

EGR Performance Brakes™ Got Brakes?™

Kevlar Braided Stainless Steel Hose Installation Instructions



Before starting the installation, be sure to have the brake fluid reservoir topped of and the lid sealed tightly. This will help minimize the amount of fluid able to run out of the lines as you remove them. Also keep the fresh bottle of Motul 600c brake fluid handy to top off every once and a while. You want to avoid running the fluid reservoir dry and having to bleed the master cylinder as well. Also be sure to have your new lines, including the new banjo bolt washers ready once you remove the old lines. Layout the new lines first, between the control arms, ready to connect, before starting. All of the factory rubber lines are connected to the mounts with a “U” shaped retainer clip. You may need a screwdriver and pliers to remove the original ones, freeing the lines from the mounts. You can use the original clips or the new ones supplied.

Start by raising the front end and securing with jack stands and then removing the front wheels. Place a catch pan under the **passenger side** where the rubber line meets the hard line at the frame. Leaving the frame bracket attached, loosen,

but do not remove the compression fitting (~10mm) on the hard line. Remove the rubber line from the frame by removing the bolt (13mm) from the integral frame mount bracket, lifting the fitting out and back. Finish removing the compression fitting on the hard line. Be prepared for some fluid to drain out.



Unbolt the banjo bolt (7/16") attaching the rubber line to the caliper. Be sure to remove the washer from the caliper as well (there are two washers, one on each side of the line fitting. These washers should not be reused, and new ones are included. Once the fitting is loosened, and fluid in the line will continue to drain.

Loosely attach the new frame mount using the original bolt, but not in the same location. Use the hole left that the tab was in on original mount used, with the protruding portion of the mount to the top. Insert the frame end of the new line up and through the large hole on the mount and then maneuver the hard line and compression fitting in the end of it. You may need to "finesse" the lines together. Tighten the fitting by hand and then snug with the wrench. Using the supplied washers, one on each side of the caliper fitting, and the original banjo bolt, attach the new line to the caliper. Be sure the new line is properly routed (between the control arms for a Ram) and not bound or twisted. Using an open-end wrench, tighten the frame mount. Reattach the new line with the 13mm bolt to the axle bracket. In the following image you can see the springs attached where the line may contact.



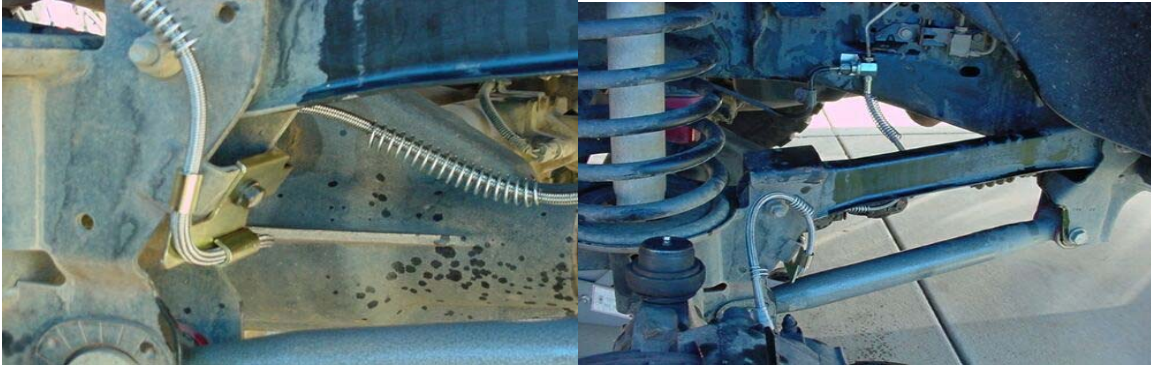
The **driver side** may or may not have dual inlets leading into the top of the hose, depending on whether the vehicle is 2 or 4 wheel ABS. The factory bracket may be in the way and may require the steel line to be slightly redirected. The driver side line feeds the passenger side caliper as well. Do not remove the frame mounted distribution block. Start by removing the passenger side hard line mount and attaching the new bracket

Following the same basic procedures as the passenger side, remove the factory rubber line. Place the new line in the new mount and secure with the supplied U-clip. Attach the main hard line from the master cylinder/distribution block to the new fitting first. To do this you may need to loosen or remove one or more of the clips attaching the line to the inside of the fender to allow you to slightly bend/stretch the line into place. Hand tighten the compression fitting. Maneuver the passenger side feed line to the new fitting and hand tighten. Be sure the hard line that comes in from the top does not contact the original frame mount. Slightly bend as needed to avoid contact and/or alter the original mount. Snug the compression fittings with a wrench



Attach the caliper end just like the passenger side, making sure you have properly routed the line. Swap the axle brackets. Use plenty of brake cleaner to

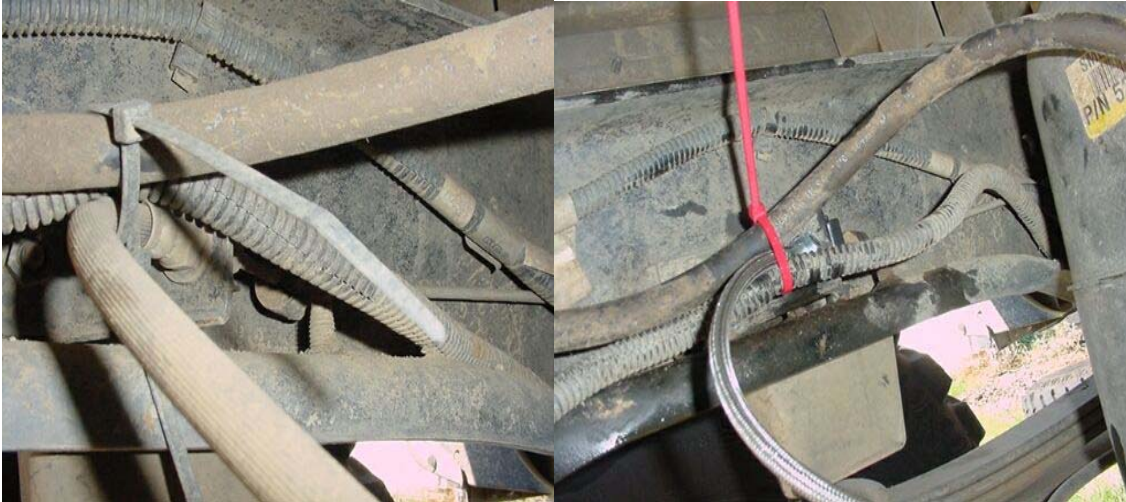
remove the sprayed and leaked fluid. If you do not do it soon, it will eat paint and the frame's protective paint/wax covering. **Check Fluid and Refill As Needed.**



Rear Hose- clean the area around the rear distribution block and vent line to avoid getting debris into the gear oil. Start by removing the axle tube vent line. It is attached to a barbed fitting that passes through the rear brake line distribution block, holding it to the axle tube.



Remove the clamp, and then unscrew the barbed fitting from the block. Attach the hard lines to the new line. It is smaller than the factory hose, so the lines may need to be bent or adjusted to reach. Using the original vent fitting, attach the new line to the axle tube. Position the new line towards the front or rear of the truck, (depending on clearance). So that when the axle drops and pulls the line, the angle of the line to the block/frame mount is minimized.



The frame end of the factory line is attached with a U-clip on the top of the fitting, loosen and remove the compression fitting from the block end of the line, pull the clip from the hard line to loosen and remove the hose. Connect the new hose end. Check for Proper Clearance and leaks! See ***Bleeding Instructions*** for tips and information on completely bleeding the system.

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