

ture, the disc brake is selfadjusting and the brake control lever free travel will remain constant once the free travel has been established, providing the hydraulic system is free of air.

If the control lever free travel becomes excessive and the friction pads are not worn beyond the recommended limit (page 62), there is probably air in the brake system and it must be bled.

2. Replenishing Brake Fluid

The brake fluid level in the reservoir should be checked at regular intervals as in the MAINTENANCE SCHEDULE (page 36). Remove the reservoir cap, washer and diaphragm, and whenever the level is lower than the level mark ① engraved inside the reservoir, fill the reservoir to the level mark. Use only brake fluid which is designated **DOT 3** on the container. **DOT 3** brake fluid meets the **SAE J1703** specification. Outside the U. S. A., use **SAE J1703** brake

fluid. Reinstall the diaphragm and washer, and tighten the reservoir cap securely.

3. Bleeding The Brake System

The brakes must be bled with great care subsequent to work performed on the brake system, when the lever becomes soft or spongy, or when lever travel is excessive. The procedure is best performed by two mechanics.

- a. Remove the dust cap from the bleeder valve and attach bleeder hose ②.
- b. Place the free end of the bleeder hose into a glass container which has some hydraulic brake fluid in it so that the end of the hose can be submerged.
- c. Fill the reservoir using only the recommended brake fluid. Screw the cap partially on the reservoir to prevent entry of dust.
- d. Rapidly pump the brake lever several times until pressure can be felt, holding the lever tight, open the bleeder valve by about one-half turn