

#HAHK-S & #HAHK-R - HydraStopTM Hose Instructions

Note:

In order to assure the best possible seal and avoid leaks, proper hose preparation procedures must be followed. Any compromises in the fluid supply/return system can and will ultimately affect your HydraStop-assisted brake system's performance.

Preparing your pressure hoses:

Rubber

1. The rubber high-pressure lines need to be cut to length: start by installing one pre-made end on the steering pump AN fitting and routing to the HydraStopTM unit (the following steps will repeat for steering gear line). Mark length with paint pen or tape, giving a little extra room for safe measure. (Fig 1)



5. Once position is marked, place the hex collar in a vice and tighten down the fitting completely. (Fig 6)
6. Clean by blowing compressed air through hose before final assembly.
Note: Any contamination can damage your HydraStopTM and ultimately void your warranty.



2. Beneath the cloth braid is a steel-meshed layer; you will need to use a cutoff wheel (or fine-toothed hacksaw) to cut the hose. Carefully trim any excess fray that may result. (Fig 2-3)
3. Screw the female fitting collar onto the hose counterclockwise (it's left-hand threaded), and, after lubricating tip with power steering fluid, insert the male portion of the fitting and hand tighten. (Fig 4)
4. Before completing your fitting by fully tightening, mock up in the vehicle and



Stainless

1. The stainless high-pressure lines need to be cut to length: start by installing one pre-made end on the steering pump AN fitting and routing to the HydraStopTM unit (the following steps will repeat for steering gear line). Mark length with Sharpie or tape, giving a little extra room for safe measure. (Fig 1)



2. Slip female collar fitting onto the stainless line before cutting (threads pointed toward end to be cut), as it may want to fray freshly cut wire braid if done afterward. (Fig 2)

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HydraStop™ Hose Instructions (cont'd)

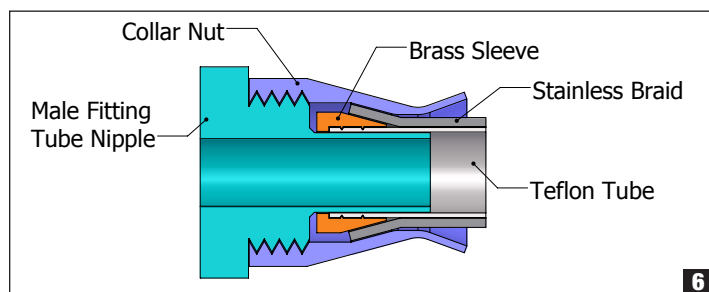


3. There are a few different methods in which to cut the braided stainless: preferably is by using a high-speed, thin-bladed cutoff wheel (Fig 3A); however, an extremely sharp chisel and heavy hammer also work well (Fig 3B), but care needs to be taken to “not” pinch the inner Teflon tube (a similar-sized punch can be used to reshape the Teflon after it's been cut).

4. Some fraying is to be expected—covering the area with tape (electrical, masking, or shipping type, which won't excessively gum up from heat) will help reduce it. Trim any excess stainless braid with sharp wire cutters, leaving a small amount of Teflon tube stick out. (Fig 4)



5. The male end of the compression fitting has a brass sleeve that slides over the male nipple—the taper should point away from the fitting. Inside the sleeve are graduated “steps”; the Teflon liner needs to be inserted firmly into the sleeve as it's pressed on. (Fig 5-6)

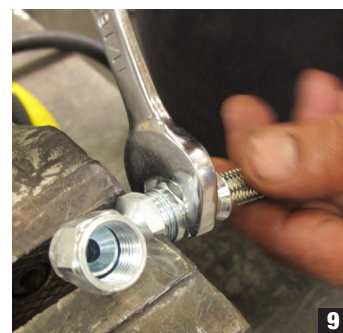


6. Use the hex collar to pull/flare the stainless braid back as you connect the two fitting pieces together. Press the brass sleeve on, and then using power steering fluid for lubrication, insert the nipple into the Teflon; hand tighten. (Fig 7)



7. Before completing your fitting by fully tightening, mock up in the vehicle and position the fitting angle—mark with a Sharpie to help keep positioned. (Fig 8)

8. Use a vice to anchor one half of the fitting while you tighten down the other half. Make absolutely sure the braided hose does not back out at all during the process. Once tight, firmly tug on the hose to ensure it's locked in place—if not, you will need to redo the connection. (Fig 9)



9. Also, it's a good idea to mock hose up in vehicle one last time to ensure proper fitting positions before completely tightening.

10. Clean by blowing compressed air through hose before final assembly.
Note: Any contamination can damage your HydraStop™ and ultimately void your warranty.

Note:

To disassemble, unscrew and remove upper fitting; carefully slide collar back on hose; remove sleeve with pliers. **Important:** Fittings may be disassembled and reused at least once. However, all such fittings should be thoroughly examined for distortion, thread damage, and ID dimensions. Re-cut Teflon tube if end portion is marred up.