

### 3.0 Brake lines

The brake lines in the kit are supplied with all ends flanged with connector union ends on and boxed for easy identification.

The front and rear flexi brake hoses are the same and fit male – male.

All pipe work must be supported with pipe clips at 75mm intervals.

The master cylinder must be fitted before you secure the main front to rear brake line; this will allow you to accurately offer up the brake line before final fixing. The master cylinder should be attached to the main chassis upright brackets(two) using two M10 bolts and nyloc nuts, the Sierra pedals will bolt on behind the master cylinder with the same bolts.

The brake line should be attached to the rear most connection of the master cylinder and then run parallel with the fuel line along the tunnel side of the chassis member, (NOT) underneath. Run the lines along the top chassis, driver side, member until you reach the gearbox mount upright (or you can rivet them to the alloy sides of front tunnel) then down to the lower chassis member and continue rearward. The “ T “ piece joiner should be attached and the rear pipes routed to either side to reach the flexi pipes –these are connected to the brackets hanging from the chassis.

To achieve the correct braking efficiency for the SVA brake test -it is desirable to fit a brake compensator/regulator between front and rear, the standard Sierra compensator will do the job adequately. this will help you to achieve something like 70% front and 30% rear brakes.

The connection between the rear brake lines and the brakes is by flexi hose as supplied; the connection is made at the pipe holder brackets behind the seat positions.

Remember that the prop shaft runs down the tunnel and the handbrake lever will move in the tunnel so make sure that the pipes and wiring are away from these areas.

The front brake pipes can now be fitted to the two front master cylinder connections, one near side, the other for the off side, once again space the pipe clips as near to 75mm intervals as possible. If there is any doubt about the possibility of brake lines chafing, slit a piece of rubber pipe and cover the brake line area that may need protection, wherever possible cable tie the protective pipe to hold it in position. The brake fluid level should preferably be visible in the master cylinder without removing the cap, and the master cylinder must be clearly marked with a permanent minimum level. A red “low fluid” warning light must be fitted to the dash on the same bulb as handbrake warning bulb this is for a test facility.

Run a wire from the terminal on the handbrake-warning light bulb (terminal from hand brake lever) on your dash to the cap on the reservoir, another wire from the reservoir to the nearest earth point. It does not matter which two of the three terminals you use. You can test the circuit by switching the ignition on and pushing the button on the reservoir top to bring the red brake-warning lamp on.