

## *Frequently Asked Questions*

### **What are stainless steel brake lines?**

There are a number of descriptions of this product, but for our purposes we define this product as follows: stainless steel braided brake lines, are made using Teflon hose. The Teflon hose has an extruded Teflon core, with an outer stainless steel braided wire covering. The fittings are then permanently crimped on each end.

### **What are DOT approved hoses?**

There are many claims of DOT approved hoses. A couple of items to note: if the hoses are claimed to be DOT approved, a good way to confirm this is to ask for the DOT number. If they are actually DOT approved, they will have a DOT number issued to them. Most hoses are what is called DOT certified, which means that they meet to exceed the DOT certification that is outlined in MVSS-1006 specifications. This means that they have been tested in accordance with those specifications and submitted to the Department of Highway Transportation for recognition. These tests are done independently of the DOT.

### **Why use stainless steel brake lines?**

One advantage is that our lines reduce volumetric expansion. Overtime and under continuous use, OEM rubber lines can swell and expand, exposing the driver to brake fade. The rubber cover is also vulnerable to attacks from the ozone layer (rubber deteriorates and causes failure). In extreme applications (Auto X, racing, hard driving) rubber hoses might be susceptible to debris, thus causing failure. Stainless steel hoses give some protection from these issues.

If you have modified your vehicle (lowered, raised, or changed some major part, i.e., calipers) your only option is to have custom lines made for your application. Also, in some cases it is hard to obtain OEM style rubber lines for some older applications.

### **Why get lines that have a plastic cover on them?**

Having plastic cover over the stainless steel lines gives added protection from flying debris; it also gives some abrasion protection from the line rubbing on suspension parts, in extreme braking conditions, with full compression (most movement of line).