

# INSTALLATION MANUAL:

***COR-1308101***

Jeep Wrangler 24" Front or Rear Brake Lines  
(2007-2018, JK)



# INCLUDED ITEMS

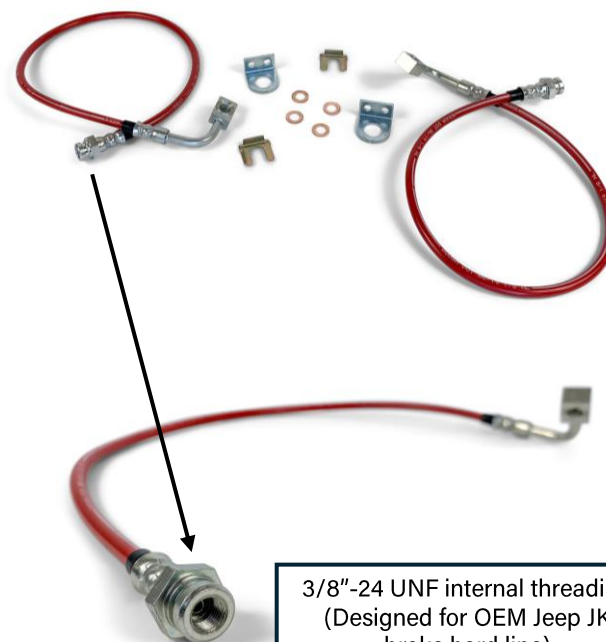
## 1308101 Jeep Front or Rear Brake Lines - (2007-2018, JK)

QTY	Part Number	Description	Class/Grade
2	1308101	Left/Right Brake Line Hose Assembly	N/A
2	BQB244	Brake Hose Mount Bracket	N/A
2	BQ 3052	Brake Hose Retaining Clip	N/A
4	BQ 1016	Banjo Fitting Copper Crush Washers (10mm hole)	N/A

### Product Notes and Features:

The Jeep Front or Rear Brake Line Kit (2007-2018, JK) includes all necessary hardware to replace the front or rear OEM braking system with extended, anti-expansion hosing. Included brackets provide safe rerouting options to keep the brake line and ABS cable routed away from numerous pinch points on the vehicle's suspension.

- For use in either the front or rear of any 2007-2018 JK
- Designed to meet the demands of rugged terrain and daily driving
- OEM-style hydraulic brake fittings ensure a precise, no-leak fit
- Approximately 24" hose length allows for use in many different vehicle suspension setups
- Brake lines are side-specific, but can be used at the front or rear
- 2 brake lines included (one left and one right flexible hose)
- **Recommended use: Routed directly from the caliper to hard line (do not route around shock)**



3/8"-24 UNF internal threading  
(Designed for OEM Jeep JK  
brake hard line)

# INSTALLATION INSTRUCTIONS

## TOOLS REQUIRED FOR INSTALLATION

- Basic hand tools
- Metric ratchet wrench set, (12mm, 17mm)
- Metric socket set, (10mm, 15mm)
- Standard ratchet wrench set (3/4")
- Standard socket set, (7/16", 1/2")
- Vice grips/Pliers
- Brake fluid and rags

**\*\*\*Take this product to a licensed professional if you are hesitant about the installation process!\*\*\***

**\*\*\*Remove the tires and jack the vehicle on stands for easy wheel-well access\*\*\***

1. Remove all ABS cable clips/zip ties holding the line to the brake hose. This includes the zip ties at the bottom of the coil, the c-clips retaining the ABS line next to the brake hose, the OEM control arm mount, and the frame mount. See figures below. Take care when cutting the zip ties so you don't accidentally cut the ABS cable.



Coil bucket zip ties to be cut



Old brake-line clips to be removed

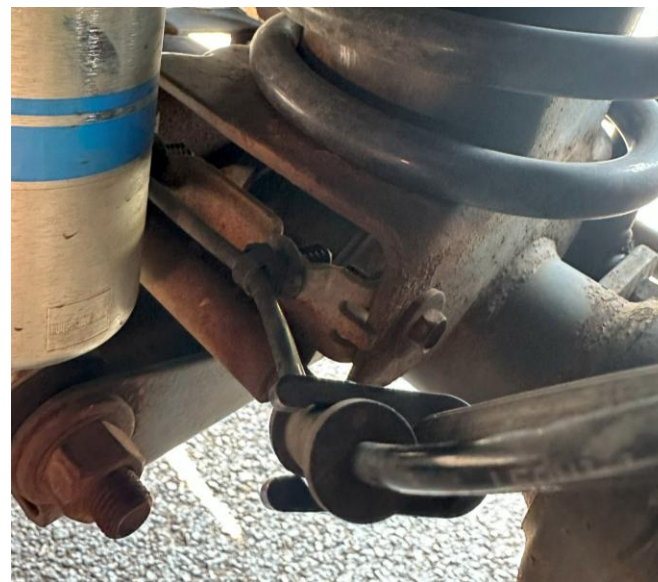


Frame mount ABS cable to be removed

**The ABS cable should be completely free from the OEM brake line hose. At this point, it should only be connected at the sensor, and past the frame mount.**

# INSTALLATION INSTRUCTIONS

2. Remove the brackets holding the brake line to the axle. The retaining bolt can be removed using a 10mm ratchet or wrench and is located under the coil, as seen in the figures below. You won't be reusing the factory brake bracket. **The new 24" brake lines will route directly from the hard line to the caliper, and will NOT follow the same path as the OEM brake line.**

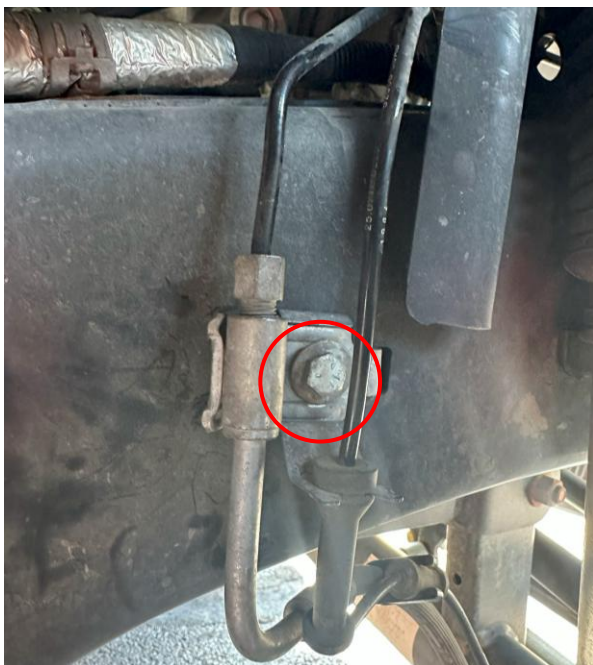


Coil bucket brake line bracket bolt to be removed (10mm)

# INSTALLATION INSTRUCTIONS

3. Remove the bracket holding the brake line from the frame. If you have an OEM brake setup, use a 10mm socket. If you have brake line extensions installed, this step may vary. Ultimately, remove whatever bracket retains the flexible hose to the frame.

**Save the 10mm bolt for installation of the new brake line mounting bracket.**



Frame bracket before and after removal (10mm)

# INSTALLATION INSTRUCTIONS

4. Once the old bracket is disconnected from the frame, you may replace the front brake lines. You may find it easier to remove the banjo bolt at the caliper first, hang the loose end to avoid a mess, then remove the frame end fitting of the brake line. **Fluid WILL empty out of the caliper at this time, so be sure to have rags or a bucket ready to catch the old fluid.**



Brake caliper banjo bolt (15mm)



Frame end fitting (12mm)

# INSTALLATION INSTRUCTIONS

5. The front brake lines **ARE** side specific. Make sure that you match each fitting to its proper side. Reference the photos below. The new banjo fittings included in the kit have a slight bend to them. Ensure this bend is pointing in, to the middle of the vehicle, and **away from the tire**. Torque the banjo bolt fitting to 26 ft-lbs.

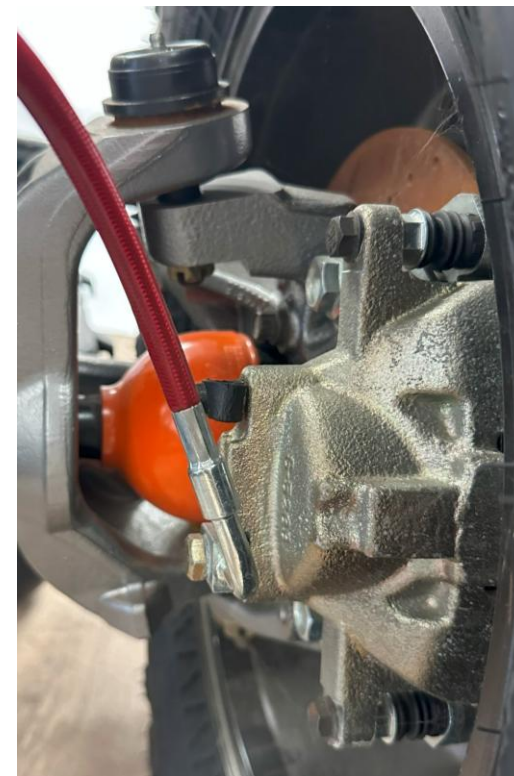
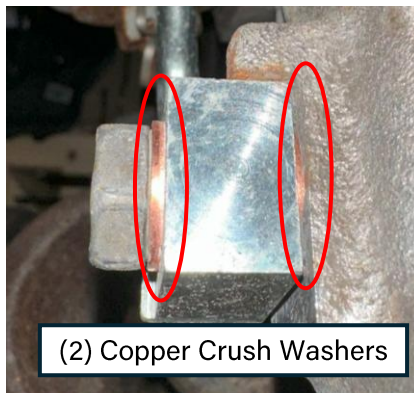


banjo fitting installed (front driver's side)

## **NOTE:**

When reinstalling the banjo bolt, use the **new** copper crush washers that are included in this kit. Put one washer on either side of the fitting.

See the assembly photo below.



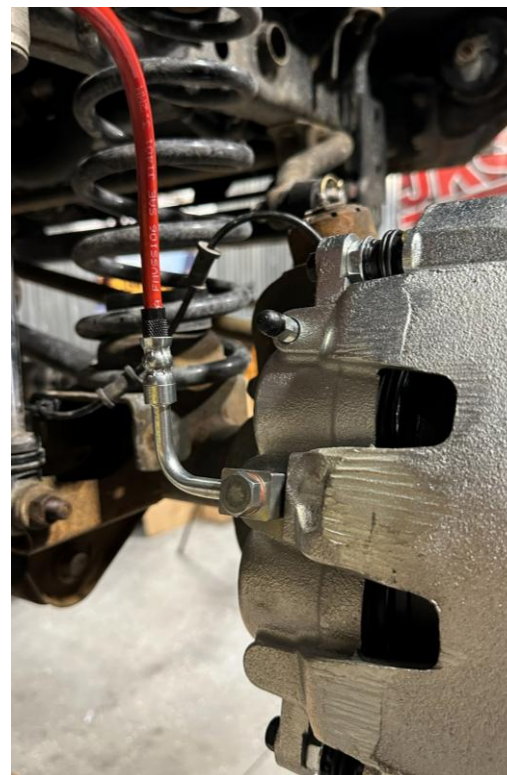
banjo fitting installed (front passenger's side)

# INSTALLATION INSTRUCTIONS

6. Some aftermarket calipers, as seen in this big-brake kit caliper (photo on right), have a different mounting face for the banjo fitting. In this case, the fitting face is flipped 90 degrees. See the comparison photos below. If this applies to your vehicle, don't change anything- mount the proper side (left or right) brake line like normal (See Step 5). **However, ensure that there is proper clearance at full left/right wheel lock.** When brake lines are mounted in this orientation, they may need to be manipulated to prevent rubbing against the tire.



OEM front brake line orientation



Big brake kit front brake line orientation

# INSTALLATION INSTRUCTIONS

7. Mount the provided L-brackets using the OEM hardware and clip nut that's already installed in the frame. Gently thread the hardline male coupler fitting into the new brake line through the mounting bracket. **Be careful not to cross-thread the fitting, as it is a very fine thread.** Tighten the fitting to 15 ft-lbs with a 3/4" and 12mm wrench. **Do not over-torque.** When the brake line is tightened at the frame end, install the new spring lock clip.



Brake line mounting process

## **WARNING:**

If the male coupler fitting is seized on the hardline, you may need to disconnect the caliper banjo fitting and spin the entire new line onto the fitting. **Use caution when doing this to not cross-thread the fittings.**

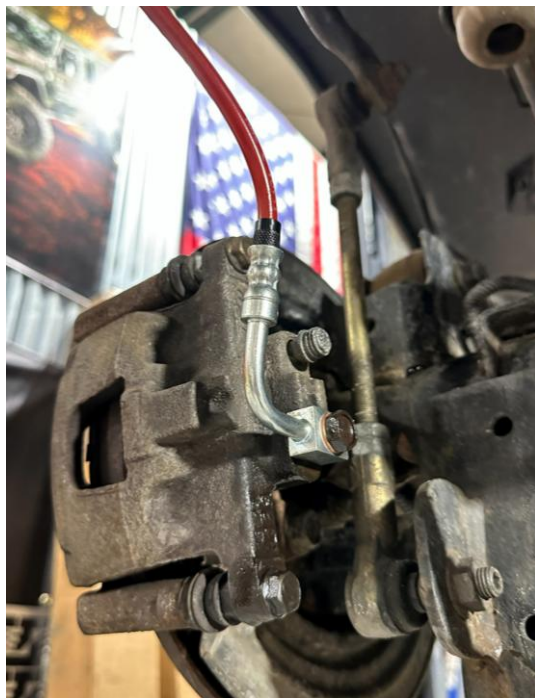
## **NOTE:**

If the threads on your vehicle's male coupler fittings are stripped, it may be old and require repair. If the coupler does not thread properly into the new female fitting, Clean and/or re-tap the male coupler fitting to 3/8-24 UNF.

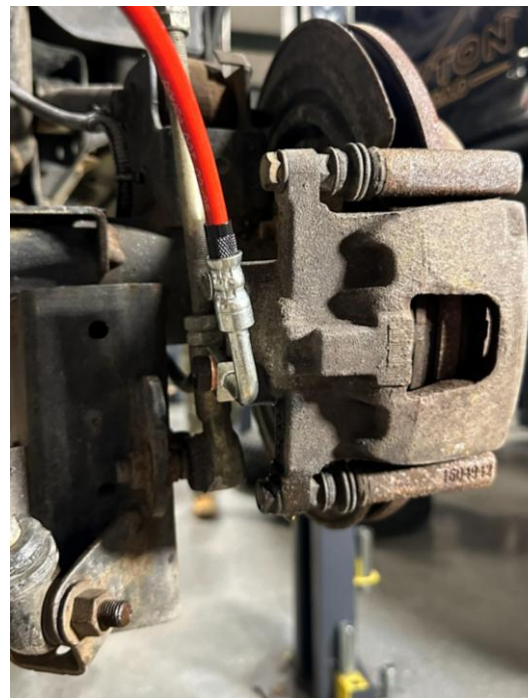
# INSTALLATION INSTRUCTIONS

8. If you are only installing new front brake lines, you may now bleed the brakes. If you are installing rear brakes at this time, top off the brake fluid reservoir first. It is best to keep brake fluid flowing during a brake line swap to keep air out of the lines. If air is introduced from the reservoir at any point, you will have to do a full brake bleed. It is easiest to do a brake bleed with another person, with the use of a brake bleed tool.

Repeat Steps 3-7 for the rear brake installation. Be sure to pay attention to the bend in the fitting. See photos below for reference. Banjo fittings should bend towards the middle of the vehicle, and **away from the tire**.



Banjo fitting installed (rear driver's side)



Banjo fitting installed (rear passenger's side)

# INSTALLATION INSTRUCTIONS

9. The installation is now complete. Please follow the post-installation checklist below before driving your vehicle.

## **WARNING:**

**Do not drive the vehicle until you are sure that there is no air remaining in the brake lines. Driving the vehicle with air in the brake lines will result in poor braking power, putting you and others at risk.**

## **POST-INSTALLATION CHECKLIST:**

- Caliper Banjo Bolts torqued to 26 ft-lbs
- Copper Crush Washers installed on both sides of the banjo fitting
- Frame mount brake line fitting torqued to 15 ft-lbs
- Brake line is evenly spaced between the control arm and the axle mount
- ABS cable has enough slack at full-flex (see step 8)
- No air is present in the brake lines
- Brake pedal is firm after brake bleed
- Lug nuts are torqued to manufacturers specification

