

	ADVANTAGES	DISADVANTAGES	DRY BOILING POINT (F°)	WET BOILING POINT (F°)
DOT 3	Inexpensive and easy to find, mixes with DOT 4 & DOT 5.1	Lowest boiling point, absorbs water readily, eats paint	400	285
DOT 4	Higher boiling point, absorbs water less readily than DOT 3	Absorbs water, eats paint	445	310
DOT 5	Does not eat paint, high boiling point	Does not mix with water, water settles and causes corrosion. Difficult to bleed.	500	355
DOT 5.1	High boiling point, mixes with DOT 3 & DOT 4	More expensive, absorbs water, eats paint	527	365

BLEEDING

Fill the master cylinder reservoir with new DOT 4 or DOT 5.1 brake fluid. Start with the caliper furthest from the master cylinder and work your way to the caliper that is closest. Slide a clear plastic hose on the end of the bleeder screw. Open the bleeder screw approximately one turn and slowly depress and hold the brake pedal all the way down. Close the bleeder screw and release the brake pedal. Repeat this sequence until fluid comes out of the bleeder clear and free of air bubbles. Periodically check the fluid level in reservoir while bleeding and refill as necessary. After bleeding is complete, check entire system for leaks and the fluid level in the master cylinder.

ROTOR/PAD BEDDING PROCEDURE

A bedding procedure is recommended to avoid premature brake fade, avoid uneven rotor deposits from the pads, and provide the best performance and the longest life. It consists of 8-10 brake applications increasing in harshness while allowing the brakes to cool slightly in between; do not apply or drag the brakes between stops. After the last stop, the brakes should be allowed to cool completely. The concept is to slowly cycle the brakes up to operating temperature and back down avoiding thermal shock. For best results, new pads should be bedded with seasoned rotors and new rotors should be bedded with seasoned pads.

TROUBLESHOOTING

SOFT OR SPONGY PEDAL

Insufficient fluid volume (Master cylinder bore too small or not enough stroke)
 Old brake fluid (Conditions will get worse as temperature rises)
 Air in system
 Deflecting caliper
 Caliper not square to rotor
 Pedal ratio too high
 Too much flex line in system (Braided stainless or rubber)
 DOT 5 (Silicone) fluid in system

HARD PEDAL

Pedal ratio too small
 Master cylinder bore too large

BRAKE DRAG

Master cylinder piston not fully retracting
 Calipers not square to rotors
 Incorrect residual pressure valve

PULSING PEDAL

Warped rotors
 Rotor faces not parallel
 Excessive play in wheel bearings

