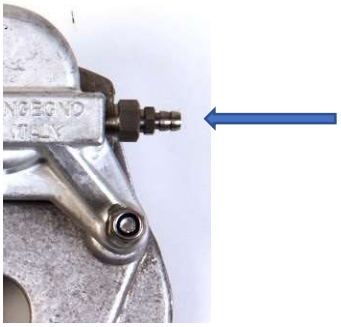
The Marc-Ingegno electrical brake bleeder allows the air to bleed from the braking system

Thanks to the electrical brake bleeder, it is possible to prevent air bubbles inside the braking system circuit.
We recommend doing this operation, when for any maintenance operation, the hydraulic braking pipes system have been disassembled.
The electrical brake bleeder tank is equipped with a 12V electric pump motor and two cables with clamps to allow its function.

Instructions for the correct operation: OPEN CIRCUIT – MASTER BRAKE CYLINDER

Connect the output of the brake bleeder to the filling valve of the brake caliper system.



Replace the oil tank cap with another one on which to insert a flexible pipe.

Case A: vertical tank_____

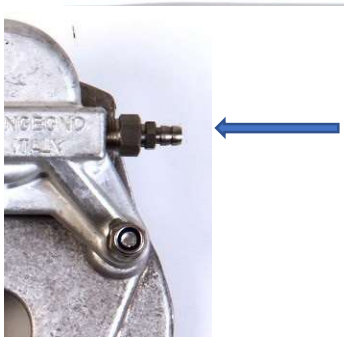
Case B: horizontal tank ----------

Case C: Remote tank

The end of the hose is inserted into the bleeder reservoir to allow the oil in the aircraft tank to overflow and enter the bleeder reservoir.
Start the bleeder via the potentiometer, to ON position(first click) in this way the oil flow will be kept to a minimum to avoid possible cavitation problems.
Then open the caliper filling valve and check if the oil arrives correctly.
When the circuit oil flow is stabilized, move the brake pump (or pumps in case your system has right and left brakes) with a few flicks to check if there are any leaks of air from the pumps.
Through the potentiometer, increase the flow rate of the bleeder, to let out leakage of any air bubbles.
After at least 5 minutes of continuous flow operation without bubbles, close the filling valve of the brake caliper system and switch off the bleeder.

Instructions for correct operation: **OPEN CIRCUIT - VERTICAL MASTER BRAKE CYLINDER**

Connect the output of the electric bleeder to the brake caliper filling valve system.



Unscrew the socket head cap screw, that holds the integrated reservoir cap in place of the vertical master brake cylinder and insert a flexible hose.

The other end of this flexible hose is inserted into the bleeder reservoir so that allows the oil in the aircraft tank to overflow and enter in the bleeder reservoir.
Start the bleeder via the potentiometer, to ON position(first click) in this way the oil flow will be kept to a minimum to avoid possible cavitation problems.
Then open the caliper filling valve and check if the oil arrives correctly.
When the circuit oil flow is stabilized, move the brake pump (or pumps in case your system has right and left brakes) with a few flicks to check if there are any leaks of air from the pumps.
Through the potentiometer, increase the flow rate of the bleeder, to let out leakage of any air bubbles.
After at least 5 minutes of continuous flow operation without bubbles, close the filling valve of the brake caliper system and switch off the bleeder.

Instructions for correct operation: **CLOSED CIRCUIT - STS MODEL with installed stroke adjustment device**

Before starting the bleeding operations, remember to unscrew the stroke adjustment device until you see the sealing OR.

Connect the output of the electric bleeder to the filling valve of the brake caliper system.
The other end of this flexible hose is inserted into the bleeder reservoir so that allows the oil in the aircraft tank to overflow and enter in the bleeder reservoir.
Start the bleeder via the potentiometer, to ON position(first click) in this way the oil flow will be kept to a minimum to avoid possible cavitation problems.
Then open the caliper filling valve and check if the oil arrives correctly.
When the circuit oil flow is stabilized, move the brake pump (or pumps in case your system has right and left brakes) with a few flicks to check if there are any leaks of air from the pumps.
Through the potentiometer, increase the flow rate of the bleeder, to let out leakage of any air bubbles.
After at least 5 minutes of continuous flow operation without bubbles, close the filling valve of the brake caliper system and switch off the bleeder.

ATTENTION: We suggest checking if on the brake caliper the new filling valve is installed on the hydraulic system: p / n MI3243PA00 REV1
We strongly recommend to install this filling valve as it is equipped with specific sealing O-Rings that avoid the accidental entry of air bubbles.