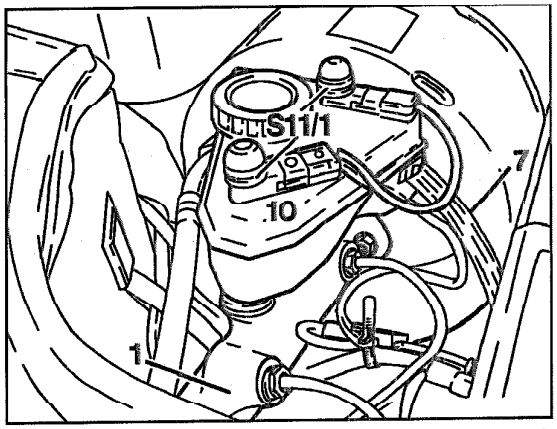
A. Vehicles without ASR



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Cap . . . . . screw off and drain chambers in brake fluid reservoir down to a brake fluid level of approx. 10 mm.
Observe Note on brake fluid, section (f)!

⚠ **CAUTION!**
Do not completely drain brake fluid reservoir to prevent air from getting into brake system.

Replace brake fluid or bleed brake system . . . . . a) **with filling and bleeding unit**

- Observe operating instructions of unit manufacturer.

- Allow approx. 80 cc of brake fluid to flow out at each brake caliper so that the lines and pressure cylinders in the brake calipers are filled with new brake fluid. Start bleeding at right rear brake cylinder.

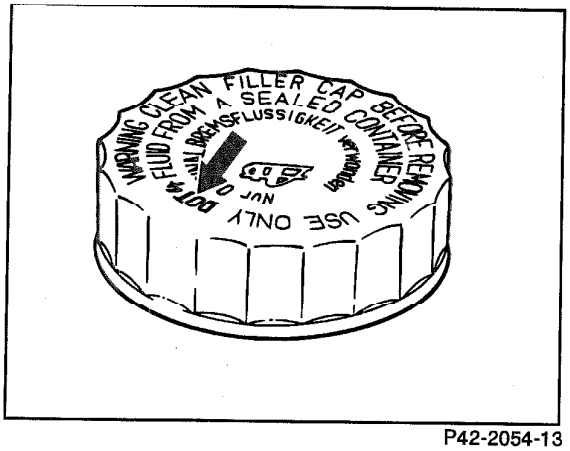
h) **without bleeding unit**
Fill brake fluid reservoir up to "maximum mark" with brake fluid. Pump old brake fluid out of each caliper by pumping brake pedal 10 times for each caliper.

Note
Close bleed screw each time brake pedal is depressed and allow brake pedal to return **slowly** so that air is not sucked in through the bleed screw threads and a sufficient quantity of brake fluid can flow back into the system out of the brake fluid reservoir. Start bleeding at right rear brake cylinder.

Correct brake fluid level . . . . . in brake fluid reservoir.

Cap . . . . . screw on.

Note
Assure that the vent hole in the cap (arrow) is not clogged.



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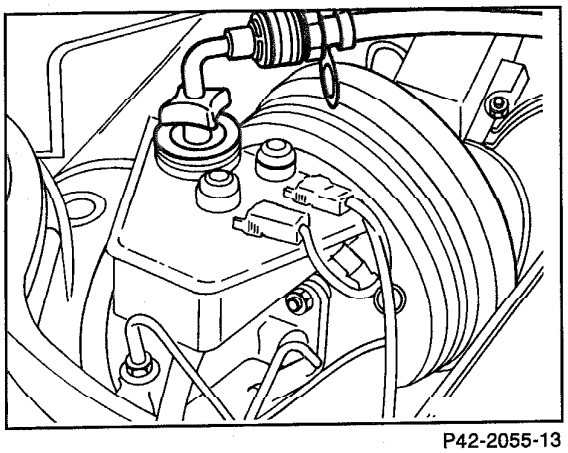
B. Vehicles with ASR II



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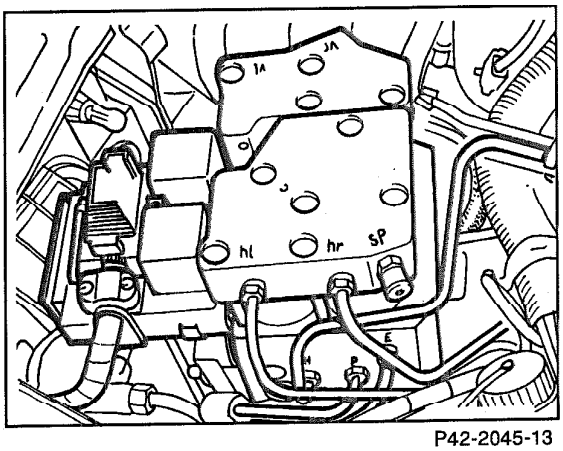

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Ignition	OFF
Pressure reservoir	drain at bleed screw "SP3".
Cap	screw off and drain chambers of brake fluid reservoir down to brake fluid level of approx. 10 mm. Observe Note on brake fluid, section (f)!
	⚠ CAUTION! If completely drained the entire brake system must be bled (ASR vehicles: 500 cc brake fluid per wheel).
Filling and bleeding unit	connect (observe operating instructions of unit manufacturer).
	• Allow approx. 80 cc of brake fluid to flow out at each wheel brake to replace brake fluid or following work on brake system.
	• After repair to master brake cylinder or hydraulic unit allow approx. 500 cc of brake fluid to flow out at each wheel brake.
Engine	start.
Bleed screw "SP"	open until clear brake fluid flows out without bubbles.
Bleed screw "SP"	close. Wait for charging operation for pressure reservoir (charging pump can be heard running for approx. 30 s).

Engine	shut off.
Filling and bleeding unit	disconnect, correct brake fluid level in brake fluid reservoir.
Cap	screw on, assure that the vent hole in the cap is not clogged.

Notes on brake fluid
Use specified brake fluid only, refer to Factory Approved Service Products list.

For all bleeding operations the brake fluid exiting through the bleed hose should be clear and free of bubbles under all circumstances. In the course of the operating time the boiling point of the brake fluid decreases due to continuous absorption of moisture from the atmosphere. For this reason steam bubbles can form in the brake system when the brakes are subjected to high loads. **It is therefore necessary to replace the brake fluid once** each year.

⚠ **CAUTION!**
When correcting the brake fluid level assure that the original brake fluid level is not exceeded to prevent the brake fluid reservoir from being overfilled after replacing the brake pads.

⚠ **WARNING!**
Handle brake fluid with care

a) Fill brake fluid only into containers from which the fluid cannot be consumed by mistake.
(Lethal dose approx. 100 cc).

b) Even slight quantities of mineral oil lead to failure of the brake system, because the rubber parts decompose. Particular attention is required for brake fluid which is colorless or yellow, because the risk of mixup is highest. If mineral oil is found in the brake system or the presence of mineral oil is suspected, thoroughly flush the entire brake system including the brake fluid reservoir with brake fluid. All brake parts with rubber components as the master brake cylinder, brake calipers, brake hoses, etc., which have come into contact with mineral oil, must be replaced.

c) Do not allow brake fluid to come into contact with the vehicle paint, because it contains constituents, which act as solvents on the paint.

d) Brake fluid is highly hygroscopic, i.e. it absorbs moisture from the air, which reduces the boiling point. For this reason store brake fluid in well-sealed storage vessels only.

e) Do not reuse brake fluid pumped out while bleeding, because it can contain foreign particles and/or water, which would contaminate the brake system.

f) Used brake fluid must be disposed of as special waste.
Brake fluid, which is not contaminated with oil, can be recycled.
This requires separate collection and storage of the brake fluid.
For this purpose we recommend the collecting system from the Schröder company, which is described under the following numbers:

0210 2200 E 07 05	Collection tank
0210 2200 E 07 01	Receiving tank
0210 2200 E 07 02	Hand pump
0210 2200 E 07 03	Transport rack