

Disaster

So after the disappointing news from test driving the brakes and the confirmation from the brakes tester, I decided to have my brakes tested and diagnosed by a brakes shop as I was running out of ideas. The shop has some nice tools to see the effectiveness of the brake system which as a DIY mechanic I don't have.



Here you can see the special gauges that measure brake force. It comprises of all the proper gear to check every single part of the brake hydraulics.



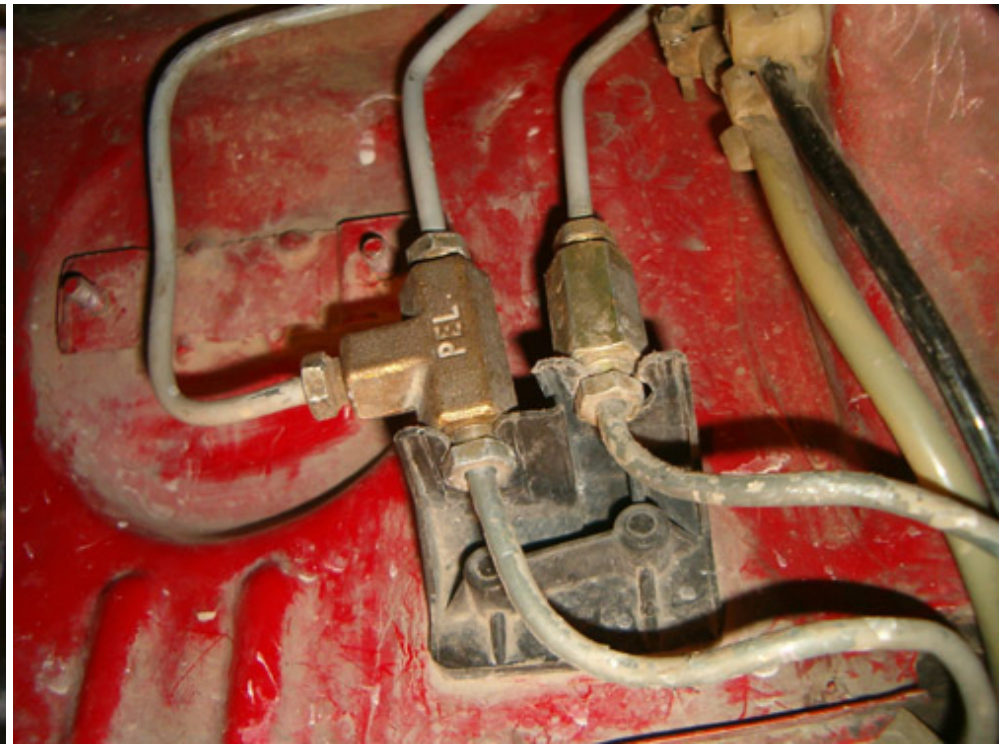
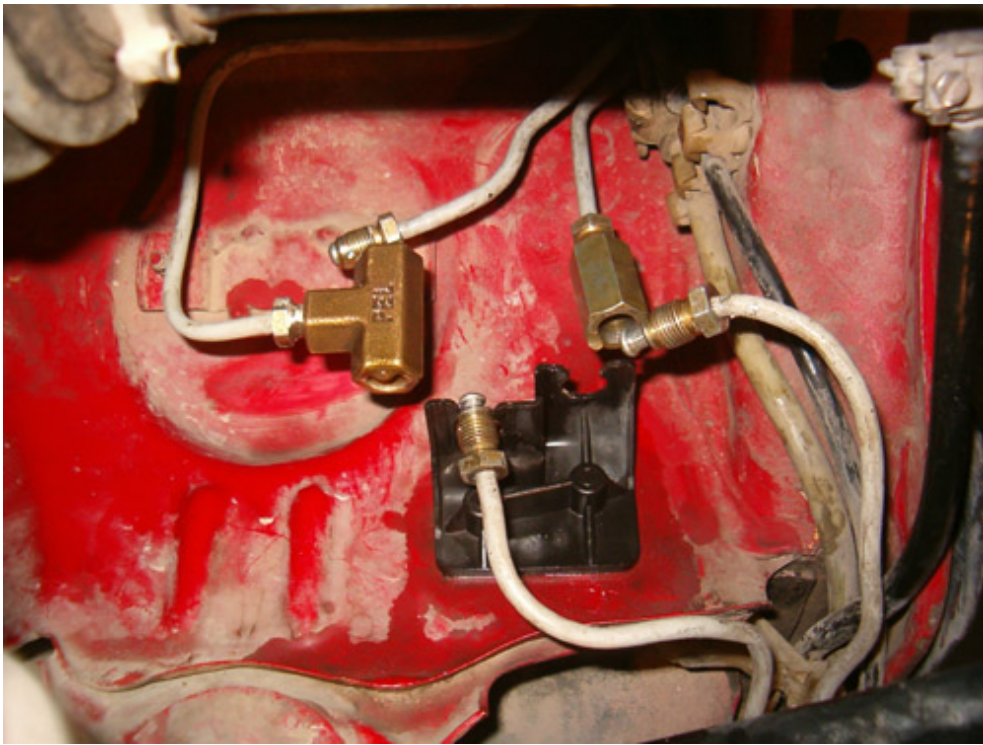
The bleeding nipple has been removed and an adaptor has been placed where the gauge will be attached



The adaptor is attached and by applying the brake pedal several times it showed quite some interesting results. Both calipers could build up a pressure of 50 bar however the right caliper could not retain the 50 bar pressure; it would gradually drop as seconds passed by. So we have a clue what is going on here.



Here things turn to bad ... very BAD. The idea the brakes "expert" had was to eliminate the X design and separate it in front and back making it acting individually. Look at the mess he made which turned me mad.



As soon as I got home I immediately restored the mess to its original setup and got down on business to find the fault on my own. So next item to replace is the [bias](#) valve.

Luckily almost a year after the brake pipes mess, I was lucky to locate a wrecked 33 and remove the two pipes that run along the floor both at a bargain. So the plan is to restore the spare pipes (remove surface rust and paint them with durable paint) and at a given time replace the ruined ones with the freshly restored.