

# DDMWorks



Automotive Performance Specialists

## DDMWorks - Stainless Steel Brake Lines



The DDMWorks Stainless Steel Brake Lines replace the stock nylon and rubber hoses with race-bred, street brake lines that are constructed from the finest quality hose, consisting of a PTFE inner hose covered by braided stainless steel.

Installation time of the DDMWorks Stainless Steel Brake Lines depends on you and your mechanical skills. If you are pretty handy with tools this upgrade to the braking system can be completed in about an hour and a half, however we suggest that you schedule at least a couple hours for the install.

If you have any questions during installation you can call us at (864) 907-6004 or email us at [Tech@ddmworks.com](mailto:Tech@ddmworks.com).

### TOOLS NEEDED

13mm Flare Wrench
17mm, 14mm, 11mm wrenches
Blade Screwdriver
Pliers
Hammer
Torque Wrench with 14mm, 19mm sockets

### PACKING LIST

Item	Qty
Front Brake Lines	2
Rear Brake Lines	2
M12x45mm fine thread Bolts	2
M12x45mm course thread Bolts	4
Locking shims	4
Copper crush washers	8

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119-A Highway 183  
Piedmont, SC 29673

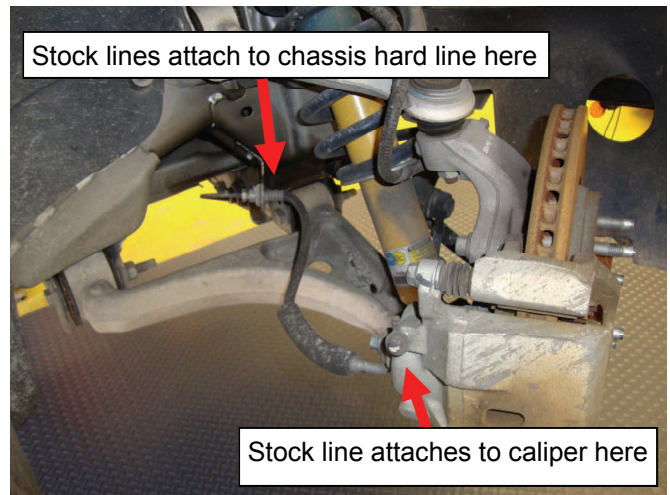
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**Tech Support**  
(864) 907-6004  
[Tech@DDMWorks.com](mailto:Tech@DDMWorks.com)

Rev. 7-12-11 MJB

## Stainless Steel Brake Lines—Front

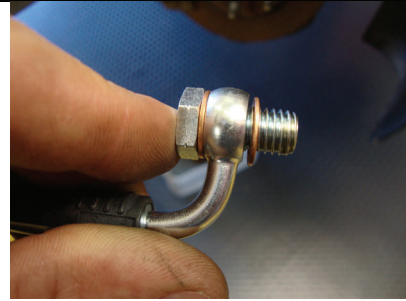
1. First we will need to remove the front wheel from the car, before doing this make sure the vehicle is jacked up and securely put on jack stands. **DO NOT WORK ON A VEHICLE ONLY SUPPORTED BY A JACK.**
2. Before starting it is a good idea to put a drip tray under the car to catch the brake fluid that will come out of the lines. Brake fluid is not kind to painted surfaces so remember to keep a towel close to you to wipe up any fluid that gets on the car quickly.
3. With the vehicle firmly supported by jack stands, remove the wheel using a 19mm socket and set the wheel to the side
4. With the wheel off turn the steering wheel all the way to the left when working on the passenger side and all the way to the right when working on the drivers side. This will make it much easier to get to the lines.
5. The picture to the right shows the passenger side of the car which is the side we are going to do first.
6. The stock line runs from the back of the caliper to the vehicle frame.
7. We will first start removing the line by disconnecting the line from the hard line attached to the car. To do this we will need to use the 13mm flare wrench and loosen the hard line from the stock rubber line.
8. Once the hard line is disconnected from the rubber line, there is a clip that needs to be removed, use the pair of pliers or the blade screwdriver to remove this clip.
9. Once the clip is removed, the rubber line is free from the chassis side of the car and we will now remove it from the caliper. Simply use the 11mm wrench and loosen the bolt holding the line to the caliper and the entire rubber line should be free from the car at that point.
10. To install the new line, put the end without the bend on it through the hole in the chassis mount that the old line came out of. We want to start the hard line from the chassis into the new brake line first. Once the new line has started threading onto the hard line, use the flare 13mm wrench and the 17mm wrench to tighten the hard line into the new stainless line.
11. With the connection at the hard line tight, we need to put the new clip on the line to secure it to the car. The new clips come in a bag of four and one will be used on each wheel. The clip is installed by getting it started onto the new brake line by hand. There is a ring cut on the end of the new line that the retention clip will go on. Push on the clip until just the end is started onto the new line, then use the hammer to tap the new clip into place. The tab for the clip points out from the chassis mount on the car, just like the stock clip. Remember that you can look at the other side of the car as reference if you forget how it goes back together.



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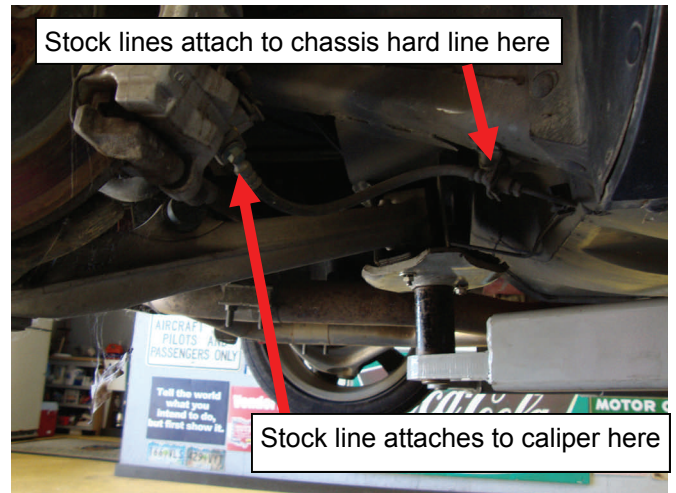
### Stainless Steel Brake Lines—Front—continued

12. With the clip in place we just have to attach the line to the caliper. There are new banjo bolts and crush washers supplied with the kit. The assembly is bolt, then crush washer, then line then crush washer then bolted to caliper. Use the picture to the right as reference.
13. With the banjo bolt installed in the caliper, tighten it down to 25 ft/lbs, we will check for leaks later.
14. Repeat other side of the car.



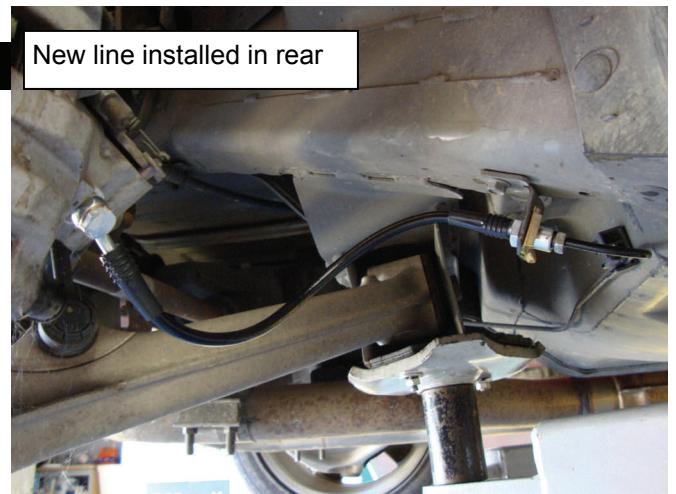
### Stainless Steel Brake Lines—Rear—continued

1. Installing the rear brake lines is very similar to the front. First start by removing the rear wheel.
2. Once the rear wheel is removed, remove the hard line from the stock rubber line and also remove the clip holding it in place.
3. With the chassis end disconnected, remove the banjo bolt holding the stock line to the caliper.
4. Remove stock line from the car and attach the new stainless line to the hard line at the chassis first.
5. Once hard line is attached, insert retainer clip.
6. Some vehicles have fine threads in the back and some have course threads. The kit comes with both types, just match them up against the stock bolt in the stock line to determine which thread you will use. Assembly is the same as the front caliper banjo bolt.
7. Tighten the banjo bolt to 20 ft/lbs.
8. Repeat other side of the car



### Final Clean up

- You will need to bleed the brakes with fluid at this point. To do this you need to start at the passenger rear first, then go to driver side rear, then passenger side front then finish with driver side front to get a good bleed on the system
- Make sure to check all fittings for leaks after bleeding and retighten as necessary.
- Make sure to clean any spilled brake fluid from the car or any other painted surface as it will cause damage if left there.
- If you have any questions feel free to give us a call at 864-907-6004 or send an email to Tech@ddmworks.com.



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