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# INSTALLATION INSTRUCTIONS

## Part # 7000 Brakeline

- Have a factory service manual available for reference to procedures specific for your vehicle type.
- Any work performed on your vehicles brake system must be performed by a professional mechanic certified for work on your particular vehicle.
- Read instructions several times prior to starting. Be sure you have all needed parts and know where they go. Read each step completely as you go.

### GENERAL INSTRUCTIONS:

Before installation, note any differences between the Pro Comp hoses and the original factory hoses, there may be some differences due to model changes and modifications we might not be aware of. During and after installation, be sure hoses are long enough to avoid stretching or crimping at full extension of travel (with the wheels turned to full lock in both directions).

**Step 1:** Remove the stock hose using a line wrench in order to avoid rounding any of the corners on the fittings. On disc brake applications, be sure all crush washers are removed from their mating surfaces (new crush washers are furnished in the kit).

**NOTE:** When removing the stock hoses, you may close the hoses by “pinching” the hose with locking pliers or small C-clamps to reduce fluid loss. **BUT THIS MAY CAUSE INTERNAL DAMAGE TO FACTORY HOSE. IF PINCHED - YOU MUST THROW THESE HOSES AWAY!**

**Step 2:** Clean and inspect all mating surfaces before assembly. Moisture and / or debris can damage an ABS system. Make sure hoses are clean and dry before installing. Be sure to check and replace disc pads or shoes if necessary.

**Step 3:** Install Pro Comp hose. **SEE SPECIFIC MODEL INSTRUCTIONS BELOW FOR ADDITIONAL STEPS AND PRECAUTIONS!** If needed, re-use all of the stock factory hardware for attaching Pro Comp hose. Be careful not to over-torque banjo bolts and / or threaded fitting as fluid leakage may occur.

**Step 4:** Once again, with the vehicle on stands (suspension unloaded and wheels hanging) check all hoses for sufficient length and proper clearance. Then fully cycle suspension travel and turn wheels lock-to-lock to verify proper fit and routing. Make certain the hose will not come in contact with any moving parts such as springs, etc. Pro Comp braided hoses have a natural bend, by rotating the tube end of the hose before tightening. You can route the hose away from moving parts and towards the clamping location. 90 degree rotation is usually more than enough. Be very careful not to kink or torsionally preload the hose.

**Step 5: Bleeding System - bleed as specified by manufacturer. Use factory specified fluid.**

### SPECIFIC MODEL INSTRUCTIONS:

All Pro comp hoses are designed to attach to a suitable anchor point in order to prevent the hose from coming into contact with any moving objects (i.e. tires, steering linkage, etc.) that would wear through the hoses braided stainless steel exterior. The section of Heat Shrink Tubing (HST) found on Pro Comp hoses must be properly positioned to insulate and protect from chafing and abrasion (see diagram 1). All anchor points and grommets must not make contact with hose unless protected by HST. If it is necessary to cover more than one area of the hose with HST, carefully cut and position HST at the chafe point as needed. Do not shrink HST until you have double checked the routing of the hose. **DO NOT USE A DIRECT FLAME.** The HST will shrink at a relatively low temperature (applying excessive heat will damage the HST).

All Pro Comp hoses, except where noted, are to be routed through furnished locating grommets.

**CHEVROLET / GM solid Axle (Front)** - Pro Comp hoses are furnished with external grip rings to be used to attach the hose to the frame. On some models, you may be able to re-use the stock factory nuts.

**CHEVROLET / GM (Rear)** - Attach the upper end of the Pro Comp hose to the factory bracket with the furnished push-on, one-way retaining washer rather than using the factory slip. No HST or hose routing is necessary.

**FORD 1978-1979 (Front)** - Detach the front axle mounting bracket from the factory hose. Drill out the bracket to accommodate furnished bolt and attach the bracket to the Pro Comp hose assembly. In most cases, these vehicles don't require an anchor point because normally there are no hose clearance problems.

**FORD RANGER, F150 & BRONCO (Front)** - Position HST so the hose is insulated when sliding back and forth through its locating grommet as the steering and suspension cycles. Be sure the hose is positioned away from the coil spring wraps - not in between as failure will occur.

**TOYOTA Solid Axle (Front)** - Spring clips attach the hoses to the upper and lower mounting brackets (compared to the stock hoses connecting the metal lines). On some models, it is necessary to enlarge the inside diameter of the shock spring clips to fit into the clip grooves of the Pro Comp hose ends.

**TOYOTA IFS (Front)** - At the upper end, the E-clip is kept and the U-shaped clip is thrown away. The upper mounting bracket must be modified or adjusted to obtain clearance. Be sure to secure the HST to the rubber coated metal brake line with the cable tie furnished by Pro Comp.

**NISSAN TITAN (Front)** - At the upper end the U-shaped clip is not used. Install the supplied jam nut to threaded end of brakeline. Insert threaded end of brakeline from the bottom through factory mounting bracket. Attach Pro Comp brakeline to factory metal brake line and tighten. Install brake line to caliper using the factory banjo bolt and new crush washers. Use the supplied clamps or nylon ties to secure brake lines away from all moving parts.

### **IMPORTANT MAINTENANCE INFORMATION:**

It is the buyer's responsibility to make sure all fasteners and locating grommets are inspected for tightness and are in proper operating conditions for the first 100 miles, and then every 1000 miles afterwards. At these mileage intervals, be sure to also inspect the hoses and locate hardware for any chafing and abrasion.

Vehicles brake systems, wheel alignment, steering system, suspension and driveline systems must be inspected at least every 3000 miles by a qualified professional technician.

