

Instructions for 13” Brakes

1. Adjusting Brakes

The brake adjustment nut is located through a slot at the bottom of the backing plate. Insert brake tool or screw driver into slotted hole with handle up and bit against the adjusting wheel, pull down on handle and rotate wheel while tightening. When you can no longer rotate wheel, back off the tightener 15-20 clicks on the adjuster wheel. If there is one spot where the wheel drags just slightly this is acceptable. As soon as the brake linings are burnished (this requires several braking stops) the brakes will then be set right.

ALWAYS ROTATE DRUM IN DIRECTION OF FORWARD ROTATION ONLY.

2. Hydraulic Lines

Use care in forming tubing to avoid sharp bends or kinks. Use double flare steel tubing to assure tight leak-proof connections. This must be done by a certified brake shop. Anchor all hydraulic lines at two foot intervals to prevent chafing and vibration. Use hydraulic rubber hose at points of flexing. Anchor hose ends to avoid stress on tubing.

3. Bleeding the System

The first requirement for safe, sure hydraulic braking is the use of quality brake fluid. Use only DOT-3 or DOT-4 brake fluid from a sealed container.

If pressure bleeding equipment is available, follow the manufacturer's instruction in bleeding the system. **If system must be bled manually, proceed as follows:** Fill master cylinder with fluid. Install bleeder hose on first wheel cylinder to be bled. Have loose end of hose submerged in brake fluid in glass container to observe bubbling.

By loosening the bleeder screw located in the wheel cylinder one turn, the system is open to the atmosphere through the passage drilled in the screw. Pump actuator with short strokes until fluid in master cylinder reservoir stops blubbing, and then pump actuator with long steady strokes. The bleeding operation is completed when bubbles no longer rise to the surface of the fluid in glass container. **Be sure to close bleeder screw securely.**

Repeat bleeding operation at each wheel cylinder. During the bleeding process, replenish the brake fluid, so the level does not fall below the 1/2 full level in the master cylinder reservoir. After bleeding is complete, make sure master cylinder reservoir is filled and filler cap is securely in place. Finally, apply pressure to the system and check the whole brake system for leaks.