

We know that getting the air out of the brake system is not an easy task, as it bleeds out very slowly. We have heard of some brake fade issues that we feel may be because of air in the system yet. Here are some suggestions that will help get the system race ready.

- 1.) With the master cylinder cover off, use a large syringe filled with Dot 4 brake fluid and with a clear hose attached to the end. Loosen the bleeder screw at the caliper and attach the clear hose over the bleeder screw. Slowly force the fluid up thru the system. If you crack the banjo fitting up at the master cylinder you find the fluid will flow much faster. Once you get fluid to come out the banjo fitting tighten the fitting and finish filling the reservoir and tighten bleed screw.



- 2.) Now loosen the clamps and tip the master cylinder to raise the brake lever end to get the compensation port inside the master cylinder higher than where the brake line comes in.



- 3.) Now slowly pump the lever and watch for any air bubbles to come out into the reservoir. Once you have done this for a period of time and bubbles are less frequent and the lever feels firm, finish by applying steady pressure to the lever and with a rag around the banjo fitting crack the banjo fitting at the master cylinder and allow any remaining trapped air around the fitting to escape make sure to tighten banjo fitting before releasing pressure on the lever.
- 4.) Slowly straighten master cylinder back in to position, tighten all fittings and top off reservoir and remount cap. Double check all fittings are now tight.
- 5.) If your brakedisc and brakepads are in good condition you should now have a very solid feeling lever and you should be ready to go racing.
- 6.) As the season goes on and or if you are still having issues you want to inspect your brake disc and pads for any uneven wear, warping on excessive glazing. Worn "wedged" shaped brake pads and or excessive glazing will hurt their effectiveness. You may try to block sand the pad surface material to remove the glaze and get a new contact surface.
- 7.) It is a good idea when you are tipping the sled on its side to always lock the parking brake, this will help keep any air out.