



## Brake Line Installation Notes

- **Step 1:** Raise vehicle.
- **Step 2:** Remove wheels
- **Step 3:** Drain all brake fluid from the reservoir.
- **Step 4:** Carefully remove existing brake lines from vehicle. Avoid splashing paint work with brake fluid. Make note of positions of C-clip(s), locating tab(s), and banjo(s), if used (photos will help). Remove all crush washers from their mating surfaces. Each new kit comes complete with all of the necessary OEM replacement adapters and banjo bolts.
- **Step 5:** Clean all sealing surfaces and make sure they are in good condition.
- **Step 6:** Fit these lines starting at the caliper and following the original path of the OEM lines. Use the new crush washers supplied in your kit. Ensure all locating tabs and mounting brackets are properly attached to their mating points on the frame or chassis and are not causing tension on either end of the connection. Do not fully tighten the bolts or threaded ends until the last step of the installation.
- **Step 7:** Check that the lines are the correct length (compare them to the old lines). The hoses should not be kinked or twisted, without damage to the covering or fittings. The opposite axis torque lines should remain parallel along the entire length of the hose. Full travel of the suspension and steering must be checked to ensure the hoses are not stretched or trapped.
- **Step 8:** Tighten the banjo bolts and end fittings. If you are tightening the 034Motorsport hose to the factory hard line, the hard line must be held in place using the correct size wrench. Banjo bolts should be tightened to 16-19 NM (12-14 ft/lbs.).
- **Step 9:** Bleed the brakes. You must use fresh DOT approved brake fluid and bleed the system in accordance with the vehicle's manufacturer's recommendations.

### **WARNING:**

- Before testing driving your vehicle, make a final check of the brake lines to ensure all connections are tight and do not leak. The brake pedal should be firm at this stage. After the first 100 miles, recheck all the lines and connections for tightness, and for any leaks.
- It is not recommended to mix rubber hoses and stainless replacement lines on the same brake system.
- Do not try to force, rotate or stretch any stainless steel hose assembly, as it may cause failure.