Note our New Address Everything else remains the same.

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Tips on Bleeding the Sure-Stop Disc Brakes

A few of the Sure-Stop Brake Kit customers have had a problem getting all of the air out of the hydraulic system. One issue is the fact that your newly installed system is completely dry and has to be purged of a lot of air. It takes a lot of time and effort to completely bleed the system. Below are a few tips and some information that might help you in accomplishing the task.

1. **When bleeding the master cylinder IT IS NECESSARY to bleed it by pushing the plunger rod by hand so that it goes all of the way into the bore of the cylinder. If you try to bleed it by hooking it up to the brake pedal the piston will not be pushed all of the way to the end of the bore because the brake pedal will bottom out on the Model T transmission brake before the master cylinder piston reaches the end of the bore. Any air remaining in the master cylinder after attempting unsuccessfully to bleed it will be VERY difficult to get out after the brake pedal is hooked up.**

2. **When bleeding the calipers, the bleed screws on the calipers (the top two) should be point straight up so there is no possibility of air bubbles getting trapped inside the internal chambers. Read the instructions and bleed BOTH bleeder valves on the top of each caliper. Since the calipers are mounted on an angle in this installation, you will need to remove the lower mounting bolt from the caliper and temporarily pivot the caliper so the top bleed screws point up. IMPORTANT - Place a spacer between the pads to prevent the pistons from coming out of the housing when you pressurize the system during bleeding.**

There is a unique situation with the Model T that may cause you to experience a soft brake pedal and think the brakes have not been bled adequately when, in fact, they have. If the thrust washers in the differential assembly are worn or not fitted properly the entire assembly of the axles and ring gear cage will shift back and forth from side to side within the housing when you turn corners. The caliper cylinders have a total of eight 1-3/4” diameter pistons. As the assembly shifts, it will push the eight pistons back away from the pads on the disc brakes. Then when you press the brake pedal the next time, the first hydraulic fluid coming through the system will be needed to move these pistions back into the position that they begin to apply pressure on the disc to stop the car. If this looseness in the differential assembly is significant you may need to “pump the brakes” once before you have good brakes just like you would if you had air in the brake system.

If you do have to pump the brakes on your car, the way to tell if it is actually air in the lines is to test the brakes when the car is parked in your garage. Press the brake pedal once or twice to get a good tight brake pedal. Wait about one minute without any pressure on the system and then try the brakes again. If you have a good solid pedal, you do not have air in your brake system. If, only when you drive the car, you find out that you sometimes do have to pump the brake pedal once before you get a good feel on the pedal then your issue is probably looseness in the differential assembly. Not only will you have to pump your brakes to get them to work, but other more serious mechanical problems may develop if you leave this situation unattended.