



### Bleeding your brakes with an Eezibleed kit

With an Eezibleed Brake Bleeder Kit it's a simple and effective way to carry out a one man brake bleeding procedure. Here we have a guide from Barrie Jones to help you follow the procedure.

#### Brake fluid has a 2 year service life

Brake fluid has a service life of about two years so most vehicle manufacturers recommend the fluid is changed every two years. The braking system also has to be bled when new components have been fitted and if the system has become contaminated with water. Brake fluid (DOT 3, 4 & 5.1 polyethylene glycol) absorbs water – the extent of the water contamination can be checked with a tester. There are two testers available – one from Frost and another from Lazer Tools. They are easy to use and when inserted in the fluid the LED lights up to show the percentage of water that is contaminating the brake fluid.



**Left:** the tester inserted in a container of new brake fluid shows a **green LED** which indicates there is zero water in the brake fluid. If you suspect the brake fluid may be contaminated with water simply insert the tester in the brake fluid reservoir – in the case **above right** the red LED shows there is water in there and the brake fluid needs changing.



#### Preparing the Eezibleed kit

Gunson has a famous kit called their **Eezibleed Brake Bleeder Kit** available from many sources including Frost and Halfords. It offers a simple and effective way of **one man brake bleeding**.

The Eezibleed kit is a pneumatic system and the air pressure is supplied by air from a spare tyre. Place the spare tyre near the brake fluid reservoir (on the offside of the bulkhead in the engine bay) and check the tyre pressure. The maximum recommended pressure is 20psi but with some older cars in can be prudent to set the tyre pressure at say 10psi to protect the hydraulic system.

The first step is to select the correct size of cap to fit the brake fluid reservoir. The Eezibleed kit comes with a variety of cap sizes to suit different reservoirs. Before you bleed the brakes you should pressure test the installation without any brake fluid in the bottle



supplied with the kit. Check carefully for any air or fluid leaks. You are now ready to bleed the brakes.

Before you pressurise the system you need to prepare the bleed nipple. As they are quite small they can sometimes seize and break when a force is applied to undo the nipple, so brush around the nipple with a soft wire brush and spray with a release agent like WD40.

#### Bleeding the brakes

Pour 250ml of DOT4 brake fluid into the Eezibleed bottle and connect the other tube to the valve on your spare wheel. This will pressurise the system. Make sure the bottle can stand upright and is secure so it cannot fall over. In older cars like the MGBGTV8 the master cylinder feeds all four wheels in a single circuit system. The first wheel to be bled is the wheel furthest from the master cylinder – for the MGBGTV8 that's the left rear wheel.

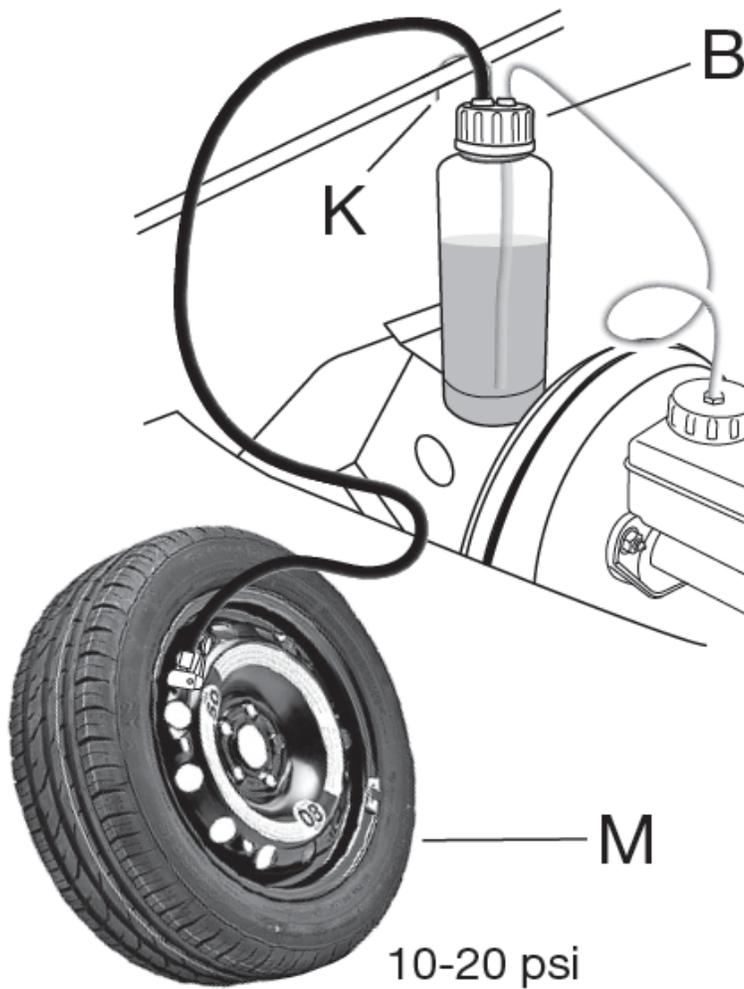
Attach a section of plastic drain tube to the brake nipple and then pressurise the system. Check for leaks and then you are ready to bleed the system. Open the bleed nipple by about a quarter of a turn with a ring spanner. This releases the brake fluid into the plastic container. Watch the container throughout the bleed operation – **do not let the fluid level fall below the minimum mark on the on the Eezibleed bottle**. The master cylinder is automatically topped up by the Eezibleed kit. Continue bleeding until the fluid emerging runs clear and free of air bubbles. Then close off the nipple, taking care not to overtighten the nipple. Repeat on all the other brake nipples to complete the operation.

To finish release the pressure from the spare tyre, check the brake fluid level in the reservoir is at the correct level and then sit in the car and check the brake pedal will hold the correct foot pressure.

Finally clean up using brake cleaner and check for leaks around the bleed nipple area and any other areas that have been worked on. Take care not to spill the fluid as paintwork does not like it!

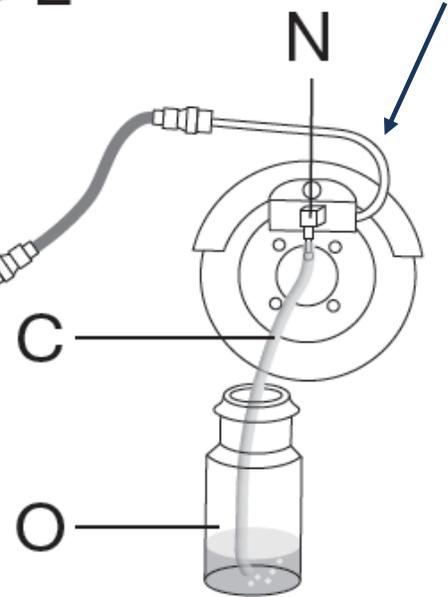
Where there is a servo in the circuit, it's important to have the engine running and therefore a vacuum available to operate the servo when bleeding. It's easy to end up with a pocket of air trapped in the servo otherwise. Also the rear brakes should be adjusted so that they will operate and bleed with the handbrake on.

Remember brakes are safety critical so if you have any doubt as to what you are doing then leave it to a specialist MG service provider.



- L Vehicle's brake fluid reservoir.
- M Spare wheel.
- N Bleed valve.
- O Jar or suitable container for old brake fluid.

Barrie says "the Lockheed bleed nipples are quite large so I use a short length of rubber hose to join the nipple (N) to the clear plastic drain tube (C). The plastic tube fits inside the end of the rubber tube. The rubber bends more easily".



Layout for using the Eezibleed kit – see [Eezibleed instructions](#)



Tony Lake adds "the kit definitely does not like more than 20 psi, it's only a polythene bottle with a hand tightened cap and rubber seal, it distorts all over the place. I've used an Eezibleed for years as not having a second person pressing the brake pedal has eased marital relations immeasurably! If a bleed screw is difficult to undo it's worthwhile giving it a tweak in the direction of tightening - if it does move it's likely that it is saved to bleed another day. Same applies to hydraulic pipes. Soak all old nipples and pipe nuts overnight with WD40 or the equivalent."



**Video on the Gunson Eezibleed Brake Bleeder Kit**

A useful video explaining how to use the kit to bleed your brakes from Frost. [Video & online sales webpage](#)

Halfords have the Eezibleed kit on sale. [Halfords webpage](#)