



Installation Instructions for CorkSport Braided Brake Line Kit

Warning: Installation of the brake lines should be done by a professional mechanic. By following the instructions below you are accepting all responsibility for the installation. CorkSport nor any of its employees or owners will not be liable for the faulty installation from following these instructions. The installation instructions are for reference only.

CAUTION: Be very careful not to spill/splash any brake fluid on car paint. If incident occurs rinse with water immediately to avoid damage to cars paint.

Note: These installation instructions are generic. Your car will be somewhat different. These instructions are intended to give a guideline as to what is involved with installation of this product. Consult a service manual for instructions specific to your vehicle. If these instructions do not agree with your service manual, follow the instructions in your service manual.

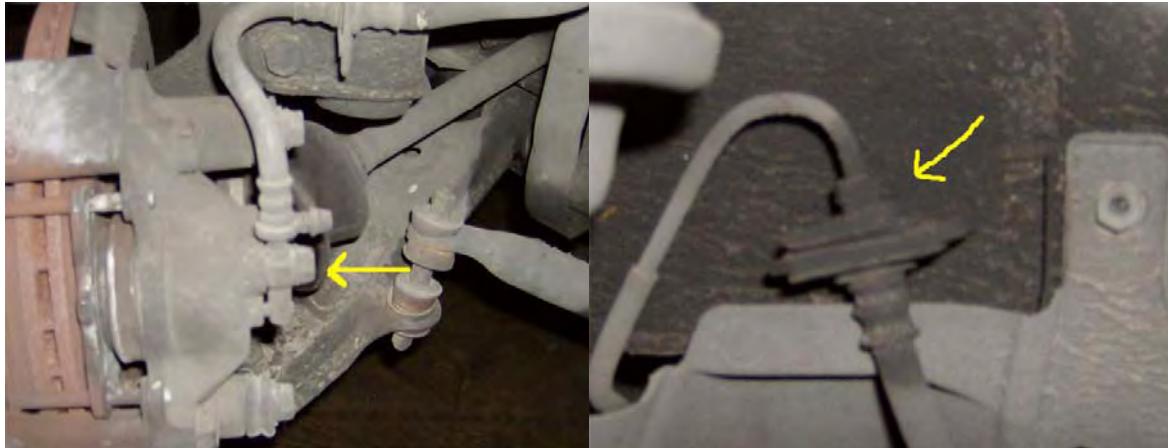
Tools Required For Most Cars

<ul style="list-style-type: none">• 8mm wrench• 10mm wrench• 12mm wrench• 17mm wrench	<ul style="list-style-type: none">• Torque Wrench• Wire cutters• Pliers• Parts cleaner	<ul style="list-style-type: none">• Brake Fluid• Floor Jack• Jack stands• Catch pan• Two feet 3/32 hose
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Thank you for your purchase. If you have any questions please call Cork Sport at 360 260 CORK

Step 1: Jack up vehicle and secure it on jack stands on a level surface.

Step 2: Locate the brake line you are replacing. Replace one line at a time and make sure you have a container to catch spilled brake fluid. There are two ends to each line which will need to be worked on. Use the parts cleaner to clean away the dirt from the brake line connections. See the illustrations below for reference. The picture on the left shows the arrow pointing at the banjo bolt. The illustration on the right has the arrow pointing at the other end of the line that connects to the cars hard line.



Step 3: After replacing the brake line tighten the banjo bolt on the brake line to 16-22 ft/lbs with a torque wrench. Tighten the other end of the brake line with a 10mm wrench. Repeat the steps for all the brake lines

Step 4: Most systems have a hold which attached to the strut/shock. The hold may need to be slid one way or another on the line. To do this make sure you hold the soft inner section when you slide the nut either way. A silicone spray will aid in sliding the nut.

Step 5: You will need to bleed the brake system. To bleed the brake system there are two methods.

Method #1 is to get a two foot section of 3/32 diameter hose and a 1 liter plastic bottle. Put the hose on the end of the bleed screw. Put the other end of the hose in the 1 liter bottle. Fill the bottle with enough brake fluid to submerge the end of the hose. Loosen the brake bleed screw and make sure the hose stays attached to the end of it. Pump the brake pedal in the car until there are no bubbles coming from the hose in the 1 liter bottle. Tighten the bleed screw then remove the rubber hose. Check the brake fluid level in the master cylinder and keep it at the full line after bleeding each caliper.

Method #2 requires two people, a two foot section of 3/32 diameter hose, and a 1 liter plastic bottle. Put the rubber hose on the bleed screw and the other end in the 1 liter bottle. Have the extra person pump the brake pedal until there is pedal pressure. Have the extra person hold the pedal with pressure while you loosen the bleed screw. The pedal will go to the floor. Have the extra person hold the pedal to the floor until you tighten the bleed screw. Repeat the procedure 3 times per caliper. Check the brake fluid level and keep it at the full line after bleeding each caliper.

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Bleed the calipers in the following order. #1 right (passenger) rear, #2 left (driver) rear, #3 right (passenger) front, #4 left (driver) front. The bleed screws for the calipers are 8mm in size on most cars.

Step 6: Test the brakes:

First: Before moving the car check for leaks and make sure the brakes are functioning properly. The pedal should have a small amount of travel and then stop. If the pedal goes to the floor there is still air in the brake lines and you must repeat one of the bleeding procedures in step 5.

Second: If there are no leaks put on the wheels, take the car off the jack stands, and go for a short drive. Upon returning, check all the connections again for signs of leaks. If a leak is found then tighten the fitting and test again.

INSTALLATION NOTE

The pedal will feel different. The brakes will engage higher up the pedal compared to the original brake lines. The difference in pedal feel is due to the CS brake lines not expanding as much as the stock lines under pressure.