



*Pressure brake bleeding, using ATE equipment.*

or replace the "healed up" flexible brake pipes which caused the overheating in the first place.

### **Brake bleeding**

It is advisable to replace the brake fluid once a year, as brake fluid is hygroscopic and, therefore, absorbs moisture out of the atmosphere. This water lowers the boiling point of the brake fluid.

**Pressure bleeding:** when bleeding brakes, make sure that the pressure you are using is less than 30 psi (2 bar). When using a pressure bleeder, all you have to do after connecting the equipment to the fluid reservoir is to fit a clear brake fluid collection bottle with a rubber or plastic pipe on to the bleed nipple. Open the bleed nipple and then close it again once the brake fluid coming from the nipple has no air bubbles in it. With RHD 02s, bleed the two servos first. If for some

reason you cannot bleed one or other of the servos (the bleed nipple may be sheared off, for example), correct the problem before going on to bleed any of the other nipples. If you don't, you will probably end up with a spongy brake pedal and use a lot more brake fluid, all for no effect. After you have successfully bled the servos, bleed the rear wheel cylinder bleed nipples in the same manner. Then bleed the front caliper nipples.

You will notice that on the four-piston front calipers there are three bleed nipples. The reason for this is that air could become trapped in the caliper cross-drilling if the lower pair of pistons only had one bleed nipple. On the lower pair of pistons, always bleed the inner bleed nipple before the outer one.

On LHD 02s it is much simpler to bleed the braking system as the servo on the LHD cars does not need to be bled. Just bleed the rear brakes first, followed by the front calipers, bearing in mind that the inner lower bleed nipple needs bleeding before the outer lower nipple.

**Bleeding by pumping the brake pedal:** this is not recommended but if you have to bleed the brakes by this method, here is how to do it successfully. You will need two brake fluid collection bottles with a length of rubber or plastic hose for each. You will also need somebody to top up the brake fluid reservoir as the level goes down. Ideally you will need three people to help you. On RHD cars you must start by bleeding the brake servos. Have your fluid collection bottles connected to each servo. Undo the bleed nipple on each servo and get the helper operating the brake pedal to depress the brake pedal to the floor, wait a second or two and let the pedal come back to the top of its travel. Repeat this process until there are no more bubbles of air coming from either of the servos. Lock the bleed nipples up on the down stroke of the brake pedal. If either of the servos will not bleed, do not continue bleeding the brakes but repair the fault first.

After the servos have been successfully bled, attach one of your fluid collection bottles to one of the bleed nipples on the rear wheel cylinders. Look at the back of the servos and find the servo that has the brake pipe coming from it to the rear