

MM Front Brake Hose, 2005-14 (Mm5BK1F)



*Read all instructions before beginning work.
Following instructions in the proper sequence will
ensure the best and easiest installation.*

Warning

Do NOT tighten the provided brake fluid bolts (banjo bolts) to the higher torque specification of OEM/stock fluid bolts. Only torque the provided fluid bolts to 12-14 ft-lbs. If tightened to a higher torque value, they WILL break.

Do NOT use an OEM/stock fluid bolt with the MM braided hose because:

- The banjo fitting on the end of the MM brake hose is thinner than the fitting on an OEM brake hose. The holes in the side of an OEM fluid bolt may be blocked by the banjo fitting, reducing the flow of brake fluid.
- When an OEM fluid bolt is used with the MM brake hose, the extra length will protrude further into the caliper. The end of the OEM fluid bolt can interfere with the retraction of the piston. This may become evident only when attempting to install new brake pads.
- Brake hoses can be easily damaged if proper care is not taken. Make sure all brake hoses are routed away from moving driveline and suspension components, and away from the exhaust.

- Never let an unmounted caliper “hang” by the brake hose assembly! Support the caliper by other means, such as hanging it by a wire. When working on the rear suspension do not let the axle “hang” on the brake hose.

Installation

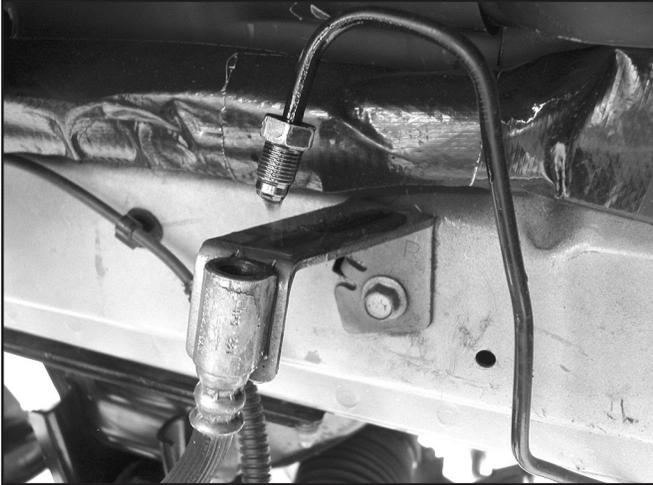
1. Jack up the car and support it securely on jack stands.
2. Remove the front wheels.
3. Remove the ABS wire from the plastic retainer clips.



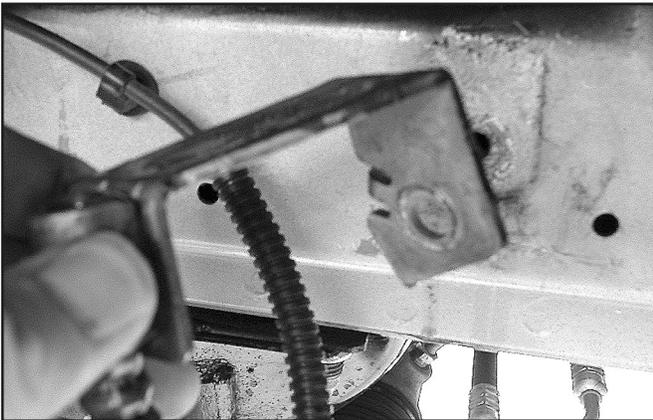
4. Unbolt the stock retainer bracket from the strut body.



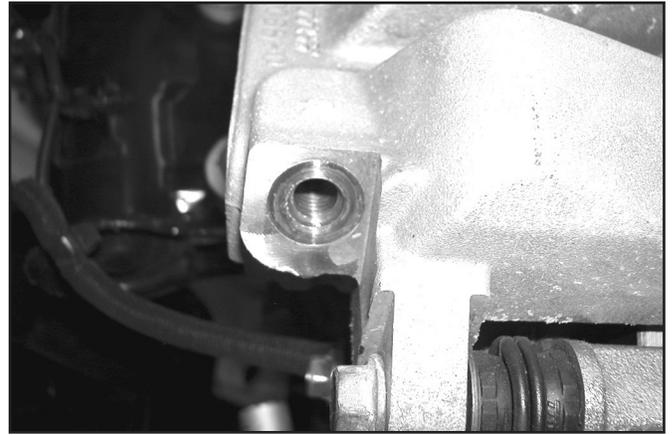
5. Disconnect the hard line. Use a flare nut wrench to avoid rounding off the fitting.



6. Unbolt the frame rail bracket.

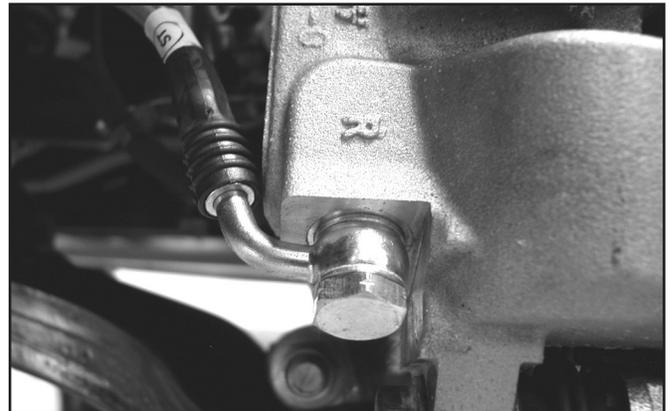


7. Disconnect the fluid bolt at the brake caliper. Discard the OEM brake hose assembly.



8. Place one crush washer under the head of one of the supplied fluid bolts. Pass the bolt through the MM brake hose and place a second crush washer over the bolt so that the brake line fitting is sandwiched between the two crush washers.

9. Attach the MM hose assembly to the caliper. Orient the hose so that it faces toward the centerline of the car. Photo shows Passenger side, looking toward the front of the car from behind the caliper.

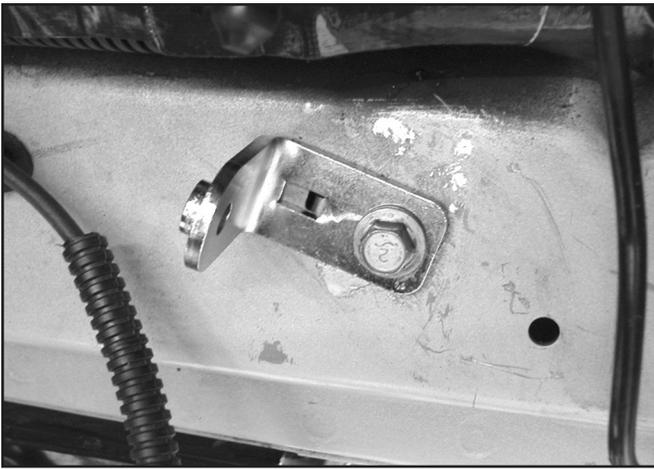


10. Torque the fluid bolt to 12-14 ft-lbs.

11. Bolt the retainer bracket to the strut body.



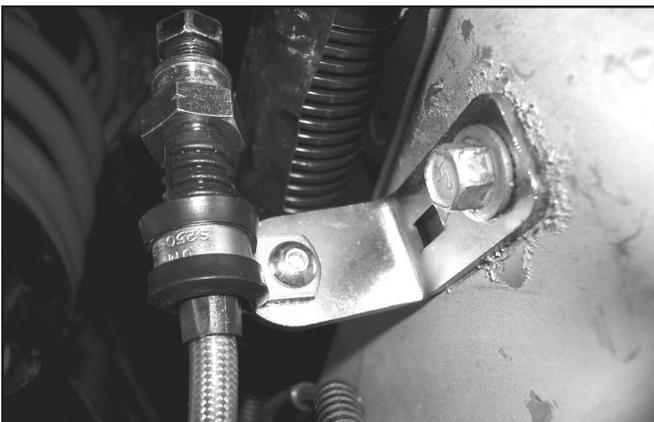
12. Install the new supplied frame rail bracket.



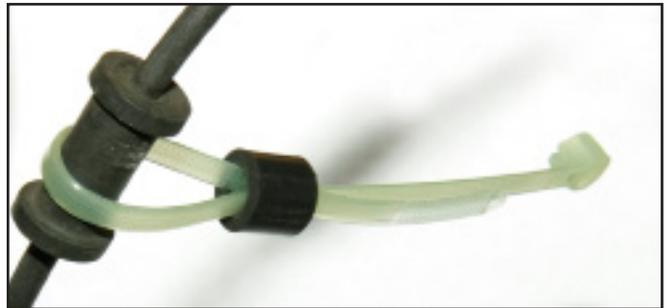
13. Connect the hard line to the MM brake hose.



14. Secure the brake hose to the frame rail bracket using the supplied loop clamp and Allen head screw.



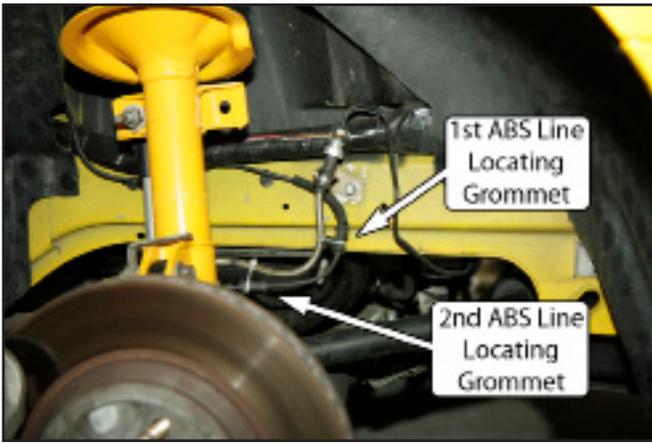
15. Using one of the supplied zip ties and rubber spacers, slide the spacer onto the tie. Loop the tie around the ABS wire at the rubber grommet, then slide the zip tie back through the spacer.



16. Secure the ABS wire to the Brake hose.



17. Repeat Steps 15-16 at the second line locating grommet on the ABS wire.



18. Repeat Steps 3-17 for the other side of the car.
19. Bleed the brake system. If you are unfamiliar with brake bleeding techniques, consult a service manual for further information on bleeding air from the brake system. We've found it often works best to start with the left front caliper. Bleeding air out of the caliper closest to the master cylinder gets more air out of the system more quickly.
20. Have a helper firmly depress the brake pedal multiple times while you inspect the brake hoses and fittings for leaks.
21. After bleeding the brakes system, reinstall the wheels. Lower the car safely to the ground and properly torque the lug nuts.

This kit includes:

| Description | Quantity |
|-----------------------|----------|
| Front Brake Hose | 2 |
| Hose Mounting Bracket | 2 |
| Loop Clamp | 2 |
| Allen Head Cap Screw | 2 |
| Fluid Bolt | 2 |
| Crush Washer | 4 |
| Zip Tie | 4 |
| Rubber Spacer | 4 |
| C-Clip | 2 |