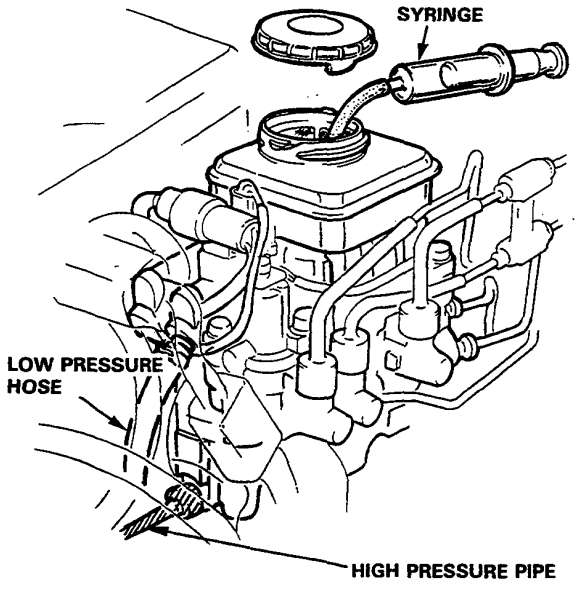
Reservoir

Brake Fluid Draining

1. Draining brake fluid from modulator tank:
   The brake fluid may be sucked out through the top of the modulator tank with a syringe. It may also be drained through the pump joint after disconnecting the pump hose.

2. Draining brake fluid from master cylinder:
   Loosen the bleed screw and pump the brake pedal to drain the brake fluid from the master cylinder.



WARNING

- **High pressure fluid will squirt out if the tube shaded is removed or the solenoid head 8 mm and 10 mm bolts are loosened.**
- **To drain high pressure brake fluid, follow the procedure under Draining of High Pressure Brake Fluid on page 13-67.**

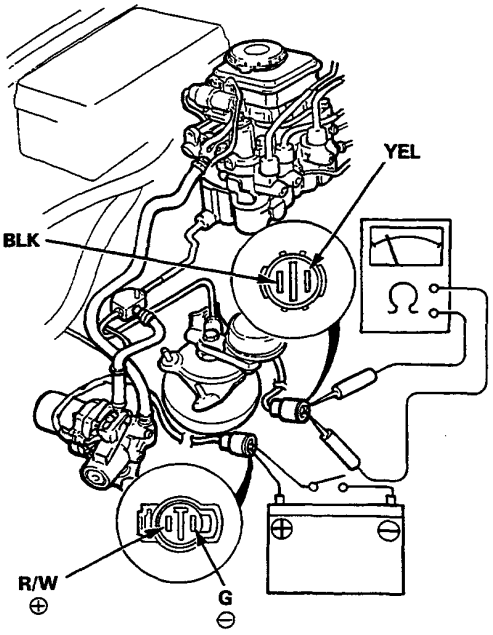
Solenoid

Leak Test

1. Connect circuit tester (Ω range) between the Black and Yellow terminals of the accumulator pressure switch coupler (pink).

2. Attach the positive (+) lead of a fully charged 12 V battery to the Red/White terminal of the power unit motor coupler (yellow) and a switched negative (−) lead to the Green terminal.

3. Turn the switch on to allow sufficient pressure to build up within the accumulator and check for continuity shown in the circuit tester. If the circuit tester shows continuity (pressure switch turned on), the power unit for 4 seconds more, then turn the switch off.



Check for continuity 1 minute after switch was turned off.

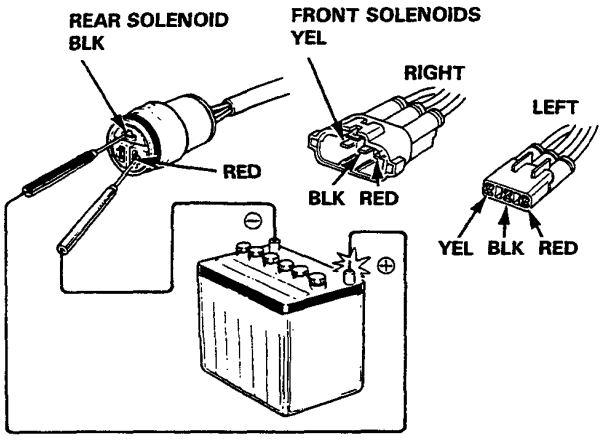
No continuity.....Leaky solenoid (if the pipe joint is tight) or faulty divider O-ring

(cont'd)

Solenoid

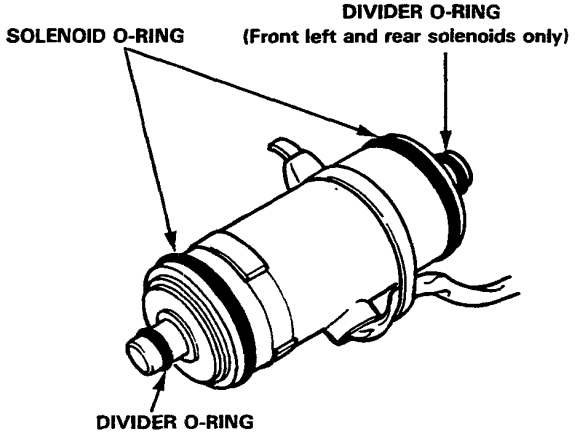
Leak Test (cont'd)

4. Apply a 12 V across the BLK and RED terminals of the solenoid coupler (pink) momentarily.



- Make sure that the solenoid clicks into position and does not hiss or squeak after it has clicked into position. Replace with a new one if it hisses or squeaks.
- Check the pressure switch for continuity within one minute. It is normal if there is continuity. If there is no continuity, solenoid is faulty and must be replaced.

  NOTE: If faulty, the solenoid must be replaced as a unit untess only the O-ring is faulty.



Removal

1. Drain the brake fluid from the modulator tank.
2. Drain the high pressure brake hose (page 13-67).
3. Disconnect the inlet hose.
4. Remove the reservoir strainer.
5. Remove the 5 mm screws and remove the reservoir.
6. Screw the 6 mm bolt into the threaded hole in the center of the solenoid head, reaise the solenoid head parallel to the ground and remove it.
7. Remove the solenoid cover.
8. Remove the hexagonal socket screws and loosen the solenoid set plate.
9. Turn the solenoid valves several times until they move freely and turn the solenoid valves 1/2 turn to align their projection with the cutout in the set plate.
   Remove the solenoid valves together with the set plate.

   CAUTION: The solenoid valves are delicate parts. Be careful not to drop them.