



The basics of high performance auto plumbing

What is it?

High-performance auto plumbing uses high-strength reinforced hoses, at each end are aluminium hose "ends" (rather than jubilee clips) which together provide a hose which is capable of withstanding great stress and internal pressure. The hoses are then connected together with each other and with other plumbing components (pumps, filters, tanks etc.) to make up the car's plumbing "system". This is what you see when you look at the mass of stainless steel and anodised aluminium plumbing in the engine bay of a good quality competition car.

Why use it?

It's by far the best way to prevent loss of fluids (or gas) from your car's various systems. Think about the likely cost of a plumbing failure.... If you're lucky, you'll just lose a race. You could lose an expensive motor though oil or coolant loss, if it gets under your wheels you'll lose a lot more! All racing organisations insist upon race-spec plumbing before allowing you near a track, their insurance cover demands it of them - and for good reason. There are other advantages, these include the ability to remove, by unscrewing it, the entire plumbing system in a few minutes, great for working on the car or just for cleaning. We also happen to think that such systems look great into the bargain.

Where do I start?

If you are uncertain of what is required, please look through our other informative PDF files for a bigger picture. Take your time, read everything you can, ask people who have done it before and make a plan before you start spending money.

If you are looking to replace or add parts, one or a few at a time, then decide what you want to achieve. Think about the demands you will be placing upon the new system and what it has to deliver. You may want to consider the following points:

- Establish how the hose you want to fit will be connected to your car.
- Plan the route for the hose to follow (electrical cable is a good template).

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- Think about what type of hose is most suitable for the job.
- Decide the most suitable internal size for the hose by comparing similar set ups on other vehicles or by the amount of fluid need to pass through it..
- Establish if you will need to cut into the hose to make a gauge take-off line, include a bulkhead fitting where lines pass through finished panels, or want to make provision for future developments.
- Try to keep hoses away from exhaust pipes and other sources of extreme heat.

You are probably not going to know the answer to all these questions, we don't expect you to. We ask that you call us to help you fill the missing information, this may require you to send things to us in order to identify threads or sealing methods. Once identified, we will advise you on what you should consider and help you decide what is the right system for you.