Phoenix Systems
Takes the fear out of braking

REVIEWS
Turn 70 cents into $100
Find Out How & see the new BrakeStrip CU+ID

NEW
New MaxPro Design
The MAXPRO has undergone a major design upgrade. Check It Out!

INFO
How It Works
New visual instructions help technicians discover new ways to remove trapped air.
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Surprising STOPPING POWER
NEW PRODUCTS

BY PHOENIX

Our new V-5 Reverse Bleeder is economy designed for retail shelf space in national auto parts stores.

NEW ARRIVAL: The V5 DIY is a one man bleeder.

V5 Bleeder

The V5 DIY has the bare necessities for world class brake and clutch bleeding at an economy price.

Removing more trapped air is important because it:

- Creates a firm pedal
- Reduces stopping time
- Increases braking power

"With our innovative research and development, we have developed versatile tools that remove trapped air from brake and clutch systems, which is critical to achieving the perfect pedal and reducing stopping distance,"

PROS/CONS

- Designed for light duty
- Affordable for the enthusiast
- Still performs all bleed methods
- Same features as professional tools
- Not rebuildable

said Jon Petty, CEO of Phoenix Systems. "We are excited to take the patented technology that professional technicians have used for years and make it available to the enthusiast with our V5 DIY kit."

"Bleeding brakes is a fast one-man job when you put physics to work for you"

This new V5 DIY Reverse Brake & Clutch Bleeder is more lightweight and portable than ever before. It doesn’t require compressed air or electricity and is available at an affordable price so that enthusiasts everywhere can start to remove more trapped air from their brake lines than ever before.

Each V5 DIY comes with an instruction pamphlet, the V5 Reverse Bleeder, and the accessories needed to perform reverse, vacuum, bench and pressure bleeding methods.

PROS bleeding now available for the enthusiast.

TOP BLEEDERS

Get the perfect pedal...

1 MaxPro HD

The best brake bleeder in the world just got better with a complete redesign. This reverse bleeder allows auto-motive service professionals to efficiently perform one-person brake services, including ABS.

2 V12 Professional

(Featured above)

The V12 is designed for light duty professional use and is made of Cycol nylon with metal like strength. It comes with everything to perform all bleed methods.

3 V5 DIY

The V5 DIY has the bare necessities for the world class brake and clutch bleeding at an economy price.
The new BrakeStrip Cu+ID is an innovative brake fluid test that combines two patented brake fluid testing technologies on a single strip.

BrakeStrip I.D. Tests Brake Fluid Type.
BrakeStrip I.D. Tests Brake Fluid Type. It’s important to make sure the vehicle’s brake fluid is the correct type per manufacturer specifications. DOT 4 brake fluid meets higher performance criteria and is commonly used in import vehicles. If a DOT 4 specified vehicle has DOT 3 brake fluid or a mixture of DOT 3 and 4, the brake fluid should be replaced.

BrakeStrip Cu+ Test For Copper. BrakeStrip Cu+ tests for copper, a precursor of corrosion. Corrosion has been determined as a primary cause of brake system failure. To safeguard stopping power, it is important to know when corrosion is occurring and how it could be effecting your system. The Motorist Assurance Program (MAP), has determined that brake fluid should be replaced when it meets or exceeds 200 ppm of copper.

Is your brake fluid correct?
Two approved brake fluid tests (copper and DOT Type) on a single strip. By using BrakeStrip CU+ID, a shop will find more vehicles that require brake fluid replacement.

You don’t need to go to a lab to find out what type of brake fluid is in the vehicle. BrakeStrip CU+ID will quickly identify the DOT type of brake fluid making sure it meets proper specifications.

BrakeStrip Cu + ID is the only copper & "brake fluid type" test that follows MAP guidelines

Proof In Minutes. With BrakeStrip Cu+ID, in as little as sixty seconds you have clear, repeatable and reliable proof of the level of copper and the D.O.T. type of brake fluid in the vehicle.

Copper is the key. Copper is as an indicator of brake fluid condition. Confirmed in important government research, copper serves as the most dominate sign of the depletion of corrosion inhibitors in brake fluid and provides a verifiable means of determining the condition of brake fluid.

Follow map guidelines. The Motorist Assurance Program (MAP) has established copper as its recommended standard for testing brake fluid to determine when fluid replacement is required. When corrosion is occurring and how it could be effecting your system. The Motorist Assurance Program (MAP), has determined that brake fluid should be replaced when it meets or exceeds 200ppm of copper.

Is your brake fluid up to spec?

Correct Type. D.O.T 4 brake fluid has higher performance capabilities and should not be replaced with D.O.T.3 brake fluid. If a D.O.T.4 stamped vehicle contains D.O.T.3 brake fluid, then the brake fluid should be replaced according to the MAP brake fluid guideline for "correct fluid type".

Common Problem. It is common that service facilities do not pay careful attention to the type of brake fluid they add to the brake system, especially European and Asian import vehicles.

"Stake your claim on the millions of vehicles that require brake fluid replacement today! "

www.brakebleeder.com  Phoenix Systems LLC  888.749.7977

Part # 3009-B
MaxProHD

Our new MaxProHD is an upgrade to the best brake bleeder in the world, and we think it’s even better!

The Best brake bleeder in the world just got even better with a complete redesign.

Introducing the new MAXPRO-HD™ (Heavy Duty) – a reverse brake bleeding system that allows automotive service professionals to efficiently perform one-person brake services, including ABS. The MAXPRO-HD is an upgrade to the world famous MaxPro, which some say, is the best brake bleeder the world has ever seen.

The MAXPRO-HD features a newly designed check valve system, spring tension adjustment and die-cast steel body. The hydraulic ratios were improved to allow smooth action with minimal hand force. That means you won’t have forearms like Popeye after you perform that perfect brake bleed. The MAXPRO-HD works by removing trapped air in a brake system, which naturally wants to rise. The air is pushed up and out the master cylinder to create a firmer pedal. This increases braking power, responsiveness, and reduces vehicle stopping time. Constructed from durable die-cast steel and aluminum, the MAXPRO-HD is designed for professional use.

“Our reverse brake bleeding system reduces the amount of time and the number of techs needed to get the perfect brake and clutch pedal”

Features of the new MAXPRO-HD Reverse Bleeder make it the best bleeder available.

MAXPRO-HD FEATURES

- New check valve design for easy maintenance & improved function
- Brake fluid compatible orange/black powder coated finish that cleans easily
- Smoother action handle to alleviate hand-stress
- 2 year manufacturer warranty
- New case for easier storage and cleanup
- 20 ml cylinder for a quicker bleeding process

The worlds best brake bleeder just got even better

PROS

- Innovative design
- More ergonomic grip
- More durable than ever before
- Easier cleanup
- Made for everyday professional use
- Performs all methods of bleeding

MaxProHD

Part # 2002HD-B

MaxProHD

Complete re-designed reverse brake and clutch bleeder

MaxProHD

AVAILABLE FROM
Professional tool retailer like Snap-On

PRICE
Under $400

OUR RATING

Top 3 right now
Top selling accessories...

1 M/C Adapter Kit.
The Master Cylinder Cover Kit contains 32 universal and manufacturer-specific adapters designed to fit 90% of the current master cylinder reservoirs found in vehicles, helping technicians perform proper reverse and pressure bleeds on various domestic and import models.

2 BrakeFree
(Featured above)
The BrakeFree is a specialty tool that works with standard air hammers, reduces optimal vibration and has proven more than 85% effective in freeing rusted bleed screws.

3 Bleeder Sealant
It is vital to seal the threads when using a pedal assist flush. After much trial and error, we developed a reusable bleed screw sealant that can hold 100 psi pressure and -30” Hg without leaking.

By Phoenix Systems LLC

MaxProHD:
Completely re-designed reverse brake and clutch bleeder

Phoenix Systems LLC   888.749.7977

www.brakebleeder.com

Top selling accessories...
M/C Adapter Kit

The Master Cylinder Adapter Kit is our #1 accessory for turning your Phoenix bleeder into your own brake flush machine!

Phoenix Systems offers service professionals a Master Cylinder Cover Kit to solve difficult master cylinder bleed problems.

The Master Cylinder Cover Kit contains 12 universal and manufacturer-specific adapters designed to fit 90% of the current master cylinder reservoirs found in vehicles, helping technicians perform proper reverse and pressure bleeds on various domestic and import models. It works with Phoenix Systems’ line of reverse brake bleeding tools, including the heavy duty MAXPRO™ and the V-12 Reverse Brake Bleeder. These tools are designed to efficiently perform a one-person brake service.

Manufacturer-specific adapters included in the kit are made to fit Chrysler, Dodge, Jeep, Chevrolet, GMC, Toyota, Honda and Nissan, among others; the two universal adapters fit most European makes like BMW, Audi and Mercedes.

How it works

The Petro Pump is used for testing petroleum based fluid testing and removal.

Other tools to consider

Make your “bleeding” life easier...

01 Cycle adapter

This low-pressure, round style adapter is made to seal clutch and motorcycle master cylinders for reverse bleeding.

02 MaxPro HD

Use a Phoenix reverse bleeder with the master cylinder adapter kit for almost unlimited pressure bleeding options.

Petro Pump

Designed for gasoline, oil and petroleum hydraulic fluid. Perfect for aircraft brakes, cleaning carburetors and testing fuel systems!

We packaged our award winning brake bleeding technology into the new Phoenix Petro-Pump. It can perform all of Phoenix’s specialty pressure testing and bleeding techniques for petroleum systems including: fuel and emission systems, aircraft brakes, power steering, hydraulics and much more. Standard Phoenix bleeders are specifically designed for brake fluid, which is not compatible with petroleum fluids. Phoenix redesigned the entire system to be petroleum compatible. The Petro-Pump comes in a complete kit with case and many accessories and adapters for testing fuel or hydraulic systems to over 100 psi.

“Now you can enjoy the Phoenix bleeder for your gas, oil, and tranny fluid projects”

“A great add-on for pressure vacuum and reverse bleeding”

“Clean and test carburetors”

“Bleed power steering systems”

“Bleed aircraft brakes”

“Pressure test fuel systems to 100 psi”

“Test pressure & vacuum sensors”

www.brakebleeder.com Phoenix Systems LLC 888.749.7977
Brake Fluid Flush Kit

Many shops don’t flush the brake system properly and fail the BrakeStrip after test. Get the kit and never fail again!

We took four of our best selling brake service tools and combined them into one kit. The Brake Fluid Flush Kit offers service professionals the new MaxProHD Reverse Brake Bleeder, BrakeStrip Brake Fluid Test Strips, Master Cylinder Cover Kit, and the BrakeFree. The kit also includes some helpful accessories like the XL Flush Hose and the bleed screw sealant that prevents leaks, especially important for using the pedal assist brake flush technique. Our Brake Fluid Flush Kit is designed to help technicians execute more efficient brake fluid flush jobs because it can utilize the ultra-versatile MaxPro with unlimited bleeding and flushing techniques. This kit has it all. The shop and technician can test brake fluid, show the customer, and then complete the brake fluid flush in less time than ever before and not worry about failing the after test.

“Great” Brake Fluid Flush in 15 minutes, even ABS

- MAXPRO HD REV BLEEDER: Best bleeder, all methods
- BRAKESTRIP: Find bad brake fluid in 60 seconds
- MASTER CYLINDER KIT: 12 universal adapters to fit 90% of all master cylinder reservoirs
- BRAKEFREE: Remove rusted bleed screws without breaking
- XL HOSE & BLEEDER SEALANT: Add pedal assist to speed flush and get better results

BRAKE FLUID FLUSH KIT

**The Good**

Everything you need for professional brake system flushing is included in this kit. This system is simple and manual, nothing to break so don’t worry. And it doesn’t require compressed air or electricity so you can use at home, at the track, on the trail or in the shop.

**The Great**

It’s small too and will fit in your tool box, unlike the big bulky and expensive machines that never get used anyway. You can also buy your own fluid and not pay a lease for an automatic flush machine that won’t flush properly anyway.

How it works

The Brake Fluid Flush Kit allows user to perform all bleeding methods with one kit.

“Perfect” Brake Fluid Flush

- The least expensive, most effective brake flush system

In our quest to developing the quickest brake flush technique, we developed the XL flush hose to allow the Phoenix bleeder to pressurize the master cylinder while depressing the brake pedal for a pedal assist flush. We invented this technique right here at the Phoenix.

- There are big problems with leakage around bleed screw threads. After much trial and error, we developed a reusable bleed screw sealant that can hold 100 psi pressure and -30” Hg without leaking. It is vital to seal the threads when using a pedal assist flush.

- There are not too many things ruin a brake job like a rusted or broken bleed screw. The BrakeFree is a specialty tool that works with standard air hammers, carefully designed to fit most brake job requirements and mandatory for the pedal assist flush.

- There are big problems with leakage around bleed screw threads. After much trial and error, we developed a reusable bleed screw sealant that can hold 100 psi pressure and -30” Hg without leaking. It is vital to seal the threads when using a pedal assist flush.

- In our quest to developing the quickest brake flush technique, we developed the XL flush hose to allow the Phoenix bleeder to pressurize the master cylinder while depressing the brake pedal for a pedal assist flush. We invented this technique right here at the Phoenix.

The Perfect Flush

Q: Why did the car fail a BrakeStrip test just a week after we flushed the brakes?
A: You didn’t flush properly. You need to use 1-2 quarts of new brake fluid. Certain m/c require the brake pedal to be slightly depressed while the system is pressurized. The Patent Pending Pedal Assist is the quickest and most effective flushing technique. Simply pressurize the reservoir with a Phoenix bleeder using the required adapters and bleed screw sealant. Attach a block under the brake pedal, open a bleed screw and depress the pedal while the system is pressurized. The best part is you can sit in the drivers seat and do it all by yourself. The combination of pressure and pedal assist is very effective at removing copper and other contaminants. This will also work using vacuum, though not as effective.
"After using a Phoenix Bleeder, I had to learn how to drive all over again because of the difference in pedal feel and response"

41% of brake systems have trapped air that can increase your stopping distance. Pros know that trapped air kills brake response. Obliterate trapped air with a Reverse Bleeder. Never again have a problem with a spongy pedal.

STOPPING POWER

IT’S TIME TO REVERSE EVERYTHING YOU KNOW ABOUT BLEEDING BRAKES. Fact: Bleeding brakes is a fast one-man job when you put physics to work for you. The proof is in the pedal.

Reverse Brake Bleeders

The best brake bleeders in the world, give you the firmest, safest pedal, guaranteed!

Phoenix Brake Bleeder "mini" FAQ

Q: What’s the problem with trapped air anyway?
A: Trapped air destroys brake response because air is compressible and results in delayed brake response.

Q: What makes Phoenix Bleeders so good?
A: They are patented and can perform every possible bleeding method (especially "reverse") for removing trapped air.

Q: Which tool should I buy?
A: Study the chart on page 20 and determine which tool best suits your needs.

Q: Will it work on my vehicle?
A: The tools are not vehicle specific and will work on almost any hydraulic brake or clutch system, even motorcycles, bicycles and ATV’s.

Q: Which bleeding method is the best?
A: Reverse bleeding is the most efficient, but often a combination of bleeding techniques gets the best results.

Q: Why does it work so well with ABS?
A: Reverse bleeding uses fluid paths in which ABS valving offers little to no resistance. ABS manipulates braking pressure and then allows fluid to easily return to the master cylinder.

"Most innovative tool of the year" - MOTORTREND

41% of brake systems have trapped air that can increase your stopping distance. Pros know that trapped air kills brake response. Obliterate trapped air with a Reverse Bleeder. Never again have a problem with a spongy pedal.

www.brakebleeder.com  Phoenix Systems LLC  888.749.7977

"Most innovative tool of the year" - MOTORTREND
How it works

Air bubbles rise and exit
The air will bubble out as fluid fills the master cylinder reservoir. Make sure the cover is open to allow the air to escape.

ABS, No Problem
This diagram doesn’t show ABS, but reverse bleeding uses the natural fluid path back to the master cylinder, which means it doesn’t require special ABS tools or clips.

Brake Line
Air will get trapped in the high points of the brake system which could be in the brake lines, brake line fittings or internal components. Air and fluid is pushed up to the master cylinder reservoir.

Bleed Fitting
Attach the quick coupler bleed fitting, open the bleed screw and press the rubber fitting over the bleed nipple.

Outlet valve
This is the pressure outlet of the bleeder and location of the outlet check valve. Make sure the housing is tight.

Inlet check valve
The valve is designed for easy access and cleaning. Make sure there is no dirt in the suction check valve. Fluid flows from the bottle through the tool with each handle stroke.

Smart Bottle
The cap is equipped with quick couplers to attach to bottle or bleeder fittings.

Inlet Hose
This is the suction side hose with quick coupler to attach to bottle or bleeder fittings.

Spring Adjust
The return spring is adjustable to fine tune the movement for different viscosities and temperatures.

Outlet valve
This is the pressure outlet of the bleeder and location of the outlet check valve. Make sure the housing is tight.

“After using a Phoenix Bleeder, I had to learn how to drive all over again because of the difference in pedal response and firmness”

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How to Reverse Bleed

Reverse bleeding is the absolute best single bleeding method to use. It is the most effective at removing trapped air. It works well with ABS equipped vehicles as well as any vehicle with a bleed screw. It is also very quick, the fastest of any bleeding method.

The Good
Reverse bleeding is very simple and will work on most vehicles with a bleed screw. Most people are familiar with this type of bleeding because it is so common.

The Bad
Vacuum bleeding is the least effective bleeding technique. It should really only be used in combination with another bleeding method. Some vehicle manufacturers don’t recommend vacuum bleeding. One of the primary problems is air leakage around the bleeder screw threads.

Score (40 points possible)

<table>
<thead>
<tr>
<th>#1 Bleeding method 40 points</th>
<th>Ease</th>
<th>Effectiveness</th>
<th>Speed</th>
<th>Approved</th>
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<tr>
<td></td>
<td>10</td>
<td></td>
<td>10</td>
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</table>

How it works

Simply hook the rear suction side of the bleeder to the bleed screw and squeeze the handle.

How it works

The Phoenix reverse bleeder uses new brake fluid to push trapped air from the low point in the brake system up.

Don’t force trapped air down. Push it up—and out. These patented tools are designed to perform all known bleeding methods like: reverse, bench, pressure and vacuum bleeding. Results—stop quicker with the fastest brake response and the firmest brake pedal possible. One tool. One Technician. Every Bleeding Method Known to Man!

FEATURES

Stop Safe
Provides safest brake or clutch pedal

One Man
One man can bleed the brakes or clutch in 10 minutes or less

Works With ABS
Bleed ABS equipped vehicles without a scan tool

Any Vehicle
Works on any vehicle with a bleed screw, no adapters

O.E. Approved
U.S. Military, General Motors and Bendix approved

How it works

Simply hook the rear suction side of the bleeder to the bleed screw and squeeze the handle.

How it works

The Phoenix bleeder uses new brake fluid to push trapped air from the low point in the brake system up.

“Trapped air wants to go up, not down!”

Bleed Methods

With any Phoenix Reverse Bleeder, one man can bleed the brakes on any vehicle in 10 minutes or less—even tough ABS!

The Phoenix Reverse Brake Bleeder is a revolutionary tool based on an incredibly obvious concept: Air wants to go up. That’s it. Traditional brake bleeding tools and techniques fight this principle. At Phoenix, we harness it, so you can quickly remove all the air from the whole braking system.

“Makes even impossible brake jobs easy! Get a safe brake pedal every time”
Reverse Bleeders

One Man. One tool. Every bleeding method known to man.

All Phoenix Bleeders are designed to perform all bleeding methods like: reverse, bench, pressure, cross and vacuum bleeding.

The Brake Bleeder REVolution. With any Phoenix Reverse Brake & Clutch Bleeder, one man can bleed the brakes on any vehicle in 10 minutes or less – even if it's a tough ABS job (you won’t need a scan tool or special clips). The Phoenix Reverse Brake Bleeder is a revolutionary tool based on an incredibly obvious concept: Air wants to go up. That's it. Traditional brake bleeding tools and techniques fight this principle. At Phoenix, we harness it, so you can quickly remove all the air from the whole braking system.

Bleed ABS Fast
"I was blowing away my boss at how fast I could bleed ABS" - Ernest Able

Firm Pedal Fast
"I used the V-12 and reversed bleed the system. I had a firm pedal the first time and no mess." - James R

Able Pedal Fast
"Don't force air down. Push it up - and out"

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### FEATURE LIST

<table>
<thead>
<tr>
<th>V5-DIY</th>
<th>V12</th>
<th>MAXPRO</th>
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</thead>
<tbody>
<tr>
<td>Patented Reverse Bleeding</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>One person operation</td>
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<tr>
<td>Portable, lightweight, no electricity or air required</td>
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<td>✓</td>
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<td>Removes MAX trapped air</td>
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<td>Warranty</td>
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<td>1 yr</td>
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<tr>
<td>Construction</td>
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<tr>
<td>Re-buildable</td>
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<td>Professional Use</td>
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<td>Optimized design for Pressure Bench Bleeding</td>
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<td>Under $200</td>
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<tr>
<td>Overall</td>
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<td>Better</td>
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### MAXPRO HD REVERSE BLEEDER

**TOP FEATURES**

- Heavy-duty metal construction
- New model design for 2014
- Worlds best Brake bleeder
- US military, General Motors and Bendix approved
- Rebuildable w/Adjustable spring tension

### V12 REVERSE BLEEDER

**TOP FEATURES**

- Designed for light duty professional use
- Made of the Zytel nylon with metal like strength
- Rebuildable for a lifetime of use
- Complete kit with everything you need

<table>
<thead>
<tr>
<th>Part #</th>
<th>Description</th>
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<tbody>
<tr>
<td>2003-B</td>
<td>V12 Pro</td>
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<tr>
<td>2003-MC-B</td>
<td>V12 w/ cycle adapter</td>
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</table>

### V5 DIY REVERSE BLEEDER

**TOP FEATURES**

- Economy construction
- New model design for 2014
- Inexpensive, yet powerful
- All bleeding techniques one small package
- Adjustable spring tension

<table>
<thead>
<tr>
<th>Part #</th>
<th>Description</th>
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<tbody>
<tr>
<td>2104-B</td>
<td>V5 DIY</td>
</tr>
<tr>
<td>2104-MC-B</td>
<td>V5 DIY w/ cycle adapter</td>
</tr>
</tbody>
</table>

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www.brakebleeder.com Phoenix Systems LLC 888.749.7977
Everything you need for professional brake system flushing. It’s simple and manual, nothing to break.

Part # Description
2007-B Brake Fluid Flush Kit

MAXPRO SECRET WEAPON REVERSE BLEEDER

TOP FEATURES
- MAXPRO HD REV BLEEDER
  - Best bleeder, all methods
- BRAKESTRIP
  - Find bad brake fluid in 60 seconds.
- BRAKEFREE
  - Remove rusted bleed screws without breaking.
- US MILITARY APPROVED
  - Included in US Military SATS.
- US MILITARY APPROVED
  - Included in US Military SATS.

Part # Description
2001HD-B Secret weapon Combo Kit

US MILITARY
This Kit is included in the US Military Standard Automotive Tool Set. When you can only have one tool, the Pros choose Phoenix.

BrakeFREE BLEED SCREW REMOVER

TOP FEATURES
- Removes rusted bleed screws without breaking
- Works with standard air hammer
- Prevents throwing good calipers away
- Sell brake flush w/o worry about opening bleeders
- 60 seconds 85% effective
- Works with Snap-On air hammer

Part # Description
4001-B BrakeFREE
4002-B BrakeFREE 3-Pack

“Not just for bleed screws, works on any frozen bolts”

NO MORE SPONGY PEDAL

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23
Brake Fluid Testing

The #1 brake fluid test in the world. The new industry standard!

“How A BRAKE FLUID TEST YOU GIVE AWAY FREE MAY TURN INTO YOUR MOST PROFITABLE LINE OF BUSINESS. Inexpensive BrakeStrip indicates when brake fluid exchange is needed – improving your customers’ safety while increasing your business’s profits.

The proof is in the pedal.

“After extensive testing, Bendix feels that BrakeStrip is the best brake fluid indicator on the market” - Bendix Brakes

“We recommend following MAP guidelines and change brake fluid at 200 ppm copper” - NUCAP

“If you want scientific proof when to change brake fluid, we recommend copper testing” - Omni, Brake Fluid Mfr

United States AirForce Approved!

California BAR Approved Disclosures

“One location made $9,700 in Brake Flush Sales our first month using Brake Strip” - Wayne, Grease Monkey

STOPPING POWER

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Brake Fluid 101

Brake fluid is the life’s blood of the braking system!

New technology was necessary to protect the system from damaging corrosion. Phoenix Systems invented and patented a new technology using copper to identify when brake fluid replacement is required. BrakeStrip with copper testing technology quickly identifies the primary problem with brake fluid.

Summary

Break DOWN
- Brake fluid wears over time.
- “MAP established the world’s first brake fluid replacement guideline based on copper.”
- “COPPER PREDICTS POSSIBLE DAMAGE”
- “ACCELERATED DAMAGE”

Copper levels predict more damaging corrosion. Copper can also damage ABS components and accelerate corrosion of iron brake parts.

Q: Why does brake fluid need to be replaced?
A: Over time corrosion inhibitors become depleted and brake components can be damaged by corrosion and contamination.

Q: Why is copper the first metal to corrode in the brake system?
A: Copper is in the braising of steel brake lines.

Q: What’s the big deal about copper?
A: Copper levels predict more damaging corrosion. Copper can also damage ABS components and accelerate corrosion of iron brake parts.

Q: Is there a brake fluid service standard?
A: Yes, The Motorist Assurance Program (MAP) has established that brake fluid replacement is required at 200 ppm of copper.

Q: What about moisture (water) in brake fluid?
A: No moisture standards exist and moisture is rarely an issue due to today’s EPDM brake hoses and sealed brake systems.

Q: Can you tell brake fluid condition by dirty color?
A: No, brake fluid turns dark mainly due to dye from the hoses and other components in the brake system.

BrakeStrip Basics

No Color | No Moisture | No Time/Age | Follow MAP | Test Copper

You can’t determine brake fluid condition by moisture, color, time or vehicle mileage. BrakeStrip determines when brake fluid replacement is required. BrakeStrip is the new MAP standard for brake fluid. BrakeStrip is a copper test, not a moisture test.

Copper. Big Problem

Copper in linings | Predicts Iron | Like Wear Indicator | Copper unsafe in brake fluid

Brake lines have a copper lining that corrodes slowly from the time brake fluid is added by manufacturer. Copper levels predict when more damaging iron corrosion will occur. It’s like a wear indicator for your brake fluid. Copper plays a vital role in brake system safety. Copper can plate to ABS valves causing failure.

How It Works

1. Dip Strip into brake fluid for one second.
2. Shake off excess fluid and wait 30-120 seconds.
3. Compare pad color to determine copper level.

Customer’s Brake Fluid Corrosion Test Results

- Copper Corrosion Level (ppm)
- Required Service

Dip Strip | Wait 60 Secs | Compare Color | Replace at 200 ppm

D.O.T. certified brake fluid lab tests evidence of the brake fluid service standard.

ABIC Labs Report

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BrakeStrip Copper "mini" FAQ

Q: Why about time or vehicle mileage?
A: The domestic OE manufactures say the brake fluid should only be changed if it is proven to be contaminated.

Q: Is copper testing accepted by the California Bureau of Automotive Repair (BAR)?
A: Yes.

Q: What do the brake manufacturers say about BrakeStrip?
A: “BrakeStrip measures particulates of contamination vs. moisture. It is a better factor of worn brake fluid than measuring the boiling point. Lab tests prove the validity of the test strips.”

- Wally Marciniac, Raybestos

“BrakeStrip is the best brake fluid test on the market! I’ll never flush brakes again without testing with BrakeStrip first!”

- Jay Buckley, Bendix

If you want scientific proof when to change brake fluid, we recommend copper testing.

- Omni, Brake Fluid Mfr

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Test for copper

You can't determine brake fluid condition by color, moisture, time or mileage. Test brake fluid with BrakeStrip!

BY PHOENIX

What about time and mileage? General Motors Ford and Chrysler or do not have a service interval for brake fluid and recommend that brake fluid should only be changed if proven to be contaminated.

BrakeStrip tests for copper. Copper is the first metal to corrode in the brake system. Copper is in the brazing of the steel brake lines.

Step 1. Test every vehicle with BrakeStrip. You cannot rely on visual inspection (color), mileage or age of the vehicle to determine if a brake fluid exchange is needed. BrakeStrip will accurately identify if brake fluid should be replaced in about 60 seconds. Simply dip the BrakeStrip into the master cylinder reservoir for one second, shake off the excess fluid.

Step 2. Determine if brake fluid exchange is required. Compare BrakeStrip pad color to determine the copper level with the chart on the side the BrakeStrip tube.

Step 3. Show the strip and the Customer’s Brake Fluid Corrosion Test Results card to the customer. Mark the box under copper level and give the card to your customer. Explain that brake fluid replacement is recommended per MAP guidelines. * Motorist Assurance Program (MAP) UICS require brake fluid replacement at 200 ppm copper. This is one of the most important things you can do to earn your customer’s trust by proving “If and When” brake fluid replacement is needed.

Step 4. Staple the strip to the work order and give the customer the card to keep.

Step 5. Perform a high quality brake fluid exchange service. For most vehicles it takes 1 quart – 1/2 gallon of brake fluid to properly flush the system. Vacuum flushing is the least effective technique. Pressure flushing is best.

Step 6. Perform an “after test”. After a test drive perform an “after test” with a second BrakeStrip test strip to make sure you properly flushed 80-90% of the copper from the brake system. Remember, BrakeStrip works perfect every time and never lies. If you fail a test soon after a brake fluid exchange was performed, it means that the exchange was not performed properly and you need to improve your brake fluid exchange technique.

Step 7. Show the “after test” to your customer so they can feel good about your service. Remember, Test, Don’t Guess!

Step 8. Provide customer with reason/justification for service: Brake fluid with 200 ppm or higher copper levels will not pass Department of Transportation (DOT) FVMSS-116 corrosion test standards.

Step 9. Communicate test results to customer.

BrakeStrip is fast, accurate and the only brake fluid test that meets MAP and California BAR disclosure guidelines. Not only will BrakeStrip accurately identify vehicles that require brake fluid replacement in about 60 seconds, but it will help improve your customer relations and build future brake fluid exchange business for more revenue. To help ensure your success, we have developed the BrakeStrip System. Our customers using the BrakeStrip System report increases in brake fluid exchange services by as much as 400%. Your results may vary, but by using the BrakeStrip System you will achieve maximum possible brake fluid flush profits and help your customers properly maintain their brake system.

BrakeStrip 7 Step System

Step 1. Obtain authorization, test and inspect vehicle before making service recommendation.

Step 2. Inform customer that a copper based recommendation is different from their vehicle manufacturer scheduled brake fluid maintenance recommendation which is based on time/mileage or provides no recommendation.

Step 3. Provide customer with reason/justification for service: Brake fluid with 200 ppm or higher copper levels will not pass Department of Transportation (DOT) FVMSS-116 corrosion test standards.

Step 4. Communicate test results to customer.

Step 5. Provide customer with expectation for service: The brake flush service will not remove all of the copper, but will reduce copper below the 200 ppm level to help protect the brake system from corrosion.

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BrakeStrip

How a brake fluid test you give away can turn into your most profitable line of business.

The perfect balance of brake fluid service profits and brake protection for your customers is just 60 seconds away with BrakeStrip.

Looking For New Sources Of Revenue?
Trying to maximize your income and profits? Then Phoenix Systems BrakeStrips are for you. BrakeStrip is a quick test that identifies serious brake system problems before they occur – thereby ensuring customers’ safety while earning their trust and loyalty. And BrakeStrip uses strict Motorist Assurance Program (MAP) guidelines for brake fluid testing. Plus it’s recommended by brake system manufacturers like Omni, Nucap, Bendix Brakes and the US Military.

Find Bad Brake Fluid Fast. No other brake fluid test finds bad brake fluid as often as BrakeStrip – it’s like an endless series of $100 brake fluid exchanges for your shop!

Make Money & Save Customer’s Money. BrakeStrip is guaranteed to generate sales even as they save your customers money by preventing expensive brake system damage. It’s not just about money; you’ll help safeguard your customers’ stopping power.

Easy to use, easy to read, easy to sell.
Literally dip the BrakeStrip into the brake fluid for one second and the strip turns color from white to a shade of purple. The extent of that color reaction is driven by the copper content in the brake fluid (an indicator of corrosion). Just take the colored strip and match the color on the scale. If copper levels are 200ppm or higher, it’s time to replace the fluid.

Copper is the key. Copper is as an indicator of brake fluid condition. Confirmed in important government research, copper serves as the most dominate sign of the depletion of corrosion inhibitors in brake fluid and provides a verifiable means of determining the condition of brake fluid.

Protect your reputation!

Your customers will love you. And you’ll love what BrakeStrips do for you. The easy-to-see result makes for a satisfying customer experience: The customer can clearly see if she needs the brake fluid replaced.

Follow map guidelines. The Motorist Assurance Program (MAP), has determined that brake fluid should be replaced when it meets or exceeds 200ppm of copper.

Get Your Brake Fluid Report

The Issue: Over time, brake fluid wears out. This leaves the brake system vulnerable to corrosion. Of particular concern are the sensitive anti-lock brake components. High levels of corrosion could cause during an emergency stop.

The solution: Test with BrakeStrip and at 200 ppm Cu or more, flush the old brake fluid and contaminants out. Replace it with fresh brake fluid. Corrosion inhibitors in the new brake fluid help prevent future corrosion, improve safety and extend the life of critical brake parts.
BRAKEFLUID TEST

BRAKESTRIP CU+ID
BRAKE FLUID TEST

TOP FEATURES
- Two brake fluid test on a single strip. 100 QTY
- Test brake fluid for copper
- Test brake fluid for DOT 3, 4 or a mixture
- Follows MAP guidelines

Part # Description
3009-B BrakeStrip CU+ID

BRAKESTRIP Copper
BRAKE FLUID TEST

TOP FEATURES
- One brake fluid test on a single strip. 100 QTY
- Test brake fluid for copper
- Manufacturer and US Military approved
- Follows MAP guidelines

Part # Description
3001-B BrakeStrip Copper

BRAKEFLUID TEST

BRAKESTRIP I.D.
BRAKE FLUID TEST

"Is it DOT 3 or DOT 4? Find out in minutes"

BRAKESTRIP CU KIT
BRAKE FLUID TEST

TOP FEATURES
- One brake fluid test on a single strip. 100 QTY
- Test brake fluid for copper
- Manufacturer and US Military approved
- Follows MAP guidelines

Part # Description
3007-B BrakeStrip I.D.

3006-B BrakeStrip Kit-Copper, cards

Part # Description
3009-B BrakeStrip CU+ID

The BrakeStrip System is proven to improve brake flush sales.
PARTS/EXTRAS

ITEM 5001-B
MAXPRO Repair Kit
To ensure a lifetime of service, the wear parts in the MAXPRO are included in the rebuild kit. The kit contains: check valves, piston washers, all O-rings, cylinder, springs and lever pads.
Note: Replacement Part

PARTS/EXTRAS

ITEM 5002-B
V12 Repair Kit
The V12 Repair Kit contains all the necessary wear parts including: cylinder with integral check valve, outlet check valve and spring, O-rings and lubrication washer.
Note: Replacement Part

ITEM 6001-B
Master Cylinder Cover Kit
The Master Cylinder Cover Kit contains the most common master cylinder adapters for pressure and vacuum bleeding. The kit contains domestic, foreign and universal adapters. These are low-pressure adapters designed for 15-17 psi. Excessive pressure could cause leaks.

ITEM 6002-B
GM (3) Adapter Set
This kit contains the most common GM screw cap reservoir adapters. These are low-pressure adapters designed for 15-17 psi. This kit will also fit other applications like Nissan.

ITEM 6003-B
Motorcycle Cylinder Adapter
This (low-pressure) round style adapter is made to seal clutch and motorcycle master cylinders for reverse bleeding. The adapter prevents over-flowing their small reservoirs. The adapter includes a stretch cord, hose and quick-coupler. This adapter is NOT included in standard kits.

ITEM 6004-B
Power Bleeder Adapter
Use this to adapt the M/C Cover Kit 66001-B to Wagner style pressure brake bleeders.

ITEM 6005-B
Universal Bottle Adapter
This bottle adapter fits 28 sizes of bottle openings. It is used to draw fluid from any brake fluid container. The bottle adapter is included with all tools and the Smart-Pak accessories.
Note: Replacement Part

ITEM 6006-B
Honda Adapter Set
This (low-pressure) round style adapter is made to seal Honda vehicles and because of popularity is available separately. This adapter is also included in the 6001-B Kit.

ITEM 6007-B
Bottle Assembly
The bottle assembly includes the quick-coupler cap, lanyard and 20 lb. magnet. It has a patented design that allows priming the Phoenix bleeders without losing any fluid. The handy magnet allows you to hang the bottle, while working, to any convenient metal surface.
Note: Replacement Part

ITEM 6008-B
Quick-Coupler Capture Assembly
This handy accessory is great for flushing out brake lines. It has a one way check valve so you can attach one end on the bleeder screw and the other end to the bottle and you won’t draw air back up into the brake system.
Note: Replacement Part

ITEM 6009-B
Quick-Couple Filter Assembly
The quick-coupler filter attaches in seconds and allows you to vacuum out dirty master cylinders, calipers, or wheel cylinders without clogging up your Phoenix bleeder. This is a very handy accessory that can be cleaned by back flushing.

ITEM 6010-B
Inlet and Outlet Hose
These hose assemblies are replacement for hoses included in all bleeder kits. They include inlet and outlet hoses with quick-couplers for all current model Phoenix Bleeders.
Note: Replacement Part

ITEM 6011-B
Bench Bleed Kit
The Bench Bleed Kit contains the most common fittings for proper bench bleeding and are required for many bleeding techniques. These are included in the professional MAXPRO and V12 kits.
Note: Replacement Part

ITEM 6012-B
Molded Case for 2010
This is the latest custom case design introduced in 2010. This case will fit all current Phoenix Bleeder models.
Phoenix Systems
Takes the fear out of braking

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