

Bleeding Hydraulic Systems

NOTE: An assistant is necessary for these operations.

Bleeding is necessary when air gets into a hydraulic system. Air bubbles cause spongy braking of much reduced efficiency, and must be eliminated immediately.

Procedure. Wipe clean all components to be dealt with. The brake furthest from the master cylinder is bled first; in the case of the 3000 ME the bleed sequence is as follows:

1. Left-hand rear
2. Right-hand rear
3. Left-hand front
4. Right-hand front

Pump the brake pedal a few times to bring all pads in contact with the discs. Top up reservoir with hydraulic fluid, using scrupulous cleanliness, and replace filler cap of reservoir.

Using sequence 1–4 above, deal with each brake in turn. Jack up and remove road wheel. Take off cap from bleeder nipple of brake cylinder (outside caliper) 'A' (Fig 35). Fit small-bore rubber tube to nipple, with other end of tube in a clean glass jar containing a quantity of brake fluid; extremity of tube *must* be below the level of the fluid.

With a spanner, unscrew nipple $\frac{3}{4}$ -turn, and get assistant to depress brake pedal a few times, lifting foot clear of pedal after each depression. After a few strokes the fluid should be clear of air bubbles, but pumping must be continued until no bubbles remain. When fluid is clear of air, retighten nipple – keeping brake pedal depressed – remove tube and replace rubber cap on nipple. Replace wheel and lower.

Repeat with other wheels in sequence, making sure that fluid reservoirs are kept topped up as required, replacing cover each time to exclude air. After the final bleed, the reservoir must be filled to the correct level, and the sensor connections replaced.

IMPORTANT: Discard all fluid bled from hydraulic systems; also, keep hydraulic fluid clear of paintwork, which it will damage.

Clutch system. This is bled in a similar manner from the nipple on the slave cylinder above the clutch housing. 'B' (Fig 36).

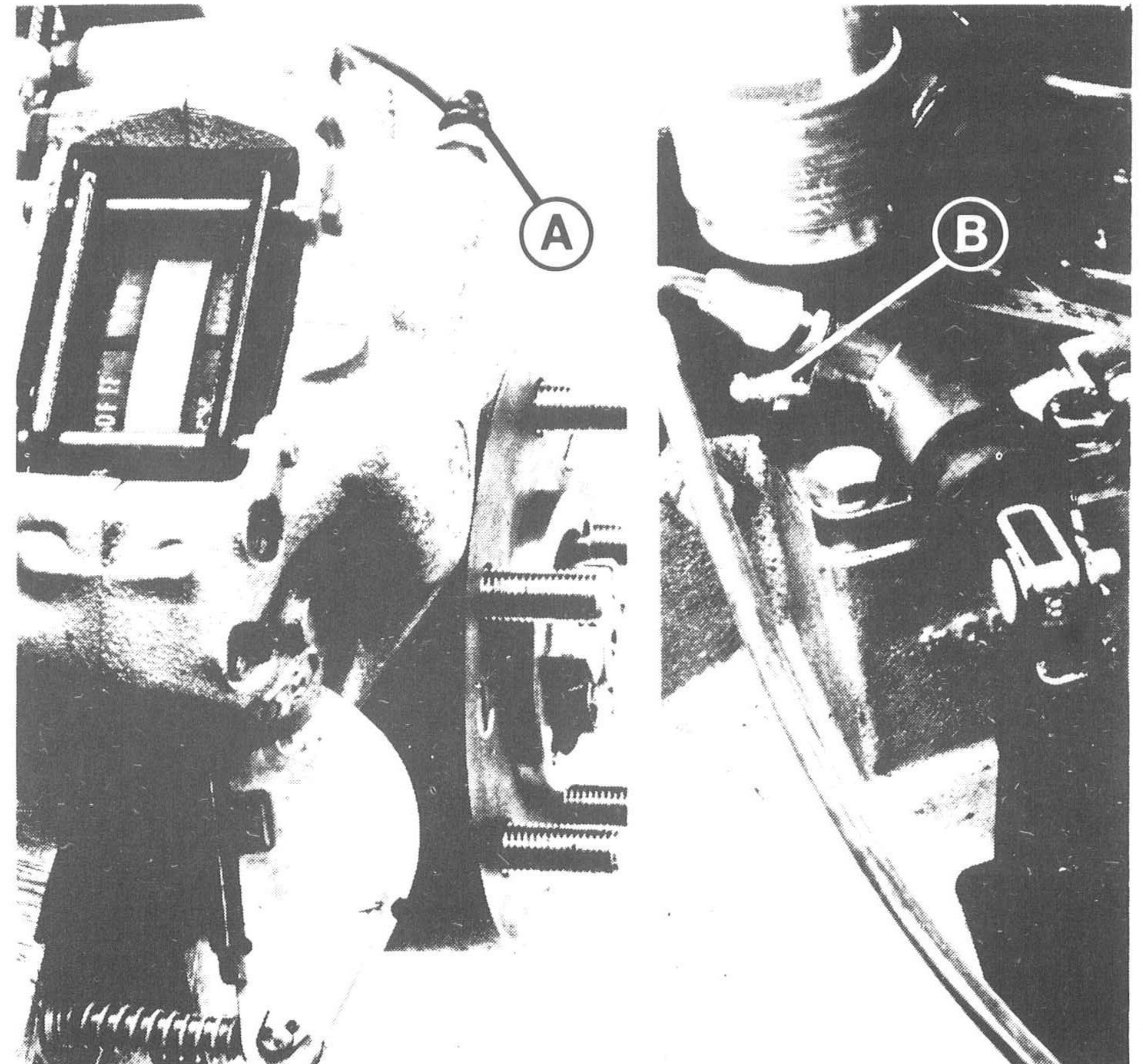


Fig 35

Fig 36