

Wilwood Flexline Fitting Types

Most of Wilwood's calipers have a female 1/8-27 NPT fluid inlet. Male adapter fittings in either straight, 45, or 90 degree 1/8 NPT to -3 AN

are used to connect the caliper to the -3 AN braided stainless steel flexline. The -3 flexline is then connected to the vehicle's brake hardlines.

PIPE THREAD FITTINGS

NPT (National Pipe Tapered) fittings have a tapered thread and form a seal by the interference of the male and female tapered threads. In order to ensure a leak-free seal, PTFE (brand name *Teflon*™) thread

sealing tape **MUST** be used on the male threads.

AN FITTINGS

The seal on AN fittings is achieved between the 37° cone on the male fitting and the 37° inverted cone on the female fitting. No thread sealant

is required as the seal is between the two cones and not the threads.

BANJO FITTINGS

Banjo bolt fittings have a straight, non-tapered thread. The seal is formed by the use of two copper crush washers, one on each side

of the adapter fitting.

CHASSIS FITTINGS

Chassis fittings adapt the braided stainless steel flexline to the flared fitting of the vehicle's hard brake line.

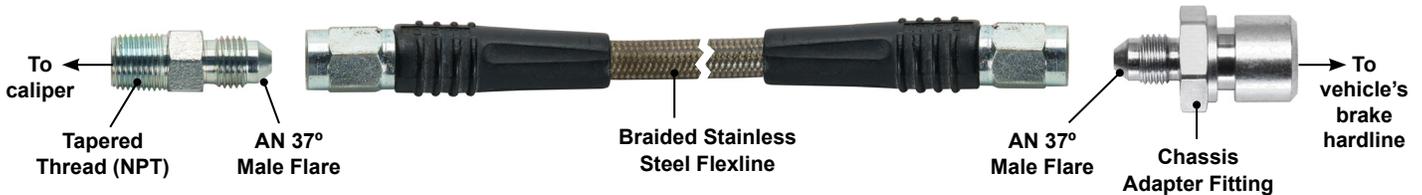
1/8-27 NPT to -3 AN Adapter Fittings



Unassembled Banjo Bolt Fitting



Assembled Banjo Fitting



Procedures for Tightening and Sealing Fittings

PIPE THREAD FITTINGS

Apply PTFE tape to pipe threads before attaching fitting to caliper. Start two threads from the end of the male fitting, wrap PTFE tape around the threads 2 times in a clockwise direction



Applying PTFE Tape

when viewed from the open end of the fitting. This will ensure the tape will not unravel when tightening. Hand tighten the fitting into the caliper, then using a wrench, tighten another 1.5

to 3 turns further. **NOTE:** Consider the final orientation of 45° and 90° adapter fittings when tightening.

AN FITTINGS

NOTE: Over tightening may damage the sealing surfaces. Hand tighten the female nut until it is snug so that the 37° cones inside have started to seat against each other. Using a marker, draw a line across one of the flats of the male nut, extending the line across the female nut. With a wrench, tighten the female nut a 1/4 turn more, using the line drawn as a reference. The mating union should be sufficiently tight with this method.

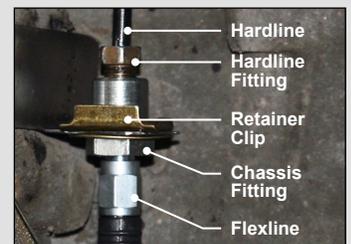
BANJO FITTINGS

Place a copper washer on the banjo bolt, then feed the bolt through the adapter fitting. Place the second copper washer on the banjo bolt under

the adapter fitting so that the washer seats between the adapter fitting and the caliper. Tighten the banjo bolt to 96-120 **in-lbs.** (do not exceed 144 **in-lbs.**). Torque to lighter specification and check for leakage, increasing torque only to stop leakage without exceeding maximum specification.

CHASSIS FITTINGS

Connect flexline to male AN side of chassis fitting. Feed chassis fitting through hole in vehicle's chassis brake line bracket, then insert brake line retaining clip into slot of the chassis fitting so that it is wedged between the brake line bracket and the chassis fitting. Lightly tap the clip in with a hammer to hold chassis



Flexline to Chassis Hardline

fitting in place. Tighten vehicle's existing hardline fitting to the female end of chassis fitting until snug. Two wrenches must be used to tighten connections, one to hold chassis fitting and one to tighten the lines. **NOTE:** To prevent damage to the hardline fitting, a proper flare nut wrench should be used.