



BRAKE HOSES & CABLES

Brake hoses and cables from NAPA® Brakes are made from the highest quality materials available for long-lasting performance and customer satisfaction. No matter what your customers drive, NAPA's hoses and cables are available for the vast majority of vehicles on the road today.

Brake hoses and cables from NAPA® meet or exceed all SAE and D.O.T. specifications.



BRAKE HOSES

Brake hoses comply with SAE required tests for D.O.T. certification and Federal Vehicle Safety Standards to provide safe, reliable performance.

- EPDM rubber with zinc plated steel end fittings and brackets
- "Banjo style" end fittings supplied with two copper washers

Limited Lifetime warranty

COVERAGE

Coverage for nearly all registered vehicles between 1939 and today.

BRAKE CABLES

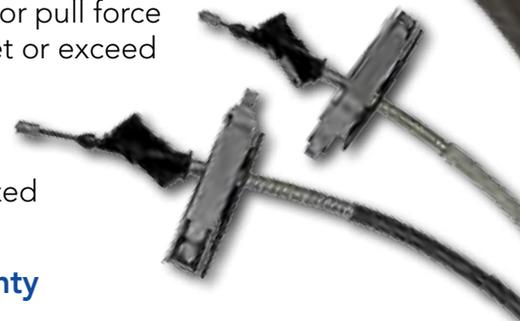
Brake cables have internal polyethylene liners and external polyethylene conduit. Cable and button-stops are subjected to critical tensile testing for pull force strength. Our cables meet or exceed OE specifications.

- Stainless steel
- High-strength galvanized carbon steel

Limited Lifetime warranty

COVERAGE

Most registered vehicles between 1951 and today.



See back to learn about a common brake hose issue in Tech Bulletin BES 17-09. Please visit NAPAbreaks.com for additional product information.



TECHNICAL BULLETINS

Bulletin BES 17-09

SUBJECT:

PREMATURE BRAKE WEAR, DRAGGING BRAKES, OVERHEATING BRAKES, NOISE

VEHICLES INVOLVED:

ALL

CONDITION:

INTERNAL BRAKE HOSE ISSUE

REPAIR PROCEDURE:

If a vehicle exhibits one or more of the following complaints, **premature brake wear, brakes dragging, or overheated brakes**, the technician may replace the caliper to correct the problem.

The caliper may actually be the problem but many times the brake hose is the root cause.

The brake hose may be internally collapsed allowing high-pressure fluid from the master cylinder to apply the brakes but not allow the square cut seal in the caliper to flex back and return piston.

This check valve issue can be hard to diagnose even when bleeding.

Figures 1 & 2 show the hose cut in half and a paper clip attempting to be pushed thru.

The paper clip could not be pushed all the way in. In this case the metal crimp may have rusted and actually choked the rubber hose. This hose came off a Ford Escape that had new calipers installed for a brake overheating complaint. Needless to say, the vehicle returned in a day or two with the same problem.



Figure 1



Figure 2

To sum it up, don't guess or go with the most popular repair. A thorough inspection that included having an assistant apply the brakes while you watch for proper caliper operation could have prevented this "come back".