

# EXTREME4X4

Suspension - Protection - Recovery

## EXTREME BRAKE LINES

Thank you for deciding to purchase a set of Extreme Brake Lines for your vehicle. Please read through the following before you attempt to fit the brakes.

Our brake lines are made from top quality stainless steel fittings swaged directly onto a hard drawn tensile stainless steel braided Teflon hose. This eliminates that "spongy" feeling often found with rubber hoses under extreme braking conditions - just when you need their performance most. The stainless steel exterior provides excellent resistance to both corrosion and abrasion. Our swaged fittings give a streamlined finish and a secure connection. Please examine the kit before installation to check that you are familiar with how the new sets replaces the original hoses on your vehicle.

Carefully remove the existing brake lines from your vehicle - avoid splashing the paintwork with brake fluid. Remove all the old washers and drain the system of brake fluid. Ensure all sealing surfaces are clean and in good condition.

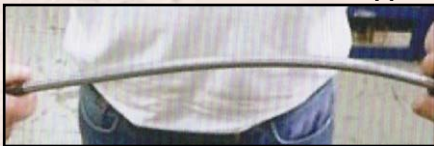
Fit the enclosed Extreme Brake Line Kit using the new copper washers supplied. Check the pitch of any new banjo bolts supplied in our kit with those being replaced on your vehicle.

Check that all the end fittings are securely attached to each line. Check line(s) for clearance and that the kit has been installed without any kinks or twists in the system but do not fully tighten at this stage.

Make sure the brackets or rubber retaining bushes are secure and that the hose sits within them in the same position as the OEM hose.

Check each brake line does not foul any suspension or steering components at full travel and then fully tighten all fittings and/or bolts in the following order: Caliper fitting first followed by chassis fitting. It is always better to turn any fitting which has remained on the car rather than a fitting on the flexible hose as this will ensure no torsional force is applied to the new hose.

**Correct**  
(Hose shows no Torsional Force applied)



**Incorrect**  
(Hose shows Torsional Force applied)

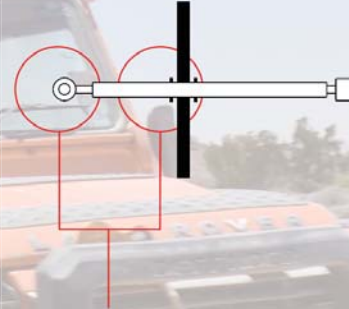


Bolts should be tightened to the following torque settings:

| Material            | Min      |    | Max      |    |
|---------------------|----------|----|----------|----|
|                     | ft / lbs | Nm | ft / lbs | Nm |
| S/Steel Banjo Bolts | 14       | 19 | 24       | 32 |

Check line(s) again for clearance and that the kit has been installed without any kinks or twists in the system. No torsional force should be shown along the length of the hose.

**Hose with brackets / locators:**



Caliper to bracket / locator.

These two points move in relation to one another. The hose this side of the bracket can be tight as there is no movement of the hose between these two points. IF the hose is slack this side then the hose will be TIGHTER on the other side where movement does need to take place.

Bleed the brake system in accordance with the manufacturers guidelines using fresh brake fluid.

### WARNING

Before driving your vehicle ensure all brake connections are tight and free of leaks. The brake pedal should feel firm under pressure.

Experienced owners and mechanics will tell you that brake bleeding is easy. It is, but there is plenty of potential for error. Reading this guide will not turn you into an expert overnight. We have made every attempt to be as accurate and as easy to read but we cannot impart the gifts of skill, experience and common sense. If after reading this information you feel inclined to carry out bleeding to the braking system of a vehicle we will not accept responsibility for what happens next. You are responsible for your own actions. Thank you for your custom and drive safely. If you are in any doubts contact a reputable garage or service centre to fit your lines.