

## E. Flushing Out the Hydraulic System with Special Flushing Equipment

1. Connect the flushing equipment to the fluid reservoir.
2. Open all bleed screws in the same order as for the bleeding operation and allow brake fluid to run out until it is completely clear and clean. The brake pedal should be pumped during the whole flushing operation.
3. Remove all brake wheel cylinders and the master brake cylinder (see Job No. 42—3, Job No. 42—5, and Job No. 42—6).
4. Disassemble, clean, and check the brake wheel cylinders and the brake master cylinder and reassemble, using new rubber parts (see Job No. 42—4, and Job No. 42—7).
- b) The disassembly of the brake cylinders and the ATE power brake T 50 is essential if dirt has got into the hydraulic system or if on older cars the rubber parts are aged or if the rubber parts are damaged through the use of the wrong kind of brake fluid.
- c) It is not recommended to flush out the system without removing the brake cylinders, since heavy dirt particles cannot be flushed out through the bleed screw opening which is set high up in the assembly and is constructed on the baffle principle.
5. Clean all brake fluid lines with filtered, completely dry, compressed air.
6. Reinstall the brake wheel cylinders, the brake master cylinder, and, if necessary, the ATE power brake T 50.

### Note:

- a) If the car is provided with an ATE power brake T 50 the power brake must also be removed and provided with new rubber parts (see Job No. 42—14).
7. Fill the hydraulic system with blue ATE brake fluid within a few hours of the flushing operation and bleed the system (see sections B—D).