

Use Only Silicone Brake Fluid

MECHANICS, THERE'S ONLY ONE TYPE OF BRAKE FLUID FOR USE IN MILITARY VEHICLES—**SILICONE BRAKE FLUID (BFS)**.



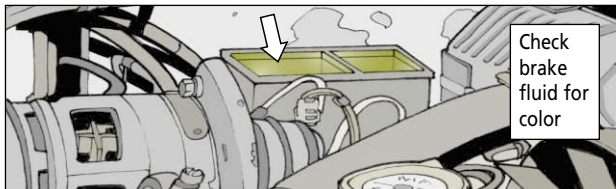
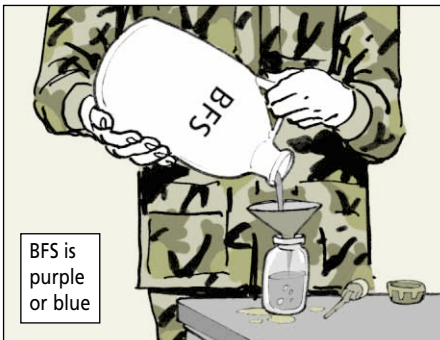
BFS, provided under MIL-B-46176 and also known as DOT 5 brake fluid, replaced the old brake fluid, VV-B-680, also known as DOT 3 or DOT 4. BFS is more stable at high temperatures and won't absorb water.

So, when it's time to add brake fluid to a master cylinder containing BFS, make sure that what you add is also BFS. A combination of BFS with old fluids will still absorb water, creating corrosion and deposits which can cause stopping problems.

Mixing old brake fluid with BFS can also lead to seal leakage, as the seal protective properties of BFS are diluted by the old stuff.

So how do you tell which fluid is which? Go by the color, if you can. BFS is purple or blue in color, though the dye that gives it the color can break down. Then the fluid in the master cylinder becomes brown or amber.

There's no cause for alarm if the color varies—the BFS is still good. But if the color is not purple or blue, you can't tell what kind of fluid is in your brake system.

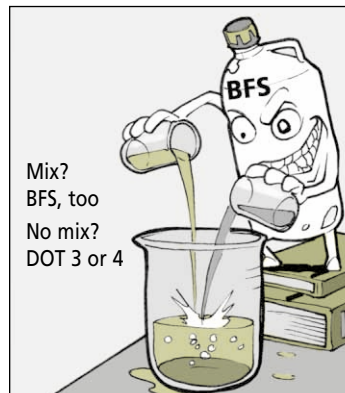


HERE ARE TWO OTHER WAYS TO TELL WHAT KIND OF BRAKE FLUID YOU HAVE...



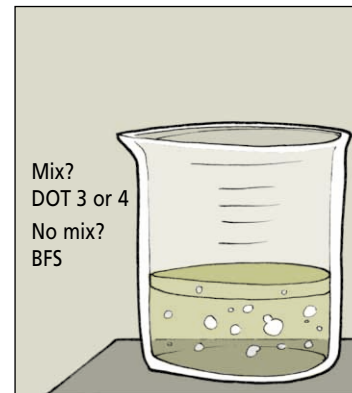
BFS + unknown fluid

1. Try mixing a few tablespoons of the unknown fluid with a little BFS. If the two mix, the unknown fluid is BFS, too. But if the two fluids separate into layers, the unknown stuff is DOT 3 or 4. Your vehicle needs to have the brake fluid changed.



Unknown fluid + water

2. Put some of the unknown fluid in a jar with a little water and shake it. BFS does **not** mix with water, and you'll see distinct layers. DOT 3 and 4 fluids, on the other hand, do mix with water and remain mixed. You won't see separate layers.



OLD FLUIDS SHOULD BE **FLUSHED!**

SEE YOUR TMS FOR DETAILS.

