The stahlbus®-bleeder valve unites all possible advantages into one system:

» Absolutely tight through o-ring seal

» Dependable setback function which provides a one-man operation

» The stahlbus® design makes it possible to use high and low pressure systems

» No thread wear in the caliper

» Currently available in all thread sizes, special sizes available upon request

» No ABE or entry required.

» Tested by the TÜV Rhineland Group (European Quality and Safety Standard) for function and quality and received the highest rating

» For all hydraulic systems e.g. brakes, clutches and couplings, in automobiles, motorcycles, airplanes and machines

Components Included:

» The stahlbus®-bleeder valve can be integrated with a cone shaped, flat bottom or banjo bolt (all are available)

» Material: Nickel-plate steel and/or anodized aluminum (banjo bolt) or titanium

Accessories:

» Various colored dust cover caps made out of anodized aluminum

» Special tools for filling and bleeding

You can bleed your brakes easily on your own!

www.stahlbus.com

Sometimes the simplest solution is the most ingenious, with this in mind, we develop products that are easy to use and which intelligently solve technical problems at the source.

Check out the quality of our products, and decide for yourself whether our technical solutions are superior to others available in this industry.

Exchange bleeder screw for stahlbus®-bleeder valve:

» More braking power through optimal brake bleeding

» No more wear in the brake caliper thread

» Fast and simple handling

stahlbus®
we invent technology

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03/2012

stahlbus®
we invent technology

The stahlbus®-bleeder valve

*Better braking thanks to the **stahlbus®-system***

+++ INFO +++

MADE IN Germany

Patent

www.stahlbus.com

Conventional Fluid Bleeding - A common problem associated with bleeding hydraulic systems, such as brakes, clutches or couplings, is that the conventional bleeder screw let's air in and hydraulic fluid out. Since the conventional screw typically has inadequate thread thickness, it consistently allows air into the system each time it is turned on and off, resulting in permanent bubbles.

The patented stahlbus®-bleeder valve

The **stahlbus®-bleeder valve** consists of two parts with a setback function. In the bleeding and filling, only the upper part of the valve is opened, in which an o-ring-sealing is integrated. Through it neither air nor brake fluid or hydraulic fluid can penetrate through the opened thread. With the bleeder valve we have eliminated some common problems including the synchronizing of the opening and closing process. If there is a drop in pressure, the **stahlbus®-bleeder valve** closes automatically until pressure is applied again.

The entire bleeding process can be completed in just a few minutes, by yourself, without assistance. Hidden air bubbles are flushed out of the system due to the high volume of fluid forced through the bleeder valves.

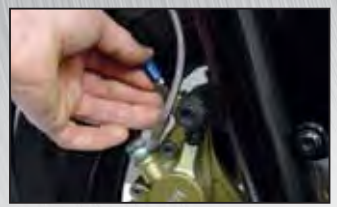
This is how it works:

1. After the conventional bleeder screw was removed: Installation of the stahlbus® -bleeder valve at the brake cylinder.

2. The upper part of the valve is opened with a half turn.

3. Push or pull your brake, clutch lever until all air bubbles are evacuated out of the breather tube.

4. Pressure is created by either the brake pedal or hand lever, the stahlbus® check valve opens and the fluid is evacuated. When pressure is released the check valve closes, eliminating the possibility of air getting into the system.



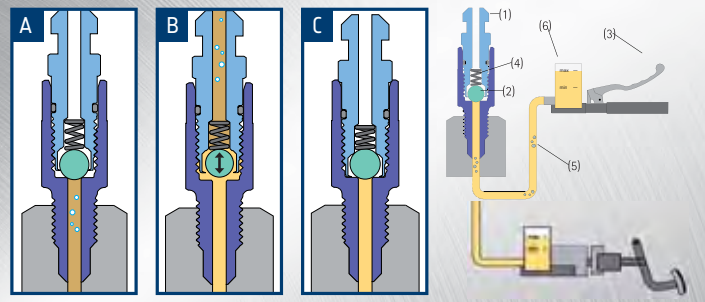
5. After you've changed the fluid and bled the system, it is simply a half turn to close and replace the cap and you're done!

Safe. Clean. Fast.

The construction:

The **stahlbus®-bleeder valve** was tested by the TÜV Rhineland Group (European Quality and Safety Standard) for function and quality and received the highest rating. Brake fluid is just as important for your braking system as brake pads and brake disks! The most expensive and most modern brake system means nothing if air is in the system.

When replacing brake lines, you can open the valve up to one and a half turns and flush the system with a vacuum or with a pressure system. The incorporated o-ring seals the system completely throughout the process.



Function positions

A First rotate the upper part of the valve (1) with a half turn to allow the valve to start the bleeding process. Check Valve release (2) out of lock position.

B By pumping the brake lever/pedal (3) the pressure opens the check valve (ball 2) and all the air and air bubbles (5) are forced out of the brake lines. As soon as you release the brake lever, the pressure is released and the check valve closes immediately. Therefore no air can penetrate into the brake system and only fluid and air can exit.

C Close the bleeder valve with a half turn. The check valve is secured again. Important: Check the level of your reservoir (6) again! «

The adaptation on the **stahlbus®-bleeder system** happens through the exchange of the conventional bleeder screw to the **stahlbus®-bleeder valve**. It is easily installed onto your system and stays there.

Safe. Clean. Fast.