



INSTALLATION INSTRUCTIONS

Part #	Description
WFO BL-2410	Pair of 38" Brake Line for 2005-2015 Toyota Tacoma

10076 Streeter Road Suite #7, Auburn, CA 95602
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WFO BL-2410

BILL OF MATERIALS	
HW-112	Qty. 1 – Brackets & Mounting Hardware
BLA-2410	Pair of 38" long Brake Lines
TOOLS NEEDED	
3/8" Drive Ratchet	
7/16" Socket	
7/16", 1/2", 9/16", 10mm Wrenches	
9/16", 18mm Sockets	



WARNING!

- *** Read all instructions thoroughly from start to finish before beginning the job! If these instructions are not properly followed, severe frame, suspension, tire, or body damage may result to the vehicle!
- *** WFO Concepts recommends that you exercise extreme caution when working under vehicles supported by jack stands.
- *** WFO Concepts recommends all installation to be performed by a professional shop/service technician. Product failure due to improper installation will not be covered under WFO's warranty policy.

TECH NOTES:

- This brake line kit is intended to use on trucks only running 10" coilovers or smaller and using the 2005+ Ford Super Duty Axle. Running coilovers longer than 10" will over stretch the lines and cause serious damage and can lead to brake failure.
- The included hardware kit is intended to firmly attach your brake line to the top of the 2005+ Ford axle C, so it doesn't interfere with other suspension components.
- The hardware kit will only work if factory lower coil bucket retainer is removed.

INSTALL:

1. If the brake lines are still connected, or capped so they don't drain, it's easier to work from the calipers up.
2. Make sure the lower coil bucket area on the C is clean of any debris.
3. Locate the L shaped aluminum bracket, P-clip, and the ¼" hardware. Look at the image below on the orientation of the P-clip. Slip the P-clip over your brake line. Make sure the bolt runs from the inside out with the P-clip in the vertical position. Do not tighten just yet, you will need to adjust the length from the caliper to this mount.



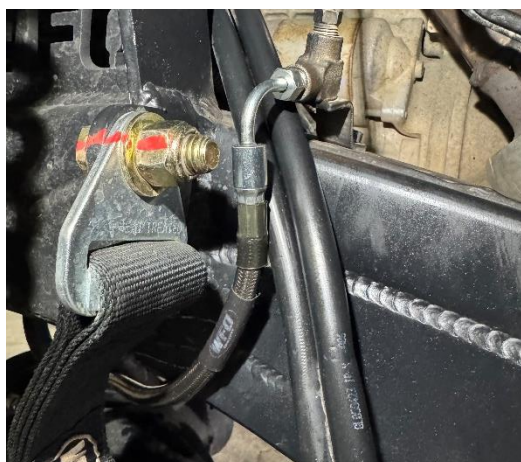
4. Slip one copper washer over the banjo bolt, then the banjo fitting, then another copper washer. Make sure the port is clean of any debris. Thread the Banjo bolt into the caliper so that the banjo is sitting about 10*-15* away from the tire, just enough so the when installing the line it missing the caliper bleeder on top. You can tighten the Banjo bolt, but leave the Female end of the brake line loose so that you can twist it in a bit.



5. Locate the M14 bolt and washer. Insert through the hole and into the axle's old coil bucket threaded mount.
6. **Always double check clearances.** Make sure your brake line has enough slack that it will not bind or pinch from full lock to lock. As well as full droop to full compression.



7. Next run the brake line with the 90° fitting up to the factory T block on the frame just behind the shock tower. Be sure to route the line so it doesn't interfere with any moving suspension components.
8. Make sure to twist the brake line so the 90° fitting is lined up with the T block and that the WFO logo is pointed out.
9. If there is still fluid in the system make this next step as quick as possible and use rags to cover up any painted areas. Look at the picture below for final orientation.



10. Double check that everything clears from lock to lock and tighten all fittings and mounts.
11. You can now repeat on other side and continue to bleed your brakes to factory specs.



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