main wire.
 - Then secure the wires to the suspension arms using a clamp, leaving a little flexibility.
 5. Grease the pins of the caliper pulleys using ADHESIVE GREASE SPRAY.
- Assemble the rear wheel (**060105**).



Fig.3



B) Assembling the parking brake lever

1. Connect the parking brake lever (**A-Fig.2**) to the tie rod (**B-Fig.3**) below the lever.
 2. To secure the parking brake lever, use the 4 screws (**C-Fig.2**) located below the lever.
- Assemble the hand brake cover and boot (**086805**).



Fig.4



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Running in the parking brake pads

Running-in is especially important for the version with a Carbon Ceramic braking system.

Step 1:

- Brake several times starting at a speed of 50 km/h, pulling the parking brake until the car stops (position the gear in neutral).
- Repeat the operation 4-5 times, waiting 4-5 minutes between each operation.



After carrying out the series of brakings, check that the parking brake conditions are still good (060201); if not, adjust the wire again (060202).

Step 2: Test on cement ramp

- Position the car at the center of the ramp and pull the parking brake lever to the seventh/eighth click: the car must remain stopped.



If the car remains stopped at a lower number of clicks, the disk might not be completely released during driving with consequent damage to the pads (Carbon Ceramic version).

Step 3: Checking the load

- Pull the lever in the passenger compartment with a NOVATECH dynamometer between your hand and the lever (positioned at the middle of the handgrip).
- Check that the maximum force exerted on the lever does not exceed 400 N at the tenth click.



If the maximum load is reached before the tenth click, repeat the preloading procedure (060205) and the adjustment procedure (060202) (Standard-Carbon Ceramic version).



If necessary, ballast the car up to 2,000 kg of the maximum laden mass as required by type-approval regulations.