



D.O.T. BRAKELINE INSTALLATION

-Brakelines may be used on or off-road-

Brake hose installation should be done by a professional mechanic. Read instructions before starting and follow each step completely. Bleeding the brake system should be done by two professional mechanics.

1. The new hose may or may not be an exact replica of the factory line, but the fittings are the same unless otherwise stated. (See Below)
2. Remove the stock hose by using a line wrench to avoid rounding the corners. Be sure all crush washers are removed from their mating surfaces and cleaned. Inspect crush washers and replace if needed.
3. Clean all surfaces on which the brake lines will be attached to assure a clean fit.
4. Be sure brake line fittings are tight before installing. We recommend using loc-tite on all fittings for a secure leak free connection.
5. The amount of lift on the vehicle will determine if the line is too short or long. The hoses may require "tie-wrapping" to a shock absorber, coil spring, vent hose or other suitable place, to prevent contact from moving objects such as tires, wheels, etc. Use the tie strap included to secure each line as necessary.

BLEEDING THE BRAKE SYSTEM:

- A) Fill master cylinder with D.O.T. approved brake fluid.
- B) Pump the brake pedal and hold down. While the pedal is down, open the bleeder nut to release air out of the system. Close or tighten nut, then let pedal up and re-pump. Continue the pumping/bleeding process until fluid is being excreted out of the bleeder nut and/or until no air is being expelled.
- C) Bleed each line and make sure your master cylinder is full of brake fluid after each bleeding process.
- D) The brake pedal will not "pump up" or have excessive down-travel if all the air is out of the system.
- F) It is the customer's responsibility to check brake line for any leaks, abrasion, proper clearances, and brake line fittings after the first 100 miles and after every off-road activity.



D.O.T. BRAKELINE INSTALLATION

-Brakelines may be used on or off-road-

Brake hose installation should be done by a professional mechanic. Read instructions before starting and follow each step completely. Bleeding the brake system should be done by two professional mechanics.

1. The new hose may or may not be an exact replica of the factory line, but the fittings are the same unless otherwise stated. (See Below)
2. Remove the stock hose by using a line wrench to avoid rounding the corners. Be sure all crush washers are removed from their mating surfaces and cleaned. Inspect crush washers and replace if needed.
3. Clean all surfaces on which the brake lines will be attached to assure a clean fit.
4. Be sure brake line fittings are tight before installing. We recommend using loc-tite on all fittings for a secure leak free connection.
5. The amount of lift on the vehicle will determine if the line is too short or long. The hoses may require "tie-wrapping" to a shock absorber, coil spring, vent hose or other suitable place, to prevent contact from moving objects such as tires, wheels, etc. Use the tie strap included to secure each line as necessary.

BLEEDING THE BRAKE SYSTEM:

- A) Fill master cylinder with D.O.T. approved brake fluid.
- B) Pump the brake pedal and hold down. While the pedal is down, open the bleeder nut to release air out of the system. Close or tighten nut, then let pedal up and re-pump. Continue the pumping/bleeding process until fluid is being excreted out of the bleeder nut and/or until no air is being expelled.
- C) Bleed each line and make sure your master cylinder is full of brake fluid after each bleeding process.
- D) The brake pedal will not "pump up" or have excessive down-travel if all the air is out of the system.
- F) It is the customer's responsibility to check brake line for any leaks, abrasion, proper clearances, and brake line fittings after the first 100 miles and after every off-road activity.

NOTES:

GMC/CHEVY - FRONT: Stock nuts may be re-used on some models straight axle models. '88-98 Models - Use line clamps & self-tapping screws (See Below) & mount to upper A-arm.

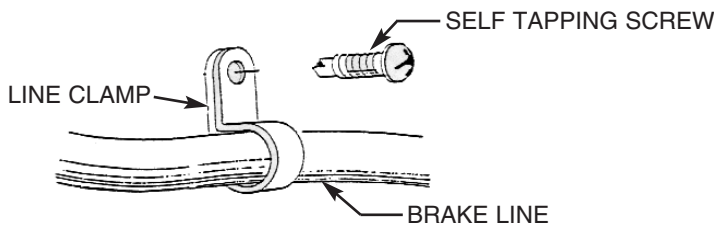
GMC / CHEVY - REAR: Hose is furnished with a 1/4" bolt and flat washers to accept smaller upper hole. Use a flat washer on each side of bolt.

EXPLORER/RANGER / BRONCO II - FRONT: The appropriate place to tie brake line will be to the coil springs. On 1989-97 models, screw the brass T-Block into the top of the driver's side line before installing. Models with Front & Rear ABS brakes do not use the T-Block on the driver's side.

F150 / BRONCO - FRONT: The appropriate place to tie brake line is the coil springs.

'78-'79 FORD - FRONT: Remove the front axle mounting bracket from the stock hose and drill out the bracket to accept the bolt and attach the bracket to the new line.

JEEP YJ / 66-77 BRONCO - FRONT: Included are 2 line clamps (1 per side) to secure the hose to the upper frame. Affix line clamp around new brake line and secure with the self tapping screw supplied as shown in illustration below.



PRODUCT USE INFORMATION:

Check any nut and/or bolt in the area for tightness.

It is the customers' responsibility to check brake lines for abrasion, leaks and/or brake line fittings for tightness after the first 100 miles and after every off-road activity. Inspection should be done periodically by a professional mechanic to be sure everything is in workable, functional order.

Skyjacker will not be responsible for any altered product or any improper installation or use of the product. Skyjacker does have the option to inspect any and all lines before any warranty consideration is approved.

If you have any questions concerning the product, call our main office at (318) 388-0816

NOTES:

GMC/CHEVY - FRONT: Stock nuts may be re-used on some models straight axle models. '88-98 Models - Use line clamps & self-tapping screws (See Below) & mount to upper A-arm.

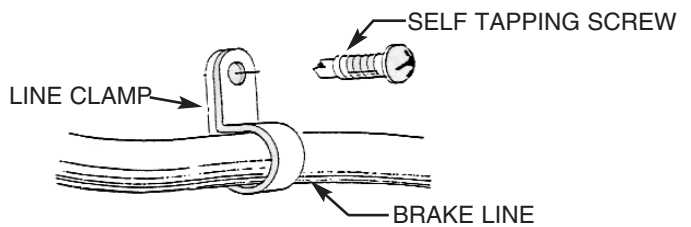
GMC / CHEVY - REAR: Hose is furnished with a 1/4" bolt and flat washers to accept smaller upper hole. Use a flat washer on each side of bolt.

EXPLORER/RANGER / BRONCO II - FRONT: The appropriate place to tie brake line will be to the coil springs. On 1989-97 models, screw the brass T-Block into the top of the driver's side line before installing. Models with Front & Rear ABS brakes do not use the T-Block on the driver's side.

F150 / BRONCO - FRONT: The appropriate place to tie brake line is the coil springs.

'78-'79 FORD - FRONT: Remove the front axle mounting bracket from the stock hose and drill out the bracket to accept the bolt and attach the bracket to the new line.

JEEP YJ / 66-77 BRONCO - FRONT: Included are 2 line clamps (1 per side) to secure the hose to the upper frame. Affix line clamp around new brake line and secure with the self tapping screw supplied as shown in illustration below.



PRODUCT USE INFORMATION:

Check any nut and/or bolt in the area for tightness.

It is the customers' responsibility to check brake lines for abrasion, leaks and/or brake line fittings for tightness after the first 100 miles and after every off-road activity. Inspection should be done periodically by a professional mechanic to be sure everything is in workable, functional order.

Skyjacker will not be responsible for any altered product or any improper installation or use of the product. Skyjacker does have the option to inspect any and all lines before any warranty consideration is approved.

If you have any questions concerning the product, call our main office at (318) 388-0816