

# HARD BRAKE LINES Installation

## BEFORE YOU BEGIN

**WARNING: DO NOT RE-BEND OR MODIFY THE LINES IN ANY WAY! BENDING OR MODIFYING MAY WEAKEN THE BRAKE LINE AND ARE BENT OR MODIFIED LINES ARE NOT RETURNABLE!**

Be sure you have the proper lines prior to installation. Body lifts require special length lines. If you have a body lift and did not inform B.C. Broncos when ordering, let us know and we will gladly exchange them with the proper length if they are not used or damaged.

Please note that the B.C. Broncos brake lines are precision bent and only slight adjustments will be necessary for proper fit. If tubing becomes kinked during any of these adjustments, DO NOT USE IT, but contact B.C. Broncos for a free replacement.

**WARNING:** *The brake tubing must not contact any other surface except the hold down clamp. Keep the tubing from contacting inner fender sheet metal, steering shaft, other tubing, etc. as contact and vibration will wear tubing, causing a leak and brake failure!*

Make sure the front (large) reservoir on the master cylinder supplies the front brakes and the small (rear) reservoir supplies the rear brakes.

## TOOLS NEEDED

Flare nut wrenches	Hammer
Drill motor	5/16" drill bit
Center punch	Shop rags.

## PROCEDURE

1. Clean the differential valve and master cylinder brake line flare nuts. You must keep dirt out of the brake system!
2. Brake fluid will remove paint so protect painted surfaces with shop rags prior to removing brake lines.
3. Remove the old brake lines.
4. Position the B.C. Broncos lines between the steering shaft and the inner fender well.
5. Thread the flare nut into the differential valve first and hand tighten only. Do not remove nut /bolt from clamp prior to attaching to the differential valve!
6. Thread the flare nuts into the master cylinder.
7. Remove the nut and bolt from clamp.
8. Position the clamp(s) approx 2 1/2" from fender well crease (see illustration, page 2) and mark it using the center punch. You may not be able to get a drill into the space between the engine and the fender well so you must work from inside the fender well at this point.
9. From the inside of the fender well, locate the center punch dimple from Step 8 and re-punch it the opposite direction.
10. Drill the inner fender using the 5/16" drill to attach the brake line clamp.

**Caution:** *as you drill make sure the brake lines on the inner fender well are not in a position that they may be damaged from the drill.*

11. Position the two clamps and insert the 1/4"x 20 screw through each clamp and then through the inner fender well securing it with the nut on the wheel side of the fender well.
12. Check for any brake line interference as stated in the 'WARNING' above.
13. Tighten each of the flare nuts using the proper size flare nut wrench.
14. Top off brake fluid in the master cylinder and bleed brakes.
15. Check for leaks and carefully test brake function.

