

BRAKES.

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K-4
No.

SEPT. 1965

TO: ALL ROOTES GROUP DEALERS

MODEL: SUNBEAM IMP

SUBJECT: BLEEDING BRAKE AND CLUTCH HYDRAULIC SYSTEMS.

Bleeding or expelling air from the hydraulic system is not a maintenance operation and should only be necessary when a portion of the hydraulic system has been disconnected or when the fluid level in the reservoir has fallen so low that air has entered the system.

Always keep a careful check on the fluid level during bleeding since it is most important that a high level is maintained. Should air enter the master cylinder from the reservoir the complete operation must be repeated.

BRAKES.

1. Where fitted, destroy all vacuum in the servo unit by repeated operation of the brake pedal. NEVER start the engine before bleeding of the system has been completed.
2. Ensure that all hydraulic connections are secure and the master cylinder reservoir is filled to a high level; this level must be maintained during the complete operation.
3. Slacken off the four front brake shoe adjusters and fully tighten the two rear brake shoe adjusters; this will reduce the fluid spaces in the wheel cylinder bodies.
4. Remove the rubber cap from the bleed screw of the left hand rear wheel cylinder, fit the bleed tube and immerse the free end of the tube in a glass vessel containing a small quantity of brake fluid.

5. Remove any floor covering that prevents a full stroke of the brake pedal. This is important. With the assistance of another person slacken off the bleed screw $\frac{1}{2}$ or $\frac{3}{4}$ of a turn and depress the brake pedal a succession of long and short rapid strokes and then allow the brake pedal to fly back to its stop with the foot removed. Actuate the brake pedal in this manner until the brake fluid entering the glass vessel is free from the air bubbles and then tighten the bleed screw on the next downward stroke to the torque given in 'General Data' of Workshop Manual WSM.141.
6. Remove the bleed tube and glass vessel from the bleed screw and refit the rubber cap.
7. Repeat the three previous operations with the right hand rear bleed screws followed by the left and right hand front bleed screws respectively.
8. Readjust the front and rear brake shoes, see paragraph 3 above.
9. Top up the master cylinder reservoir to the correct level and refit the filler cap, ensuring its seal is in good condition and the air vent is unobstructed, as any blockage will cause the brakes to bind.

BLEED SCREWS.

The front and rear wheel cylinders have conical ended bleed screws which bed onto a seat formed in the bottom of the bleed screw tapping.

The bleed screws must never be overtightened since their threads may become stripped. Use only short spanners and tighten the bleed screws to the torque given in 'General Data' in WSM.141.

CLUTCH.

Always keep a careful check on the fluid level during bleeding operations.

If air should enter the master cylinder from the reservoir, the complete operation must be repeated. Therefore the following method is recommended:-

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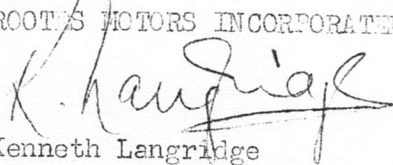
1. Fill the reservoir with a new supply of the recommended fluid (see Section P. WSM.141).
2. Attach a rubber tube to the bleeder screw on the slave cylinder (see Section D. WSM.141) and submerge the other end in a small quantity of fluid contained in a glass jar.
3. Remove any floor covering which prevents a full stroke of the pedal. This is most important.
4. Slacken the bleed screw back $\frac{1}{2}$ to $\frac{3}{4}$ of a turn, then depress the clutch pedal with a succession of long and short rapid strokes, finally allowing the pedal to fly back to the stop, with the foot removed.

Repeat this actuation of the clutch pedal until the fluid pumped into the glass jar is free of air bubbles.

5. During the next downstroke of the pedal tighten the bleed screw sufficiently to seat it firmly. Do not overtighten.

Please bring this to the attention of your Workshop personnel and Parts Manager.

ROOTS MOTORS INCORPORATED


Kenneth Langridge
General Service Manager

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