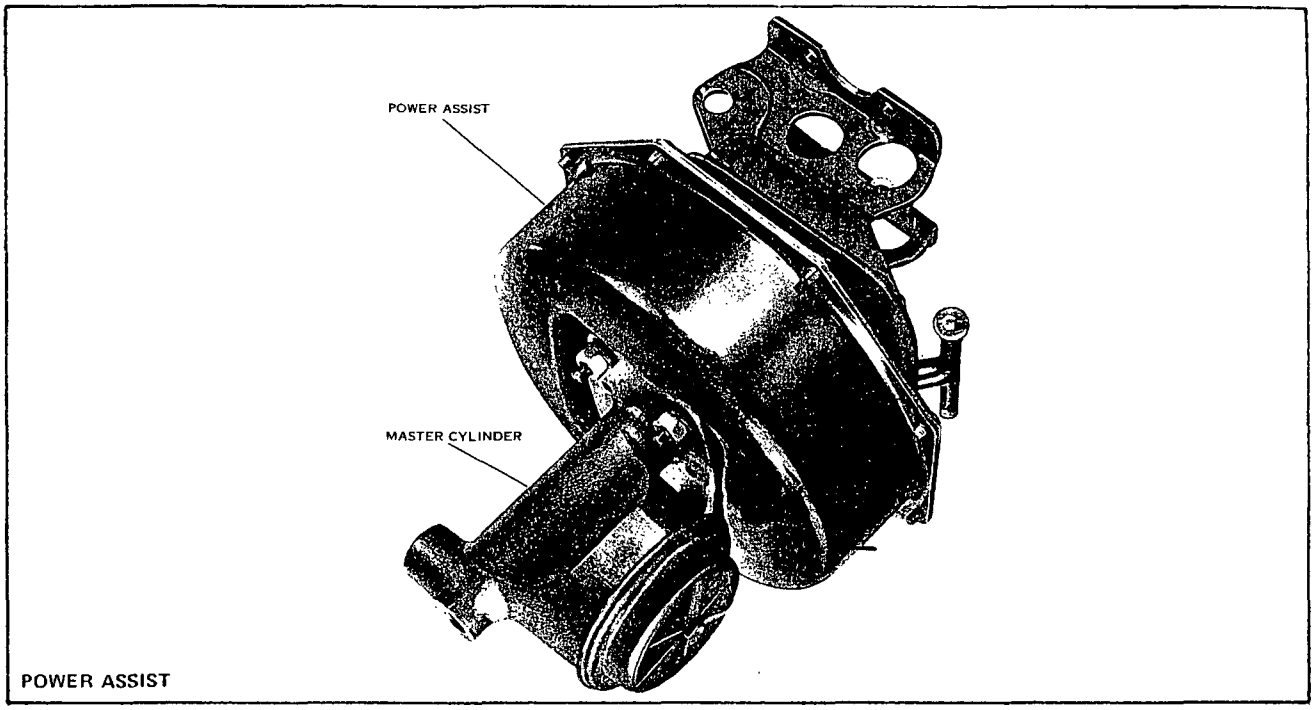
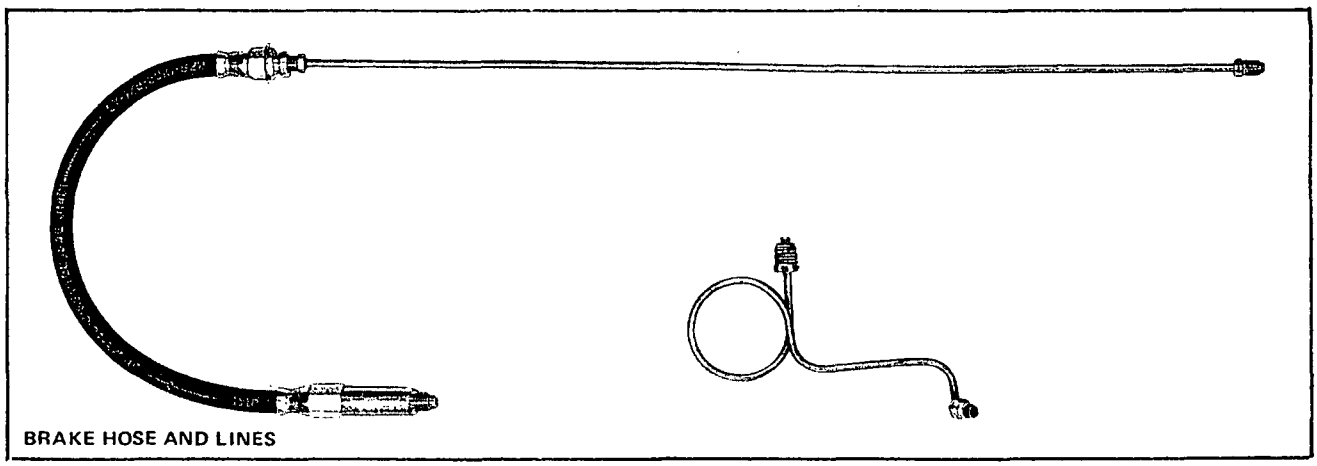
Power Assist



POWER ASSIST

Power assisted brakes do not shorten the vehicle's stopping distance. They assist in applying pedal pressure to the system to reduce the pedal force exerted by the driver.

There are two basic types of power assist units. Both operate with the use of engine vacuum. The basic hydraulic system is unaltered, and should the power assist unit fail, the hydraulic brake system remains in operation. In fact, a power assist merely relieves the physical effort to stop the car. It's an added "muscle" at work.



BRAKE HOSE AND LINES

Brake Lines

Hydraulic hoses and lines transmit fluid under pressure between the master cylinder and the wheel-cylinder or caliper (disc brakes).

Most hydraulic lines used in the brake system are double-wall, welded steel tubes, coated to resist rust. The tube ends are double flared or have a chamfer type flare to guard against leakage.

Hoses are the flexible links between the wheels, axles and the frame or body of the vehicle. Hoses must be able to withstand high fluid pressures without expansion and must be free to flex without damaging the hose as the car wheels respond to bumps in the road. Hoses are of various sizes and lengths, with a variety of end fittings to accommodate different vehicle requirements. Never replace steel lines with copper tubing.