Attention!

Only use genuine Ate brake fluid or Pentosin-Superfluid for refilling, on no account should mineral oils be used for this purpose.
When bleeding the brake system or when replenishing, be careful to prevent brake fluid from getting into contact with the body finish. Even the tiniest drops of brake fluid will damage the paintwork (decomposing effect!).

Brake Fluid Compensation

The brake fluid in the master cylinder, the brake lines, and the wheel brake cylinders is subjected to external and internal influences which may cause variations in the amount of fluid. Temperature changes cause contraction or expansion of the liquid in the system. This has the effect of either increasing or decreasing the amount of volume in the brake system, which must then be compensated for correspondingly.

Bypass port

For brake fluid compensation, the master cylinder is provided with an automatic fluid control. Directly in front of the main piston cup is a by-pass port in the cylinder wall which compensates for expansion and contraction by allowing the excess fluid to flow into or out of the reservoir, thus maintaining a constant fluid volume in the system at all times. As it is the task of the by-pass port to maintain the balance in the fluid system, troublefree operation of the brake therefore depends perfect working of the port.

Attention!

The by-pass port must be free when the system is at rest.

The piston push rod must be carefully adjusted at the brake pedal to assure that there is free movement (S) of approx. .04" (1 mm) between the push rod and the piston. Otherwise the main piston cup will not clear the by-pass port.

The required clearance will be obtained by adjusting the actuating rod (see fig. 3).

Obstruction of the by-pass port by foreign matter or by the main piston cup, due to incorrect pedal adjustment, results in pressure built up in the system, causing all brakes to drag (stop light does not go out).

a = approx. 5.2" (130 mm)

s = .04" (1 mm)

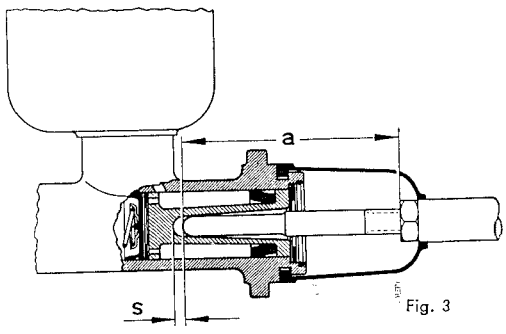

Fig. 3