

Bleeding at FMC factory:

In 1971, after the Factory had bleeding problems, with the Bendix representative, we reviewed proper bleeding and found this, the following, the best way for the FMC.

A "T" on the hose from the bleeder, hook up two short lines compatible with the pressure ports on the brake switch block where the steel lines from the master cylinder to the brake switch block were removed. With 30lbs fluid pressure bleed both hydrovacs first, then the brakes furthest from the hydrovac next and the brakes closest to the hydrovacs last. Reinstall brake lines from the master cylinder to the brake switch block. Pedal bleed the master cylinder and lines to the brake switch by pressing the pedal and cracking open the fittings at the master cylinder and brake switch block to get the air out of the lines. You should then have brakes.

I believe in following factory proven recommendations. Anything we do to chassis, suspension, brakes, wheels, tires etc. that is not with the department of transportation testing and approval is a federal felony.

Hope this helps clear up bleeding.

Jim Black
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