

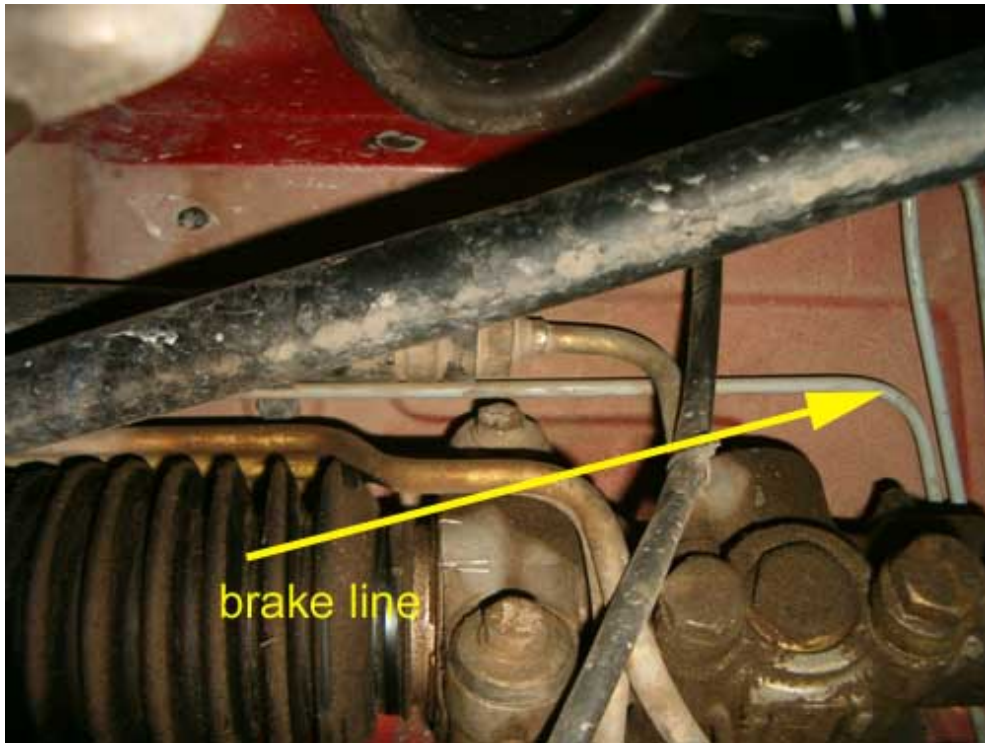
Solution

Well, after unsuccessful tries to track the problem with the brakes, the precious help from the Alfa Pages Forum came like a deus ex machina. The general consensus was probable dirt/rust inside the brakes line; the advice I got was as simple as it gets; blowing compressed air inside the line in order to remove any foreign trace of dirt/rust which may be (partially) blocking the way of brake fluid.

After all since I had tried everything, replaced any possible faulty part and the only item left unchanged were the solid brake lines, I gave it a shot as I had nothing to lose.



Since I was dealing with braking force loss at the front right wheel I initially thought that replacing the line would be the best practise. However later investigation revealed that the steering rack is blocking the way and it has to be at least dropped. So I left the original line in its place and blowed compressed air through it.



The arrows indicate the right front wheel solid brake line



So to cut a long way short, I had the right wheel brake line nut removed from the T connector and in the same time removed the union from the brake line to the brake hose at the wheel side. With compressed air at its full pressure attached to the T connector and a clean rag at the wheel side, the compressed air did a miracle. The clean rag was stained with black deposits which were coming out of the brake line ! I was so excited that moment that I failed to take some photos... I am sure you get the idea! Moreover just for peace of mind I had also the left wheel line blown with compressed air; this line did not have any dirt come out so I guess everything is ok.

Come to think about it, dirt/rust on the line somehow gave an alarm to me. During the test with the brake gauges at the brakes shop, the pressure was dropping as brake fluid could not fully reach the caliper; simply put, rust/dirt was blocking the way. In addition, during the previous years when bleeding the specific wheel , I had trouble bleeding air out. Clean brake fluid was coming out but during every bleeding cycle I could see tiny air bubbles which I could not fully eliminate; again dirt/rust were holding the air bubbles and no proper fluid flow could occur.

After bleeding, I went for a test ride; just a few blocks from home on quiet road I almost burned the brakes. Guess what the car was coming to a stop in a straight manner! The rubber left on the road was in equal length and in parallel.

Since the MOT test was quite near, the results during the brakes test were perfect. Front axle showed equal braking force!

Lets now move on to the last part of the brakes restoration dealing with the rear drums; there wasn't any aparent trouble here but only some wobble coming from the bearings so I gave it a shot and replace them for good.