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BLEEDING LINCOLN & T-BIRD'S
Convertible Top Hydraulic Systems

Bleeding this system takes about one hour if done correctly. **Do not energize the solenoids for more than 3 minutes at a time without giving the solenoid a 5 minute rest in between.**

Disconnect the cylinders from the frame. Energize (hot wire) the solenoid closest to the deck lid, then hotwire the motor pump. Run the deck lid cylinders up and down several times, checking the fluid level in the reservoir can every 15 seconds. (Leave pump 25% empty)

Energize both top solenoids (by tire) simultaneously. Hot wire the motor pumps and run the top cylinders in & out several times, checking the fluid level in the reservoir can every 15 seconds also. (Leave pump 25% empty)

This car is hard to bleed. Just when you think you have all the air out of the lines, run the system two more times.

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HOW TO INSTALL TOP CYLANDERS AND PUMPS

DO NOT use silicone brake fluid in top or window systems. Use of silicone brake fluid voids all guarantees!!! Silicone brake fluid has been known to cause system failure!!!

Pumps are not guaranteed if they are burned up or used excessively. Cylinders are not guaranteed against bent rods or physical damage to the tube. We will repair these problems at cost plus shipping.

TOOLS & SUPPLIES: 3 quarts of fluid. Cars older than 1953 use DOT-3 brake fluid. Cars 1953 and newer use brake fluid or automatic transmission fluid. Cars prior to 1953 may use ATF if all new hoses have been installed. Caution – brake fluid destroys paint!!! A turkey baster is a great tool to fill pumps with a filler plug.

Caution – Never totally fill a reservoir with fluid. Cars with a filler plug should remain at least 25% empty. The air gap is required to prevent system damage or failure. Firewall pump reservoirs should remain 10% empty.

If you are installing just 1 cylinder, the rod on the new cylinder must be either in or out – the same as the unit remaining in the car. All cylinders are shipped with the rod retracted. To extend the rod, put 50-60 pounds of air pressure into the bottom fitting of the cylinder.

You will use your motor/pump to fill the cylinders. Do not force any hydraulic parts; forcing parts will cause DAMAGE!!!

1) Install all new parts in the car. Do not connect the rod ends to the top. If only 1 cylinder is being replaced, disconnect the rod of the remaining cylinder from the top. You are going to run the rods in and out without having to wrestle with the top. You are going to be "shooting blanks".

   CAUTION: As rods go up and down, make sure no harm comes to either the rods, top, or top frame.

2) Fill the reservoir ¾ full with fluid. Do not bother to replace the plug. Put a rag under the hole to catch overflow that will occur as the system fills.

3) Run the pump for 10-20 seconds. You are emptying the reservoir into the cylinder. The rods will start moving as fluid fills the cylinders. One rod will always go up or down first. This is normal.

4) Repeat steps 2 and 3 until rods have traveled all the way into or out of the cylinders. If rods are all the way out, do not run the pump too long as the cylinders are not built with stops in them. Running the pump too long eventually pull the cylinders apart.

5) Run the rods all the way in and out several times. At the end of each cycle, check the fluid level. Fill as required, leaving reservoir 25% empty.

6) When you are no longer able to add fluid, retract the rods **INTO** the cylinders. Check fluid level one last time, filling if required. (Leaving reservoir 25% empty) Put plug into reservoir.

7) Using the pump, run the rods out so they can be attached to the top. Bolt the rods to the top. Assuming there are no other problems, your top will now work.