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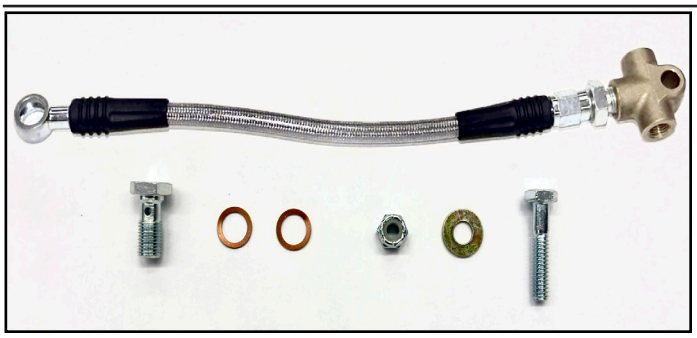
MM Rear Brake Hose: 1986-95 (MMBK1R)



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

This rear brake hose is designed to fit 1986-95 Mustangs originally fitted with the 8.8” rear axle, V8 engine, and dual exhaust. Other Fox chassis Mustangs will require modifications to the rear brake hardline to allow installation of the correct 1986-95 rear hose fitting and bracket on the chassis.

Warnings

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

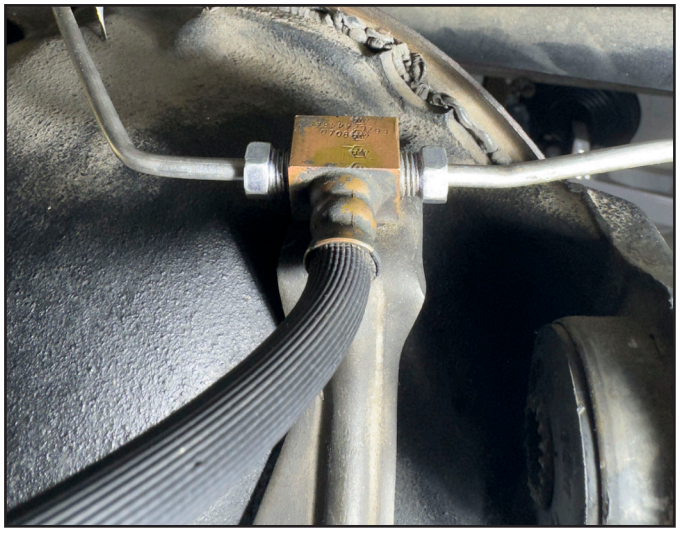
Do not use an OEM/stock fluid bolt with the MM braided hose because:

- The banjo fitting on the end of the MM brake hose is thinner than the fitting on the 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.

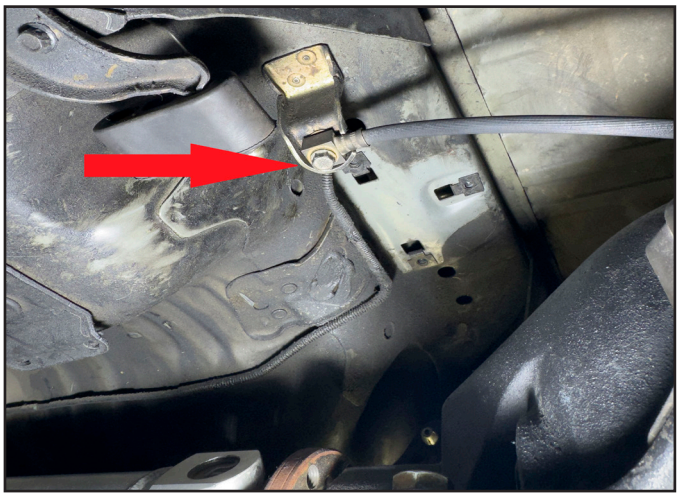
- When an OEM fluid bolt is used with this MM brake hose, the extra length will protrude further into the chassis-side fitting. The fluid bolt may bottom out in the fitting, preventing proper tightening of the fluid bolt and causing brake fluid to leak.

1. Safely jack up the car and support the chassis securely on jack stands. Let the axle hang at full droop (droop is limited by the rear shocks) for easier access to remove the stock hose.
2. Clean and de-grease the areas around where the factory rear hose attaches. Dirt and grime will contaminate the brake system, and if allowed on the sealing surfaces of the new hose, will cause leaks.

3. Remove the two hardlines from the T-fitting on the axle. Use a flare-nut wrench to avoid rounding off the tube nuts.

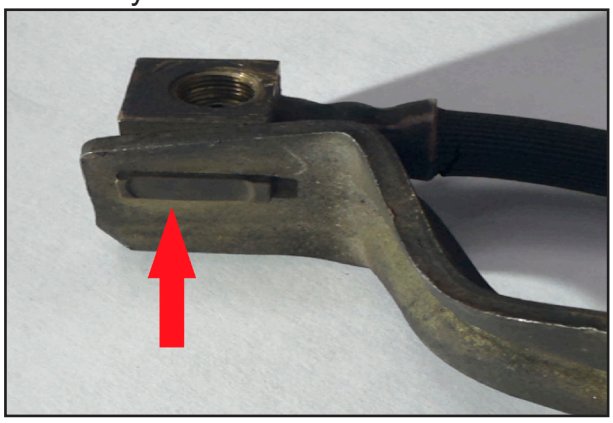


4. Remove the fluid bolt securing the hose to the chassis fitting.



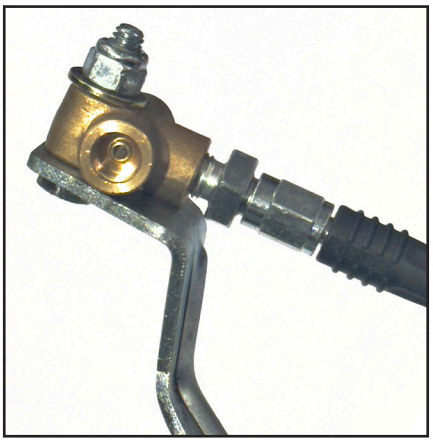
5. Remove the mounting bracket from the rear axle housing by removing the retaining nut.

6. The differential mounting bracket will be reused with the MM hose. Simply cut, grind, or file off the tab which protrudes through the bracket from the 'T' fitting. That allows separating the factory hose/T-fitting assembly from the bracket.



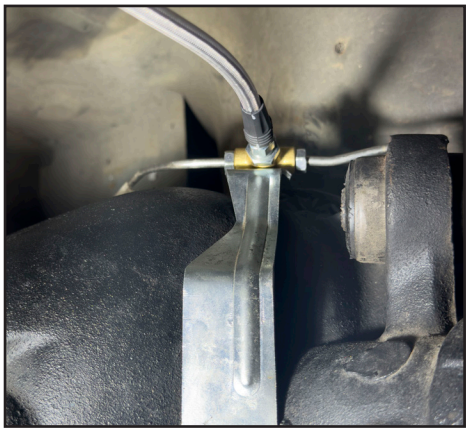
7. Drill or file a hole at the end of the slot in the bracket large enough for the supplied 1/4" bolt to pass through the slot. This should be at the end of the slot closest to the edge of the metal bracket.

8. Attach the MM rear hose assembly to the bracket. Pass the 1/4" bolt upward through the enlarged slot and through the MM hose T-fitting. Place the supplied flat washer on the bolt and secure with the 1/4" locking nut. Orient the T-fitting lengthwise, as was the stock T-fitting.

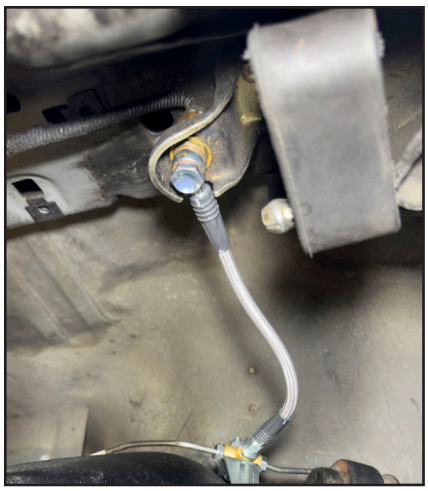


9. Clean the hardline flared ends and tube nuts on the axle lines.
10. Clean the mating surface of the chassis side fitting.
11. Bolt the axle bracket (with the MM hose assembly attached) onto the rear axle.

12. Attach the two axle hardlines to the T-fitting. Take care to avoid cross-threading the tube nuts. Tighten the tube nuts.



13. Attach the banjo fitting to the chassis hardline fitting by using the supplied fluid bolt and 2 new copper washers.



14. Torque the supplied fluid bolt to 12-14 ft-lbs. Do NOT over tighten!
15. 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. If you've only opened the rear circuit of the hydraulic system, bleed the rear brakes first. Otherwise, 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 air out of the system more quickly.
16. Have a helper firmly depress the brake pedal while you inspect the rear brake line and fittings for leaks.
17. Set the car back on the ground. If any wheels were removed, remember to properly torque the lug nuts.

Warning

Braided stainless steel brake hose assemblies can be easily damaged if proper care is not taken. Make sure this rear hose is routed away from moving driveline and suspension components, and away from the exhaust.
Never lower the rear axle further than the stock full droop position. If the rear axle is lowered too far it will hang by the brake hose assembly and damage it!
If at some time you must disconnect the rear shocks and lower the axle further than the stock droop position, disconnect the rear brake hose bracket from the axle. The hardlines on the axle will easily deflect and let the rear hose and bracket stay up near the chassis as the axle lowers further. Watch it and be careful to not stress the braided hose assembly.

This Kit Includes:

Quantity	Description
1	Rear Hose Assembly with T-fitting
1	Fluid bolt 3/8"-24
2	Copper washer, 3/8"
1	Bolt, ¼" x 1-¼"
1	Flat washer, ¼"
1	Lock nut, ¼"