



How to Bleed Hydraulic Bearing

When bleeding your hydraulic bearing, you want to first make sure your master cylinder has been bench bled. This will ensure that you don't have air trapped.

Now you're ready to bleed the bearing. Get a clear drinking cup or plastic water bottle with the top 1/3 cut off. Fill the bottle ½ full of brake fluid. Use DOT 3 or DOT4 brake fluid. **DO NOT USE SILICONE BASED FLUID or DOT 5 FLUID!!** Open the bleeder valve to the point where the bleeder screw will almost fall off the line and completely submerge the valve and fitting into the brake fluid. ***(DO NOT use an extension hose to reach the bottle. Air will enter around the threads of the valve).***

Now have someone push the pedal completely down to the floor quickly, pause for 2-3 seconds, then release the pedal slowly back up and wait 2-3 seconds to replenish the fluid. ***(As you push the pedal, air bubbles will escape and as the pedal is released, it will suck brake fluid back into the bearing.)*** Repeat this until you no longer see bubbles. Now with your index finger and thumb reach into the bottle, while keeping the fitting submerged, and tighten the valve. Remove the bleeder valve from the bottle and finish tightening the valve with a wrench.

McLeod Racing, LLC.
1570 Lakeview Loop
Anaheim, CA 92807
(714) 630-2764
www.mcleodracing.com



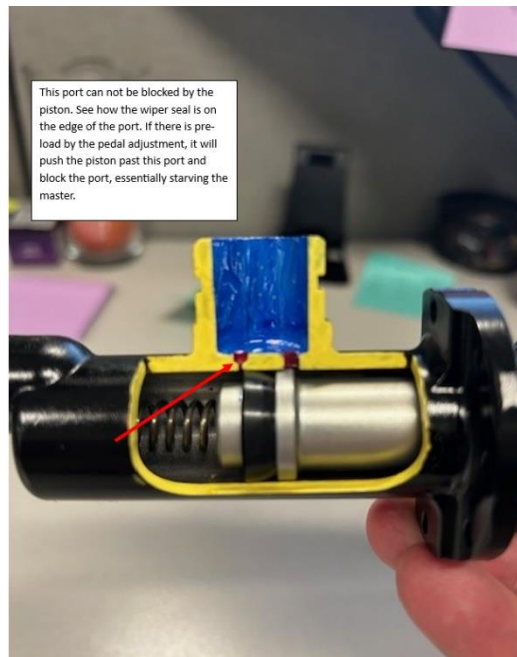
Master Cylinder Rod Adjustment.

We have a common issue with customers that say, “my clutch wont bleed”, “I can’t build pressure” So we ask you, have you played with the rod’s adjustment at the pedal?

The most common issue with not bleeding or building pressure is the master cylinders rod pre-loading the piston inside of the master cylinder when the pedal is in the “home” position.

When this happens, the piston falls short of butting up against the snap ring and blocks the cylinders transfer port to draw a full and complete charge from the reservoir (**essentially starving the master cylinder**)

By adjusting the tension on the master cylinders rod when it’s sitting in the home position towards the back of the car you will allow the piston to go all the way to the snap ring and allow the piston to completely clear the transfer port. This will allow the cylinder to get packed with a full charge of fluid and be allowed to build pressure.



McLeod Racing, LLC.
1570 Lakeview Loop
Anaheim, CA 92807
(714) 630-2764
www.mcleodracing.com