



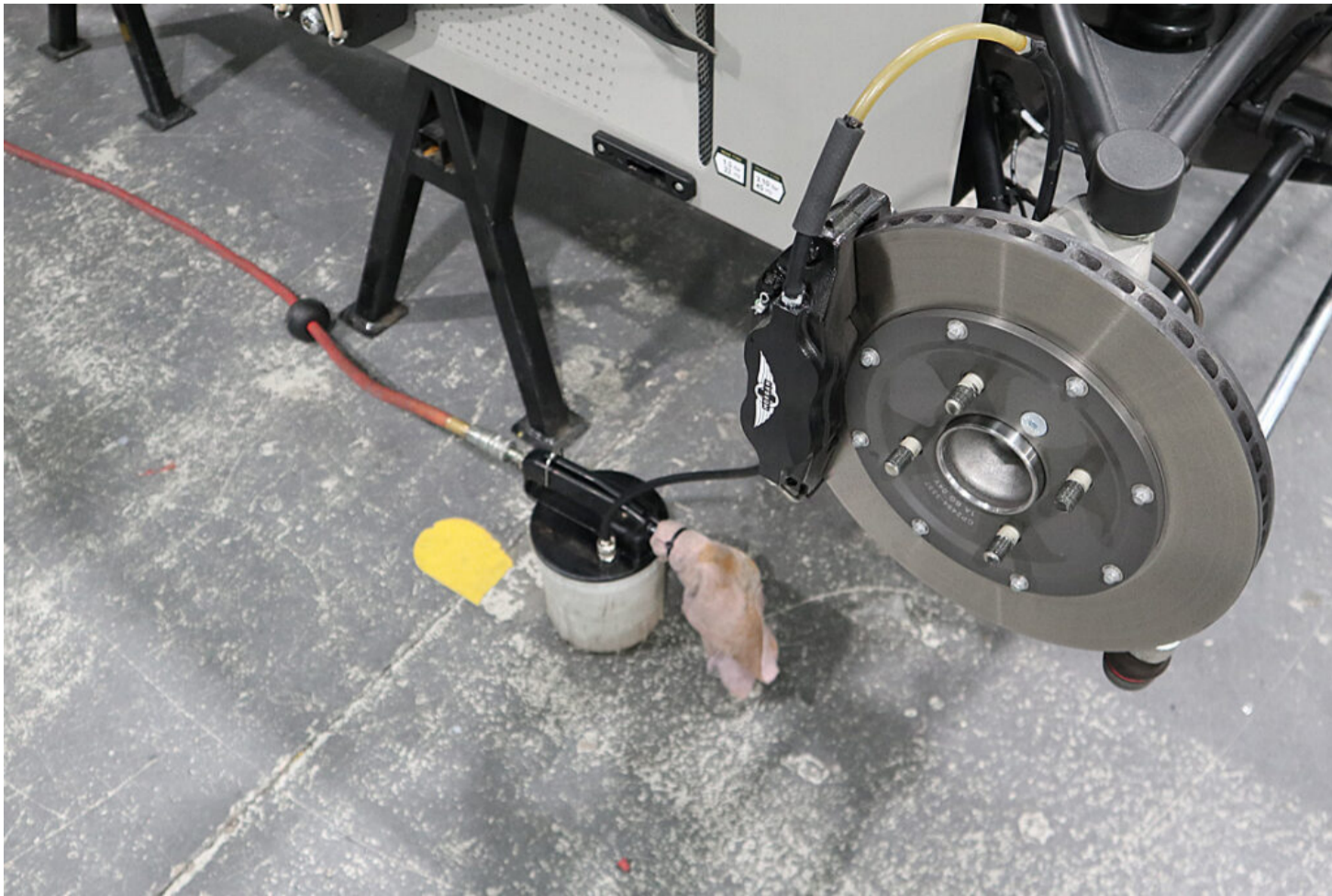
The next steps may differ depending on the equipment available within your dealership.

The following steps have been shown using a brake vacuum unit. If a brake vacuum unit is not available the brakes can be bled with a aid of another person sat in the vehicle who will be required to pump the brake pedal whilst each caliper is opened to remove the air from the braking system.

- Attach vacuum pump to rear calliper (if available). Use an 11mm spanner to open the bleed nipple.
- Start the vacuum process to refill the brake fluid into the rear brake lines (following vacuum filling manufacturer's instructions).
- Bleed the rear brake caliper until air can no longer be seen in the fluid emerging from the caliper.



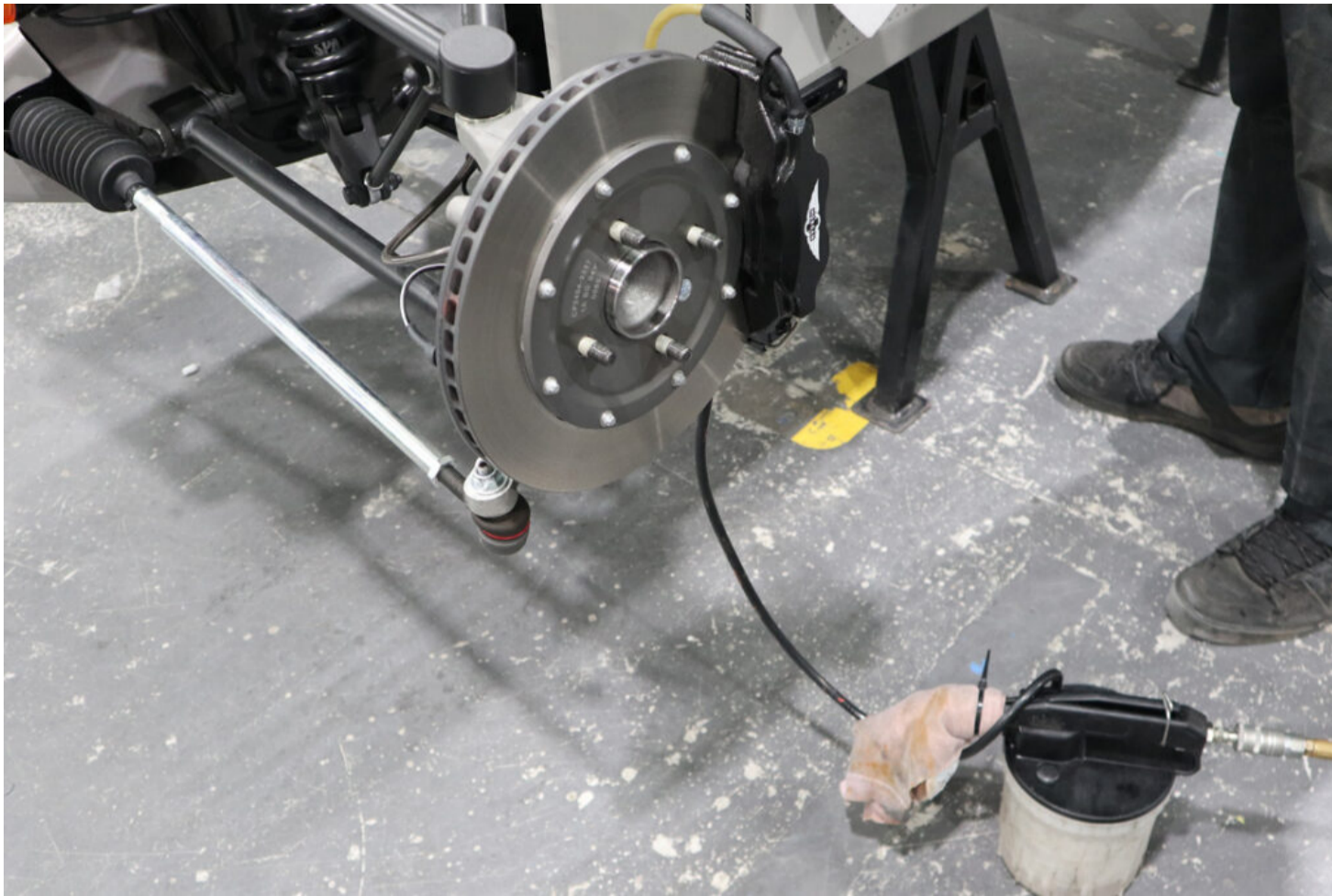
Check the brake fluid level and top up as required.



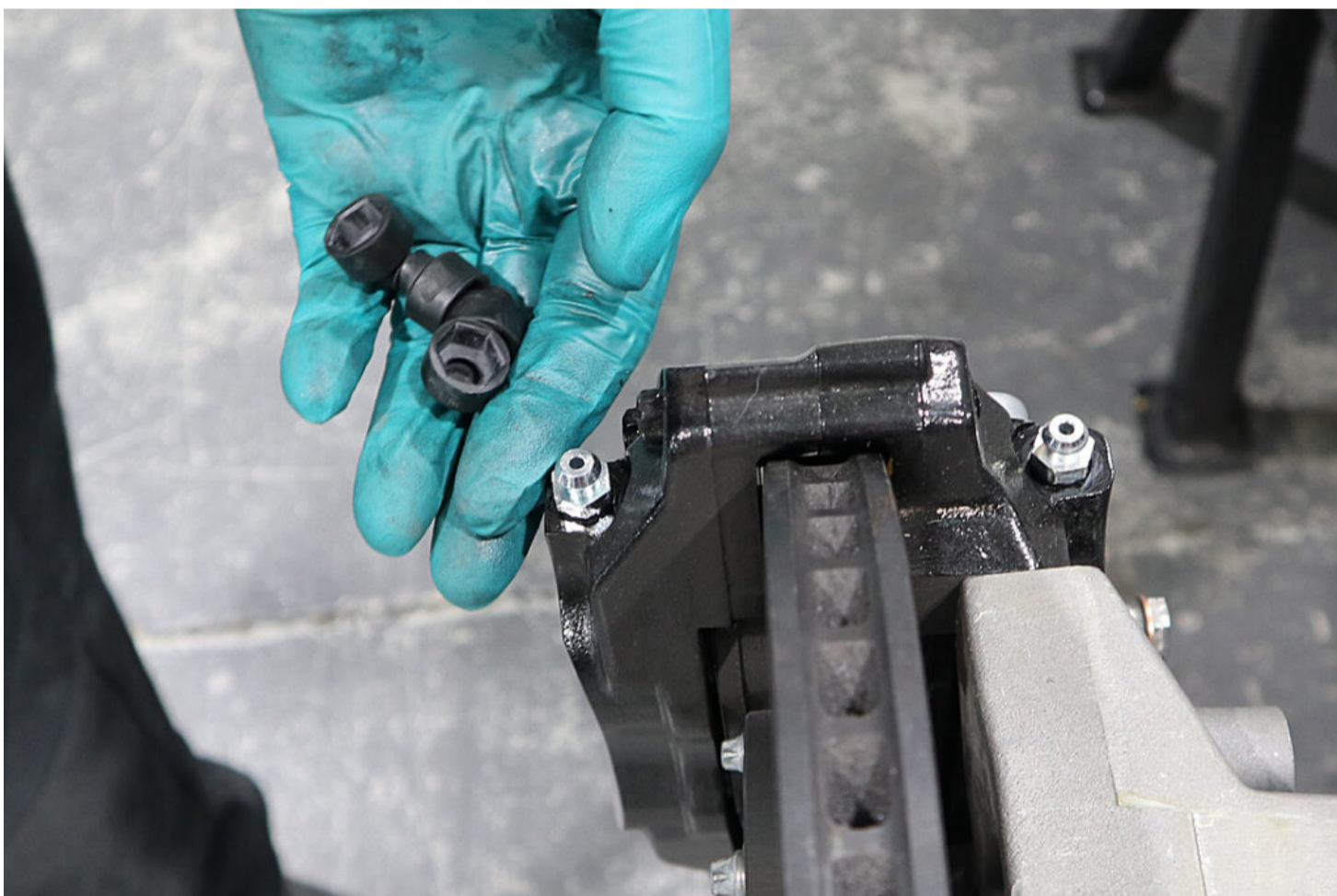
- Attach vacuum filling unit to the front right brake calliper using an 11mm spanner to undo the bleed nipple.
- Start the vacuum process to refill the brake fluid into the front right brake lines (following vacuum filling manufacturer's instructions).
- Bleed the front right brake caliper until air can no longer be seen in the fluid emerging from the caliper.



Check the brake fluid level and top up as required.



- Attach vacuum filling unit to the front left brake calliper using an 11mm spanner to undo the bleed nipple.
- Start the vacuum process to refill the brake fluid into the front left brake lines (following vacuum filling manufacturer's instructions).
- Bleed the front left brake caliper until air can no longer be seen in the fluid emerging from the caliper.



- Refit the front brake caliper bleed nipple dust covers on both sides of the vehicle.



- Attach vacuum filling unit to the clutch master cylinder. Undo the bleed nipple using an 11mm spanner.

NOTE: the bleed nipple needs to be opened quite a lot to allow the fluid to flow.

- Start the vacuum process to refill the brake fluid into the clutch lines (following vacuum filling manufacturer's instructions).
- Bleed the clutch slave cylinder until air can no longer be seen in the fluid emerging from the clutch slave cylinder.



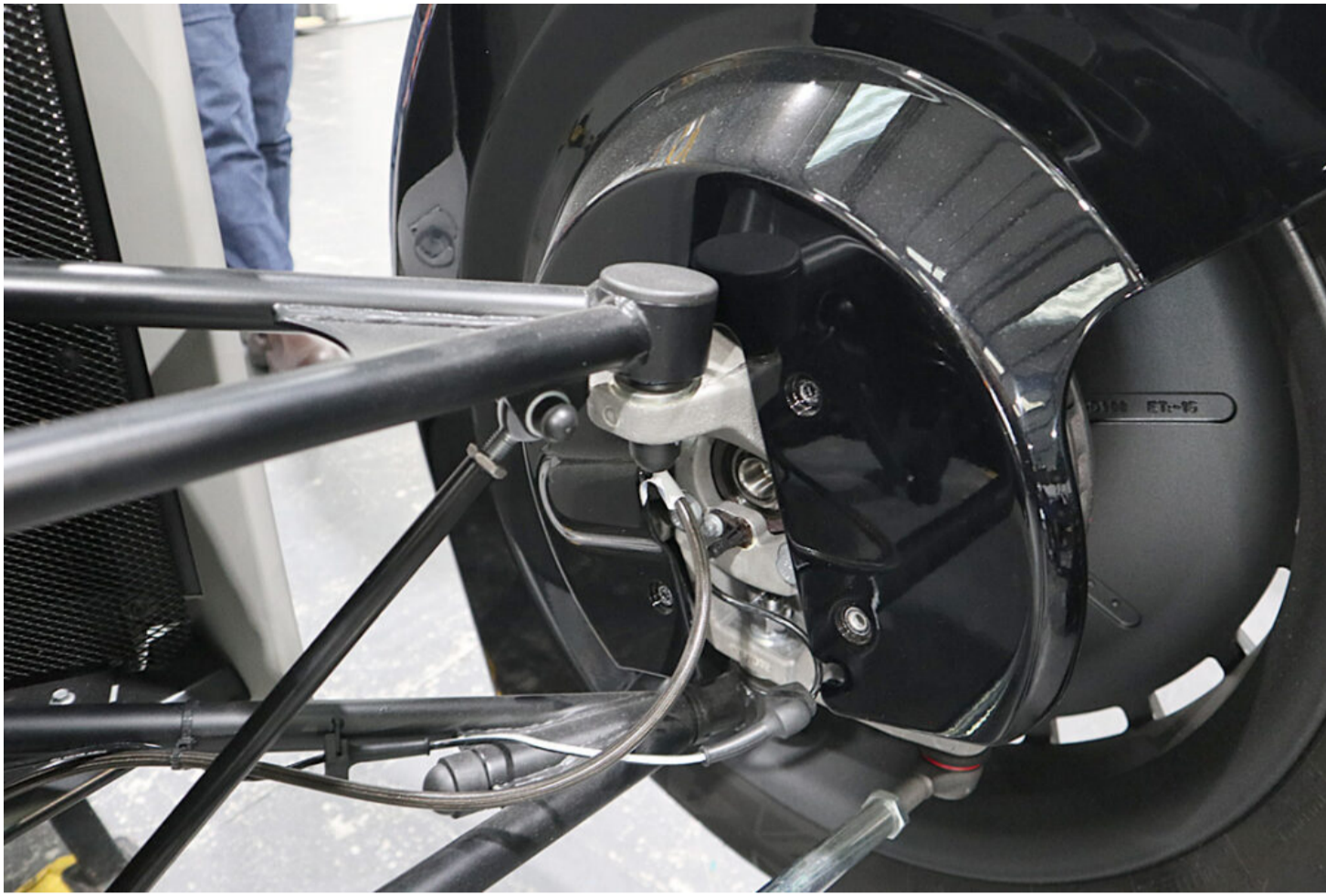
Check the brake fluid level and top up to the maximum mark. Refit the reservoir cap and plug back in the electrical connections.



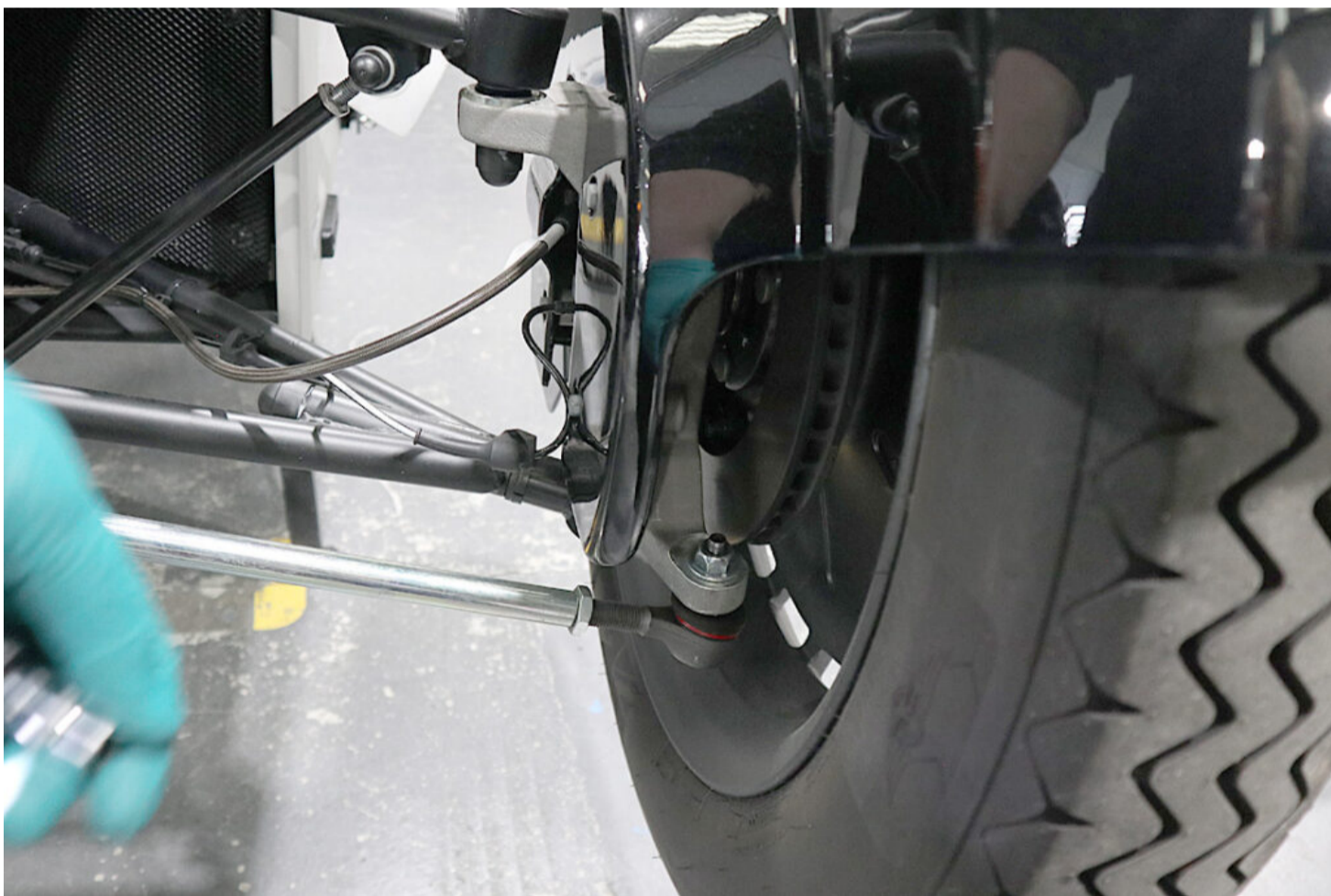
- Refit both front wheels. Refit the (x4) wheel nuts using a 19mm socket and breaker bar or impact gun (if available).



CAUTION: Take great care when refitting the wheels. Refer to the Super 3 Owner's Handbook for instructions and safety information regarding lifting the vehicle.



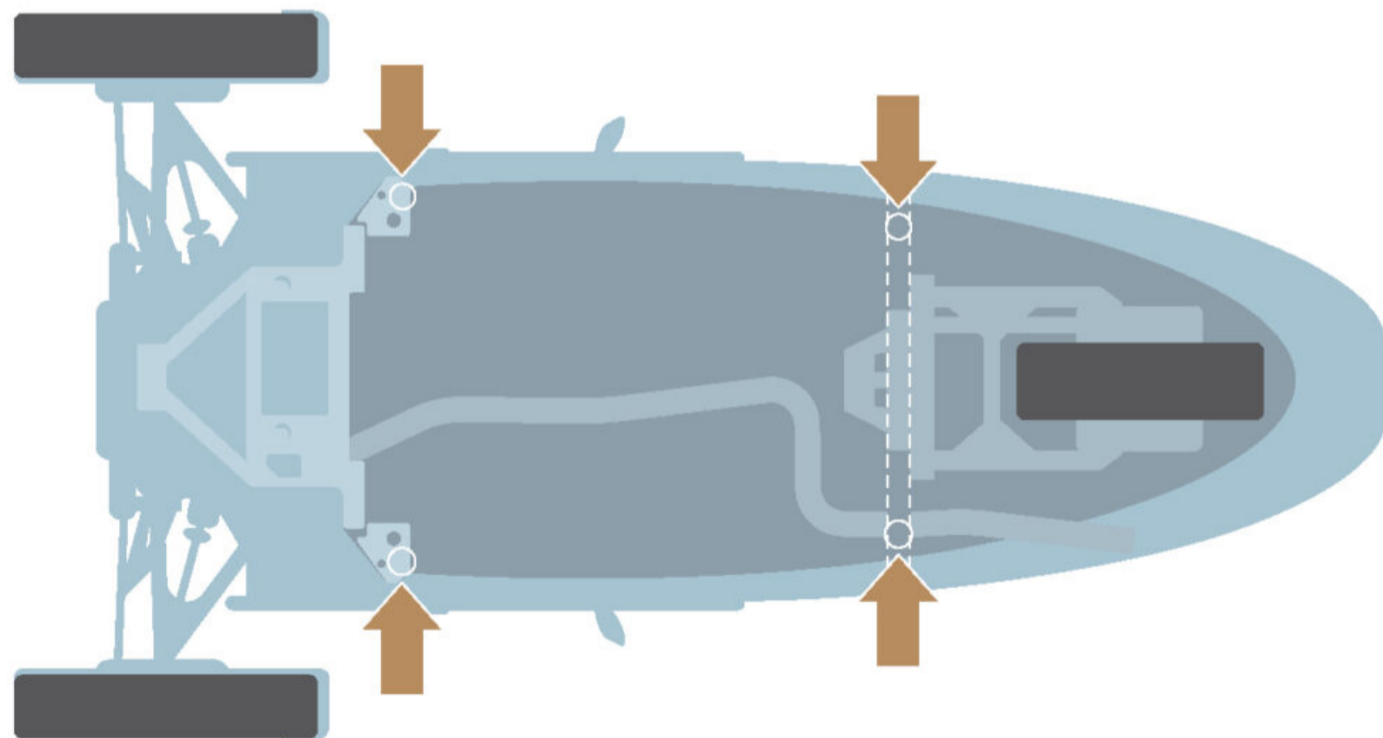
- Refit the (x4) mudguard securing M6 bolts using a 10mm socket and torque wrench. Tighten the bolts to **10Nm**.
- Repeat the process on the other side of the vehicle.



- Plug the wheel speed sensors back in on the front left and right wheels.



- Refit the boot (trunk) lining and secure by screwing in the rubber fixings.
- Close the boot (trunk).
- If fitted, lower the luggage rack over the boot (trunk) and resecure.



CAUTION: Take great care when lowering the vehicle. Refer to the Super 3 Owner's Handbook for instructions and safety information regarding lifting & lowering the vehicle.

- With the vehicle on the ground, torque the front wheel bolts (x8) to 100Nm with a 19mm socket torque wrench.

Make sure the pedal can be adjusted backwards and forwards and securely locks into place.

Perform a road test to check the performance of the brakes and clutch. Please also check the steering wheel alignment to ensure the steering wheel is straight.

If you experience any issues with these instructions or require further guidance, please submit a DSC case to the MMC Technical Team.

END OF SUPER 3 PEDAL BOX REMOVAL/ALTERATION & REFIT

[MY23 Plus Line](#) [MY22 CX Generation](#) [MY21 CX Generation](#) [Super 3](#) [M3W](#) [4/4](#) [Plus 4](#) [Roadster](#) [Aero 8 & Plus 8](#)

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