

 **Bleeding procedures that really work**

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In Response To: Just Bled Again And No Improvement. Any Ideas?!? (EOM) (E. J. in Charlotte (95 993))

Hi EJ:

I just thought I'd throw in my 2 cents on this.

I've bled a lot of Porsche's over the past 26+ years with excellent success using pressure bleeding. Not to say that other folks haven't had success with their methods, but this one has worked 100% for us and this includes a lot of race cars, street cars and such.

For certain, you do not normally need to bleed the brakes when making a simple pad change unless the fluid is old or you suspect that its gotten kinda warm,..... :)

We use a Snap-On pressure bleeder at 12-15 lbs of pressure and a Baum Tool billet MC reservoir cap to seal that up. This device maintains the fluid level and leaves the MC full up and ready to go when you are finished. Further, you'll need to plug the vent from that, as well. You are right on the money with starting the process at the furthest brake piston chamber from the MC first.

RR outer nipple
RR inner nipple
LR outer nipple
LR inner nipple
RF outer nipple
RF inner nipple
LF outer nipple
LF inner nipple

I always tap the calipers gently with a hard plastic or brass hammer to dislodge any tiny bubbles that tend to attach themselves to the walls inside the piston chambers.

I have a Vacula vacuum system here that I've never gotten the consistent results over the years that the pressurized method that always produced. Now, it just sits on the shelf.

Let me know if this helps,

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Steve Weiner
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