



### Congratulations!

You have won one of the finest, home brake pressure bleeders available today. Sure, it looks suspiciously like an ACE Hardware bug sprayer, but the Five Cent Racing pressure bleeder is a sophisticated product alteration designed to fit VW-Style brake fluid reservoirs normally found on Speedster Replicas. The bleeder capacity is 2 quarts of brake fluid – more than enough to do a thorough bleeding of any Speedster brake system, whether disk or drum-style brakes. Please note that the cap has been tested on several VW-style reservoirs and found to work satisfactorily at normal, working bleed pressures, but since many Speedsters are custom builds, you may find it necessary to change the cap to a more suitable version to work with YOUR reservoir, if different. Simply find a cap that fits your reservoir and modify it to accept the existing hose-line and fitting (it's not that complicated – you'll surely figure it out). Detailed use instructions continue on the following pages.



Using the Five Cent Racing (FCR) brake bleeder is fast and easy:

1. Remove the existing cap from your brake fluid reservoir.
2. Install the FCR cap on your reservoir.
3. Pour a minimum of 1 quart of premium brake fluid into the FCR bleeder.
4. Screw in the pressurizing pump until it seats on the tank.
5. Pump the pump 5 – 8 strokes to lightly pressurize the system.  
(NOTE: This systems works very well with relatively low pressure throughout the system. It is not necessary to increase pressure. In fact, all sorts of nasty things happen with too much bleed pressure so DON'T DO IT!)
6. Starting with the right rear wheel, open the bleed valve and bleed fluid until the outgoing fluid is clear and/or free of bubbles.
7. Close the bleed valve and proceed to the left rear and repeat, then go to the right front and repeat and, finally, repeat at the left front wheel.
8. That should complete the bleeding of your brake system. If the outgoing fluid has been free of any air bubbles, you should be rewarded with a firm brake pedal and optimally working brakes. If this is NOT the case, repeat the process on all wheels, starting with the farthest from the Master cylinder and proceeding, wheel-by-wheel, to the closest (brake bleeding can be a finicky process).



- Once the brake bleeding process is complete, de-pressurize the system by SLOWLY unscrewing the pump assembly until you hear the “whoosh!” of air leaving the bleeder tank.
- When the tank is de-pressurized, set it on the floor such that it is lower than the car’s fluid reservoir. You should notice that some fluid will drain back into the bleeder tank from the reservoir – this is normal.
- Slowly unscrew the bleeder fill cap from the car’s reservoir and gently, but quickly, remove it from the car. **BE CAREFUL NOT TO SPILL ANY BRAKE FLUID ONTO THE SURFACES OF THE CAR. BRAKE FLUID WILL DISSOLVE AUTOMOTIVE PAINTS IN MINUTES. Cover any exposed, painted surfaces with rags to prevent any fluid spills.**
- Replace the car’s brake fluid reservoir cap. The fluid in the car’s reservoir should have settled to, or just below, the “full” or “Max” line on the reservoir.
- Discard any un-used brake fluid from the bleeder tank. Brake fluid absorbs moisture from the air in days in an opened container, making it unusable in just several weeks of open shelf life and must be discarded. It may be recyclable at your local auto parts store.
- Clean the outside of your FCR Brake Bleeder and carefully store for your next brake bleeding job.