BRAKE PUMP BLEEDING INSTRUCTIONS

It is essential that, in order to obtain optimum performance, the hydraulic systems must at all times be completely free from air. The hydraulic systems are recirculatory meaning that any air in the system could cause reduced efficiency.

Prior to starting work on the hydraulic system, we would recommend that the gearchange thermo cut-out is removed from the fuseboard. This is to avoid any accidental operation of the electric gearchange whilst carrying out any repairs.

Our reconditioned pumps are stripped and cleaned. Any worn or damaged internal components are replaced. A new spring and seal kit is fitted, and the pumps are fully tested on a hydraulic rig. We run the pump through its full high-pressure cycle to make sure it is operating correctly at all engine speeds.

Once the pump is fitted it is very common for it to only partially pump due to air being present in the system.

The simplest way to bleed the pump is as follows:

- With the engine switched off, briefly slacken off the feed pipe where it joins the pump housing to allow air/fluid to escape. Have a clean rag to hand to contain this fluid.
- Retighten the feed pipe and clean any lost fluid thoroughly.
- Start the engine and check whether the low-pressure warning lights extinguish quickly. You should also hear a change in note from the brake pump as it builds up pressure. With the engine at tick over lightly touch the high-pressure pipe (that comes out the top of the brake pump) to ensure that you can feel the pump pulsating.
- With the engine switched off, but ignition light on, pump the brake pedal a few times (to de-pressurise the hydraulic system) so that the low-pressure warning lights on the dashboard come on.
- Restart the engine and within 30 seconds the warning lights should extinguish again.
- Replenish the reservoir with the correct hydraulic fluid.