

Precautions

- Always refer to the vehicle manufacturer's service instructions to establish the correct procedure. These instructions are provided as a guide only.
- Make sure that both the fluid outlet tube connection to the unit and the adaptor on the end of this tube are firm and correct.
- Ensure the tank filler cap (J) has been replaced with firm pressure against its seal. (This is for fluid spillage — the tank will not be pressurised.)
- Make sure the Euro adaptor is firmly sealed against the lip of the brake fluid reservoir.
- DO NOT exceed 20psi as the unit or components on the vehicle's braking system could become damaged.
- If the pressure is too high, release the pressure by using the pressure adjustment control (G).
- The pressure bleeder is fitted with a safety pressure relief valve (M). This is set and locked at the factory, do not attempt to adjust.
- After use always clean the unit paying particular attention to connector and filler cap threads, etc.
- **When finished, test the action of the brake pedal to ensure that the brakes are working correctly before driving the vehicle on the road.**
- It is good practice to apply copper grease to the threads of the bleed nipples before and after the brake bleeding procedure to reduce the possibility of seized or broken nipples when they are next bled.
- Brake fluid is flammable - keep away from sources of ignition, especially hot surfaces like exhaust pipes or manifold.
- Brake fluid damages paintwork — flush spillages with clean water and dry off immediately.
- Wear eye protections and keep skin contact to a minimum. If brake fluid enters eyes, immediately rinse with clean water and seek medical attention. If swallowed seek medical advice immediately.
- Dispose of waste brake fluid responsibly and in accordance with local authority regulations.



Safety First. Be Protected.



Guarantee

If this product fails through faulty materials or workmanship, contact our service department direct on: **+44 (0) 1926 818186**. Normal wear and tear are excluded as are consumable items and abuse.



Distributed by The Tool Connection Ltd

Kineton Road, Southam, Warwickshire CV47 0DR
T +44 (0) 1926 815000 **F** +44 (0) 1926 815888
info@toolconnection.co.uk www.toolconnection.co.uk

5629

LASER[®]

12 Volt Brake Pressure Bleeder with European Adaptor

Instructions



www.lasertools.co.uk

12 Volt Brake Pressure Bleeder with European Adaptor

This brake bleeding system is designed for one man operation and is quick, clean and efficient.

The internal pressure pump is conveniently powered from the vehicle's 12 volt battery.

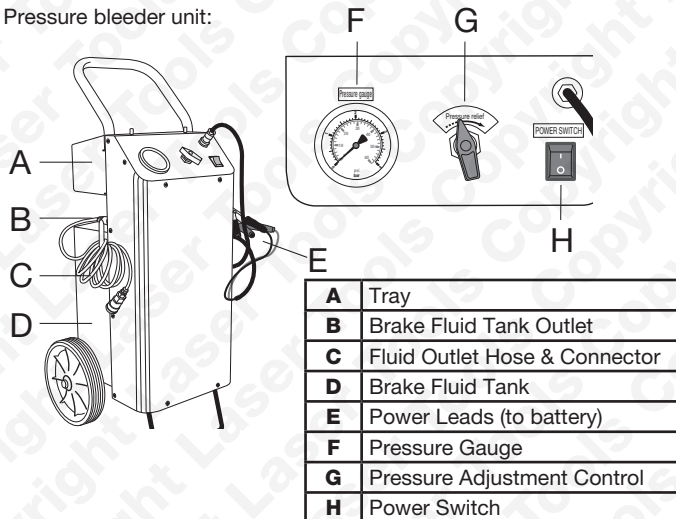
The reservoir tank has a 5 litre capacity which enables the entire braking system fluid to be replaced in one fill without the risk of the reservoir running dry.

Suitable for both hydraulic brake and clutch systems.

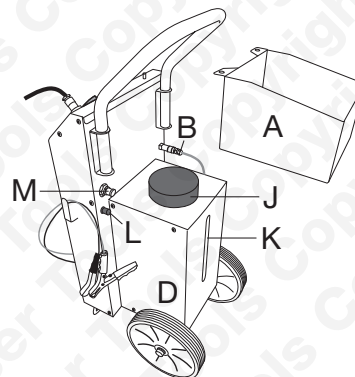
Supplied with a European brake fluid reservoir adaptor.

Components

Pressure bleeder unit:



Pressure bleeder unit:



Instructions

1. Refer to diagrams. The brake fluid tank (**D**) is accessed by lifting off the tray (**A**). Unscrew the tank filler cap (**J**) and fill with new (unused) brake fluid of the correct specification as recommended by the vehicle manufacturer. The fluid capacity is five litres. Refit the tank filler cap and make sure it is firmly tightened against its seal. As the pressure bleeder is being used, the fluid level can be checked externally through the fluid level sight (**K**).
2. Assemble the fluid outlet hose (**C**) to the brake fluid tank outlet (**B**).
3. On the vehicle, remove the brake fluid reservoir cap and replace with the European brake fluid reservoir adaptor. Do not over tighten.
4. Connect the fluid outlet hose (**C**) to the European brake fluid reservoir adaptor (quick connector) now fitted to the vehicle's brake fluid reservoir.
5. Have the relevant vehicle road wheel(s) removed so that there is access to the caliper or drum's bleed screw(s).
6. Connect the pressure bleeder power leads (**E**) to the vehicle's main battery (12 volt) or suitable power points in the engine bay, red to positive, black to earth (ground).