8. Adjust the pressure indicated on pressure gage (12) to 2.2—2.5 atmospheres by means of the adjusting screw (7) of the reducing valve (5).

9. Bleed the system in the same order as described in Section B (Paragraph 2).

10. To start the bleeding operation remove the rubber protective cap of the bleed screw and fit the bleeder hose over the bleed screw nipple (Fig. 42 — 1/5).

Note: Fig. 42 — 1/5 shows the bleeding operation at the right front wheel.

11. Immerse the free end of the bleeder hose in a clean glass container partly filled with brake fluid until the end of the bleeder hose is below the fluid level (see Fig. 42 — 1/5).

12. Bleed the system by opening and closing each bleed screw several times until the emerging brake fluid is clear and free from air bubbles.

Note: Open the bleed screws by approx. one turn only and drain sufficient brake fluid to ensure that the system is completely bled.

13. Remove the bleeder hose and put the dust cap on the bleed screw.

14. Open the valve (14) and put the valve (10) in the horizontal position pointing toward "Entleeren" (drain).

15. Remove the filler hole fitting (19) from the fluid reservoir in the vehicle. Allow the brake fluid in the hose to flow back and then put the valve (10) in a vertical position.

Note: In order to ensure that the power bleeder is ready for the next bleeding operation without having to be filled again with compressed air, the new version of the bleeder is supplied with a closing plug for sealing the connector (18). In this case the procedure as outlined under 14 and 15 is changed as follows:

14a. Put the valve (10) in a vertical position and close valve (11).

15a. Unscrew the connector (18) slowly from the filler pipe fitting (19) to allow the compressed air to escape (Caution! Brake fluid is corrosive and attacks the car enamel).
Screw the closing plug into the connector (18).
Then remove the filler hole fitting (19) from the fluid reservoir of the car.

16. If necessary, replenish the brake fluid in the fluid reservoir and install the normal filler plug.

Note: Any air bubbles rising in the fluid reservoir after the power bleeder has been disconnected come from the brake cylinders between the secondary and primary cups and are of no importance and have no influence on brake efficiency.

D. Bleeding the Hydraulic System with ATE Filler and Bleeder AW 34 204

1. Remove the filler plug from the bleeder and fill the fluid tank with 3 to 4 liters ATE brake fluid (Fig. 42 — 1 7).

2. Connect a compressed-air hose to the hose valve of the filler pipe. **The compressed air must be completely dry.**

3. Subject the brake fluid to a maximum pressure of 2.5 atmospheres.

4. Connect the filler hose with its quick action nipple to the bleed screw of the left front wheel brake and open the bleed screw.

Note: In the case of cars with a bleed screw at

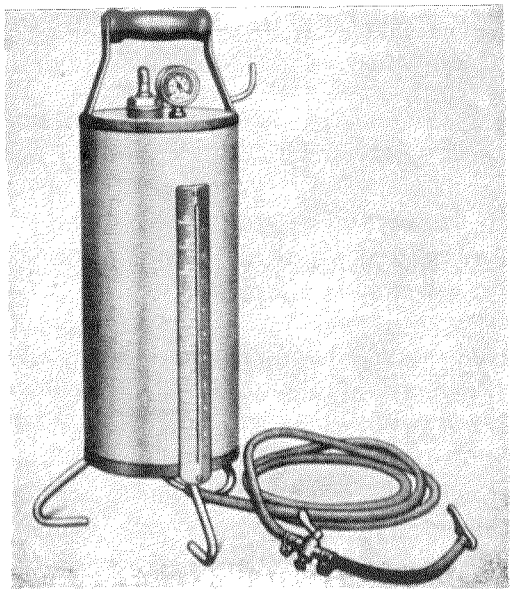

Fig. 42 — 1/7

the rear distributor fitting the filler hose is connected to this bleed screw.

5. Open the shut-off valve in the filler hose and allow brake fluid to run in until the fluid reservoir in the car is filled up to about 2 cm below the edge.

6. Depress the brake pedal by about 2 to 3 cm and block it in this position by means of a pedal jack (Fig. 42 — 1/8).

7. Remove the dust caps from all bleed screws. To bleed the system fit the bleeder hose over the nipple of the individual bleed screws and immerse the free end of the bleeder hose in a clean glass container partly filled with brake fluid. The free end of the hose most be below the fluid level.

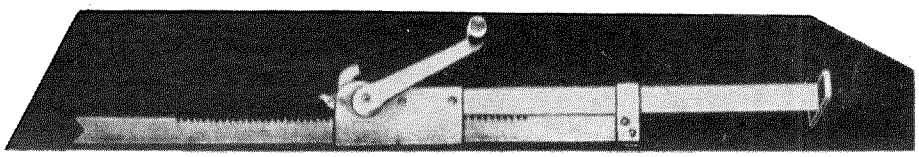

Fig. 42 — 1/8

Pedal Jack AW 35 644 produced by Messrs. Teves
Range 430 to 650 mm

8. Bleed the system by opening and closing each bleed screw several times until the emerging brake fluid is clear and free from air bubbles.

9. Remove the bleeder hose and put the dust cap on the bleed screw.

Note: Proceed in the order outlined above (see B — bleeding the hydraulic system without special equipment, paragraph 2).

10. Close the shut-off valve in the filler hose and remove the filler hose.

11. Install the dust cap and remove the pedal jack.

12. Check the fluid level in the reservoir and, if necessary, top up.

13. Check whether the system is correctly bled by depressing the brake pedal several times.

Note: If despite careful bleeding and a leak-proof hydraulic system the brake pedal is still soft and spongy, the cause may be an air bubble under the stop light switch. This air bubble can be removed in the following way:

Screw out the stop light switch until it is loose in the bore of the brake master cylinder. Then pump the brake pedal until some brake fluid emerges at the switch mounting thread and retighten the stop light switch.