

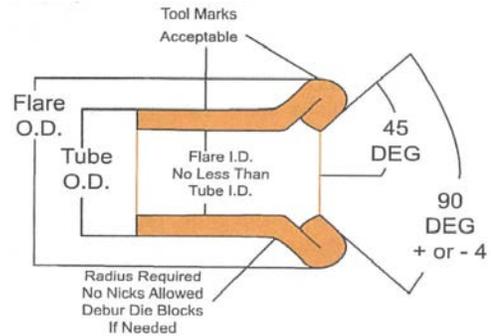


Master Power Brakes
25' Cunifer Brake Line Tubing
 Various Applications
 P/N: LN1200 & LN1201

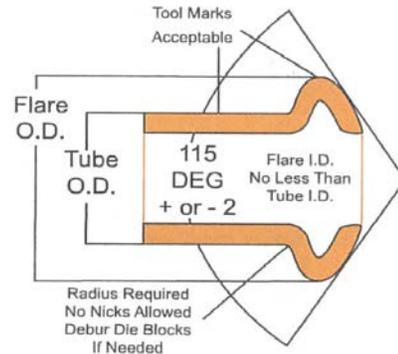
Cunifer™ Brake Line Tubing is DOT approved brake line tubing used by many OE manufacturers including Porsche, Aston Martin and Audi. The tubing is a seamless copper and nickel alloy that is very simple to work with due to its flexibility. Cunifer™ is as strong as steel tubing and completely rust proof making it the best tubing option available. You will find this tubing to flare easier, seal better and requires less preparation than any other tubing available.

Flare Identification Chart

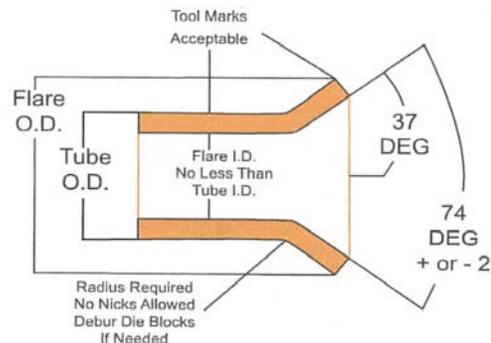
Double/SAE 45 Degree Flare	
Tube O.D.	Flare O.D. (± .007")
3/16"	.272"
1/4"	.352"



DIN/ISO Bubble Flare	
Tube O.D.	Flare O.D. (± .18mm)
4.75mm	7.1mm
6mm	8.4mm



AN/JIC 37 Degree Single Flare	
Tube O.D.	Flare O.D. (± .010")
3/16"	.270"
1/4"	.350"



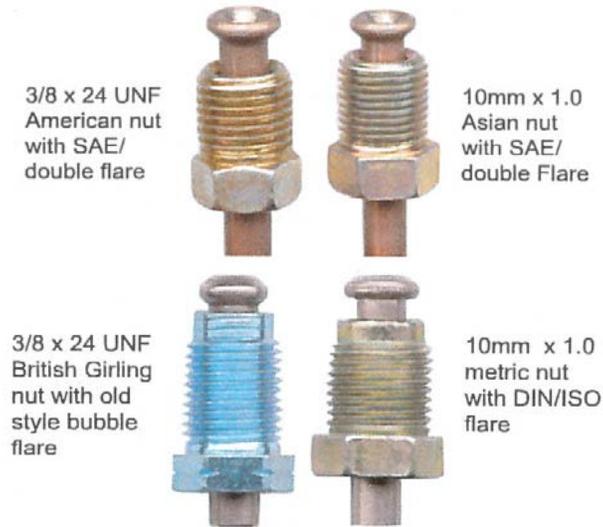
Installation Notes

Cutting to Length

- If straight length, determine the length of the brake tube required. If bending the tubing, use a stiff wire, solder or the old pattern to determine the length of tubing to cut. To cut, use a quality tubing cutter. **NOTE:** Do not distort the tubing by over-tightening the tubing in the cutter. File the ends to ensure squareness and remove burrs from the inside and outside of the tubing.

Selecting the Nut

- If not re-using the original nut, be sure the new nut matches exactly with the old nut. Match the diameter, thread pitch, length and the non-threaded lead. Be sure to install the nut before flaring.
- Never interchange a fully threaded nut with a nut with a non-threaded lead.
- **ALWAYS** check carefully for diameter and thread pitch. Shown below are common fittings used in automotive applications.



Flaring the Ends

- Cunifer™ tubing can be flared in a traditional Double flare, Bubble Flare or 37 Degree Single Flare using a high quality flaring tool. Ensure that the dies grip the tube securely without deforming the tube section or denting its surface.

Tightening

- As a general rule from finger tight, continue tightening the nut until you feel it draw down tight. From there, tighten approximately ¼ turn more. Do not overtighten!

Specifications

- Cunifer™ tubing can be used in any automotive brake system and conforms to SAE J1650 standard for seamless copper-nickel 90-10 tubing for use in hydraulic brake pressure lines. Its dimensions, tensile strength, proof pressure, formability and internal cleanliness conform to international brake tubing specifications including SAE J1650, BS 2871, ASTM A254, SMMT C58, and DIN 74234. Refer to the chart below for actual pressure specifications.

Stock Sizes	Theoretical Burst Pressure	Recommended Max. Working Pressure at 5:1 Safety Factor w/Appropriate Fittings
O.D. x Wall Thickness	lb/in (psi)	lb/in (psi)
3/16" x 0.028"	17,000	3,200
1/4" x 0.028"	12,450	2,300