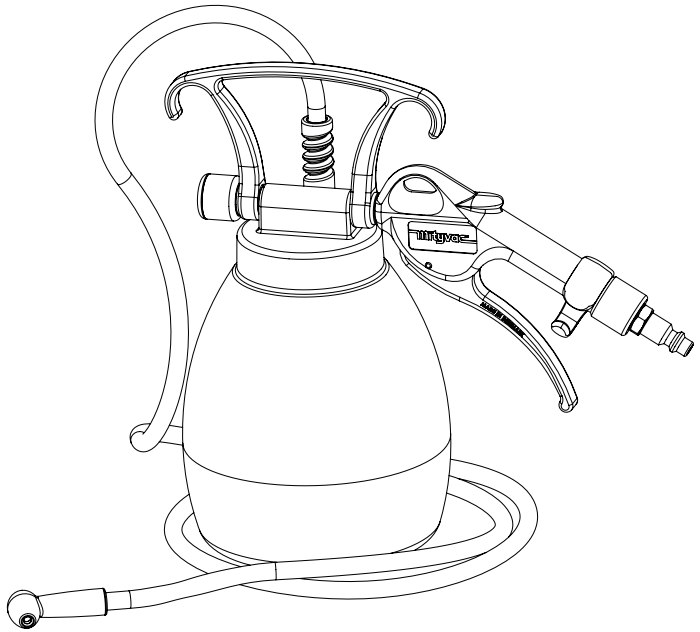


## USER'S MANUAL



### Specifications:

Reservoir Capacity (w/ pump): 1.2 quarts/1.13 liters  
Working Pressure: 90 to 150 psi/6 to 10 bar

**It is the responsibility of the user of this equipment to read this user's manual entirely, and understand the safe and proper use and application of this equipment.**

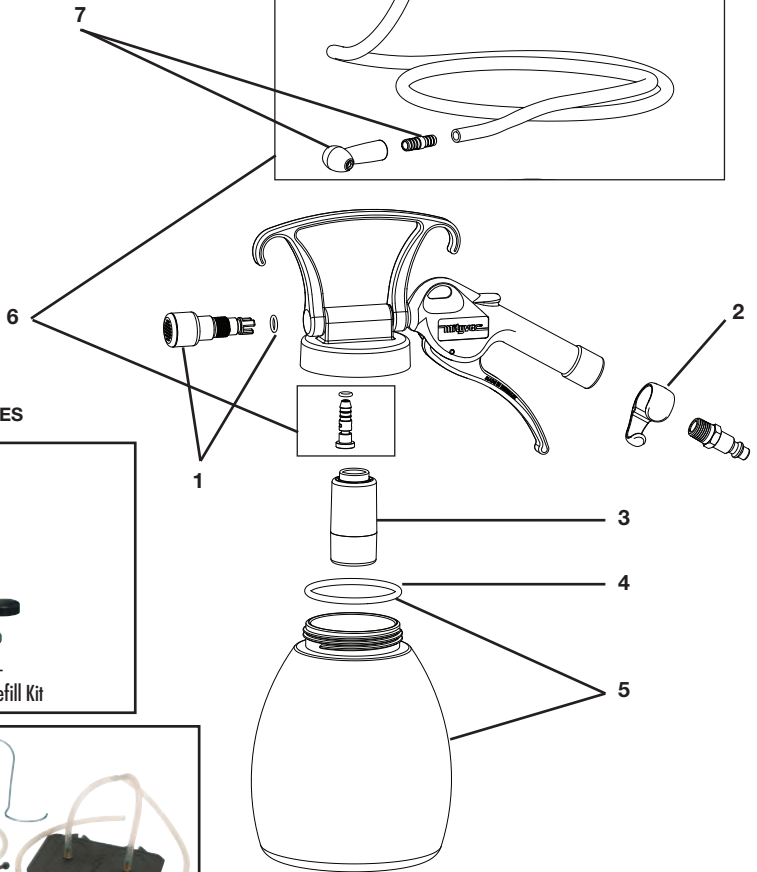
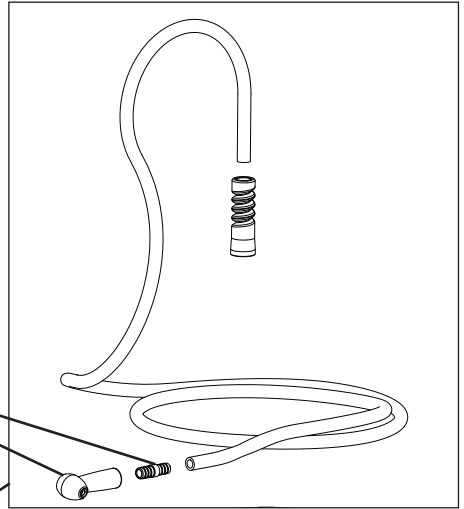
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# SERVICE PARTS & ACCESSORIES

SERVICE KITS		
Ref. No.	Part No.	Description
1	801034	Muffler Kit
2	801035	Lever Clip
3	801036	Auto-Shutoff Valve
4	801037	Seal
5	801038	Bottle Kit
6	801039	Hose Kit
7	801042	Bleed Screw Adapter (Qty. 2)



## OPTIONAL ACCESSORIES



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## PRINCIPAL OF OPERATION

This unit is designed for use as a vacuum brake or clutch bleeder, or fluid evacuator. It utilizes compressed air between 60 psi (4.1 bar) and 150 psi (10.3 bar), and a venturi system, to build vacuum in the reservoir. The hose extending from the lid and ending in the L-shaped bleed screw adapter, allows the vacuum to be used to drain brake fluid from a hydraulic system such as the brake or clutch systems on an automobile.

### Important Precautions

- Always read carefully and understand instructions prior to using this equipment
- Brake fluid is highly corrosive. Wear gloves and approved safety goggles at all times, and prevent contact of the fluid with painted surfaces.
- Consult and follow the vehicle manufacturer's recommended procedures when servicing any hydraulic system.
- Do not use this unit with flammable liquids or with fluids at temperatures above 175° Fahrenheit (80° Celsius).
- Properly dispose of old fluids, and replenish hydraulic systems with new brake fluid from freshly opened containers.
- Do not attempt to pressurize the bleeder/evacuator. It is designed for vacuum use only.
- This unit is equipped with an automatic shut-off device that will prevent fluid from entering the compressed air stream and ejecting through the exhaust. However, if the unit is continuously operated when the reservoir is full, residual pressure will allow the reservoir to completely fill with fluid, creating the potential for spillage when the lid is removed. To prevent this situation, empty or turn the unit off prior to filling the reservoir completely full.

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## INSTRUCTIONS FOR BLEEDING HYDRAULIC BRAKE SYSTEM

**IMPORTANT:** This unit is designed for servicing a variety of vehicles in a safe, convenient manner. However, options such as load sensors or antilock brakes, available on many automobiles, may require additional steps or equipment to perform a proper service job. The procedures below are to serve as guidelines for the use of this equipment, in addition to these guidelines, always follow the manufacturer's recommended procedures when servicing each unique vehicle.

**Note:** Prior to bleeding, ensure the master cylinder is full of new manufacturer's recommended brake fluid. Use of an automatic master cylinder refill kit such as Mityvac model MVA6832 is recommended with the vacuum bleeder to maintain the level of new fluid in the master cylinder during the brake bleeding process. Follow the instructions included with the kit to prevent air from being sucked into the master cylinder pistons, brake lines, and wheel cylinders while bleeding the brakes.

1. Properly position the vehicle for safe convenient access to the brake bleed screw located on each wheel brake cylinder.
2. Make sure that all bleed screws are clean.
3. Connect clean, regulated (60 psi (4.1 bar) to 150 psi (10.3)) compressed air to the male quick change nipple extending from the vacuum bleeder handle.

**Note:** Consult the vehicle manufacturer's guidelines for the proper wheel bleeding sequence and vacuum bleeding procedure.

4. Slip the bleed screw adapter on the end of the bleed tube assembly, over the nipple of the bleed screw.
5. Operate the vacuum bleeder by squeezing the handle (allow a few seconds for vacuum to build in the bleeder reservoir before suction occurs), and with the appropriate wrench, loosen/open the bleed screw slightly, until fluid is visibly draining through the bleed hose and into the reservoir.

**Note:** During the bleeding process, as brake fluid is being vacuumed through the bleed screw, air will also be sucked into the bleed tube from around the bleed screw threads.

This can give the misconception that air is bleeding from the lines, however it is normal and does not indicate a malfunction. To prevent or reduce this introduction of air, coat the bleed screw threads with silicon grease prior to bleeding.

6. Keep the bleed screw open until new fluid is visibly flowing through the bleed tube (typically 20 to 30 seconds).
7. Close the bleed screw firmly, without over tightening, prior to removing the bleed screw adapter or shutting off the bleeder.

**Note:** It is important to ensure that the bleed screw adapter remains connected to the bleed screw, and the bleeder is still pulling a vacuum while the bleed screw is closed. This prevents air from being sucked back into the wheel cylinder from around the bleed screw threads, before the bleed screw is tightened and sealed.

**Note:** If a master cylinder auto-refill system is not used, be sure to periodically check the level and top off the brake fluid in the master cylinder.

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## INSTRUCTIONS FOR BLEEDING HYDRAULIC CLUTCH SYSTEM

**IMPORTANT:** This unit is designed for servicing a variety of vehicles in a safe, convenient manner. However, hydraulic clutch systems vary between vehicles, in design, in components, and even the location and design of the bleed screw. Due to these differences, the following procedures are to serve only as a guideline for the use of this equipment. In addition to these guidelines, always follow the manufacturer's recommended procedures when servicing each unique vehicle.

**Note:** Prior to bleeding, ensure the master cylinder is full of new manufacturer's recommended brake fluid. Use of an automatic master cylinder refill kit such as Mityvac model MVA6832 is recommended with the vacuum bleeder to maintain the level of new fluid in the master cylinder during the brake bleeding process. Follow the instructions included with the kit to prevent air from being introduced into the master cylinder pistons, slave cylinder, and fluid lines while bleeding the hydraulic clutch system.

1. Properly position the vehicle for safe convenient access to the clutch bleed screw located on the slave cylinder.
2. Make sure that the slave cylinder bleed screw is clean.
3. Connect clean, regulated (60 psi (4.1 bar) to 150 psi (10.3)) compressed air to the male quick change nipple extending from the vacuum bleeder handle.

**Note:** Consult the vehicle manufacturer's guidelines for the proper clutch vacuum bleeding procedure.

4. Slip the bleed screw adapter on the end of the bleed tube assembly, over the nipple of the bleed screw.
5. Operate the vacuum bleeder by squeezing the handle (allow a few seconds for vacuum to build in the bleeder reservoir before suction occurs), and with the appropriate wrench, loosen/open the bleed screw slightly, until fluid is visibly draining through the bleed hose and into the reservoir.

**Note:** During the bleeding process, as brake fluid is being vacuumed through the bleed screw, air will also be sucked into the bleeder hose from around the bleed screw threads. This can give the misconception that air is bleeding from the lines, however it is normal and does not indicate a malfunction. To prevent or reduce this introduction of air, coat the bleed screw threads with silicon grease prior to bleeding.

6. Keep the bleed screw open until new fluid is visibly flowing through the bleed hose.
7. Close the bleed screw firmly, without over tightening, prior to removing the bleed screw adapter or shutting off the bleeder.

**Note:** It is important to ensure that the bleed screw adapter remains connected to the bleed screw, and the bleeder is still pulling a vacuum while the bleed screw is closed. This prevents air from being sucked back into the slave cylinder from around the bleed screw threads, before the bleed screw is tightened and sealed.

**Note:** If a master cylinder auto-refill system is not used, be sure to periodically check the level and top off the brake fluid in the master cylinder.