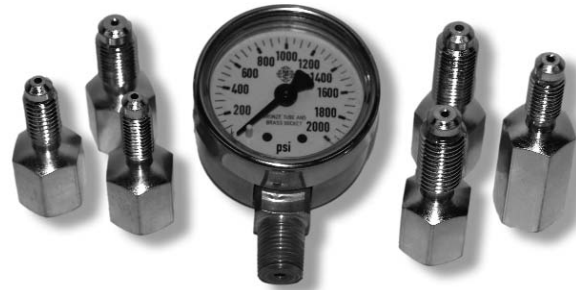




AC2004K SYSTEM PRESSURE TESTER

INSTRUCTIONS

1. Select the correct fitting from the gauge kit. This can be done easily by comparing the fittings in the kit to your bleeder screw. Once you've identified the proper fitting, install it onto the gauge using Teflon tape or pipe dope on the threads to seal it.



2. Support the vehicle on jack stands and remove the tire & wheel.

3. Next, remove the bleeder screw and thread the gauge into the caliper making sure to position the gauge so it is easy to read. Place the fitting into the caliper snugly to avoid leaks. **BE CAREFUL NOT TO OVERTIGHTEN.** This could damage the threads.

4. Have someone apply the brake pedal and observe the readings. The initial reading may be low due to air in the gauge, but this will only happen on the initial reading. Now, compare observed pressure readings from side to side and front to rear to expected readings. By doing this simple test, many brake problems can be easily and accurately diagnosed.

HOW MUCH BRAKE PRESSURE SHOULD IT TAKE TO STOP MY VEHICLE?

Disc brakes require significantly more pressure than drum brakes. Drum brakes requires lower pressure because they grab quickly. For disc brakes to operate properly you will need at least 1000 psi. Most vehicles, power or non-power brakes develop 1200 - 1400 psi. If you panic stop or jump on the brakes a surge of 1400 psi can be achieved. If you have a factory proportioning valve installed, your rear drum brakes are only developing 600 - 1000 psi. When rear disc brakes are installed, pressure must be increased to 1100 - 1400 psi.

TROUBLESHOOTING TIP

If you can't get a pedal no matter how much you bleed it, check the bleeder screw orientation on the calipers. The bleed hole in the caliper must be in the 12:00 position to allow air to escape



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