AUMOTORSPORT

BRAKE LINES - FITTING INSTRUCTIONS:

Fitment by Licensed Motor Mechanic only

1. Note lay of OEM fittings and make a diagram of same,
2. Check new brake lines against OEM lines for length and fittings,
3. Remove OEM brake lines from vehicle, cap hardlines, clean up spills,
4. Clean all mating/sealing surfaces and inspect same for condition – no burrs-no gouges,
5. Fit new lines and hardware, finger tighten only:
   a). Use new crush washers supplied,
   Note that one end of the line swivels (Low Profile Braided Teflon only). This swivel action enables the line to be laid into the lay of the original lines whilst tightening fastener,
   b). Do not reuse old crush washers.
6. Check each line for clearance and routing against OEM diagram,
7. Once routing is correct, tighten banjo bolts and hex nuts to a firm friction fit,
8. Drop suspension to full travel on hoist and check that hoses at steering maximum lock left, steering maximum lock right and steering centred are:
   a). not fouling or trapped at any point,
   b). not twisted or kinked,
   c). not under tension (some play evident - generally 25mm of free play),
9. Final tighten banjo bolts to torque specifications - use a torque wrench,
10. Final tighten hex end fittings to torque specifications - use a torque wrench,
11. Bleed the brake system in accordance with Manufacturer's recommendations checking for and eliminating leaks:
    a). Use new brake fluid - Recommended grade - Dot 4 or Dot 5.1
    Note: Your car Manufacturer may recommend a specific brand or grade.
    Always use the Manufacturer's recommended brand or Dot number,
    b). Do not mix glycol brake fluids (Dot 3, Dot 4, Dot 5.1) with synthetic brake fluids (Dot 5).
    Dot 3, Dot 4 & Dot 5.1 are Glycol based and are hydroscopic.
    Dot 5 is Silicone based and non-hydroscopic.
    THEY ARE NOT COMPATIBLE.
12. Drop vehicle to ground (normal ride height) and check that hoses at steering maximum lock left, steering maximum lock right and steering centred are:
    a). not fouling or trapped at any point,
    b). not twisted or kinked,
    c). not under tension (some play evident - generally 25mm of free play),

TEST DRIVE THE VEHICLE:

1. Start engine and pump-up pedal – pedal should be firm at this stage,
2. If pedal is still spongy, check for leaks, re-bleed, retest and correct as per Manufacturer's Recommendations,
3. Test drive vehicle and check roadgoing operation,
3. If pedal is still spongy, check for leaks, re-bleed, retest and correct as per Manufacturer's recommendations.

NOTE: Most automotive professionals agree that glycol-based brake fluid, (DOT 3, DOT 4, DOT 5.1) should be flushed, or changed, every 1–2 years under non-racing conditions.

NOTE: Fitment other than by a Licensed Motor Mechanic shall void all warranties, express or implied.