



SPEED FLEX™ HOSE

STANDARD AUTOMOTIVE flexible brake hoses are manufactured from synthetic rubber and reinforced with multiple layers of fabric braid. They were designed and developed for use with drum brake systems. When disc brakes were developed for racing cars, line pressure requirements increased considerably. With the larger and heavier cars, like Ford's GT-40s, enough of the available brake pedal travel was used up in expanding the flexible brake hose so that there was insufficient pedal travel left for safe braking.

In the mid-1960s, Earl's pioneered the use of armored flex hose of extruded teflon to solve this problem. The stiffness of the teflon liner combined with the tightly woven high tensile stainless steel outer braid solved the pedal travel problem. By eliminating the line swell it also dramatically increased the firmness and feel of the brake pedal which allowed the drivers to modulate the brakes more efficiently. Improved abrasion resistance and increased temperature capacity are secondary advantages.

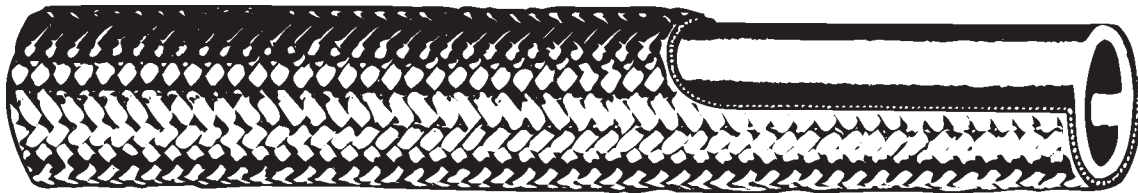
Since brake actuation produces high pressure with very little

fluid displacement, we recommend -3 SPEED-FLEX for brake systems. Clutch actuation, on the other hand, requires moderate pressure but considerable displacement of fluid. For hydraulic clutch systems we recommend the use of -4 SPEED-FLEX.

Many racers prefer to use teflon lined hose for corrosive fuels. Earl's now stocks SPEED-FLEX hose in -4, -6, -8, -10 and -12 sizes.

Some caution is necessary in the selection of armored teflon hose. The teflon liner is manufactured in two wall thicknesses, commercial (.030") and air-craft specification (.040"), Earl's uses the thicker and stronger wall. There are also hoses in the marketplace manufactured in such a manner that the stainless braid is loose on the teflon liner. These hoses offer good pressure capacity but limited expansion resistance.

Earl's SPEED-FLEX hose is the standard of the industry. Beware of imitations.



All SPEED-FLEX hoses are compatible with gasoline, hydrocarbon fuels, alcohols, nitro-methane, mineral and synthetic lubricants, and high density fuel additives.

Hose Size	I.D.	Maximum Operating Pressure (PSI)	Liner Wall Thickness	Minimum Bend Radius	Operating Temperature	Bulk Part No.	10 ft. PC Part No.	20 ft. PC Part No.
3	1/8"	2000	.040"	1-1/2"	-65' to +450°F	600003	610003	620003
4	3/16"	2000	.040"	1-1/2"	-651 to +450°F	600004	610004	620004
6	11/32"	1500	.040"	4"	-65' to +450°F	600006	610006	620006
8	7/16"	1000	.040"	5"	-65' to +450°F	600008	610008	620008
10	9/16"	800	.040"	6-1/2"	-65' to +450°F	600010	610010	620010
12	11/16"	800	.040"	7-1/2"	-65' to +450°F	600012	610012	620012

When considering the replacement of stock rubber brake hoses with stainless braid-protected hose of extruded teflon you should consider the following facts:



The use of stainless braid protected teflon brake hose assemblies will result in a firmer brake pedal, improved brake pedal "feel" and better brake modulation. These hoses will not necessarily provide longer hose life or any other advantage.

We have independent test lab reports on file showing that prototype assemblies exceeded D.O.T. recommendations in all categories. The only continuing test program however, is a 4000 P.S.I. hydrostatic pressure test of every assembly that we make. We do not claim that any individual hose assembly is certifiable to D.O.T. standards and we therefore must advise you that they are sold to be used on off-road applications only. We make no claim of useability or suitability for highway or road use. Teflon brake hoses must be installed by an experienced professional mechanic. After installation each hose must be both clean and free flowing. There must be no possibility that the installed hose assemblies can stretch, crimp or kink under any conditions of wheel travel and steering angle. As with any hose installation, periodic inspection of hose condition is essential.

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