

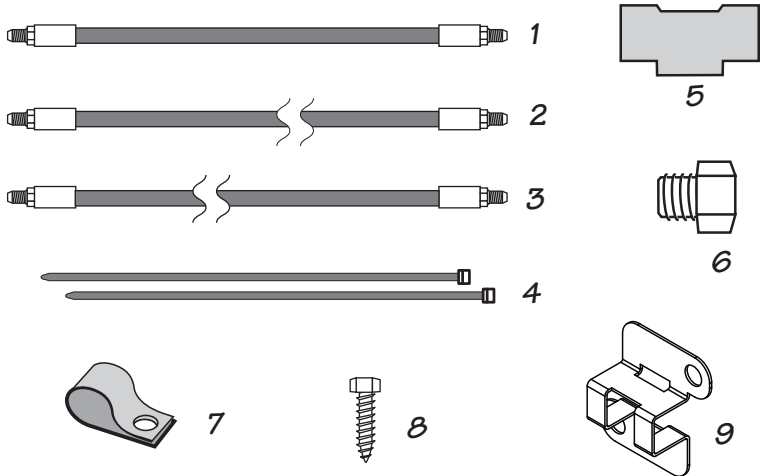


best in the
LongRun

Single Axle Hydraulic Brake Line Kit

Installation Instructions

Part #80326



This kit contains the following components:

#	Qty.	Part #	Description
1	2	46238-24	Flex Hose 24"
2	1	46238-76	Flex Hose 76"
3	1	46238-240	Flex Hose 240"
4	5	10107	Cable Ties
5	2	11270	Union "T"
6	1	10128	Union "T" Plug
7	4	17003	Cable Clamps
8	8	10589	Self Taping Screws
9	2	42091	"T" Clamp

This brake line kit is designed to be used to replace existing brake lines or installed on a trailer that has not had brakes before. Read all of the instructions first and familiarize yourself with the parts and layout before starting the installation. Make sure your actuator is in good working condition, and that it is the proper model for your drum or disc brakes.

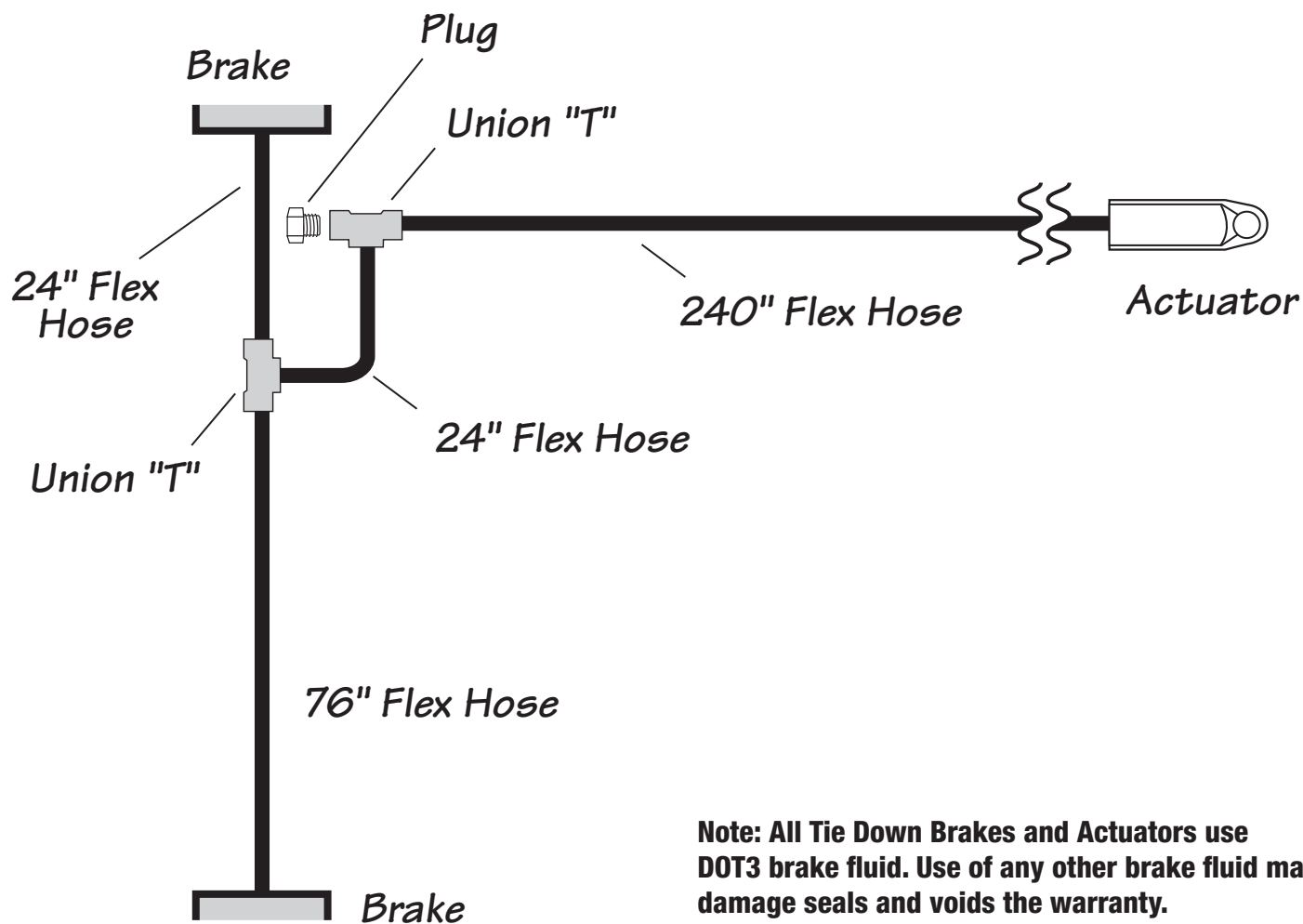
1. If you are adding an actuator to your trailer, remove your coupler from your trailer and bolt the brake actuator coupler in its place. Actuators are designed for drum or disc brake applications. Make sure you have the correct actuator for your brake type. Serious problems can arise with incorrect matching of brake type and actuator.
2. Place one end of the flex hose into the rear of the master cylinder. Route the flex hose down the tongue and to the left side (facing forward) of the trailer frame. The other end should be placed and on the side of the frame just above the center of the axle line. The flex hose included in this kit should fit most applications of utility and marine trailers. If the hose is too long, **DO NOT CUT ANY BRAKE LINE, THE FITTINGS CANNOT BE REATTACHED.** Instead, coil the flex hose at or near the axle line and secure the loop with a cable tie. Secure the hose to the trailer tongue and frame with the C-clamps and self-taping screws provided. Optional method: If the trailer tongue is a 3x3 or larger square or rectangular tube, you can drill a 5/8" hole 4" or 5" behind the master cylinder. Route the flex hose inside the trailer tongue and thru this hole. (NOTE: For ease of working, while fishing the tubing thru this hole, you may wish to unbolt and remove the brake actuator). Now route the remaining tubing down the left side of the trailer frame, to a point near the brake axle. Secure the main line tubing with the C-clamps and self-taping screws provided.

NEVER CUT ANY BRAKE LINE TUBING!! It cannot be patched or flared, and comply with D.O.T. approved systems. Use only factory completed hose sections.

3. In the rear of the brake coupler master cylinder, you will find a 3/16" female brake fitting, which connects from the threads in the master cylinder to the 3/16" inverted flare connection required for the trailer brake system. Connect the end of the flex hose and tighten to about 3 ft pounds.
4. Next, install a three-way brass adapter fitting to the end of the flex hose at the axle line. Attach the three-way fitting to the side of the trailer frame using the stainless "T" bracket provided. Attach to the frame using the self-tapping screws or a cable tie provided.



Assembly Diagram



Note: All Tie Down Brakes and Actuators use DOT3 brake fluid. Use of any other brake fluid may damage seals and voids the warranty.

5. Connect a 24" flex hose to the middle position on the "T" fitting. Plug the end or third hole in the "T" fitting with the brass 3/8" plug provided. Connect the other 24" flexible hose to the left brake (closest to your main brake line). Connect the 76" flex hose to the right side brake. Determine a position on the axle where the three flex hoses come together allowing free movement at the axle or brake. Connect the three hoses to a "T" fitting. Attach the "T" fitting to the axle using the "T" bracket provided with the self-taping screws or a cable tie.
6. Tighten all connections to about 3 ft pounds using a 3/8" open end wrench.
7. Secure the flex hoses to the frame and axle using the C-clamps and cable ties provided.
8. Fill your actuator with DOT 3 brake fluid and follow your actuator/brake's instructions on bleeding the system. Check all connections for leaks. Tighten as required.
9. After completing the installation, bleed the brakes using instructions from your actuator and test the brakes in an area where you will not upset normal traffic flow. Recheck all connections for leaks. Check again after the first 25 miles.

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