

Brake fluid tester FFT100A

Brake fluids are strongly hygroscopic (they absorb moisture from the atmosphere) and consequently even when packaged, their boiling point tends to decline.

WHAT IS THE PURPOSE OF A BRAKE FLUID TESTER?

The aim is to establish the point at which the brake fluid being measured boils. If this boiling point has degraded below a certain minimum value the fluid must be changed.



FERODO TESTER COMPARED TO COMMON PEN-TYPE VERSION

| | FERODO Tester  | Pen-Type Conductivity Tester  |
|--|---|--|
| Method of measurement | Heats brake fluid to establish boiling point | Measures the brake fluid's electrical conductivity and then converts this measurement to establish boiling point |
| Accuracy of boiling point measurement | Very accurate as values calculated from actually heating fluid Measures boiling point up to 320 °C | Imprecise because measures only conductivity which is assumed to be proportional to water content (and then to the boiling point). This relationship varies from fluid to fluid |
| Suitable for use with racing brake fluids? | Yes. Measures boiling point up to 320 °C | Does not state a boiling point value |
| Output | Tester states fluid's boiling point in °C This value can then be compared with the fluid specification | Green, orange or red light reading, assuming a standard relationship between fluid conductivity, water content and boiling point |
| Power source | Vehicle's battery | Disposable batteries |

WARNING:

The brake fluid should be checked regularly
Do not mix different brake fluids



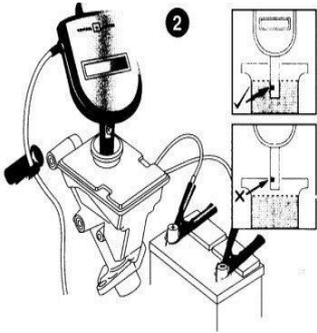
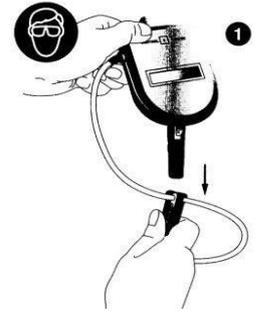
INSTRUCTIONS FOR USE

Consult the vehicle manual to determine the correct fluid specification required for the vehicle, e.g. DOT4, DOT5.1.

DO NOT USE IN MINERAL OIL OR SILICONE BASED FLUIDS (they are not hygroscopic).

This brake fluid tester is designed to operate in a suitable workshop environment.

Unwrap the cable and remove the protective cover from the probe. The cover is also intended to catch any drips from the probe, and may therefore contain a small quantity of fluid. Blot this up with an absorbent cloth to prevent inadvertent damage to paintwork.



Clip the power cables to a battery. The unit serial number will be displayed. If the display remains blank or appears to be stuck, **DO NOT PRESS THE OPERATING BUTTON**, but simply disconnect and reconnect to the battery, ensuring connection is to the correct polarity.

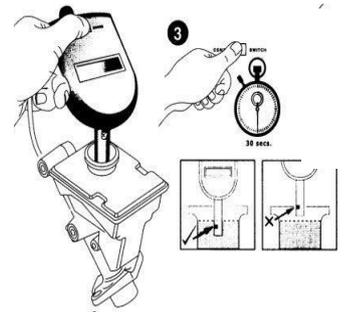
The meter gives an accurate check of the battery voltage.

DO NOT OPERATE THE HEATER BEFORE THE PROBE IS FULLY IMMERSSED IN THE BRAKE FLUID.

Follow the instructions on the display and insert the probe into the brake master reservoir 6/7 cm. The entire tip of the probe should be completely immersed (the exact depth of immersion is unimportant).

Press "Control Switch" and hold down to activate the heater and start the test. As the fluid is heating a series of blocks will appear on the display. When they approach the edge of the screen, the display will change and show the boiling point.

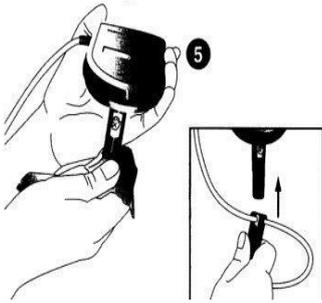
If the display freezes and starts to flash, it means that the button is not being fully depressed. Press harder and the test will resume with the delay corrected.



The display will then alternate between the measured boiling point and the recommended minimum for DOT4 and DOT5.1 fluids.

When good fluid is under test, then half (or less) of the blocks will show, before the display changes to read "Temp>230 °C Fluid OK."

If there is any doubt concerning the accuracy of the first reading, due to fluid contamination from the previous test, disregard the first reading, and re-test the fluid.



Before doing so, the probe must be lifted clear of the fluid, allowed to drain, and then reimmersed, before repeating steps 4 & 5.

On completion of the test, allow to drain fully before removal from the master cylinder top.

NOTE THAT THE PROBE AND FLUID DRAINING FROM IT WILL BE VERY HOT.

Replace the protective cover and rewind the cable after use.

