

## BRAKE FLUID/SIDE CAR

All current production motorcycles, including sidecars, use DOT 5 silicone type brake fluid. Service Bulletin No. M-712, dated June 16, 1977, outlined specific service procedures and guidelines for all brake system components including those characteristic to DOT 5 brake fluid use. We are restating those service procedures that are required when attaching an earlier sidecar (one using DOT 3 Glycol type fluid) to a current production vehicle (one using DOT 5 silicone type fluid).

When attaching an earlier sidecar (operated with DOT 3 in the system) to a later motorcycle with DOT 5 in the motorcycle hydraulic system, the following procedure must be followed to ensure that the motorcycle brake system parts will not be contaminated by old DOT 3 fluid. Old fluid could be contaminated with water and if mixed with the new DOT 5 fluid, it would detract from its effectiveness. The old DOT 3 fluid could also cause varnish deposits if the system is operated above the boiling point of DOT 3. Caution should be used when bleeding because any brake fluid on the pad will contaminate the pad material and reduce brake effectiveness. The fluid absorbed by the pads cannot be removed satisfactorily with any solvent nor by operating the brakes

## WARNING

**DOT 5 brake fluid causes eye irritation. Avoid eye contact. In case of eye contact, flush eyes with plenty of water, and obtain medical attention. Keep brake fluid out of reach of children.**

## WARNING

**DOT 3 brake fluid may be harmful if swallowed. If fluid is swallowed, induce vomiting by administering two tablespoons of salt in a glass of warm water. Call a doctor. In case of contact with skin or eyes, flush with plenty of water. Get medical attention for eyes. Keep brake fluid out of the reach of children!**

1. Disconnect sidecar brake line from wheel cylinder and drain out old brake fluid from hydraulic line and flush line with new DOT 5 fluid several times to remove all the old fluid. Solvent flushing is not recommended.
2. Remove rubber brake hose from other end of line and replace it with a new one.
3. Disassemble sidecar brake wheel cylinder completely. Discard rubber parts.

## CAUTION

**Do not reuse any rubber parts which were removed from a hydraulic system which had DOT 3 fluid. Use only new rubber hose and rubber parts supplied in wheel cylinder repair kit, Part No. 87752-58A. Important! Do not use repair kit, Part No. 87752-58 because rubber parts are not compatible with DOT 5 brake fluid.**

4. Wash individual parts clean (including inside bore of master cylinder and brake line using denatured alcohol).

## CAUTION

**Do not soak parts in alcohol for an extended period or use petroleum base solvents.**

## NOTE

*If parts have a dirt film it may be necessary to wipe with a clean rag soaked in alcohol.*

5. Using clean, dry, compressed air, blow all parts completely dry.

## CAUTION

**All liquid must be removed from parts, because any residual alcohol in system may damage rubber components.**

Reassemble wheel cylinder using wheel cylinder repair kit parts. Dip cylinder parts in new DOT 5 brake fluid to lubricate.

6. Reconnect brake line to wheel cylinder and other end with new hose to motorcycle hydraulic line fitting.
7. Install new DOT 5 in motorcycle rear brake system and bleed sidecar brake first, then rear brake. Use brake bleeding procedure given in the Service Manual. Fluid leakage from the rear master cylinder boot is often caused by excessive piston travel due to air in the system. The boot should be wiped clean of any brake fluid to avoid contaminating the cylinder with road dust.
8. Static test system by operating brake pedal prior to operating motorcycle.