



Stopping at Nothing to Get You Stopped

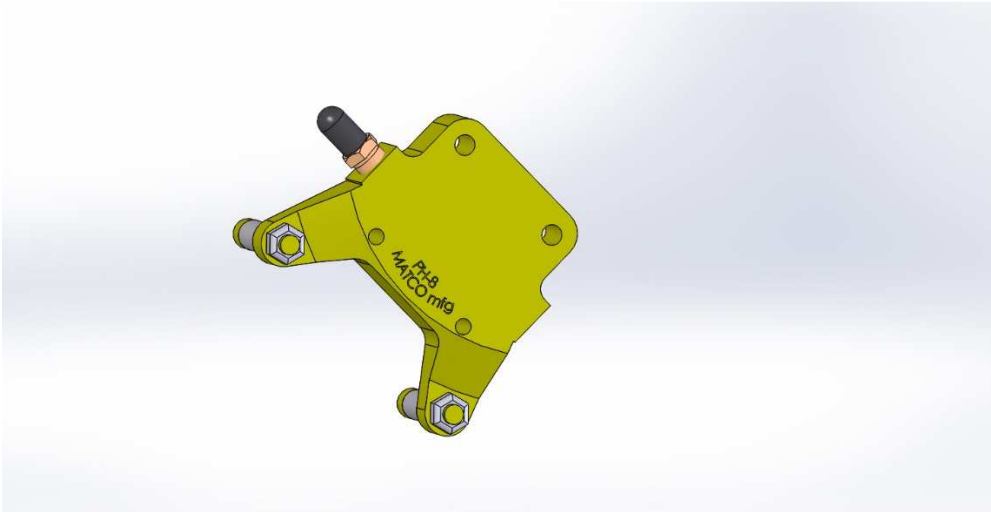
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INSTALLING THE MSCBLEEDCHEK ASSEMBLY TO CHECK CALIPER BRAKE PRESSURE

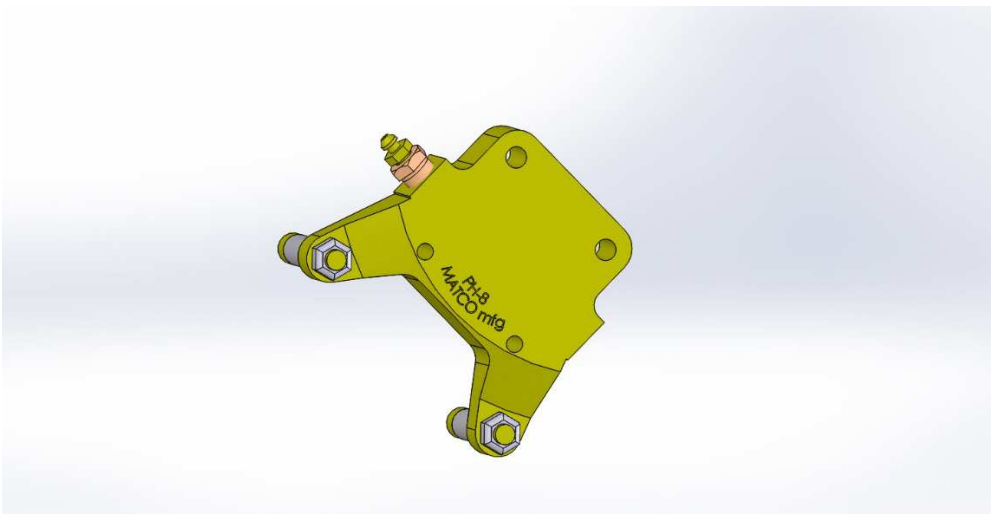


INSTALLING THE MSCBLEEDCHEK ASSEMBLY TO CHECK BRAKE PRESSURE

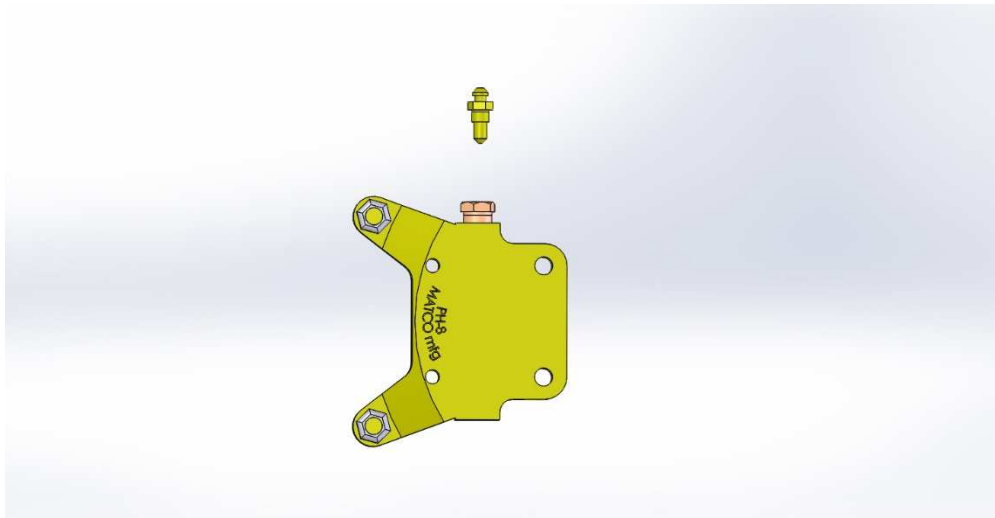
The MATCO mfg MSCBLEEDCHEK assembly provides an easy means to determine expected brake performance by measuring the brake pressure at the caliper. The BLEEDCHEK requires that the caliper have the MSCBBS(S)ASY sealed brake bleeder assembly installed. This bleeder assembly typically has a black dust cap and the wrenching feature on the bleeder valve is 5/16 inch (8mm)



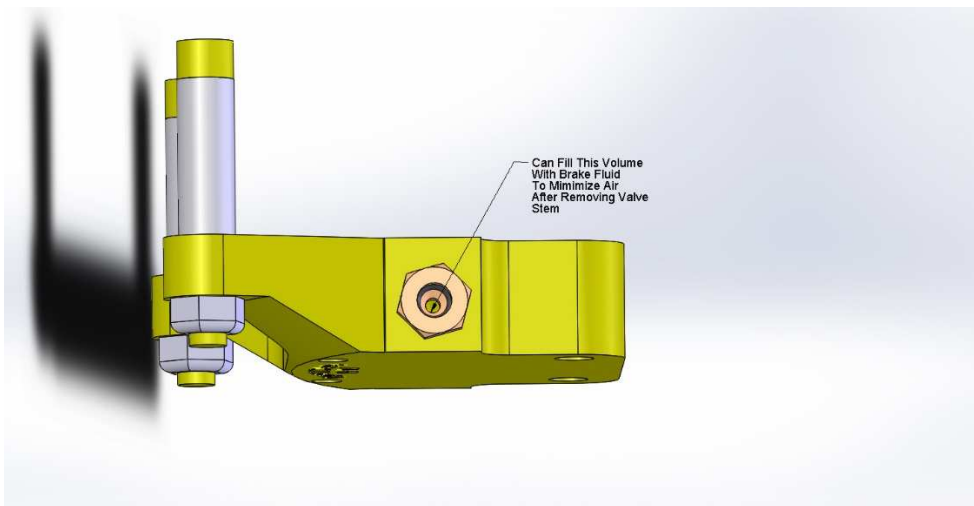
1. LEAVING THE HYDRAULIC LINES CONNECTED TO HOUSING, REMOVE FROM THE BRAKE PLATE. ANY APPLIED PRESSURE WITH THE HOUSING REMOVED WILL RESULT IN LOSS OF FLUID AND A MESS!



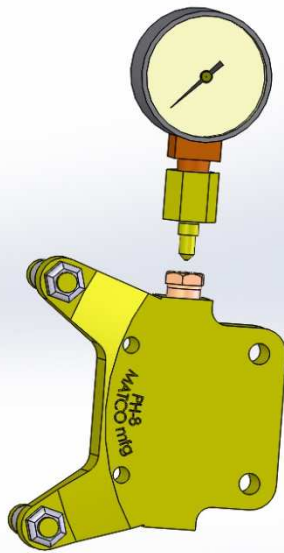
2. REMOVE THE DUST CAP EXPOSING THE BLEEDER VALVE (WILL HAVE 5/16 INCH WRENCHING IF IT IS CORRECT STYLE MSCBBS(S)ASY BLEEDER ASSEMBLY). THIS GAGE WILL NOT WORK WITHOUT A SEALED BLEEDER



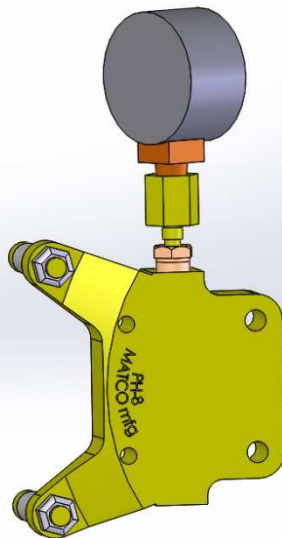
3. ORIENT THE HOUSING SO THAT THE BLEEDER VALVE IS POINTED UP. (DO NOT REMOVE THE HYDRAULIC LINES SO YOU CAN AVOID HAVING TO BLEED THE HYD SYSTEM). VERIFY THERE IS NO PRESSURE APPLIED TO THE BRAKE BY SLOWLY OPENING THE BLEEDER VALVE COUNTERCLOCKWISE. IF NO PRESSURE IS APPLIED, THERE SHOULD BE NO FLUID EMERGING FROM THE BLEEDER AFTER ABOUT 1 TURN. AFTER CONFIRMING THERE IS NO SYSTEM PRESSURE, REMOVE THE VALVE STEM. THERE IS AN INTERNAL O-RING IN THE BBS(S)ASY ASSEMBLY SO THERE WILL BE SOME RESISTANCE ON THE VALVE STEM AFTER THE THREADS ARE RELEASED



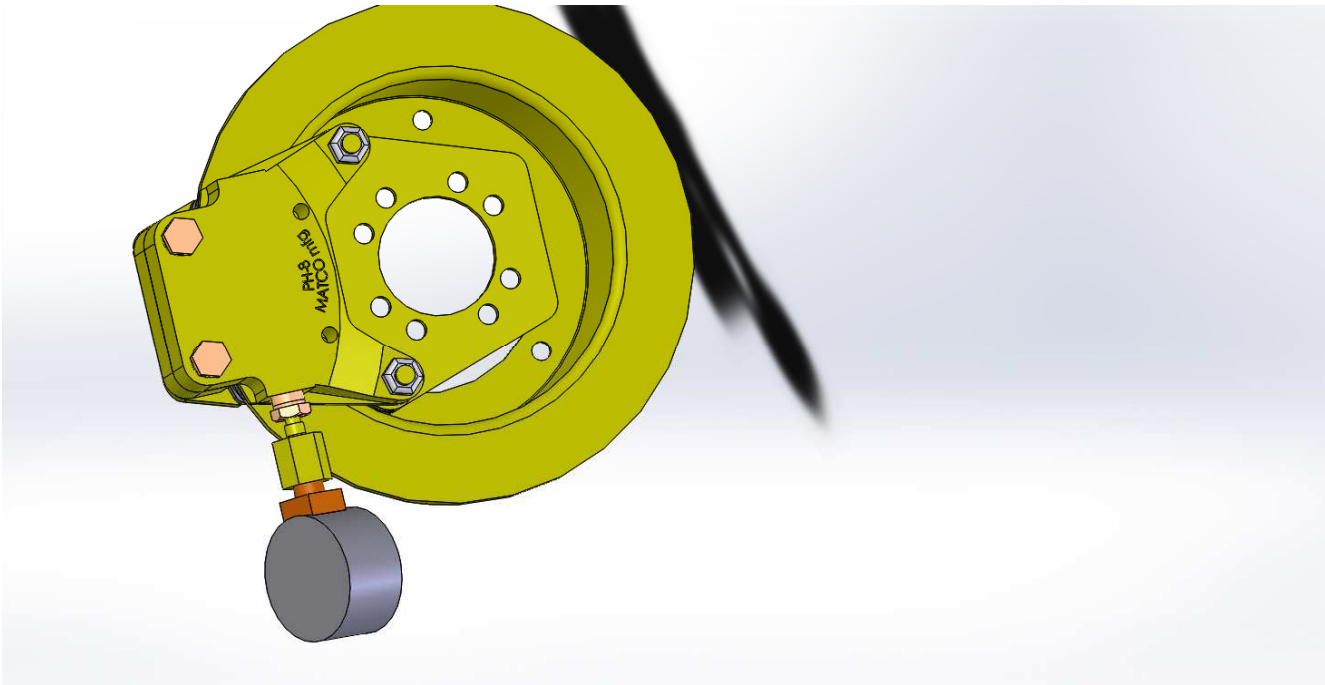
4. TO MINIMIZE AIR ENTERING THE SYSTEM, THE AREA WHERE THE VALVE STEM WAS REMOVED MAY BE FILLED WITH OIL.



5. NOW INSERT THE BLEEDCHEK ASSEMBLY INTO THE BRAKE BLEEDER SEAT REPLACING THE VALVE STEM JUST REMOVED AND ENGAGE THREADS

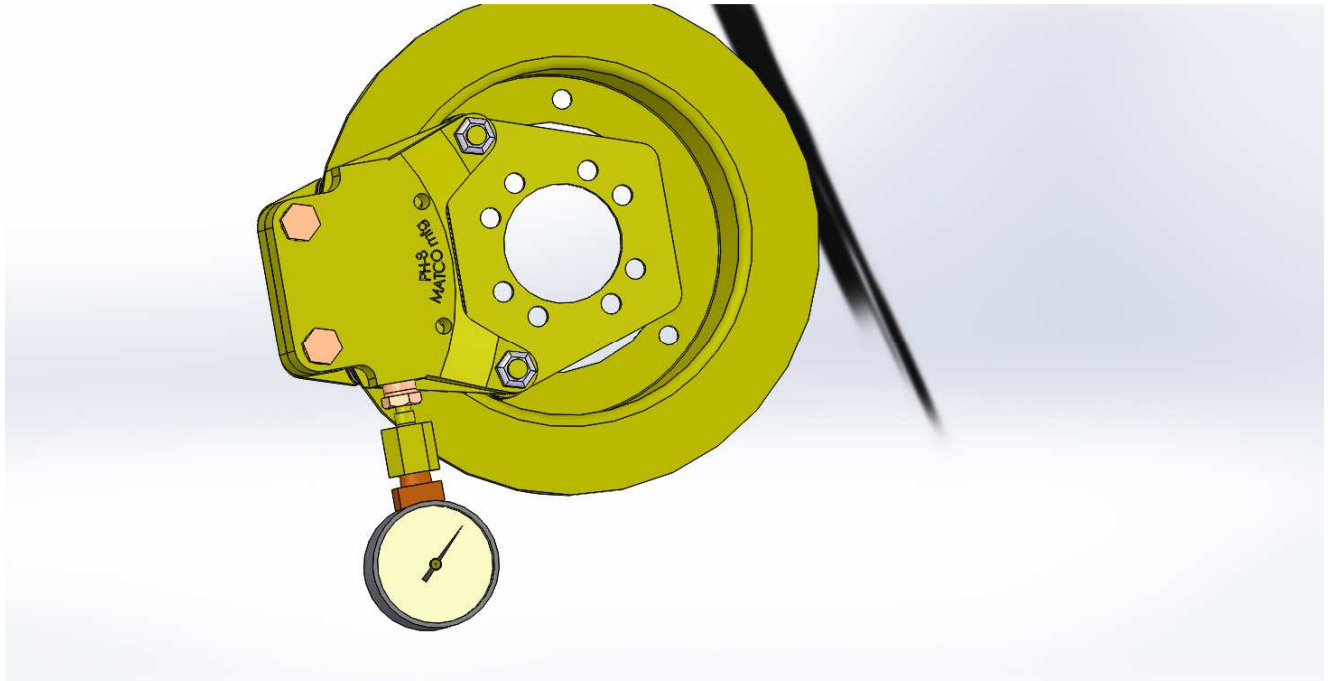


6. USING A 9/16 INCH WRENCH ON THE ADAPTER FITTING OF THE ASSEMBLY (NOT THE INTEGRAL FITTING AT THE BASE OF THE GAGE), TIGHTEN THE GAGE ASSEMBLY UNTIL IT BOTTOMS FIRMLY IN THE BLEEDER SEAT. THIS WILL BLOCK FLOW TO THE GAGE



7. REINSTALL THE CALIPER HOUSING BACK IN TO THE BRAKE PLATE AND REASSEMBLE THE BRAKE ASSEMBLY ON TO THE BRAKE DISC. THIS WILL ALLOW FULL FUNCTION OF THE BRAKE ASSEMBLY AGAIN WITHOUT RISK OF FLUID LOSS FROM THE PISTON EXPELLING FROM THE HOUSING.

AN ALTERNATE TO THIS STEP IS TO USE A C-CLAMP ON THE HOUSING ASSEMBLY SO AS TO ALLOW SLIGHT EXTENSION OF THE PISTON FROM THE HOUSING WHILE LIMITING TRAVEL TO MAINTAIN THE PISTON SEAL WHILE TESTING PRESSURE APPLICATION.



8. USING THE 9/16 WRENCH ON THE ADAPTER FITTING, ROTATE THE GAGE ASSEMBLY COUNTERCLOCKWISE TO OPEN FLOW TO THE GAGE AND POSITION THE GAGE FOR EASY VIEWING. IT SHOULD BE OPENED $\frac{1}{2}$ TO 2 TURNS TO ASSURE FLOW IS OPEN TO THE VALVE BUT NOT OPEN SO FAR AS TO ALLOW THE GAGE ASSEMBLY TO RELEASE UNDER PRESSURE OUT OF THE BLEEDER BASE ON THE CALIPER HOUSING
9. NOW APPLY PRESSURE TO THE HYDRAULIC SYSTEM AND READ THE PRESSURE AT THE CALIPER! THE BRAKE NEEDS AT LEAST 450 PSI TO GET THE RATED PRESSURE. PRESSURE UP TO 700 PSI IS ACCEPTABLE. (THE BRAKE RESPONSE ABOVE 450 PSI BECOMES LESS LINEAR)
10. REPEAT THESE STEPS IN REVERSE TO RETURN THE BRAKE TO THE ORIGINAL INSTALLATION WITH THE GAGE ASSEMBLY REMOVED AND THE BLEEDER VALVE SECURED BACK IN POSITION. IF DONE CAREFULLY, NO REBLEEDING OF THE HYDRAULIC SYSTEM SHOULD BE REQUIRED.