



Product Information / Installation Instructions

# Chassis Plumbing Kit, 1988-98 C1500























PART# LEV8898BPK(P)

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Thank you!

Thank you for purchasing a product from Level 7 Motorsports! We have been in business since 2001 and have built a very diverse list of completed projects. Some of these projects have shown us a need for certain parts in the market. We are very passionate about what we do and are fortunate enough to be able to share some of these parts with you.

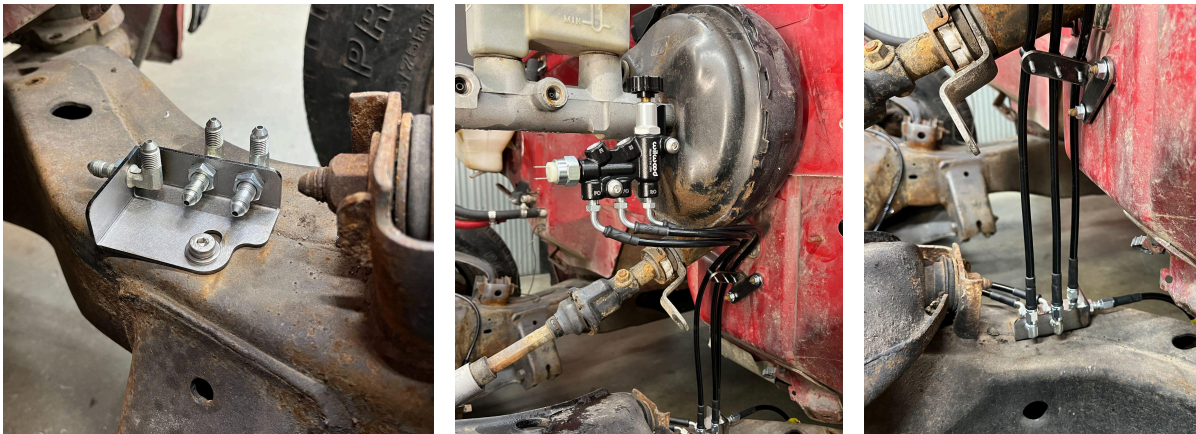
Included in this Kit			
Photo	QTY	Description	Note
	x1	Hose 1, Wilwood Prop Valve to Chassis Bulkheads	21" Hose
	x1	Hose 2, Wilwood Prop Valve to Chassis Bulkheads	20.75" Hose
	x1	Hose 3, Wilwood Prop Valve to Chassis Bulkheads	20.5" Hose
	x1	Hose 4, Bulkhead to Left Front. (Shown with related parts)	37" Hose
	x1	Hose 5, Bulkhead to Right Front (Shown with related parts)	73.5" Hose
	x1	Hose 6, Front Bulkhead to Rear Bulkhead (Shown with related parts)	90" Hose
	x1	Hose 7, Bulkhead to Whip Hose Bracket (Shown with related parts)	30.625" Hose
	x1	Firewall / Hose Support Bracket	
	x1	Aluminum Spacer	
	x1	Front Bulkhead Mounting Bracket	
	x3	-3AN Bulkhead, 90° Fitting	
	x3	-3AN Bulkhead Nut	
	x11	SS M8x1.25 Button Head Bolt	
	x1	SS M6x1.0 Button Head Bolt	
	x3	M8x1.25 Flange Nylon Nut	
	x3	M6x1.0 Flange Nylon Nut	
	x1	5/16" SS Flat Washer	
	x1	Rear Bulkhead Mounting Bracket	
	x12	Notched Hose Clamps w/ Hardware	
	x1	Whip Hose Mounting Bracket	
	x2	3/8"-24 IF to -3AN Adapter Fitting	Optional Caliper Adapter
	x2	Brake Line Retaining Clip	Optional Caliper Adapter

## Product Information / Installation

We have designed this hose kit to plumb from a Wilwood tandem master cylinder to the chassis, and throughout the chassis. Using the Wilwood master cylinder and proportioning valve is the most reliable option and allows us to eliminate any problematic factory proportioning valve. Due to there being so many variables, we do not include the front caliper hoses. The same goes for the rear axle plumbing. We do however offer those hose packages separately. Simply browse the website to select the kits that best fits your application or, send us an email at [sales@levelsevenmotorsports.com](mailto:sales@levelsevenmotorsports.com) for help.

**Step 1** - Mount the supplied bulkhead mounting bracket to the chassis using one of the stainless steel M8 fasteners with a stainless washer. Be careful to not overtighten these as the factory frame only has a few threads. These bulkhead fittings are what directs fluid to each front caliper hose and to the rear of the vehicle. Make sure to orientate your bulkhead fittings to point straight up as shown in the illustration below.

**Step 2** - Attached the supplied support bracket to the firewall using the M6x1.0 nylon lock nuts. You will need to first slide the aluminum spacer onto the lower stud so that the bracket will sit correctly on the firewall. If you have the factory wiring harness support there, you will have to omit it and secure the harness in front of the brake hoses.



**Step 2** - You can now attach hoses 1-3. These hoses route from the proportioning valve down to the previously installed bulkhead fittings. Hose 1 is the forward most hose and hose 3 would be the rear hose. They are all slightly different in length so make sure to install them in the correct location or they won't look right.



**Step 3** - Attach hoses 4 and 5 to their bulkhead fittings and route to the corresponding caliper hose brackets. Hose 4 will be the front left and hose 5 will go to the front right. These hoses will secure to the chassis via factory holes with the stainless M8 fasteners provided. Each hose will come supplied with p-clips for securing. There are x3 M8 holes on the back side of the factory crossmember that you can use to secure hose 5. For a clean looking installation, you can also attach the supplied notch head clamps as a separator. See image above.

**Step 4** - Attach hose 5 to the last available bulkhead fitting and route along the chassis. We have included Notthead clamps that you can install on the inside of the frame to secure the hose as it routes towards the rear of the truck. You can either use the supplied self tapping screws or drill and tap the frame. These come with a 6-32 fastener, so make sure you have that tap and a 7/64" drill bit. Once the hose has been routed towards the rear of the chassis, there is a factory hole where you can mount the bulkhead bracket. This isn't the best photo, but you can see where it is located.



**Step 5** - Once the bulkhead mounting bracket has been installed, you can connect the final hose and route it past the rear axle. For simplicity, we have provided you with a replacement whip hose bracket. Use the last x2 M8 fasteners with M8 nylon lock nuts to secure it to the frame. Using this bracket will move the whip hose termination up and give us a common point to reference in the future. This final hose will connect to any factory replacement whip hose. If you need to use a -3AN whip hose, you will have to purchase that adapter fitting separately. *(the photo does show the adapter fitting installed, but it is **not** included in this kit.)*

**Step 6** - The installation is complete so now you can go back through the system and double check all of your fittings. Make sure that your hoses are not twisted and that you have the fittings tightened to approximately 20ft lb.

- Bleed the brakes in accordance with the manufacturers guidelines, always using new brake fluid.
- Ensure that all brake hose connections are tight and free of leaks.
- The pedal should be firm under pressure.

<b>Troubleshooting</b>		
<b>Q:</b> I have the fitting tightened to where I am comfortable but the connection is leaking.	<b>A:</b> There is always the possibility that the wrong stem was used in the production of that hose.	<b>Resolution:</b> Please send an email with supporting photos to <a href="mailto:sales@levelsevenmotorsports.com">sales@levelsevenmotorsports.com</a>
<b>Q:</b> I am very close to a heat source. Will that be an issue?	<b>A:</b> Yes, if you are within a couple of inches from the header or exhaust this is an issue. Heat can break down the fluid causing it to lose its hydraulic ability or worse, the line can fail.	<b>Resolution:</b> There are many insulation options on the market. You can reference DEI or Vibrant Performance. Or we have material in stock for these hoses.
<b>Q:</b> Why do my brakes still suck?	<b>A:</b> It's not the hose's fault.	<b>Resolution:</b> Email us for pricing better brake packages.

Thank you again for choosing our products and supporting Level 7.

[sales@levelsevenmotorsports.com](mailto:sales@levelsevenmotorsports.com)

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Having read this agreement and knowing these facts and in consideration of Seller accepting my purchase, I, the Buyer, for myself and anyone entitled to act on my behalf, waive and release Level 7 Motorsports LLC, its members, shareholders, officers, directors, agents, volunteers and employees, from all claims or liabilities of any kind arising out of the installation and or use of parts sold and or serviced by Level 7 Motorsports LLC even though that liability may arise out of negligence or carelessness on the part of the Seller.

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