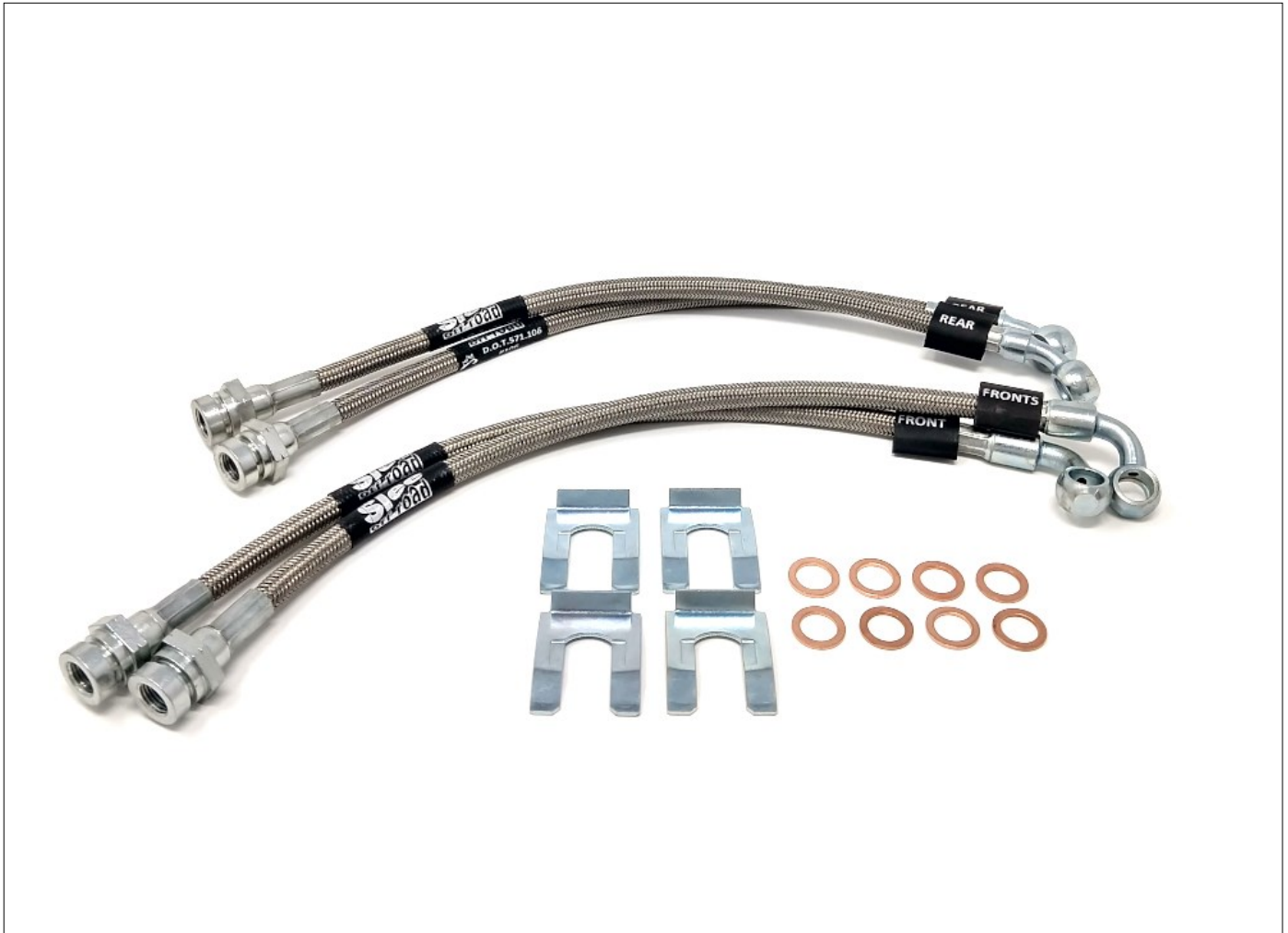




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Slee Off-Road – [Stainless Brake Lines] (STF1008, STF1013, STF1021, STF1023) – Installation 1



**For 80 Series Land Cruiser
and LX450**

Thank you for your purchase from Slee Off-Road! If you should you have any questions or concerns, please do not hesitate to contact us immediately at 1 888 4X4 SLEE or at sales@sleeoffroad.com.

Slee Off-Road strives to provide comprehensive installation instructions. However, in some circumstances minor inconsistencies may be encountered with instructions and or provided parts. If you encounter such an inconsistency, please notify us, as your input is important.

Slee Off-Road guarantees all parts free from defects for one year from the original purchase date. Slee Off-Road and Slee & Co under no circumstances will be held liable for any damages or injuries to the users of this product(s) and or their equipment as a result of the use of this information or parts obtained from Slee Off Road.

Slee Off-Road – [Stainless Brake Lines] (STF1008, STF1013, STF1021, STF1023) – Installation 2

STF1013—Frame to Axle Kit for 1991-92 80 Series	
QTY	Parts Included
2	Stainless Brake Lines (Axle to Caliper)
2	Brake Line Clips

STF1023—Axle to Caliper Kit for 1991-92 80 Series	
QTY	Parts Included
2	Stainless Front Brake Lines (Axle to Caliper)
4	Copper Crush Washers
2	Brake Line Clips

STF1021—Axle to Caliper Kit for 1993-97 80 Series and LX450	
QTY	Parts Included
2	Stainless Front Brake Lines (Axle to Caliper)
2	Stainless Rear Brake Lines (Axle to Caliper)
8	Copper Crush Washers
4	Brake Line Clips

STF1008—Frame to Axle Kit for 1993-97 80 Series and LX450	
QTY	Parts Included
1	Stainless Front Passenger Brake Line (Frame to Axle)
1	Stainless Front Driver Brake Line (Frame to Axle)
1	Stainless Rear Brake Line (Frame to Axle)
5	Brake Line Clips

Tools Required
Metric Tools
Flare Nut Wrenches Recommended
Pliers
Hammer or Mallet
Brake Fluid
Brake Cleaner
Nitrile Gloves Recommended
Sandpaper, emory cloth, or non-

NOTE: All brake line kits will require a full brake system bleed after installation. You must bleed the brakes according to the factory service manual (FSM) procedure before moving the vehicle.

Brake Fluid is caustic and hazardous to paint, skin, people, and animals. Take precautions to avoid chemical burns by wearing proper PPE including nitrile gloves and eye protection. Dispose of used fluid properly.

01 Organize the work area. Make sure all parts for the kit are present.

Secure the vehicle on a lift or with wheel chocks.



Organize the area. [STF1021 shown] (Step 01)

02 Locate the brake line to be replaced, and locate the replacement stainless brake line.

Note that replacement lines are location specific and should not be installed in other locations.

Take note of the end fittings– screw type or banjo bolt.



Locate the brake line. (Step 02)

03 Remove the clips that hold the line in place. Pull the end to remove the clip from the brake line.

Hint: Rock the clip sideways or drive it from the opposing side with a mallet and a drift. Use penetrating oil if needed.



Remove clips if present. (Step 03)

04 Supporting both ends of the fitting with wrenches, unscrew and remove the brake line.



Remove the old rubber brake lines. (Step 04)

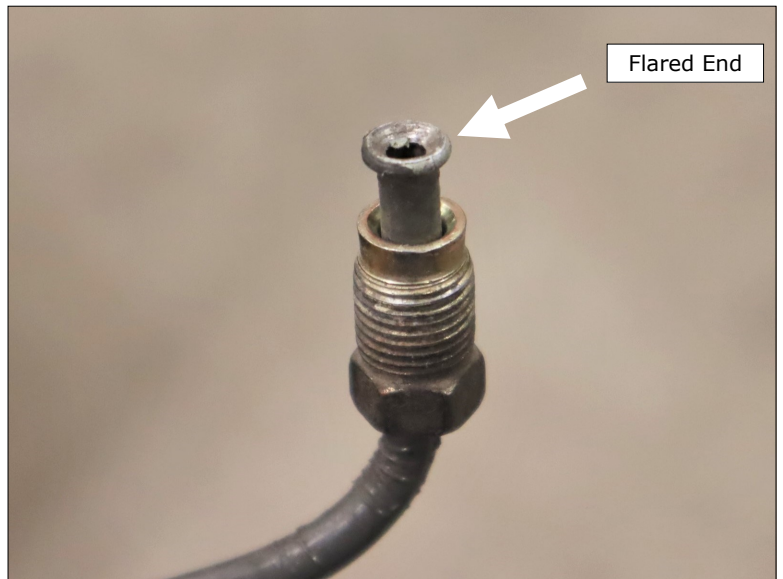
NOTE: Before installing the new stainless brake lines, inspect the flared end of the factory hard brake lines. (Note A image)

It is common for the factory lines to be "over-flared." In this case, the flared end of the factory hard line may be too wide to fit inside the threads of the new fitting.

Inspect the flared end by comparing it to the threaded fitting. (Note B image) If the flared line catches on the threads, reduce the size by filing down the edges with an emory cloth or abrasive pad. (Note C image)

If sanding the flared end, keep contaminants out of the brake line.

This note applies to all factory hard lines with flared ends.



Inspect the flared end of the hard brake line. (Note A)



Compare the flare to the threaded internal diameter. (Note B)

(Note continued)



Sand the flare if required. (Note C)

05 Thread in the new brake line. Route it through the frame brackets identically to the factory rubber lines.

Tighten with wrenches. Do not overtighten as doing so will crush the flared end of the hard line. Secure in place with the brake line clip.

Hardware varies by brake line and location. New clips should be used where old clips were removed.



Replace clips where required. (Step 05)

06 Verify fittings are tight, secure, and not leaking before moving onto the next line.



Verify fittings are tight and not leaking. (Step 06)

07 For axle to caliper lines, locate the factory line and match its replacement.



Rear shown: Locate the brake line. (Step 07)

08 Remove the banjo bolt at the caliper. Unbolt the flare nut fitting, and remove the brake line.



Use new washers with the banjo bolt. (Step 08)

09 Following the factory line routing through the bracket, reattach the flare nut fitting. Use two new copper crush washers and replace the banjo bolt.

Note that the stainless brake line banjo fitting does not follow the factory routing. Route the banjo ends as shown.

Torque the banjo bolt to spec per the factory service manual. Secure the line in place with a clip.



Rear shown: Torque the bolt and secure line with a clip. (Step 09)

10 Follow the routing shown for the front caliper. Use two copper crush washers (See photo in Step #8) per banjo fitting and secure the axle end of the brake line with a clip.



(Step)

11 After completing all brake lines, bleed the system according to the factory service manual.

This completes the installation of your stainless brake lines.