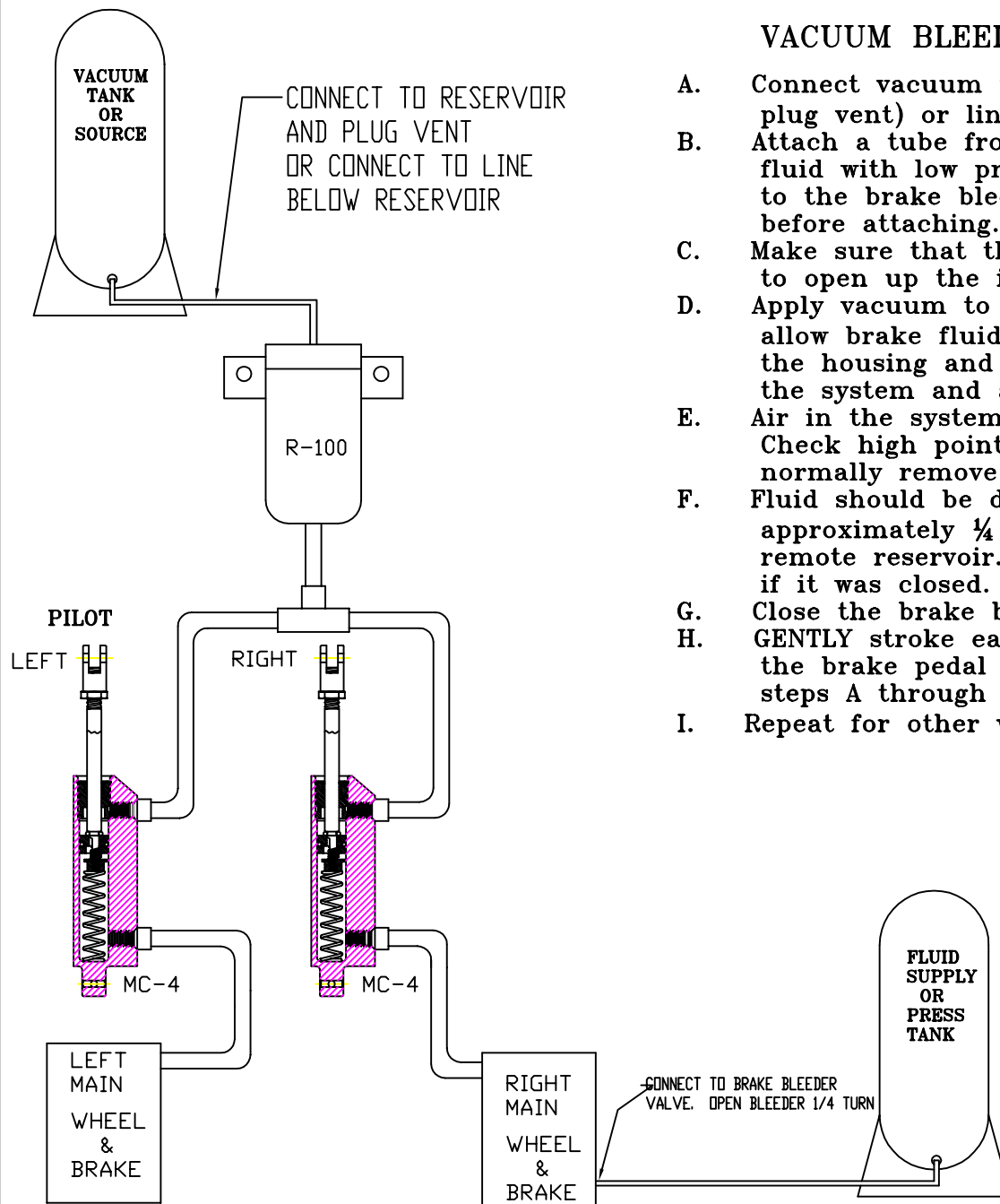


## VACUUM BLEEDING



- A. Connect vacuum tank or source to reservoir (temporarily plug vent) or line below reservoir.
- B. Attach a tube from the nozzle of pressure tank containing brake fluid with low pressure or reservoir of fluid to the top to the brake bleeder valve. Be sure hose is bubble free before attaching.
- C. Make sure that the master cylinder shaft is fully extended to open up the internal bypass valve.
- D. Apply vacuum to system and open bleeder valve at caliper to allow brake fluid (Mil-H-5606 or equivalent), to be drawn into the housing and continue until the fluid travels through the system and air is removed.
- E. Air in the system will be drawn up and out in to the reservoir. Check high point in system for remaining air. Vacuum will normally remove air in high spots better than pressure bleeding.
- F. Fluid should be drawn through the system until it reaches approximately  $\frac{1}{4}$  inch from the top of the master cylinder or remote reservoir. Disconnect vacuum and reopen vent to reservoir if it was closed.
- G. Close the brake bleeder valve, and remove the service hose.
- H. GENTLY stroke each cylinder. If the brake pedal should feel firm and not spongy. If not, repeat steps A through G until system is free of trapped air.
- I. Repeat for other wheel if left/right system installed