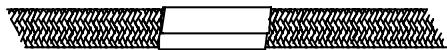
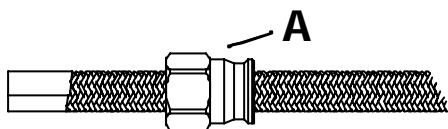


## Braided Hose-End Fitting Instructions

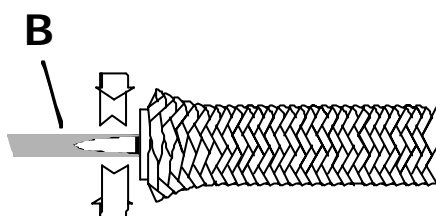
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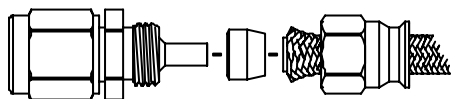
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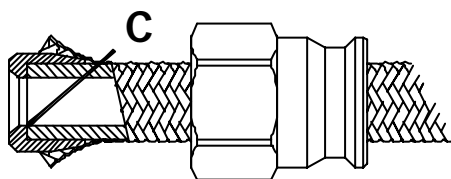
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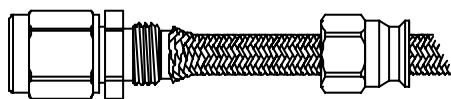
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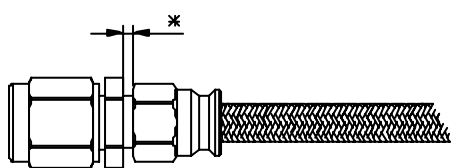
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- First of all determine what length of hose you need.
- Tightly wrap a short length (approx. 1.5") of 1/2" wide insulation tape or masking tape at this point. (Fig. 1)
- Using a Dremel/grinder with a cutting disc or a junior hacksaw carefully cut the pipe at as near 90 degrees as you can through the middle of the tape. (Fig. 2)
- Carefully slide the loose end fitting nut over the tape and down the pipe out of the way (make sure it's the right way around with the threads facing the hose end). (Fig. 2-A)
- Remove the tape and trim back any wire strands that are too long with a good pair of wire snips,
- Clean up the end of the PTFE liner using a sharp drill bit (centre drills work best), leaving it nice, clean and smooth, then blow out any PTFE debris.
- Using a small electrical screw driver (Fig 3-B), carefully positioned between the inner PTFE sleeve and the braiding, tease the braid to separate away from the inner tube, making sure that there isn't a single wire left stuck to the PTFE.

**IMPORTANT – AVOID PUNCTURING THE INNER SLEEVE WITH THE SCREWDRIVER BLADE.**

- Take the brass olive and slide/push it over the end of the PTFE liner (it could be quite a tight fit and may take some effort to push it fully in to place), making sure that the internal lip on the olive butts up to the end of the PTFE tube end. (Fig. 5-C)
- Apply a drop of moly or graphite grease to the threads and braided wire, just a bit to help it settle without friction.
- If possible hold the hose end fitting in a vice (making this in the car is a real pain), then carefully slide the pipe onto the end fitting spigot. This should not take too much force and if it does then the chances are you've not got the fitting and hose aligned correctly.
- Once the hose has fully covered the fitting spigot, slide the nut up to the fitting and start turning it clockwise until it grips the threads.
- Tighten the nut until it's between 0.6mm and 1.1mm from the back up hex (check with the manufacturer of your pipe fittings) (Fig. 7-\*)

### **To check for leaks**

- If the pipe is out of the car then connect one end to the bottle, blank the other end off or connect it to a solenoid and open the bottle.
- Coil the whole pipe up and dunk it in a bucket or bath of soapy water, there will be bubbles! Give it a good swish around and wait for the bubbles to stop.
- If one piece keeps bubbling, even if its miles away from the end then you have a leak, it travels under the braided, often for feet! You can try tightening the pipe nut a little but that rarely works, since its leaking anyway you have little to lose by trying.
- If it's in the car, then get the trusty paintbrush and soapy water out and start painting the pipe, go as far along the pipe as you can looking for bubbles.

Now close the bottle and wait 24 hours, open the bottle very slowly and you shouldn't hear a sound, if you do its leaking somewhere. Out with the paintbrush again and see if you can find the leak.

### **Braided pipe fitting tips**

- Keep it away from heat. Cold nitrous is fast nitrous and the braiding doesn't keep it cool or protect it from heat.
- Avoid running it under the car try to run it inside the car for as far as possible.
- Protect anything else from it. It rubs through anything! That includes wiring, in a car stick it down to the floor or sill with gaffer tape.
- Protect it from sharp edges. Anything sharp will rub through it!
- Rather than use grommets when you have to get it into the engine bay, use something called a "gland compression fitting" you can get them from electrical places, get a "step drill" at the same time for drilling the hole, its the only way of drilling big holes neatly in bodywork.
- Before connecting it to your solenoid hold the open end tightly in a gloved hand and open the bottle slightly to blast any debris out of the pipe
- Where it hangs in mid air (like in the engine bay) cable tie it to something that is unlikely to get excessively hot. It doesn't like vibration so cable tie or clamp it every 12 inches
- Don't over tighten it, finger tight then about half a flat, as soon as it feels tight it is!
- Don't kink it, bend it too tight, twist it, run it near hot things, run it against soft things, run it against sharp things.
- Despite appearances take care of it!