



BRAKE BLEEDING

Always remember, good-to-excellent brakes or fluid do not function without adequate cooling. In fact, the more serious your brake system, the more attention needs to be directed to proper ducting, as they will generate more heat due to the increased capacity.

Proper Bleeding Procedure

Slowly pour fluid into the master cylinder so as not to aerate the fluid. Enlist someone who will help you bleed the brakes. Ensure they too, read these instructions carefully to understand the goal.

Bleeding brakes is not done with pressure. It is purely a function of moving fluid through the system. The object is to displace air, not to see how far fluid can be shot out of the caliper!

For systems which are essentially dry front and rear, start by filling the master cylinder with proper fluid.

Next, attach the clear plastic bleed line to the bleeder at the caliper farthest from the master cylinder and open it. VERY SLOWLY, stroke the brake pedal by hand or foot until fluid comes out. Now close the bleeder

ACTUAL BLEEDING SEQUENCE:

- | Have your partner very slowly, with modest pressure (approximately 25-30 lbs/ft), stroke the pedal ONE TIME until hydraulic resistance is encountered. Ask your partner to hold at this point with the same modest and even pressure, and notify you that he/she is, "holding."
- | Open the bleeder, letting the pedal go to the floor or until it stops using the same modest level of pressure. Close the bleeder, notify your partner that, "the system is sealed."

Repeat "Bleeding Sequence" (never stroke the pedal more than one time), until all signs of air are purged (no bubbles) from fluid. **IMPORTANT: DO NOT LET THE MASTER CYLINDER RUN DRY.** Be sure to check fluid level after every third bleeding sequence or sooner if reservoir volume is very small.

Move to the location next furthest from the master cylinder and repeat the procedures previously outlined. Continue until all calipers have been bled. You are now 75% complete with the bleeding process.

Take a small block of wood or a plastic hammer, and carefully tap the calipers to dislodge any additional air bubbles that may be trapped.