

# INSTALLATION MANUAL:

**COR-1310102**

REAR BRAKE LINES FOR JEEP GLADIATOR

2020+ JT



# INSTALLATION INSTRUCTIONS

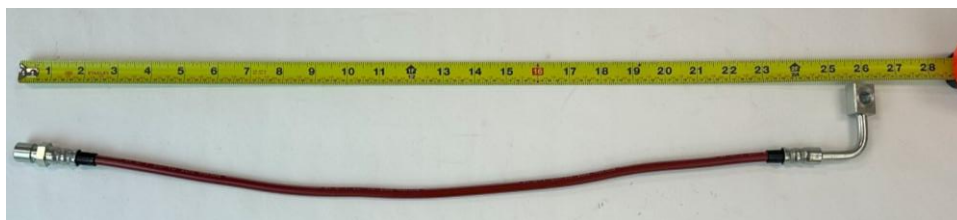
## 1310102 Jeep Rear Brake Lines (2020+, JT)

QTY	Part Number	Description	Class/Grade
2	1310102	Left/Right Brake Line Hose Assembly	N/A
4	BQ 1016	Banjo Fitting Copper Crush Washers (10mm hole)	N/A
2	BQ 3052	Brake Hose Retaining Clip	N/A

### Product Notes and Features:

The Jeep Rear Brake Line Kit (2020+ JT) includes all necessary hardware to replace the rear OEM braking system with extended, anti-expansion hosing.

- OEM-style hydraulic brake fittings ensure a precise, no-leak fit
- Approximately 26" overall length (~24" hose length) allows for use in many different vehicle suspension setups
- Designed to work with Clayton Off Road lift kits (up to 5") and allow for full articulation



# INSTALLATION INSTRUCTIONS

## TOOLS REQUIRED FOR INSTALLATION

- Basic hand tools
- Metric ratchet wrench set, (12mm, 15mm, 16mm, 17mm)
- Vice grips
- Pliers
- Brake fluid and rags

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

**\*\*\*Remove the rear 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 c-clips retaining the ABS line next to the brake hose, and the frame mount. See the figures below. Take care when cutting the zip-ties so you don't accidentally cut the ABS cable.



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 metal wire hanger, and past the frame mount.

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2. Once the ABS cable is free from the brake line, you may replace the rear 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.



Brake caliper banjo bolt (15mm)



Frame end fitting (16mm and 12mm)

**TIP:**

Use rags when removing any brake line fittings to absorb as much brake fluid as possible.  
Pull down the rubber boot on the brake line to get to the 16mm retaining nut.

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3. Remove the metal retaining clip on the frame-end fitting using pliers. Both the left and right front frame-end brackets will have one. You can discard these clips, as you are given new clips to use in the kit.



Removing the brake line retaining clip

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4. The rear 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 curve/bend of the fitting is pointed **in and up** towards the body on both sides. Torque the banjo bolt (15mm) to 26 ft-lbs

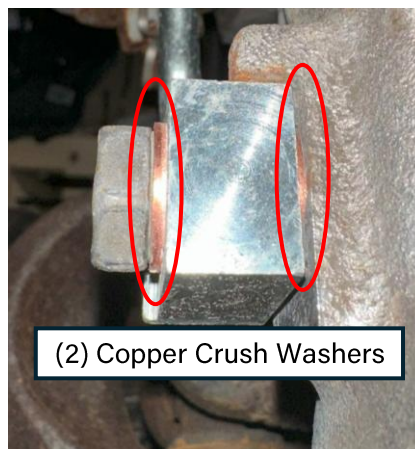


Proper Banjo Fitting orientation (rear driver's side)

## 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.

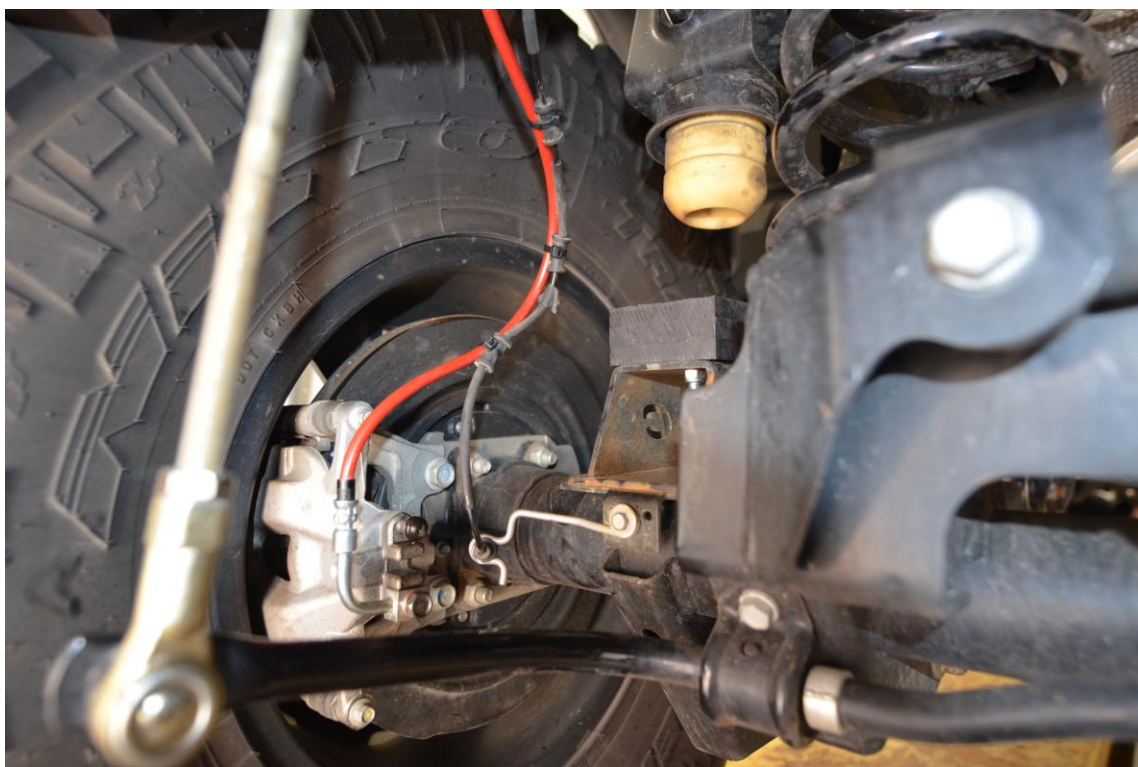
See the assembly photo below.



New banjo fitting installed (rear passenger's side)

# INSTALLATION INSTRUCTIONS

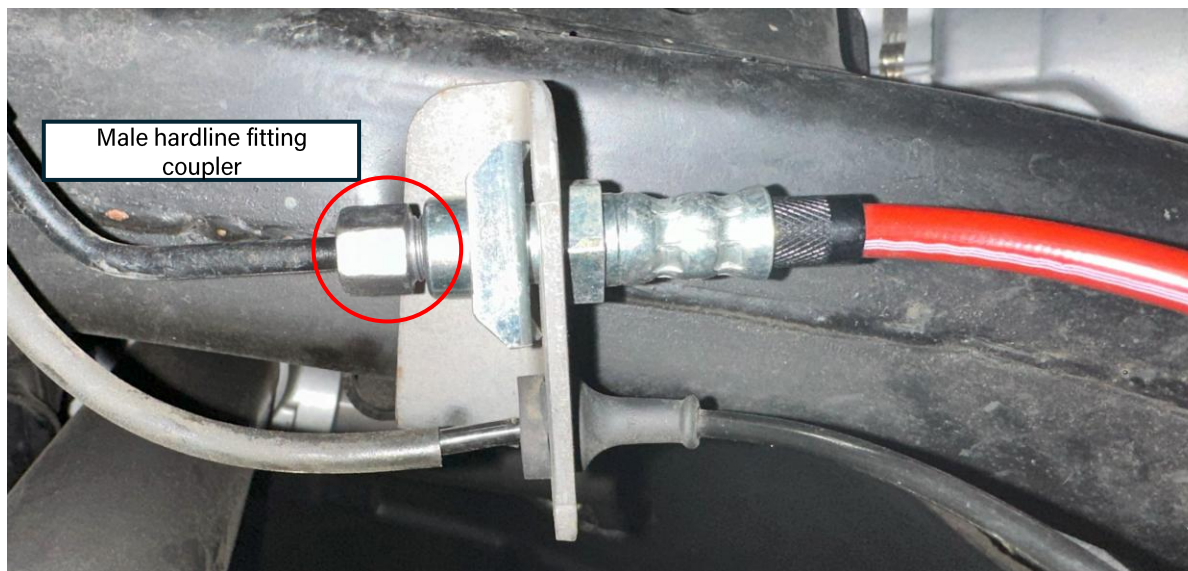
5. With the caliper-end of the new brake line installed, route the hose up to the frame mount. You may zip-tie the ABS cable to follow the brake line all the way up to the frame mount. If using zip ties, **use caution: make sure there is enough slack in the ABS cable from the last zip tie to the frame mount at full flex.** You may need to refrain from using zip ties if you do not have enough slack at full flex.



Rear driver-side brake line installed

# INSTALLATION INSTRUCTIONS

6. Route the new fitting through the frame mount bracket. Without cross-threading the fitting, thread the male hardline fitting at the frame into the new female fitting. The male fitting should spin freely on the hardline, like a coupler. Tighten this connection point to 15 ft-lbs using a 12mm and 17mm wrench. Install the new spring retaining clip as shown in the figure below.



## **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 it. **Use caution when doing this to avoid cross-threading the fittings.**

## **NOTE:**

If the threads on your vehicle's male coupler fittings are stripped, Jeep over-torqued your brake line fittings at the factory. If the coupler does not thread properly into the new female fitting, Clean and/or re-tap the male coupler fitting to M10x1.00.

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7. If you are only installing new rear brake lines, you may now bleed the brakes. If you are installing new front brake lines, top off the brake fluid reservoir. 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.

Check all connections for leaks. Wipe down surfaces coated in brake fluid with simple green or your favorite surface cleaner. Brake fluid will eat away paint, so wipe clean as soon as your connections are tight.

## 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
- ABS cable has enough slack at full-flex (see step 5)
- No air is present in the brake lines
- Brake pedal is firm after brake bleed
- Lug nuts are torqued to manufacturers specification

