



your car's entire system. Contamination with other fluids will significantly reduce XR's 645° F boiling point, but there are no adverse effects from using XR to flush the old fluid out.

Race type systems with twin master cylinders and balance bar:

1. Remove reservoir caps and suck out old fluid with a turkey baster, syringe, or vacuum pump.
2. Disconnect the calipers from the brake lines and put catch cans under the lines.
3. Fill the reservoir with Wilwood XR Race Only fluid.
4. In systems with master cylinders above calipers, the system will begin to gravity bleed through the lines. You can pump the pedal slowly to speed up the process.
5. In systems with master cylinders below the calipers, you will have to pump the pedal slowly to push fluid through.
6. Refill as needed and make sure the master cylinder reservoirs don't run dry.
7. When clean, clear, fresh fluid is dripping out of the brake lines, reconnect them to the calipers.
8. Bleed the calipers using bleed bottles (Wilwood recommends [part number 260-16018](#)) until all the old fluid is flushed out.
9. With a balance bar system, you will have to bleed two calipers at once. We show you how on our YouTube video: [Wilwood "Purge" Brake Bleeding](#).
10. Clean and inspect all brake line connections and bleed screws for leaks and moisture while applying pressure to the system with the brake pedal.
11. Bleed calipers again after initial use to ensure the system is entirely free of air and set proper fluid level in master cylinder reservoirs.

Street-type tandem master cylinder systems: Follow the same steps as above, but you can do one caliper at a time.

Vehicles with antilock brakes (ABS): Follow the manufacturer's procedure for bleeding the ABS module. If the module has not been run dry, you should be able to bleed as above, but with the vehicle running and the ABS system powered up.