

In order to prevent the entry of air, the brake fluid is poured from the bottom upwards. A simple filling rig would require about 2 m (6.6 ft) of instrument hose with a funnel at the top end, filled with about ¼ l of brake fluid. A bleeder screw is fitted to the base of the disc brake cylinder. Fit the bottom end of the hose on the bleeder screw, which would then be rotated to open the valve inside.

Disassemble the reservoir (expansion tank) from its mounting and hold it upright. Open the filler cap and remove the diaphragm.

Hold the funnel as high as practicable to give the brake fluid a head of pressure. It is essential to ensure that the brake fluid is free from bubbles to avoid including air in the system. To ensure this, there must always be enough fluid in the funnel.

Fill the expansion tank nearly to full capacity. Then the bleeder screw should be closed tight and the hose removed. Do not forget to replace the dust cap! Insert the diaphragm in the expansion tank in a way that no air remains underneath it. Collect the waste brake fluid with a wipe. Finally close the filler cap and remount the expansion tank.

Check the brake system for leaks, action and effective brake operation!

For the refilling of brake fluid the small plastic tank is taken out of its support. Open and refill brake fluid!

If the brake system has been emptied already to such an extent that air has penetrated between master cylinder and operating cylinder, filling up must be done again from bottom to top.

Minimum thickness of brake linings and brake disc

The **brake linings** must be replaced if the thickness is down to 2.54 mm / 0.10 in.!

The **brake disc** must be replaced if the thickness is down to 4.242 mm / 0.167 in.!