

GM (with (Powermaster) Powermaster Priming

Some vehicles equipped with a Powermaster brake booster may be difficult to bleed air from the booster after pump service. Normally, the pump will circulate fluid when turned on (by turning on the ignition switch) within a few seconds. If the pump does not circulate fluid within 15 - 20 seconds after turning on, the unit has an air lock condition and will require gravity bleeding (priming).

Before gravity bleeding, pump the brakes 15-20 times to relieve any accumulator pressure (ignition off). Next remove the reservoir cover. With the cover off, loosen the fitting from the pump outlet (Figure 1) and allow fluid to gravity feed from the reservoir.

Once flow starts, retighten the fitting to 13ft/lb. If necessary, replenish fluid to the lower step of the fluid level indicators in the reservoir (Figure 2) with DOT 3 fluid only. **DO NOT TURN ON THE PUMP** prior to refilling the reservoir. If the pump is allowed to operate, fluid will be drawn from the reservoir, pressurized, and held in the accumulator. In turn this will falsely indicate low fluid in the reservoir. If fluid is added, the pump reservoir will be overfilled and under certain conditions (ignition off, pumping brakes) the fluid from the accumulator will back up into the reservoir causing it to overflow around the cover. To prevent this, any time the fluid level is checked, pump the brake pedal ten times (ignition off) prior to checking fluid level.

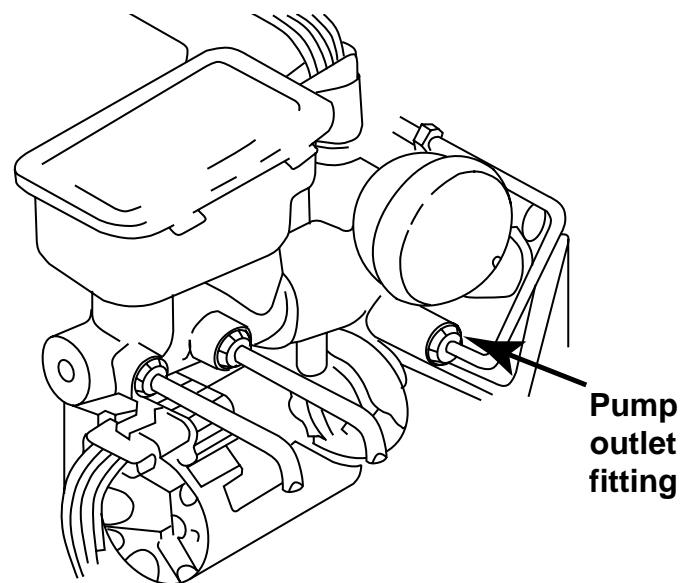


Figure 1

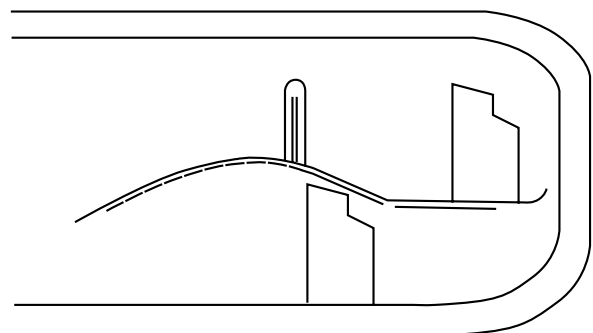


Figure 2