# How to Bleed a Clutch with a Vacuum Pump

The availability of an adjustable vacuum pump can make the work for bleeding a clutch very much easier and less time-consuming. Flexible nozzle simply sucks out the exhausted airs from the master clutch cylinder and you are free from a “two men bleeding” procedure.

## Can you use the vacuum pump to bleed clutches and brakes?

It is possible to bleed both the brakes and the clutches via a vacuum pump. The whole kit comprises general components and the air-bubble suction process is done pretty conveniently.

Usually, the brakes need often check for a smoother and safe ride and the primitive ways for bleeding or fluid replacement are tiring. The vacuum set up has a reservoir tube, where the sucked up extra fluids are stored and don’t break out of the hose channel.

So, yes it’s quite easy to channel out the blocking airs from the brake and clutch systems and enables problem-free handling.

## How to bleed a clutch with a vacuum pump?

The old version of clutches are the mechanical ones and they are aligned with a heavy wired system. pressing on the clutch padel would directly engage with the shafts via wires. So in this kind of version of the clutch system won’t be aided through a vacuum pump.

Mechanical clutches give a heavy feel on the paddle and the process for managing the gear work is handled by the wired driven clutch mechanism. Consequently, the vacuum pump is just not the thing that can help you.

## How to bleed a Hydraulic clutch with a vacuum pump?

Here we can say the vacuum pump is a great deal when you need to alter the fluid or get a better grip on the ride. Hydraulic clutches operate the whole gear managing system with fluids, so the fluid gives a heavy-duty all the time.

In the process of dealing with the torque converting shafts, the liquids often get exhausted and to drain the air bubbles a vacuum pump is just the top-notch thing. Either way changing the fluid often is bothersome why not preserve the working one?

You can easily customize your vacuum pump with a hose and a reservoir tube and pressure creating instrument. In this case, you can’t measure the pressure, so better you manage a proper vacuum pump kit, else there might be a chance of spilling too much oil.

The latest type of vacuum pump has an almost sharp nozzle with a small hole on front that barely takes the fluid and draws the air bubbles instead.

You need to place it inside the master clutch reservoir’s pathway that goes with a rubber hose. The nozzle when placed properly (at 90° with the hose lead to slave clutch cylinder) will simply feel tucked inside and you know it’s ready to go.

All it does is attracts the maximum level of the bubble that lags the drive experience. And if there is any fluid drawn the outer reservoir with the nozzle can store that. And another facility is you can see the layer of the master clutch goes downward, so you instantly know if the work is being done or not.

This process comparatively takes less time rather than the other suction processes. The nozzle job is by far operated this way and gives a satisfactory result. Here’s a directory that might give you a better ideology of the process.

<https://www.youtube.com/watch?v=JIdKWd-9jz0>

The most common process is having a pressure adjusting reservoir and take out bubbles from the slave clutch cylinder.

One way is you keep open the master clutch cylinder and keep pressing the clutch pedal 2-3 times slowly. And hold it down for some time and meanwhile collect bubbles from the cylinder nipple of the slave clutch. A 7-8 mm wrench is often used for cracking the work.

You need to repeat the process simultaneously several times till there’s no air present in the system. For this procedure, you need to fill the master reservoir also when you are spilling fluids from the slave cylinder. Also, it’s a two men process, and a little time-consuming.

A trick to know there’s no air inside the fluids is, we track the noise when oil is evacuated. When there is almost no sound spilling the fluid from the slave cylinder it’s time to be convinced the bleeding procedure is complete.

For better visualization you might check these:

<https://www.youtube.com/watch?v=41WIn1-4BB0>

<https://www.youtube.com/watch?v=N-O7W2nInz4>

## FAQ

Which process is easier? Sucking bubbles from the master clutch or the slave clutch?

If you want faster and easier work done, you might choose the master clutch suction process. But there is a risk of an oil drop in the vehicle paint. That will simply be not a good idea because the fluids are pretty corrosive for paints.

However, the other process is a little painful but there are no constraints to be precise.

## Conclusion

For a safer and uninterrupted riding experience, the clutch system works accordingly with the brake systems. So the process of having an active clutch work is very important. Also if you have an exhausted fluid inside the system it will give a lagging run. And the vacuum pump procedure for this work is very effective.

## Meta Description

Confused about how to operate a vacuum pump for bleeding your clutch? Make the clutch system as good as new with the procedural ways defined here.