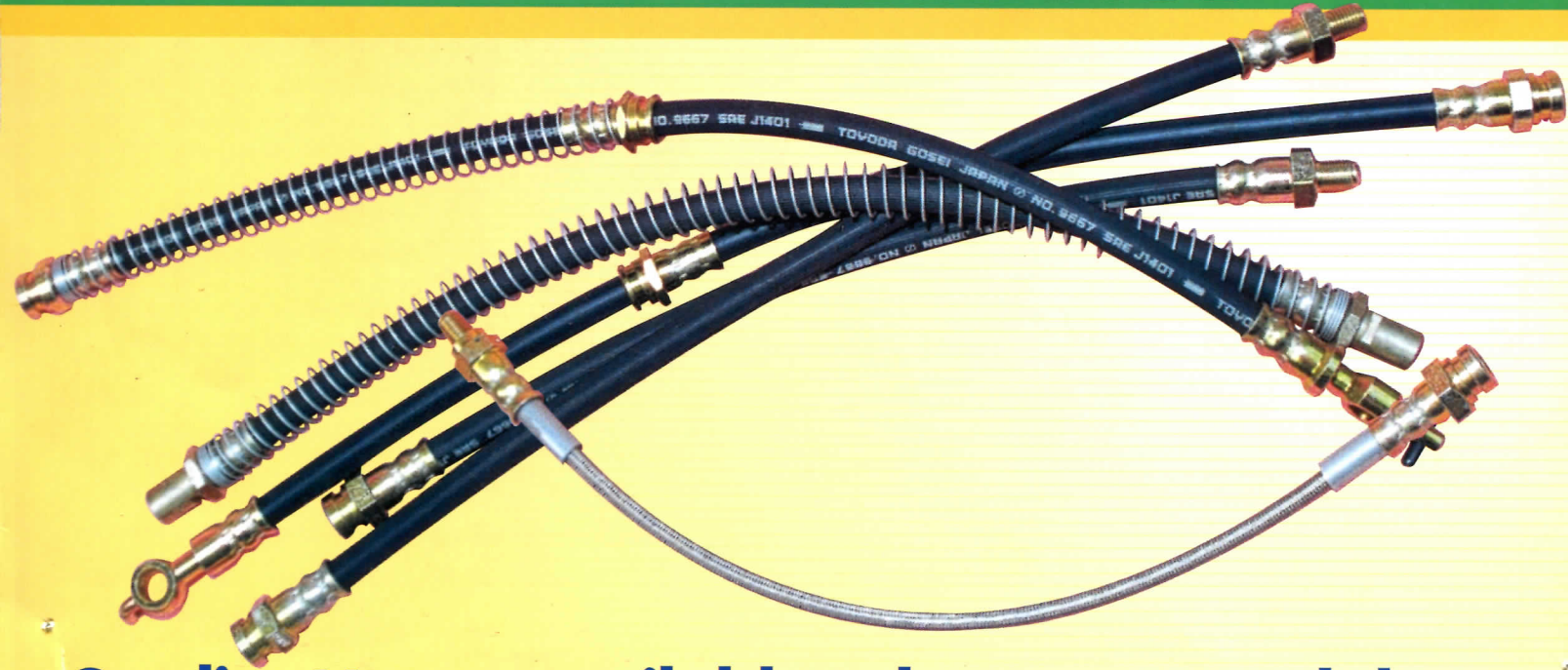


# BRAKE HOSES MADE TO ORDER

- SAME DAY SERVICE -



## Quality Hoses available when you need them

- Any hydraulic brake and clutch hose to suit any type of vehicle (In some cases a sample will be needed).
- All hoses comply to Dot Standard FMVSS106.
- Every hose is pressure tested to 3000 PSI.
- Original Equipment Quality

### BRAKE HOSES CAN BE AN INVISIBLE SAFETY HAZARD

#### SOME FACTS ABOUT BRAKE HOSES:

- The average life of a brake hose is six years
- Brake hoses deteriorate from the inside as well as the outside
- Moisture is absorbed into brake fluid systems through brake hoses
- Contaminants in brake fluid act abrasively on the inner wall of brake hoses
- The brake hose reinforcing fabric deteriorates through expansion and moisture
- High operating temperatures in brake systems contribute to the deterioration of hoses
- Brake hoses swell with age and restrict flow

Generally all brake hoses on a vehicle deteriorate at the same rate...

**ALL HOSES SHOULD BE REPLACED  
IF ONE IS FOUND TO BE FAULTY**

*Replacing old brake hoses  
increases safety*

**DON'T TAKE THE RISK -  
REPLACE AND FORGET!**

Your nearest brake-hose centre is:

**HOSE LINE**  
Phone: (818) 547-3010



# HANDY TIPS & INFORMATION

## CHECKING AND TESTING FOR FAULTY BRAKE HOSES:

The most effective way to check for faulty brake hoses is when they are under extreme pressure. WHY?

Imagine brake hoses as arteries in the human body. A person could live a normal life with hard and restricted arteries, but it's when they exert their heart to some stress that symptoms arise. The same applies to brake hoses. Brake hoses could appear "OK" but it's when they are subjected to extreme pressure in an emergency is when they need to be in good condition to handle this stress.

Most braking systems with booster assisted brakes obtain pressures of approx. 1500 psi.

**The best method to test hoses is to have**

- (a) *The engine running for maximum boost*
- (b) *Have someone pumping the brake pedal while someone is inspecting the hoses.*

### HOSES ARE INSPECTED BY VISUAL INSPECTION AND "FEELING" THE HOSES.

#### Visual Inspection:

##### *The things to look for are:*

- 1/ Cracks in the outer "skin" of the hose (Hoses may need to be bent for this test)
- 2/ Blisters or bubbles in the hose
- 3/ Chafe marks from where it has been rubbing against something
- 4/ Any wet marks where a hose is starting to leak
- 5/ Any obvious bulging or expansion of the hose
- 6/ Loose hose mounts or twisted hoses\*

\* All brake hoses have two continuous lines of printing on the hose to make it easy for the installer to indicate if the hose is twisted.

#### Feeling the Hose: What to feel for

(The best way to get the "feel" is to feel a new hose first)

- 1/ Hard and Stiff hoses
- 2/ Expansion (This should be hardly noticeable)
- 3/ Soft and weak hoses

## TROUBLESHOOTING PROBLEMS ASSOCIATED WITH BRAKE HOSES

- 1/ Low or spongy pedal** This problem is usually associated with a hose that is old, soft and weak which allows the hose to expand under pressure.
- 2/ Pulling to one side** Usually caused by one of the front hoses being blocked or restricted
- 3/ Brake Drag** Can be caused by a restricted hose(s)
- 4/ Intermittent Brake Problem** This problem can be caused by a hose with an internal fracture creating a one way check valve affect

### DETERMINING THE LENGTH OF A HOSE:

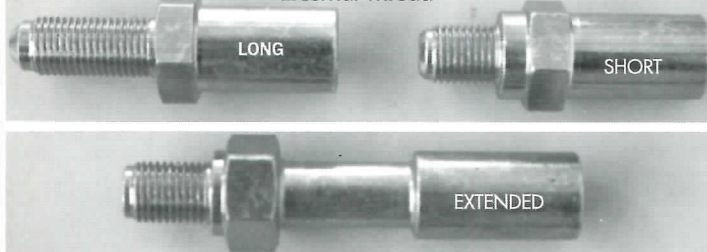
Except for a hose with a Banjo fitting - All hose lengths are determined by measuring the extreme points.

When measuring the length of a hose with a banjo fitting, the measurement is taken from the centre of the banjo bolt hole.

## INDUSTRY TERMINOLOGY OF FITTINGS:

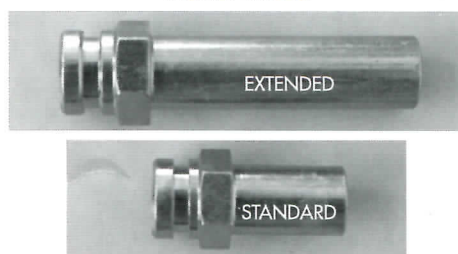
### TYPICAL MALE FITTINGS

External Thread



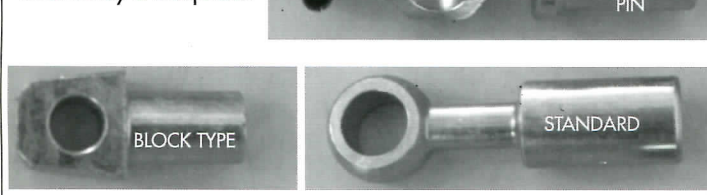
### TYPICAL FEMALE FITTINGS

Internal Thread



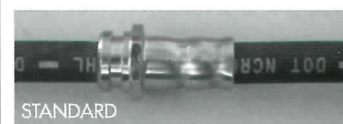
### TYPICAL BANJO FITTINGS

Secured by a Banjo bolt



### TYPICAL CENTRE SUPPORTS

A fitting(s) on the hose between the two end fittings



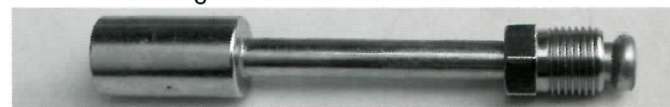
### TYPICAL FEMALE WITH EXTERNAL THREAD

A female fitting that is secured to a mounting bracket by a nut



### TYPICAL SWIVEL

A fitting with an extended tube and tube nut



### FITTING SEAT TYPES

INVERTED SEAT

DRILL POINT SEAT (DPS)

