

Brake Hoses Made To Order

S A M E D A Y S E R V I C E

Quality Hoses Available When You Need Them

**Replacing Old Brake
Hoses Increases
SAFETY!**



Faulty Brake Hoses are an Invisible Safety Hazard

Some facts about brake hoses:

- 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.
- 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

Therefore, ALL HOSES SHOULD BE REPLACED if one is found to be faulty.

Experience the Convenience of Custom-made Brake Hoses

- 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

Authorized BrakeQuip Distributor

SAME DAY SERVICE!

Available at;

General Rubber / Port to Port
2310 West College Avenue
Appleton, WI 54914

920-733-7223 Fax 920-738-7228

BQ2007 - 906

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

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.

Inspecting the Hose through "Feel"

What to feel for:

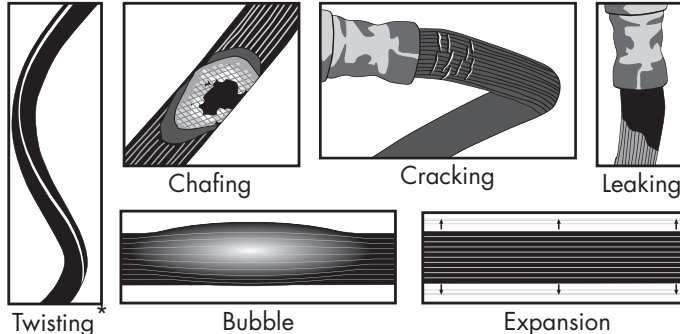
(Best way to get the "feel" is to feel a new hose first)

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

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.



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

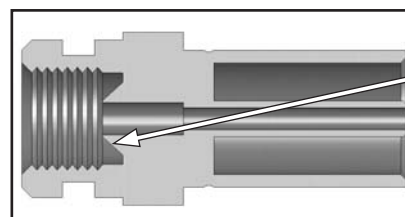
1. **LOW OR SPONGY PEDAL.**
Usually associated with a hose that is old, soft and weak, which allows the hose to expand under pressure.
2. **PULLING TO ONE SIDE.**
Usually caused by one of the front hoses being blocked or restricted.
3. **BRAKE DRAG.**
Can be caused by a restricted hose(s).
4. **INTERMITTENT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

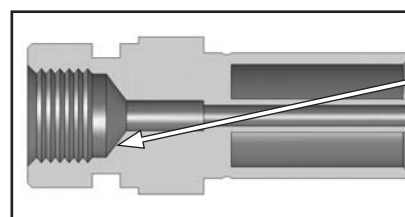
Except for a hose with a banjo fitting, all hose lengths are determined by measuring the extreme points.

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