Brake Hoses Made to Order!

Choose from OE Rubber or Stainless Steel Braided Hose.

Quality Hoses Available When You Need Them

Same Day Service*

*In most cases.

Faulty Brake Hoses are an Invisible Safety Hazard

Some Facts about brake hoses:

1. Average life of a brake hose is six years.
2. Brake hoses deteriorate from the inside as well as the outside.
3. Moisture is absorbed into brake fluid systems through brake hoses.
4. Contaminants in brake fluid act abrasively on the inner wall of brake hoses.
5. Brake hose reinforcing fabric deteriorates through expansion and moisture.
6. High operating temperatures in brake systems contribute to the deterioration of hoses.
7. Brake hoses swell with age and restrict flow.

Experience the Convenience of Having DOT Brake Hoses Made to Your Requirements

- Any hydraulic brake and clutch hose to suit any type of vehicle (In some cases a sample will be needed).
- All hoses compliant to SAE J1401 and DOT Standard FMVSS106
- Every hose pressure tested to 3000 p.s.i.
- Original equipment quality.

Generally, all brake hoses on a vehicle deteriorate at the same rate ... Therefore, All HOSES SHOULD BE REPLACED if one is found to be faulty.

Authorized BrakeQuip Dealer

Don't Take The Risk - Replace and Be Safe!

BQ2007-1009

Handy Tips & Information

The most effective way to look for faulty brake hoses is to check them 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 under stress that symptoms arise.

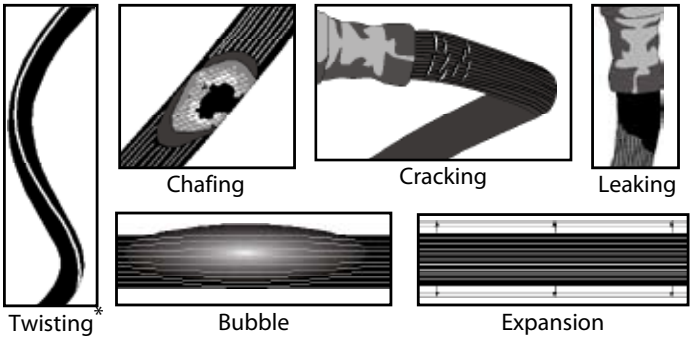
The same applies to brake hoses. Brake hoses could appear "OK," but when they are subjected to extreme pressure in an emergency, they need to be in good condition to handle the sudden stress.

Most booster-assisted braking systems can reach pressures of approximately 1500 p.s.i.

Visual Inspection of Hose and Installation

Things to look for:

1. Cracks in the outer skin of the hose
   (May need to bend hose for this test)
2. Blisters or bubbles in the hose
3. Chafe marks from the hose rubbing against something
4. Wet marks where the hose is starting to leak
5. Obvious bulging or expansion of the hose
6. Loose hose mounts or twisted hose*



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

If any of these conditions are present, the hose is most likely passed its safe working life and may need to be replaced.

Inspecting the Hose through "Feel"

What to feel for:
(Best way to get the *"feel"* is to feel a new hose first)

1. Hard and stiff hose
2. Hose expansion that should be barely noticeable
3. Soft and weak hoses

Correct Method to Test Brake Hoses

1. Have the engine running for maximum boost

2. Have someone pump the brake pedal while someone else inspects the hose

Troubleshooting Problems Associated with Brake Hoses

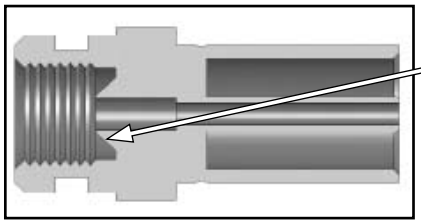
1. **LOW OR SPONGY PEDAL.** Usually associated with a hose that is old, soft and weak, which allows the hose to expand under pressure.
2. **PULLING TO ONE SIDE.** Usually caused by one of the front hoses being blocked or restricted.
3. **BRAKE DRAG.** Can be caused by a restricted hose(s).
4. **INTERMITTENT BRAKE PROBLEM.** Can be caused by a hose with an internal fracture creating a one-way check valve effect.

Determining the Length of a Hose

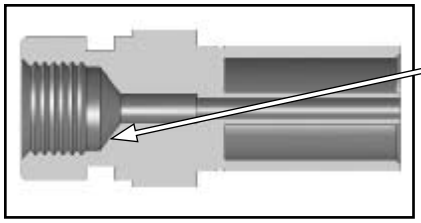
Except for a hose with a banjo fitting, all hose lengths are determined by measuring the extreme points.

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

Fitting Seat Types



Inverted Seat convex style



Drill Point Seat (DPS) concave style