



MAXPRO™: REVOLUTIONARY, PATENTED, REVERSE BRAKE AND CLUTCH BLEEDER NEW FROM PHOENIX SYSTEMS



Capable of reverse-bleeding, the MAXPRO almost always circumvents the need for a scan tool, thus saves up to \$3000. The Phoenix Systems' MAXPRO™ is a new, premium, one-person brake and clutch bleeding system designed for the auto racing market, the performance aftermarket, and the professional service market.

Features:

- Devised initially for the reverse bleeding of hydraulic systems, the MAXPRO can also perform three other bleeding techniques: vacuum, pressure, or bench bleeding
- Endorsed by General Motors, the US Military, and Raybestos
- Designed for arduous, repeated use
- Invented for just *one* operator, brakes and clutch lines can be bled in half the time of traditional methods
- Developed to expel trapped air that is not possible to expel by any other method
- Provided with adapters for vacuum-bleeding, pressure-bleeding, and bench- and cross-bleeding
- Constructed of heavy-duty steel and die-cast aluminum
- The cost of the new MAXPRO is \$369.99



How the MaxPro works

Using one of the simpler laws of physics (air rises in fluid), simply inject the fluid at the lowest point in the brake or clutch system, at the wheel caliper or cylinder, and squeeze the handle. As the fluid is forced into the hydraulic system the air is forced up and out of the master cylinder reservoir. It's that simple. Brake and clutch systems can be bled in minutes by one person—even ABS systems, or any system that is difficult to bleed.



Other Brake Bleeding Techniques:

During **vacuum-bleeding** negative pressure is exerted on the system from each bleeder valve. This negative pressure or vacuum draws the fluid from the reservoir, through the system and out the bleeder valves. Vacuum bleeding is the most practical method for evacuating old fluid from braking systems before replenishing with new fluid. However, some ABS braking systems require a scan tool when vacuum bleeding, unlike reverse bleeding where most vehicles can be bled without a scan tool.

During **pressure-bleeding** the fluid in the reservoir is pressurized, forcing it from the master cylinder, through the lines, and out the bleeder valves when opened. This technique sometimes requires a scan tool for ABS braking systems, unlike reverse bleeding.

Finally, the goal of **bench-bleeding** is to purge air from new components before installation, especially master cylinders on vehicles with ABS and calipers and various other ABS components. The parts are placed in a vise and subjected to a combination of reverse bleeding and pressure-bleeding. This new Phoenix reverse brake bleeder is unparalleled in this task, especially with the 2- and 4-outlet quick-take-up master cylinders used by Ford, GM, Chrysler, and some imports. No other tool can bench-bleed these components before installation.

For further information and where to purchase contact:

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Dozens of testimonies from the Trade:

Manufacturers have reduced the huge numbers of returns of new, replacement master cylinders by inviting their customers to bench-bleed the components with the MAXPRO. The new parts were being returned as faulty when there was no fault—just trapped air. Today's release describes what the MaxPro does, but Stacey David's excellent, short video demonstrates how it does it. This can be viewed at:

www.brakebleeder.com or www.mooregoodink.com