

## Carefully remove old lines

**Step 1.** Even with our extensive research & development we still find some cars with parts that differ from our patterns. Multiple vendors made lines for the OEM, they start and end in the same location but the bends may be slightly different. Always remove your old lines carefully for comparison. Once you're satisfied that the new lines match your originals, you can dispose of the old lines. If your old line is different, we may need your original line as an example of what is right for your car.

## Before Altering A Line

**Step 2.** Make sure the line you are comparing to is an original line. If your line has a long fitting on one end and short fitting on the other it is remade. If the line has wave like bends and wraps around to take up the slack in the line it is remade. The original line will have crisp clean bends just like the replacement line. If a line must be altered to fit a non stock application, (line lock, dual master, disc brake conversion) or your application varies from our part beware, once the part is bent up, cut, and not in the original shape it is not returnable.

## Clean & prep blocks

**Step 3.** In most cases you will be re-using the cars original brake distribution block, proportioning valve, or other blocks that are not available new. These blocks should be cleaned and inspected before reassembly. Clean the thread ports carefully using solvent, a small brush and compressed air. Inspect the cone shaped seat in the bottom of each port. If the seats have multiple crush rings or off center crush rings you may have trouble with leakage. If the seats look bad you may consider finding a replacement part from a junk yard or parts car. In most cases blocks are not available new.

## Routing the new lines

**Step 4.** Remove end caps and blow out all tubes. Tube rolling powder sometimes is missed. With the protective caps back in place, route the new lines into place on the car. The end caps protect the threads and prevent dirt from entering the lines. Carefully route lines in existing clamps and start the line bolts in the clamps, But do not completely tighten.

## Start threading

**Step 5.** With the new lines loosely in place, be sure the ends are near the port where they will install, and pointing the proper direction. Leave all connection points such as valves, blocks, clamps, and wheel cylinders as loose as possible, this will give you some free play while you are starting the fittings. Your new lines should line up close to the attaching points. You may have to align the new lines slightly by gently bending the ends into place. Remove the end caps and finger tighten all fittings. Do not tighten any fittings clamps or blocks until all lines are in place.

## Finishing the job

**Step 6.** With all fittings started, tighten all blocks and clamps. Now fully tighten all fittings. When tighten fittings make sure to use a line wrench. Your new lines are now installed. Fill your master cylinder with new brake fluid. Bleed the air out of the entire system. Once the system is bled, check each connection for leaks.

## Trouble shooting

### Lines that still leak

If you have a leaky line on a new component the line has not been tightened enough to crush and seal the line to the brass seat. Untighten the line slightly and retighten to force a seat between the brass and the line. Repeat until a seat occurs which will stop the leak.

If you have a leaky line on a used component or block see step 2.

Never use teflon to seal lines. Teflon seals the threads to the component but does not stop the leak. Remember the cone of the component and the flare of the tube is what seals the connection. The tube nut only hold the flare to the seat. Teflon is only used on pipe fittings ( tapered fittings) not on brake line fittings.

## Consult your Mechanic

This flyer is intended for use as a basic guide to help install new brake and fuel lines. If you are unsure about any part of the installation procedure, please consult a professional mechanic for assistance. Inline tube assumes no responsibility for improperly installed lines.

## Choosing a fluid

Standard DOT 3 brake fluid will work just fine in your new system, If you intend to use DOT 3 fluid, be sure it has not been exposed to moisture. An open container of DOT 3 fluid will collect moisture from the atmosphere. DOT 3 fluid will also destroy your paint, so do not spill on paint.

If you are going to use DOT 5 (silicone fluid) repels moisture, and will not harm your paint. Under extreme braking conditions ( Constant drag racing ) or excessive braking DOT 5 does not perform as well as DOT 3. When DOT 5 fluid heats up, performance decreases.

When changing a system over to DOT 5 be sure to flush out all reused components, blocks, cylinders, and lines. DOT 5 & DOT 3 Fluids should never be mixed.

Any brake fluid can hold air bubbles so never shake the container. If it has been shaken, pour it into a container that may be heated, Place over low heat for 10-15 minutes. If it appears to boil it is just the air coming out of the fluid. Allow the fluid to cool and pour it back into it's container. It is now ready to be used.

## Damaged Packages

### Inspect All Packages Immediately

ANY DAMAGED PRODUCTS, SHORTAGES OR RETURNS MUST BE REPORTED PROMPTLY!

### Damaged Products - Due to Shipping

Report damages IMMEDIATELY to Fed EX 1800 463 3339 the carrier will then pick up the package. Next call inline tube 586 532 1338 and we will file a claim and reship the package, damages must be reported within 5 days of receipt of order

### Shortages

If there is a mistake on your order, please contact us immediately and we will make arrangements for the exchange of the correct items. Please have a copy of the invoice ready for report. Shortages must be reported within 7 days

### Lines we do not have

If you or any of your friends have original cars with original lines that we do not currently have in our catalog please let us know. We are always interested in high quality original lines to use as a model for future lines.

**Tech support line 586 532 1338**

## Returns & Refunds

### Returns & Refunds

You can return any new, unused STOCK item part to us within 30 days of the date of purchase for an exchange with approved return auth. number. All returned orders are subject to a 20% restocking fee.

### Returns & Refunds Non Stock Items

If the part is a non stock item, If this part is custom made to order, when the order is placed the order is made for that particular customer, there is no return on special or custom made orders. If the part is defective we will exchange the item for the exact same item. All straight length tube once cut to length is not returnable.

### Damaged or used parts

All returned goods are to be in re-saleable condition. This means we will not return a part used on the car, greasy, beat up, bent or with out the original box. Re-saleable means in the same condition you received it.

### Returns Procedures

1. Please call customer service and obtain a Return Auth. Number. This number allows the package to be accepted when it reaches Inline tube.
2. Return the part in the original box with a copy of the invoice. The invoice number (which is located in the upper right corner of the invoice) must be clearly marked on the box. The box will not be accepted without the invoice number on the box.
3. We Suggest you ship by United Parcel Service (UPS) if the package is lost, it may be tracked.
4. Address your return to the address listed below.

Inline Tube

### Returns Department

15066 Technology Drive  
Shelby Twp, MI 48315

In our effort to provide you with the best parts at the lowest prices, we do not provide call tag service for parts pickup. The customer will pay freight on all return orders. Please ship the parts directly thru UPS. Mail box stores charge service and packing fees.

### Express Shipping

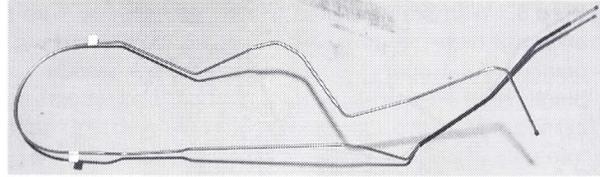
Unfortunately Inline tube does not offer any express shipping all products ship UPS ground because of the size of the box.

### Sales Tax

Orders outside the state of Michigan are not required to pay sales tax. Michigan orders will be charged 6% sales tax.

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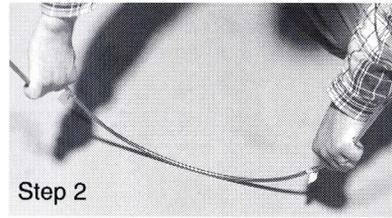
## Shipping Bends



Shipping bends are required on all lines over 6' in length. Unbend between the white tags. The bend will roll out by following these few steps. Large bends do not stress the tube so the tube will become completely straight.

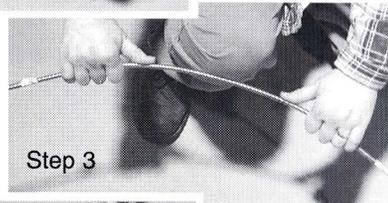


Position the tube on the floor keeping the bend perpendicular while using the floor as a straight edge. Roll the tube against the floor working out most of the bend.

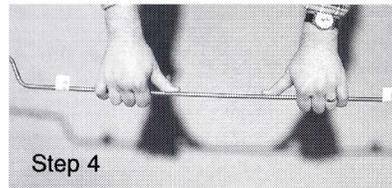


Step 2

After most of the bend is straightened, using you knee the remaining bow can be removed.

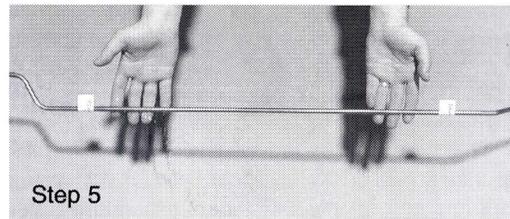


Step 3



Step 4

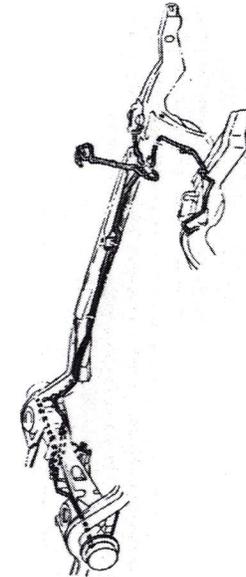
The remaining minor waves are removed by hand straightening.



Step 5

Once you have straightened the line you are ready to install your Inlinetubes.

[WWW.Inlinetube.com](http://WWW.Inlinetube.com)



## Brake Line Installation Guide



15066 Technology Drive  
Shelby Twp., MI 48315

Phone 586 532 1338

24 Hour Fax 586 532 1339

Toll Free Order Line 800 385 9452

Manufacturer of Performed  
Brake and Fuel Lines  
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