its travel after making sure that master cylinder reservoir (Fig. 1) is full of fluid. If reservoir filler opening plug is left out during the bleeding the fluid can be watched to see that it does not get below the half way point. An automatic refiller for master cylinders (Fig. 6) prevents the master cylinder from running dry during the bleeding operation.

With master cylinder reservoir full the brake pedal can be given 6 or 10 half strokes before it is necessary to refill the reservoir.

This pumping action forces the liquid and air through the system and out of the bleeder hose. The process is continued until the fluid runs clear without air bubbles.

It is best to bleed one wheel cylinder at a time in this sequence, RF, LF, LR, RR, to make sure all air is expelled.

Bleeding tanks are available which permit the bleeding to be done under air pressure in a much shorter time than by pumping with the brake pedal.

SERVICE HELPS

If, after bleeding, the pedal still feels spongy, the condition may sometimes be relieved by holding bleeder valve A (Fig. 7) open until fluid appears, with the rubber tube not screwed in place. Bleeder valve is then closed. This operation should be performed with a pedal pressure of only a few pounds.

When removing the shoes from a hydraulic brake assembly it is best to clamp the wheel cylinders in order to prevent the accidental blowing out of the pistons, making a bleeding operation necessary.

On all hydraulic brake systems only an approved hydraulic fluid should be used.

If there is any doubt about the purity or quality of the fluid in the lines, it is best to flush out the entire hydraulic system using an approved flushing fluid. In some cases, it is necessary to remove the master and wheel cylinders and clean them thoroughly, using alcohol or brake fluid. Inferior brake fluids damage the rubber parts of a hydraulic system and it is often necessary to replace the rubber caps. If the cylinders have been scored or pitted, they should be honed to a mirror finish.

After adjusting the cams always press the brake pedal two or three times after spinning the wheel by hand. Then check the wheel to make sure that it is still free of drag.

On Hydraulic Brakes, there are sometimes cases of squeaks caused by binding of the tops of the Reverse Shoes where the Reverse Shoe lining is the same length as the Forward Shoe lining. This squeak can be eliminated by using a shorter piece of lining on the Reverse Shoe.

Sometimes this shorter piece of lining is placed so that the open space is at the toe, and in other cases the open space is at the heel end of the shoe.