Trouble Shooting Flow Chart

ENGINE OFF. Depress and release brake pedal several times to remove vacuum from power section.

Depress pedal and hold with light pressure, 15 to 25lbs., and START ENGINE.

If power section is operating, pedal will fall slightly and then hold. Less pressure will be needed to hold pedal down.

IF POWER SECTION IS NOT OPERATING - disconnect vacuum hose from power section vacuum valve. Then, with ENGINE RUNNING, check vacuum supply with a vacuum gauge. There should be at least 18 inches of vacuum.

VACUUM TEST

Run engine to medium speed. Release accelerator and turn ENGINE OFF. This builds vacuum.

Wait 90 seconds and apply brakes. Two or more applications should be power assisted.

IF APPLICATIONS ARE NOT POWER ASSISTED - disconnect vacuum hose from manifold or power section check valve, whichever is easiest. If disconnection is at check valve, attach a short length of hose to valve.

Blow into hose attached to check valve. If air passes through, valve is defective.

IF APPLICATIONS ARE POWER ASSISTED - there is NO vacuum leak. Do the following HYDRAULIC LEAK TEST.

Depress and release brake pedal several times. Then hold pedal depressed with medium pressure, 25 to 35lbs.

IF PEDAL DOES NOT FALL AWAY - hydraulic system is not leaking.

IF PEDAL FALLS AWAY - hydraulic system is leaking. Check for external leakage at wheel cylinders, hydraulic lines and hoses. If there is no external leak, there may be an internal leak.

Dual Master Cylinder Test Procedure

Disc brake side of master cylinder requires minimum of 700 psi. Drum brake side requires minimum of 400 psi.

Insert "T" fitting in brake line at hose connection.

If LOW PRESSURE: DISCONNECT "T" fitting. Connect gauge to feed line.

If LOW PRESSURE: Connect gauge directly to master cylinder outlet port.

If LOW PRESSURE: Bad Master Cylinder

If GOOD PRESSURE: Test other system.

If GOOD PRESSURE: Pedal ratio too high or not enough master cylinder capacity

Bleed system and/or gauge line at each step. Make sure bleeder fitting is above gauge to eliminate all the air in the system.