



# Silkolene®

Maintain Technical Data



## BRAKE FLUIDS

### Description

Brake fluids are often forgotten but are possibly the most essential fluid in a vehicle from the safety aspect. They need checking and changing regularly to avoid brake fade and loss of efficiency.

### Choosing a Brake Fluid

The performance of a brake fluid is generally denoted by reference to a DOT specification. Vehicle manufacturers specify the minimum performance requirements of suitable fluids by reference to this DOT spec. Commonly available products are DOT 3, DOT 4, Universal (covering the requirements of both DOT 3 and DOT 4) and DOT 5, although Racing Brake Fluids are available for competition use. Unlike most Racing Brake Fluids PRO RACE BRAKE FLUID is suitable for road use. The DOT spec. is not a guide to the boiling point of a brake fluid, e.g. a DOT 4 fluid is not necessarily higher boiling point than a DOT 3.

### Changing a Brake Fluid

Brake fluids are, by nature, hygroscopic - they attract and absorb water, even in a closed system. This water gradually reduces the boiling of the fluid. As this deterioration continues, the heat generated by the brake friction materials will eventually heat up the fluid to its vapour lock point - a temperature just below the fluid's boiling point, where the fluid vaporises. This vapour (unlike the fluid) is compressible so depressing the pedal or pulling the lever merely compresses the vapour instead of operating the brakes and the whole system becomes ineffective. For this reason brake fluid should be changed in line with the vehicle manufacturers recommendations - usually every year.

Racing brake fluids have higher boiling points than conventional DOT 3 and DOT 4 fluids but need to be changed after every race meeting for optimum performance.

### UNIVERSAL BRAKE & CLUTCH FLUID

Suitable for UK, US, European and Japanese motorcycles, cars and commercial vehicles where required. Must not be used in certain Citroen and other cars requiring mineral oil.

UNIVERSAL BRAKE & CLUTCH FLUID meets the requirements of earlier specifications SAE 70R 1 and 3, SAE J70C and SAE J1703 A to F. Mixes safely with all fluids meeting the current standards FMVSS116 DOT 5.1, DOT 4 and DOT 3, ISO 4925 and SAE J 1703.

Wet Boiling Point Min: 155°C (311°F)  
Initial Boiling Point Min: 230°C (446°F)

### PRO RACE BRAKE FLUID

A top quality, high boiling point, low compressibility competition brake fluid suitable for use in all modern brake systems where a DOT 4 or DOT 5.1 fluid is specified. PRO RACE BRAKE FLUID protects seals and brake system components even at high operating temperatures and retains braking efficiency even under competition conditions. Also suitable for fast and normal road use.

To achieve the highest performance in brake and clutch systems, flush through thoroughly with at least 1 litre of PRO RACE BRAKE FLUID Racing Brake Fluid to ensure replacement of all old brake fluid. This should be repeated before every racing or competition event, thereby reducing the occurrence of vapour lock (sponginess) to a minimum.

Must not be used in certain Citroen and other cars requiring mineral oil nor in vehicles fitted with magnesium alloy cylinders or reservoirs.

Wet Boiling Point Min: 195°C (383°F)  
Initial Boiling Point Min: 300°C (572°F)

January 2006 GDUK Page 1 of 1

The above information is supplied to the best of our knowledge and belief on the basis of the current state-of-the-art and our own development work. Subject to amendment.