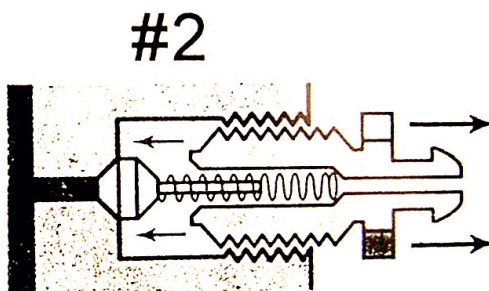
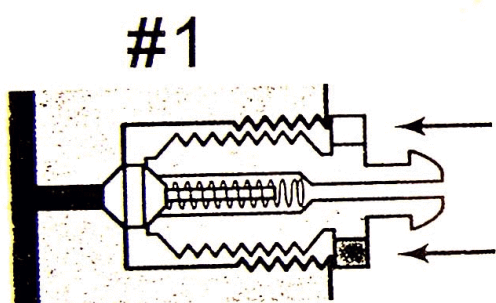


¡BRAKES!



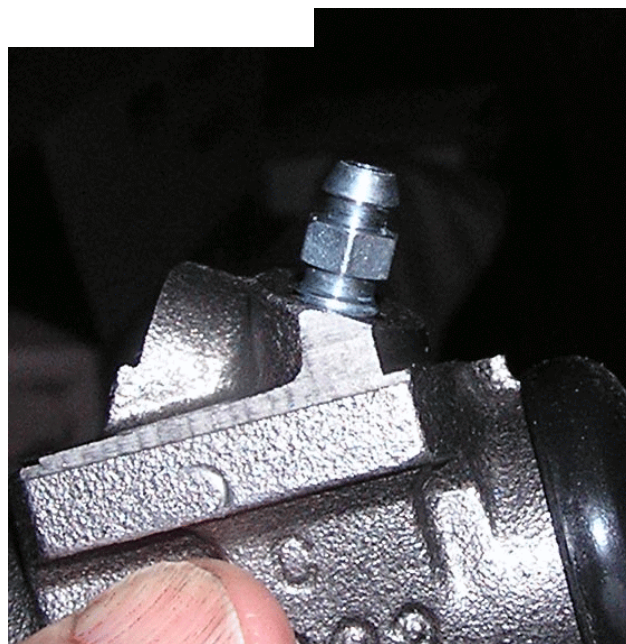
The other day I had occasion to notice a grabby front brake and investigated. A wheel cylinder was leaking and a look inside showed the old wheel cylinder had some crusty stuff in it that had eaten away at the finish. I honed it and put in new rubber but it didn't hold so I looked in Clark's for a new wheel cylinder (pair). On the wheel cylinder page was a "new" bleeder valve. Probably not 'new' but I had never looked there before so it appeared 'new' to me. It showed a bleeder valve with a check valve built in. There's also a notch cut in for the fluid to flow around the end of the bleeder ... see photo close up to the left.

Clark's drawing showed this sketch:



The loosened valve leaves a brass tip in the hole under spring pressure so when you press on the pedal to flush the line your brake fluid goes out... when you release your

brake pedal the check valve closes the air inlet to the wheel cylinder preventing air from re-entering on the upstroke. - - the next push of the pedal clears more brake fluid out past this check valve, etc. Closing the new valve traps the brass 'cork' in the wheel cylinder and the system is ready to roll. Their drawing (#1) shows the valve going all the way in to the wheel cylinder - which would not be a good idea - but in fact (as you can see here, on the right) it does not go in all the way so that you are assured the brass is captured snugly.



Here's a photo of the old bleeder valve next

to the modified one. It appears that someone simply machined off the end of an old one and inserted the brass pin and spring. It's a nifty idea and one that I wish I had thought of.....I'm going to install a pair shortly and I'll let y'all know how easy it was to flush those new wheel cylinders. There were no cautions on DOT 3 vs DOT 5 on the fluid used - I'm using DOT 5.

Note: When seating the valve you crush the brass a bit.

By the way - the new valves are \$10 a piece!

Fran