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YouTube



Part No. G4062
Instructions
(Revised July 2015)



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Guarantee

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the World Famous

EEZIBLEED

**Automatic Hydraulic Brake
and Clutch Bleeder Kit**

Part No. G4062
Instructions
(Revised July 2015)



The one man brake bleeding system — it connects to your car's reservoir with one of the selection of caps provided in this kit. The new brake fluid is pressurised by attaching the Eezibleed tube to the spare tyre. Then release the brake bleed valves in turn and let the air bubbles and old fluid flush out through the drain tube. Pressure bleeding of brake and clutch hydraulic systems is recommended by most manufacturers.

What's in the box:

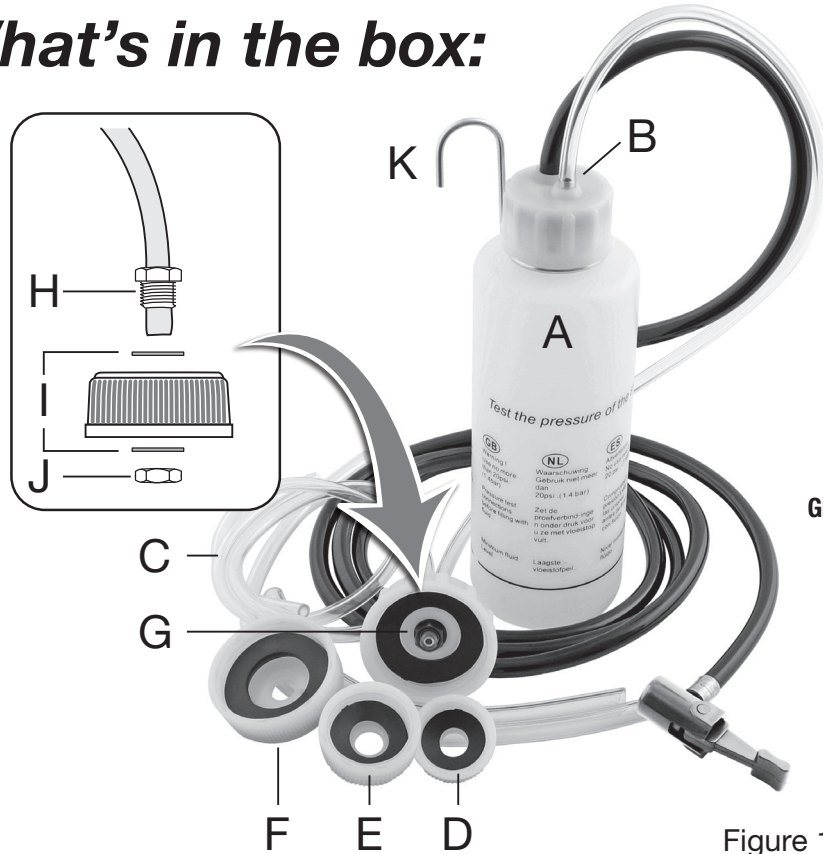


Figure 1

- A Bottle (pressure vessel for new brake fluid).
- B Bottle cap assembly (with tyre connector on 2m tube and 600mm reservoir tube).
- C Bleed tube set (3 pieces: 3.5mmØ x 670mm, 5.4mmØ x 320mm and 5.4mmØ x 183mm).
- D 25mm cap & seal (suitable for Lockheed systems).
- E 27mm cap & seal (suitable for certain VAG systems).
- F 44/45mm cap & 2 seals (for metal Girling reservoirs and all ATE systems).
- G 46mm cap & seal (suitable for certain Girling systems).
- H Brass reservoir cap fitting.
- I Fibre washers X 2.
- J Lock nut.
- K Hook.

Gunson Eezibleed 3

Quick Start Guide:

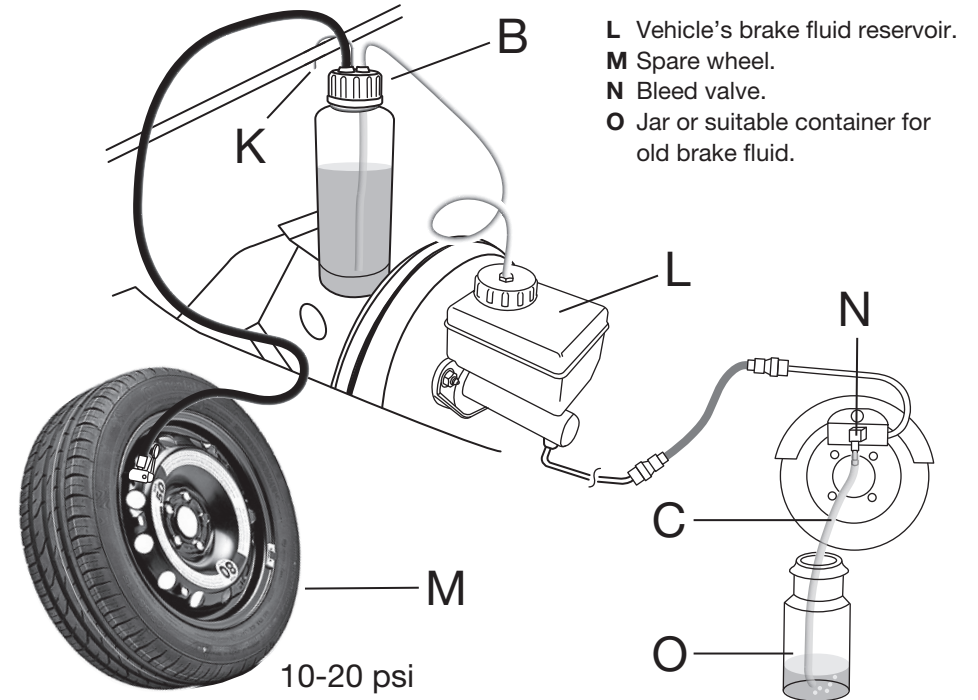


Figure 2

1. Remove the vehicle's reservoir cap, select the appropriate screw cap and connect it to the device as shown in the diagram (Figure 1). Then connect to the reservoir.
2. Bring the pressure in the tyre to be used for bleeding down to 20psi and connect the tyre connector. Pressure test the system for air leaks at the reservoir cap etc.
3. Cure any leaks before proceeding. To reduce the amount of fluid used in replacing all the fluid in the system, partially drain the vehicle's reservoir by opening one bleed nipple, at this point. This reduces mixing of old and new fluid.
4. If all seals are airtight, disconnect the tyre connector and fill the pressure vessel with fluid.
5. Replace the pressure vessel into the system placing it so that it will remain vertical and can not be disturbed during bleeding (Figure 2).
6. Pressurise using the spare wheel at 20 psi. max. by connecting the airline to the tyre valve. (This pressure should not be exceeded for efficient bleeding).
7. Connect the bleed tube (C) to the bleed nipple furthest from the master reservoir (as in the sequence usually found in the handbook).
8. With the correct size spanner, open the bleed valve until the fluid caught in the container is clean and air-free. Then retighten the valve. It is important to open the valve sufficiently to ensure there is no restriction at that point.
9. Repeat the operation on all the valves in sequence.

Gunson Eezibleed 8

Important Notes:

– please read before continuing

Bleeding the brakes by pumping the brake pedal repeatedly has one big disadvantage: the piston inside the master cylinder can travel past the slight lip on the bore that has formed with normal usage, possibly damaging the seal. This does not happen with a pressure system such as the Gunson Eezibleed as the master cylinder piston will not be moving. If new components have been fitted, or the fluid is contaminated, the system must be bled. Manufacturers recommend changing brake fluid every two years.

- Choose the correct supplied reservoir cap adaptor **D**, **E F**, or **G** (refer to **Figure 1**); the kit is supplied with a selection of reservoir caps which will fit most vehicles with screw-cap type fluid reservoirs. If necessary, the **77042** Multi-purpose cap can be used (not included in the kit — see page 7).
- Before using this device the system should be pressure tested at a slightly higher pressure than used for bleeding - without fluid in it.
- It is recommended that no more than 20 psi is used for bleeding (10psi for older systems).
- The pressure vessel cap should not be over tightened. Make sure the seal is flat in the cap before use. Screw the cap on until contact with the seal is felt then no more than 1/8" turn more.
- Fresh fluid of the correct grade should be used.
- Clean off any dirt or corrosion around the bleed nipples and it is a good idea to squirt some penetrating oil onto the threads of the nipples. Then connect the bleed tube to the first nipple to be bled.
- You will need a container to catch the fluid drained from the system. A wide based jar is ideal.
- Dirt, cleaning solvents, mineral oils or water will damage or impair the performance of your brakes or clutch. Contact with these substances should be avoided.
- **Brake fluid is harmful to paintwork.** To avoid damage ensure the pressure vessel and container catching the old fluid is placed safely and vertically and away from paintwork. Also that caps are screwed on sufficiently (without over tightening) to seal correctly. Clean off any spills immediately with clean water.
- It is recommended to adjust the brake shoes before bleeding. Consult your handbook or workshop manual for manufacturer's recommendations.

Additional Notes:

NOTE: The pressure vessel should hold enough fluid to complete the bleeding operation. If the level in the pressure vessel approaches the minimum level line, disconnect from the tyre and refill, then proceed again.

When all the brake lines have been bled in this way, disconnect the airline from the spare tyre BEFORE removing the cap from the master reservoir. Remember to replace the original cap back on to the reservoir.

Finally replace the master reservoir cap after making sure that the air hole is clear.

Suitable for bleeding hydraulic clutch systems also:

For older (classic) cars and for bleeding hydraulic clutch systems it is recommended to drop the spare tyre pressure to **10psi**.

The instructions below apply when bleeding the hydraulic system which operates the clutch. However, since there is usually one bleed valve located on the slave cylinder, it is only necessary to release this to bleed out the air after fitting it to the master reservoir. Should the level of fluid in the pressure vessel approach the line marked near the bottom at any time, disconnect the airline from the road wheel and refill the vessel with clean fluid. Reconnect the airline and carry on with the procedure. The vessel should be kept as vertical as possible.

Finally, release the pressure from the device by removing the connector from the spare tyre BEFORE removing the cap from the reservoir. Remember to replace the original cap back on to the reservoir.

When finished, always clean the pressure vessel bottle (A), the bottle cap assembly (B) and the bleed valve hose (C) with brake cleaning fluid or similar (old brake fluid will attack the rubber seals). Then dry off and store in a dry place.

Divided / Dual Line Systems:

Tandem Master Cylinders:

Some systems require that both lines be bled simultaneously (usually one front and one rear wheel). In this case open both nipples and control the flow by connecting/ disconnecting the tyre connector.

Tandem Reservoirs and Slave Servo:

Consult the manufacturers' manual to determine which reservoir feeds the master cylinder and which the slave servo.

Vacuum Servo:

Exhaust the servo before connecting the device by repeated application of the brakes without the engine running, unless otherwise advised by the vehicle manufacturer.



Further Hints and Tips:

Some cars' brake systems are very difficult to bleed; a pressure bleeder such as this invariably gives better results than a non-pressure method such as the conventional two person method, and most vehicle manufacturers recommend pressure bleeding for both brake and clutch hydraulic systems.

1. Make sure that the cylinders on all four wheels are bled.
2. Always use new brake fluid and do not re-use any brake fluid that has passed through the system.
3. If the pressure bleeding alone does not work (i.e. the brake pedal remains 'spongy'), try pressing the brake pedal while the pressure bleeding is in operation (i.e. carry out pressure bleeding and conventional bleeding simultaneously).
4. Try bleeding the brakes while the car is tilted either forwards or backwards.
5. If the master cylinder has been removed or dismantled for any reason it may, in the case of certain cars (particularly early Minis and the Jensen Interceptor) be very difficult to bleed the brakes satisfactorily. In this case it is necessary to bleed the master cylinder on its own, before fitting the pipes to it. Ensure that it is completely filled with fluid before connecting it to the rest of the brake system.
6. If any component of the brake system (such as the master cylinder) has been dismantled, it will be necessary to consider the possibility that the parts have been incorrectly re-assembled or incorrect components have been fitted. Dismantle the part and start again.
7. The recommended setting of pressure for the device (20 psi) is intended purely as a guide. In some cases a lower pressure will give adequate flow, possibly as low as 10 psi for older (classic) vehicles. In some vehicles, a higher pressure (over 10 psi) is better for bleeding the brakes of the rear wheels.
8. The device will not fit the reservoirs of some cars and indeed, some manufacturers have been known to fit different types of reservoir to the same model of car. It will not fit Nissan, Honda and some Toyotas. There are several ways of overcoming this problem. One way is the multipurpose cap **77042** (not included but available separately), which is held to the reservoir by means of a strap which passes beneath the reservoir. Another method is to buy a spare cap and drill a 10mm hole in it. Where the cap has a removable centre it is possible in some cases, to make a disc with a 10mm hole and temporarily fit this to the car's normal reservoir cap. If this method is used it is **vitaly important** to pressure-test the system without fluid in the Eezibleed bottle.
9. When finished, always clean the pressure vessel bottle (A), the bottle cap assembly (B) and the bleed valve hose (C) with brake cleaning fluid or similar (old brake fluid will attack the rubber seals). Then dry off and store in a dry place.

Safety Precautions:

- Read the instructions carefully.
- Be aware that brake fluid contains chemicals which are corrosive and can be an irritant.
- Keep brake fluid out of the reach of children.
- Brake fluid can be harmful if swallowed. If this happens consult a doctor (or hospital out-patients department). Show them the original container in which the brake fluid is sold.
- Always store brake fluid in its original container and make sure the cap is very tight. Store it in a clean, dry area away from dampness.
- Never use brake fluid with a DOT rating lower than recommended in the owner's manual. Brake fluid with a low DOT rating could boil and cause soft brake operation.
- Avoid skin and eye contact with the fluid. If this happens flush with water.
- If fluid splashes on vehicle paintwork rinse off at once with plenty of water.
- Eye protection — wear a pair of protective goggles.
- Keep a bucket of water near where you are working.
- Collect used brake fluid in a separate, marked, closed container and identify a waste management company that will recycle it (subject to local authority guidelines).

Spare Parts Available:

Component	Part Number	Component	Part Number
Bottle Cap:	G4062/02	Bottle Cap seal:	G4062/80
25mm Cap:	G4062/07	25mm Cap seal:	G4062/44
28mm Cap:	G4062/11	28mm Cap seal:	G4062/46
46mm Cap:	G4062/15	46mm Cap seal:	G4062/50
44/45mm Cap:	G4062/21	44/45mm Cap seal:	G4062/22 (3mm)
		44/45mm Cap seal:	G4062/23 (1.5mm)

Also Available:

Eezibleed Multi-purpose Cap (Part number 77042)

The multi-purpose cap enables the standard Eezibleed to be used on a wider range of vehicles by providing a clamp-like grip on the brake fluid reservoir.

The cap can therefore be used on all brake fluid reservoirs which have any shape opening up to 80mm.

