

BLEED BRAKES LIKE A PROFESSIONAL

LAS5642 – Universal Brake Bleeder

This pressure bleeder tank does not require any electrical connection or compressor air to pressurize the bleeder tank. It has its own built in hand pressure pump. All it takes is a few strokes on the pressure pump after filling the tank with brake fluid and the unit is now ready to bleed any motor vehicle, truck and make of brake system.

The unit comes standard with a universal adaptor that will fit most vehicle braking types. Such as: ATE, BENDIX, WAGNER, JAPANESE/ASIAN, GIRLING LOCKHEED, types of reservoirs present and vintage models.

It can be used with ease by both the professional mechanic, or the do-it-yourself car owner, and can be used together with the Wingate brake hose clamps, which are used to help make diagnosing of a low brake pedal that much easier.

(See below the picture of the Gunson brake hose clamp and the instructions how to use the Y:GUN1491)

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Y: GUN1491

By using the WINGATE Brake Hose clamps GUN1491 together with a Wingate Brake Bleeders you will save TIME and MONEY and do the job correctly

Using three clamps (some vehicles require four) you will be able to diagnose most brake problems you come across during the course of hydraulic brake overhauling, fitting brake pads or shoes before starting the job or on completion, if you cannot get a satisfactory brake pedal height or pressure.

Most “low pedal” situations are caused by displacement of fluid of which there are many causes. eg. You may still have air in the hydraulic lines, incorrect brake shoe adjustments, worn discs (concave discs are the major cause of the outer and inner perimeter of the pad face making contact with the rotor edges and the centre of the pads have to “bend” towards the rotor face). A weak or old brake hose can expand when pressurized and can also contribute to the cause this problem.

Always check that the bleeder nipple hole is clean and on the top when installing calipers. Trapped air in the hydraulic system is a main contributor to low pedal pressure.

Designed for ease of use, all you do is place the link in the release position and insert the hose into the open end of the clamp. Squeeze the hinged lever closed and slide the link to hold the lever in the closed position. The clamp ends close the internal tube of the hose and prevents the flow of brake fluid without damaging the hose.

If the hose is in poor condition it should always be replaced with a new hose.

NEVER USE VICE OR PIPE GRIPS AS THIS WILL DAMAGE AND WEAKEN THE INSIDE OF THE HOSE AND IS VERY DANGEROUS.

FOR CYLINDER SERVICING:

The appropriate hose is clamped before the cylinder is removed or stripped. This reduces the loss of fluid to a minimum and after the work is completed only the affected parts require bleeding. It also eliminates messy work with the fluid running onto the floor working area.

FOR HYDRAULIC FAULT FINDING:

First check that the reservoir level is correct, and check the pedal movement.

Now clamp all hoses and check the pedal movement again.

If there is no improvement then suspect the Master Cylinder. If the pedal action is good, high and firm, the trouble must be at one of the wheels.

With your foot on the brake pedal have someone remove the clamps one by one and note the displacement as the pedal goes lower. The greatest movement of the pedal indicates which unit/s is faulty. You will have eliminated the "Guess" work and will now have a more positive idea as to the cause/s of the "low pedal" situation. There could be more than one problem.

By using this positive method of diagnosing most "low pedal" brake problems you will have saved yourself time and money spent replacing the wrong parts.

FOR EMERGENCY USE:

If your brake pedal collapses due to a burst brake hose, just fit the Wingate brake hose clamp to the hose before the burst or break, pump the pedal to test and drive carefully until you are able to have a new brake hose fitted.

BRAKE BLEEDING METHODS:

It is recommended that you always used a pressurized type brake bleeder tank. The Wingate Gunson Bleeder is an ideal quick and sure and correct way to Bleed Brakes. Wingate has been marketing Brake Bleeders for 45 years and is representative to the TOP NAMES in Bleeders. All our Brake Bleeders are a **ONE MAN OPERATION** and come with an assortment of all the popular adaptors with optional **"SPECIAL ADAPTOR CAPS FOR THE PROFESSIONAL that can be purchased separately.** These bleeders are designed and made for use on every make of Master Cylinder fitted to Cars, LDV, HD Trucks and cut down on time and fluid that is usually wasted by the pumping method which can also damage the rubbers inside the Master Cylinder.

They can be used on Clutch Hydraulics as well as being able to "back bleed" certain vehicles.

EVERY MECHANIC / TECHNICIAN SHOULD HAVE ONE AS PART OF HIS TOOLS AS WELL AS ANY "HOME D-I-Y MECHANICS".

BRAKE FLUID SHOULD BE BLED OUT OF THE BRAKE SYSTEM AND REPLACED WITH NEW DOT 4 BRAKE FLUID ON A REGULAR BASIS. AT LEAST EVERY TWO YEARS AND WHENEVER NEW BRAKE SHOES OR PADS ARE BEING REPLACED.

Using the Wingate Brake Bleeders it is easier to bleed brakes after a master Cylinder overhaul. One should also bench bleed any cylinder prior to fitting it back onto the vehicle, as this will remove most of the air. The Wingate bleeders can be used for this off the vehicle method as well. Wingate also has the Syringe Type Bleeder for bench bleeding any cylinder.

BRAKE TOOLS AND SPANNERS FOR USE ON BLEEDER NIPPLES

We also have an assortment of tool especially for use on brake systems. Ratchet type ring spanners to get to those hard to get to places on the brake system.

Brake Caliper Piston Rewinder are now available for all make and models of cars and trucks

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[See special tools on our website as well.](#)

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