

OPERATING INSTRUCTIONS

This unit is designed for use as a vacuum brake or clutch bleeder. It uses compressed air between 70 psi (4.8 bar) to 170 psi (11.6 bar), for building vacuum in the tank. By attaching the proper adapter (brake tube) to the fluid outlet cover located on the top of the unit, the vacuum can be used to drain brake fluid from a hydraulic system such as the brake or clutch systems on an automobile. It can also be used to extract a variety of fluids from reservoirs including the master cylinder or those for power steering fluid.

An automatic refilled kit is included with this unit. It is conveniently designed for use with a standard bottle of brake fluid, to maintain an adequate fluid level in the master cylinder while the hydraulic system is bled. Instructions are included with the unit for its use.

TECHNICAL SPECIFICATIONS

Working Pressure	70-170 PSI
Air Inlet	1/4"
Tank Capacity	2.0 L
Bottle Capacity	1.0 L
Air Consumption	5 CFM



INSTRUCTIONS FOR BLEEDING BRAKES

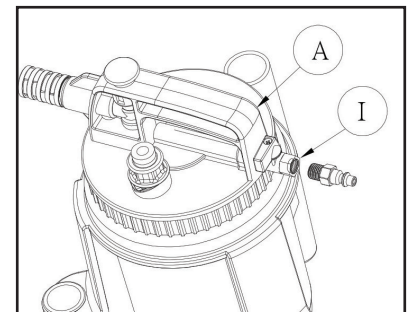
IMPORTANT:

The procedures below are to serve as guidelines for the use of this unit, in addition to these guidelines, always follow the manufacturer's recommended procedures when servicing each vehicle.

REMOVING OLD FLUID FROM THE BRAKE MASTER CYLINDER

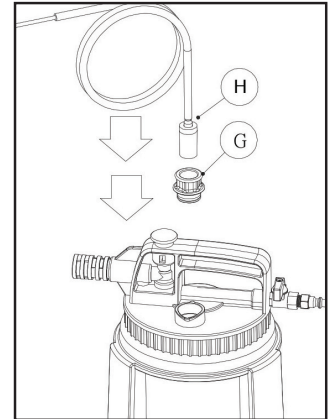
The procedures below are to serve as guidelines for the use of this unit, in addition to these guidelines, always follow the manufacturer's recommended procedures when servicing each vehicle.

1. Properly park the vehicle on the level ground and turn the engine off.
2. Clean the outside of the master cylinder and master cylinder cap to prevent dirt entering the master cylinder when the cap is removed.
3. Remove the cap from the master cylinder reservoir.
4. Connect compressed air (70 psi (4.8 bar) to 170 psi (11.6 bar)) by the nipple attached to the Air Valve (**I**), located on one end of the Cover Housing (**A**).



10705N Pneumatic Brake Fluid Extractor and Refill Kit

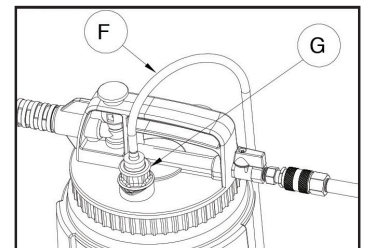
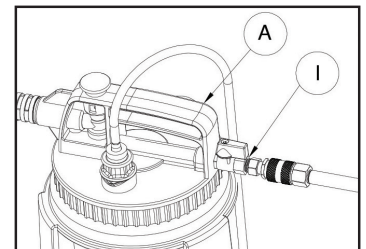
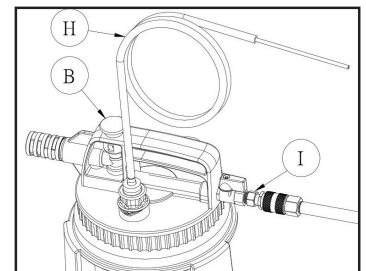
5. Connect the end of the proper adapter of Extract Tube (**H**) to the Fluid Inlet Cover (**G**) located on the top of the vacuum bleeder unit.
6. Insert the other end of the Extract Tube (**H**) into the master cylinder fluid reservoir, then turn the Air Valve (**I**) on, and press the Push Button (**B**) to start the vacuum (allow a few seconds for vacuum to build in the bleeder reservoir before suction occurs). While extracting the old fluid, stir it up to break loose and remove any sludge that has accumulated on the bottom and walls of the master cylinder.
7. When all fluid is removed, turn off the bleeder and refill the master cylinder with new manufacturer's recommended brake fluid.



VACUUM BLEED BRAKE LINES AND WHEEL BRAKE CYLINDERS

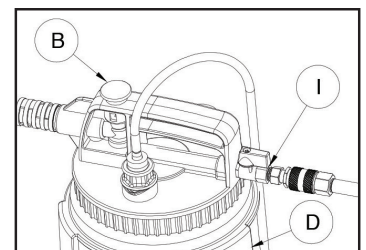
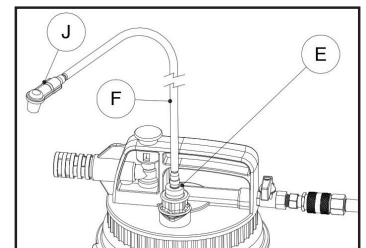
Note: Prior to bleeding, ensure that the master cylinder is full of new manufacture's recommended brake fluid. An automatic refilled kit is included with the unit to maintain the level of new fluid in the master cylinder during the brake bleeding process. Follow the instructions included with the kit to prevent air from being sucked into the master cylinder pistons, brake lines, and wheel cylinders while the hydraulic system is bled.

1. Properly park the vehicle on the level ground and turn the engine off, then for safe and convenient access to the brake bleed screw that located on each wheel brake cylinder.
2. Make sure all the bleed screws are clean.
3. Connect compressed air (70 psi (4.8 bar) to 170 psi (11.6 bar)) by the nipple attached to the Air Valve (**I**), located on one end of the Cover Housing (**A**).
4. Connect the end of the proper adapter of Brake Tube (**F**) to the Fluid Inlet Cover (**G**) located on the top of the vacuum bleeder unit



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

5. Slip the Rubber Fitting (**J**) located on the opposite end of the brake tube (**F**), over the nipple of the bleed screw.
6. Operate the vacuum bleeder by turning the Air Valve (**I**) on, and press the Push Button (**B**) to start the vacuum (allow a few seconds for vacuum to build in the bleeder reservoir before suction occurs), and with the box-end wrench, loosen/open the bleed screw slightly, until fluid is visibly draining through the bleed hose and into the Tank (**D**).



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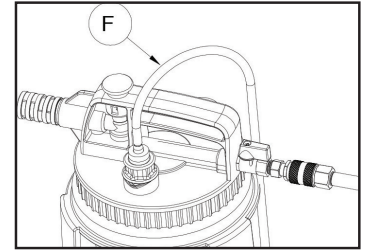
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Note: During the bleeding process, as brake fluid is being vacuumed through the bleed screw, air will also be sucked into the bleed tube from around the bleed screw threads. This can give the misconception that air is bleeding from the lines, however it is normal and does not think it's a problem. To prevent or reduce this kind of air, coat the bleed screw threads with silicon grease before to bleed.

7. Keep the bleed screw open until new fluid is visibly flowing through the Brake Tube (**F**) (typically 20 to 30 seconds).
8. Close the bleed screw firmly, without over tightening, prior to removing the Rubber Fitting and shutting off the Bleeder.



Note: It is important to ensure that the Rubber Fitting remains connected to the bleed screw, and the unit 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 an automatic refilled kit is not used, be sure to periodically check the level and top of the brake fluid in the master cylinder.

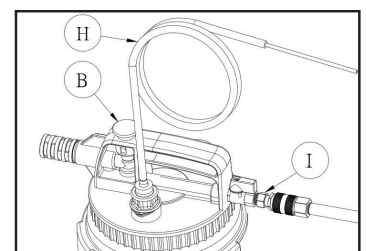
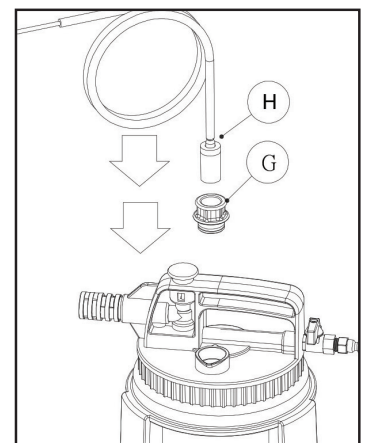
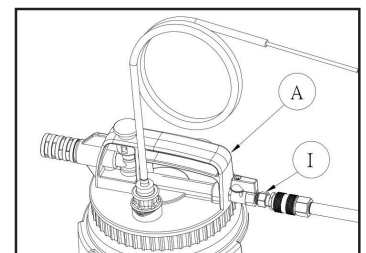
INSTRUCTIONS FOR BLEEDING HYDRAULIC CLUTCH SYSTEM

IMPORTANT:

The procedures below are to serve as guidelines for the use of this unit, in addition to these guidelines, always follow the manufacturer's recommended procedures when servicing each vehicle.

REMOVING OLD FLUID FROM THE CLUTCH MASTER CYLINDER

1. Properly park the vehicle on level ground and turn the engine off.
2. Clean the exterior of the master cylinder and master cylinder cap to prevent dirt from entering the master cylinder when the cap is removed.
3. Remove the cap from the master cylinder reservoir.
4. Connect compressed air (70 psi (4.8 bar) to 170 psi (11.6 bar)) by the nipple attached to the Air Valve (**I**), located on one end of the Cover Housing (**A**).
5. Connect the end of the proper adapter of Extract Tube (**H**) to the Fluid Inlet Cover (**G**) located on the top of the vacuum bleeder unit.
6. Insert the other end of the Extract Tube (**H**) into the master cylinder fluid reservoir, then turn the Air Valve (**I**) on, and press the Push Button (**B**) to start the vacuum (allow a few seconds for vacuum to build in the bleeder reservoir before suction occurs). While extracting the old fluid, stir it up to break loose and remove any sludge that has accumulated on the bottom and walls of the master cylinder.
7. Once all fluid is removed, turn off the unit and refill the master cylinder with new manufacturer's recommended brake fluid.



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VACUUM BLEED CLUTCH MASTER CYLINDER, SLAVE CYLINDER, AND HYDRAULIC LINES

Note: Prior to bleeding, ensure that the master cylinder is full of new manufacture's recommended fluid. An automatic refilled kit is included with the unit to maintain the level of new fluid in the master cylinder during the hydraulic bleeding process. Follow the instructions included with the kit to prevent air from being sucked into the master cylinder pistons, slave cylinder, and fluid lines while bleeding the hydraulic clutch system.

1. Properly park the vehicle on the level ground and turn the engine off, then 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 compressed air (70 psi (4.8 bar) to 170 psi (11.6 bar)) by the nipple attached to the Air Valve (**I**), located on one end of the Cover Housing (**A**).
4. Connect the end of the proper adapter of Brake Tube (**F**) to the Fluid Inlet Cover (**G**) located on the top of the vacuum bleeder unit.

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

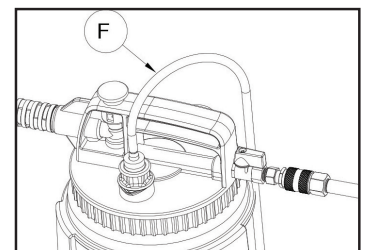
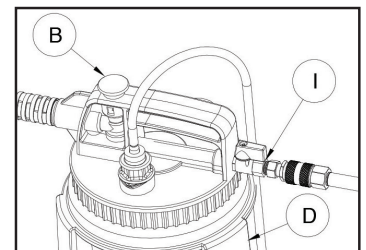
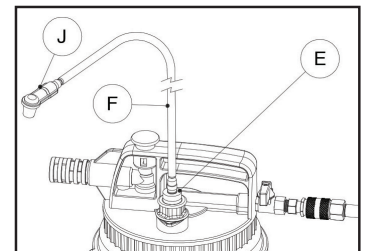
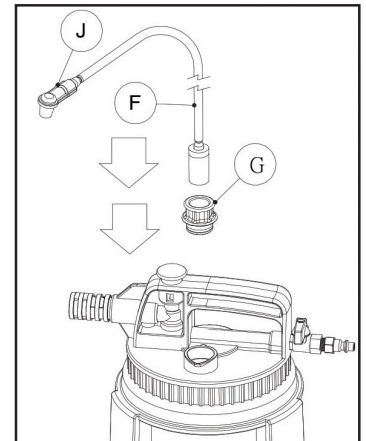
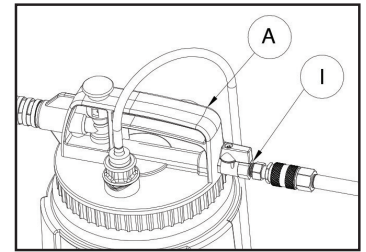
5. Slip the Rubber Fitting (**J**) located on the opposite end of the brake tube (**F**), over the nipple of the bleed screw.
6. Operate the vacuum bleeder by turning the Air Valve (**I**) on, and press the Push Button (**B**) to start the vacuum (allow a few seconds for vacuum to build in the bleeder reservoir before suction occurs), and with the box-end wrench, loosen/open the bleed screw slightly, until fluid is visibly draining through the bleed hose and into the Tank (**D**).

Note: During the bleeding process, as the 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 think it's a problem. To prevent or reduce this kind of air, coat the bleed screw threads with silicon grease before to bleed.

7. Keep the bleed screw open until new fluid is visibly flowing through the Brake Tube (**F**) (typically 20 to 30 seconds).
8. Close the bleed screw firmly, without over tightening, prior to removing the Rubber Fitting or shutting off the unit.

Note: It is important to ensure that the Rubber Fitting remains connected to the bleed screw, and the unit 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 an automatic refilled kit is not used, be sure to periodically check the level and top of the brake fluid in the master cylinder.



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TROUBLE SHOOTING

No.	Trouble Cause	Trouble shooting
1.	When you Turn Air Valve to the “Open” position and press Push Button down, but the Extractor Unit won’t start operation.	Please to press the blue colour button that is on the “cover housing”, if you hear the sound in “click” obviously, means in the normal condition. If there’s no voice, it means abnormally. You might stand upside down the body inclines (when it in the no fluid condition), if the body had the fluid, it might incline 45° shake several times, and then pressed the button, heard “click” the sound means normal.
2.	When you Turn Air Valve to the “Open” position and press Push Button down, but the Extractor Unit won’t start operation.	During Using, it should stain with some lube make the internal part more slippery. The correct place to fill lube as follows: make the quick coupler out first, pump the oil in and then jointed the quick coupler, when the Compressor air come in, the lube will follow air into the internal of the Extractor unit.
3.	When the fluid inside the extractor tank reaches “Full” position, the Extractor Unit won’t shut off Automatically.	Please to close the air valve and stop the action, then dispose of the fluid in accordance to the laws, use trouble shooting in step 1 and step 2.
4.	When the Extractor Unit work on, but it can’t suck the fluid any more	To check the tube whether has inserted the location firmly or slip? To inspect the fluid is empty or not? To check the fluid inside the extractor tank reaches “Full” position or not?

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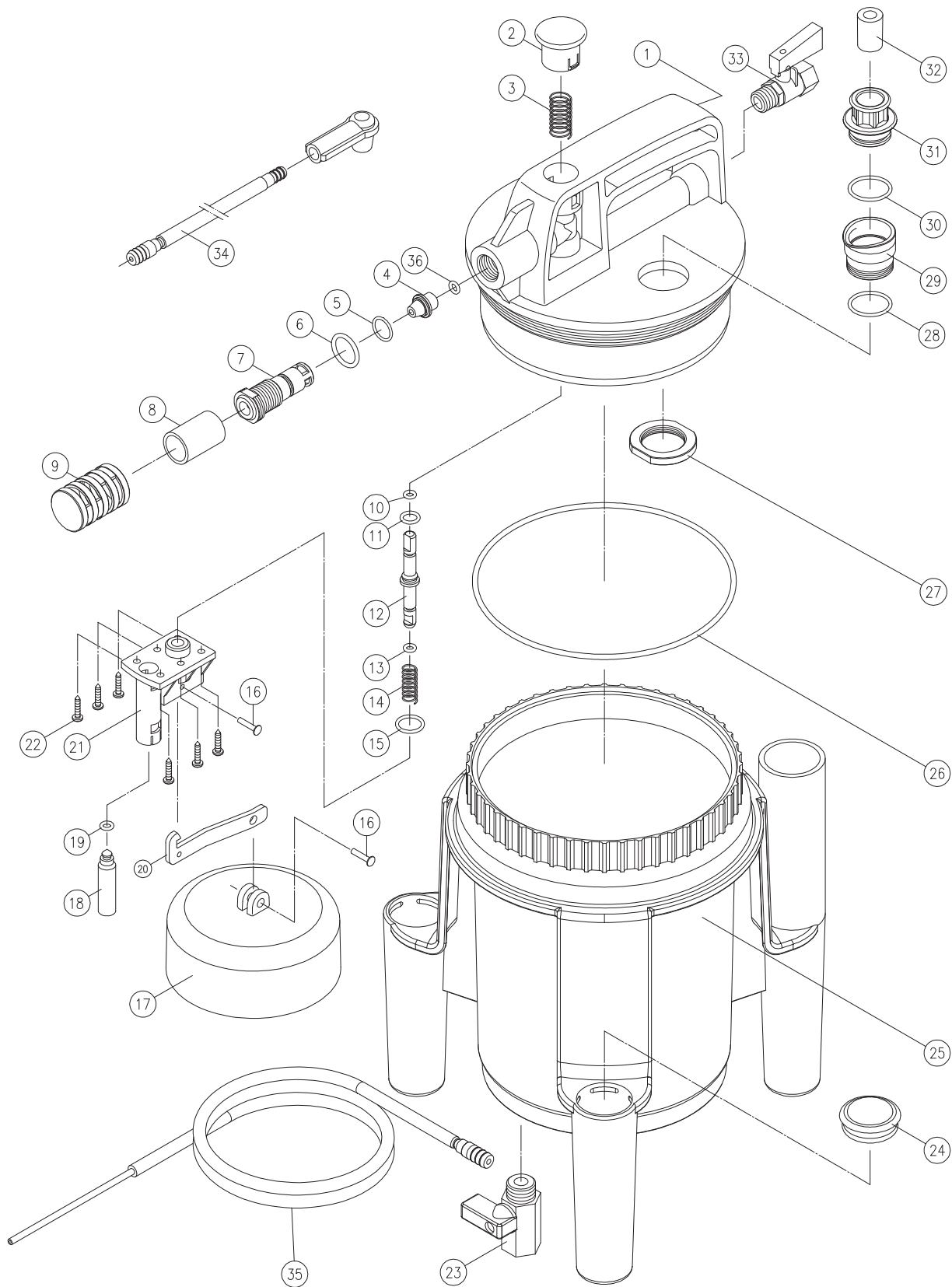
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Parts and Drawing Breakdown For 10705N Pneumatic Brake Fluid Extractor



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Parts List

10705N Pneumatic Brake Fluid Extractor

Part No.	Description	Qty	Part No.	Description	Qty
10705N-1	Cover Housing	1	10705N-21	Safety Valve Housing	1
10705N-2	Push Button	1	10705N-22	Screw	6
10705N-3	Spring	1	10705N-23	Fluid Outlet Valve	1
10705N-4	Vacuum Valve	1	10705N-24	Foot Lid	1
10705N-5	O Ring	1	10705N-25	Tank	1
10705N-6	O Ring	1	10705N-26	Packing	1
10705N-7	Vacuum Body	1	10705N-27	Lock Nut	1
10705N-8	Muffler Insert	1	10705N-28	O Ring	1
10705N-9	Muffler Shell	1	10705N-29	Fluid Inlet Housing	1
10705N-10	O Ring	1	10705N-30	O Ring	1
10705N-11	O Ring	1	10705N-31	Fluid Inlet Cover	1
10705N-12	Shaft	1	10705N-32	Adapter	1
10705N-13	O Ring	1	10705N-33	Air Valve	1
10705N-14	Spring	1	10705N-34	Brake Tube with Rubber Fitting	1
10705N-15	O Ring	1	10705N-35	Extract Tube	1
10705N-16	Ping	2	10705N-36	O Ring	1
10705N-17	Float	1			
10705N-18	Safety Cup	1			
10705N-19	O Ring	1			
10705N-20	Arm	1			

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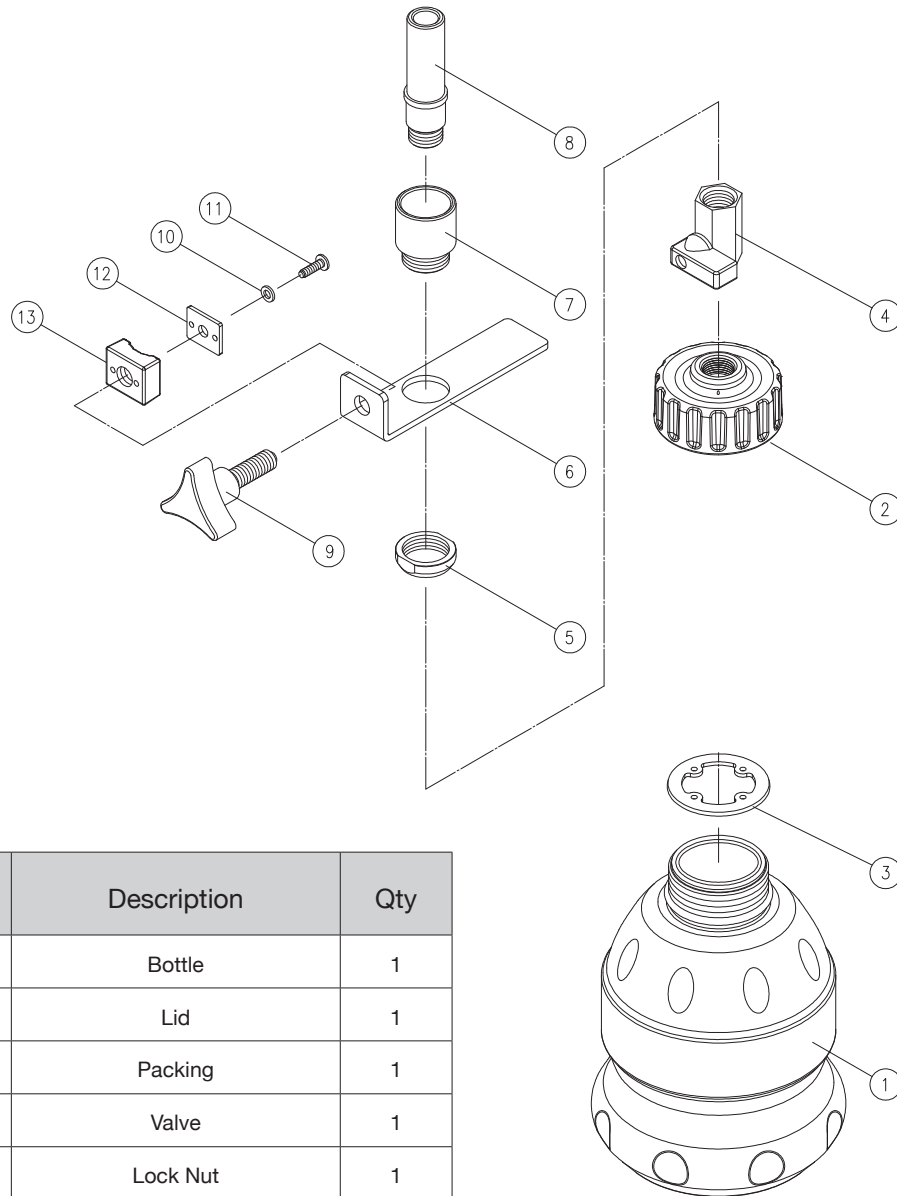
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Parts and Drawing Breakdown For 10705N Refill Kit



Part No.	Description	Qty
10705N-1	Bottle	1
10705N-2	Lid	1
10705N-3	Packing	1
10705N-4	Valve	1
10705N-5	Lock Nut	1
10705N-6	Bracket	1
10705N-7	Swivel Socket	1
10705N-8	Nozzle	1
10705N-9	Knob	1
10705N-10	Washer	1
10705N-11	Screw	1
10705N-12	Plate	1
10705N-13	Mount Block	1

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