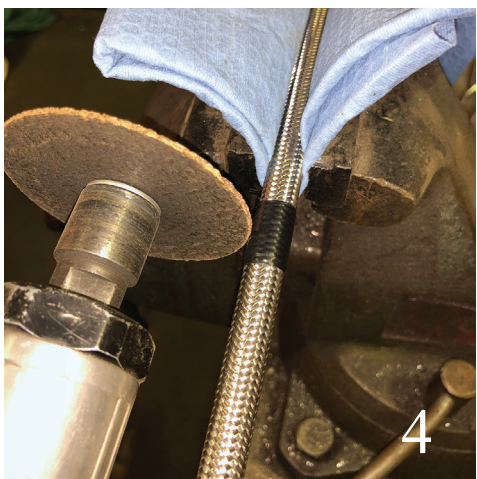
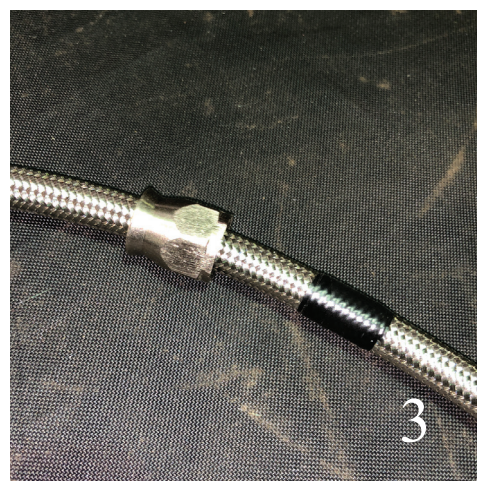
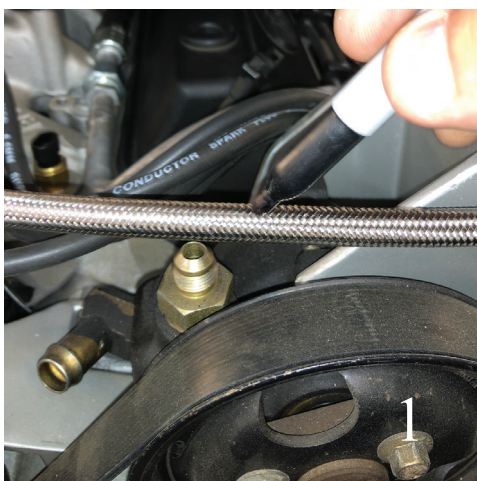


#2994 Stainless Hydro Hose Prep Date 3/22/19 rev. 0

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 brake systems performance.

Preparing your pressure hoses: 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 or to the booster units AN fitting. It's up to you where to start (the following steps will repeat for steering box line). Mark length with Sharpie or tape, giving a little extra room for safe measure. You can run the lines independently or route them with the help of the included billet hose separators. (Fig 1/2)
2. To prevent fraying, slip female collar fitting onto the stainless line with threads pointed toward end to be cut, as it may want to fray freshly cut wire braid if done afterward. Covering the cut area with electrical or masking tape will help reduce fraying. (Fig 3) Cut hose with a high-speed, thin-bladed cutoff wheel. (Fig 4)

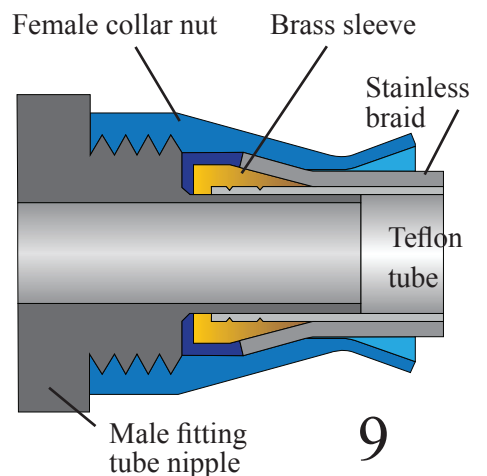
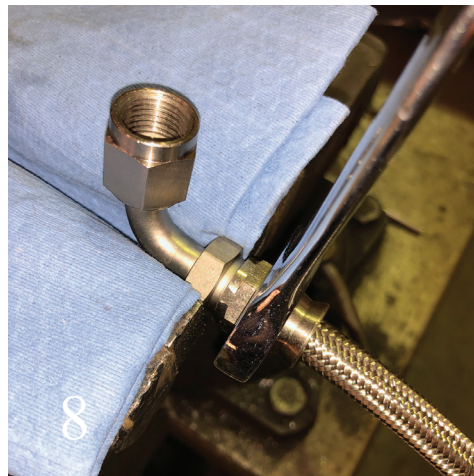
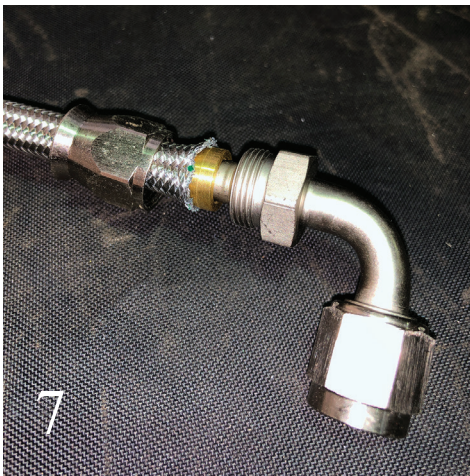


3. Once cut, some fraying is to be expected. Trim any excess stainless braid with sharp wire cutters, leaving a small amount of Teflon tube sticking out. (Fig 5)
4. The male end of the compression fitting has a brass sleeve that slides over the male nipple – the taper should point away from the fitting. Inside the sleeve are graduated “steps;” the Teflon liner needs to be inserted firmly into the sleeve as it's pressed on. (Fig 6,7 and 9)

5. 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)
6. 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.
7. Use a vise 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 8)
8. It's a good idea to mock hose up in vehicle one last time to ensure proper fitting positions before completely tightening.
9. Clean by blowing compressed air through hose before final assembly. Note: Any contamination can damage your brake booster.

Note: To disassemble, unscrew and remove 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.



NOTE: Rather than trying to select fittings for each steering pump and box we have put a multitude of fittings in the kit which should accommodate most combinations of steering pumps and boxes found in Broncos and Full Size Ford trucks. There is still the possibility you may need an adapter or fitting that was not supplied. Keep in mind all the hose ends are AN-6 for both the high pressure and low pressure. Should you need assistance sourcing any extra fittings or adapters please call us for tech help 209-400-7200.