

All models

Brake fluid

Use specified brake fluid only

Refer to Factory Approved Service Products list

Note: During its service life, the boiling point of brake fluid will decrease as a result of the moisture absorbed from the atmosphere. When the braking system is under extreme stress, this moisture can vaporize. For this reason, the **brake fluid must be changed once a year**, preferably in spring on models 124 and 201 through 03/91 production as well as models 107, 123, 126. On models 124 and 201 starting 04/91 production, and models 129 and 140 the **brake fluid must be changed once every two years.**



When correcting the brake fluid level be sure not to exceed the original level to avoid having the reservoir overflow when the brake pads are replaced.

Handle brake fluid with care.

a) Store brake fluid only in containers, which make accidental consumption of fluid impossible. **(Fatal dosage 100 cc.)**

b) Even minute quantities of mineral oil will result in failure of clutch and brake systems. Special care should be taken with brake fluid that is colorless or dyed yellow, since here the risk of mix up is the greatest.

Whenever mineral oil is found in the brake system, or if the presence of mineral oil is suspected, proceed as follows:

1. Replace master cylinder and brake fluid reservoir.
2. Flush entire brake system with new brake fluid.
3. Any components containing rubber parts that came into contact with mineral oil, such as brake calipers, brake hoses, ABS or ASR hydraulic unit, ASR pressure reservoir must be replaced.
4. Bleed brake system.

c) Make sure that brake fluid does not contact painted surfaces of vehicle, since the fluid acts as a paint solvent.

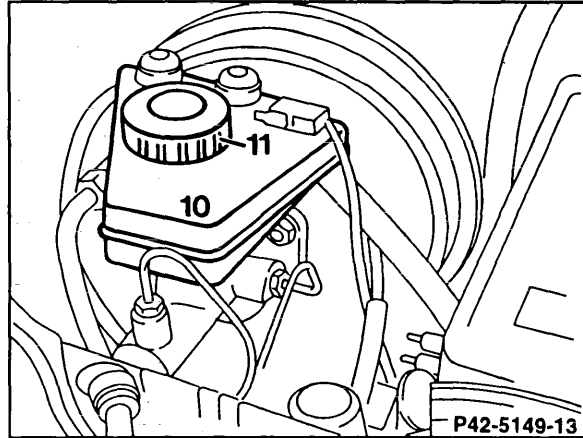
d) Brake fluid is highly hygroscopic, meaning it will absorb moisture from the air, as a result of which the fluid's boiling point is reduced. Brake fluid should only be stored in well sealed containers.

e) Brake fluid that has been bled out of the system can not be reused, since it may contain foreign matter or water which could re-enter the brake system in this manner.

Vehicles without ASR

- Unscrew cap (11) and drain reservoir down to fluid level of approx. 10 mm.

Note: If reservoir is completely drained, entire brake system must be bled (refer to repair instructions)..



- **Using brake bleeder:**

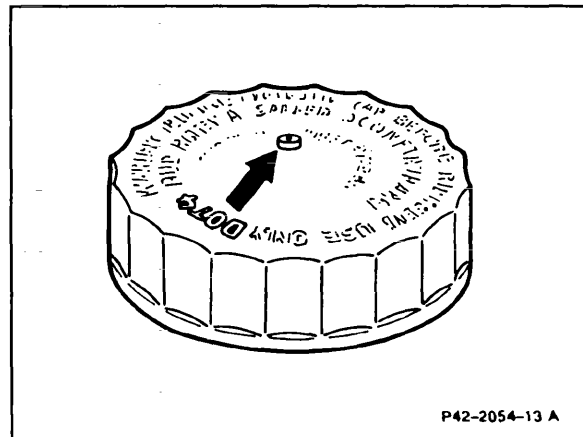
Connect bleeder unit according to manufacturers instructions. Let approx. 80 cc brake fluid flow out of each caliper, so that lines and calipers are filled with new brake fluid.

- **Without brake bleeder:**

Fill reservoir up to "MAX" mark with brake fluid. Pump old brake fluid out of each caliper by applying 10 pump strokes each. Add in new brake fluid.

Note: With either method, clear brake fluid without bubbles should come out of the bleeder hose.

- Disconnect bleeder unit and correct fluid level in brake reservoir.
- Screw on cap. Check that vent opening (a) in cap is not blocked.

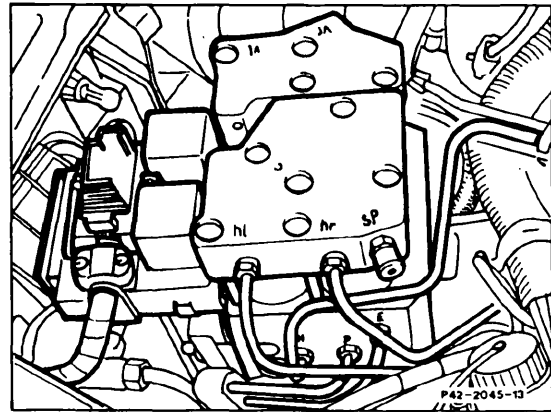


Vehicles with ASR II and ASR III

- With ignition switched off, empty pressure reservoir at bleeder valve SP
- Remove reservoir cover and empty the reservoir compartments down to a fluid level of approx. 10 mm.

Note:

If the reservoir is completely emptied, the **entire** brake system must be bled (500 cc brake fluid per wheel).



- Connect bleeder unit according to manufacturer's instructions.

Allow approx. **80 cc** of brake fluid to flow from each wheel brake to ensure that lines and caliper cylinders are filled with new brake fluid.

- Start engine.
- Keep bleeder valve SP open until clear brake fluid, free of bubbles, flows out.
- Close bleeder valve SP. Allow charging process of pressure reservoir to complete. (Charging pump will run audibly for approx. 30 seconds.)
- Switch engine off.
- Disconnect bleeder unit and correct fluid level in brake fluid reservoir.