

SVO Master Cylinder Adapter Kit (MMBAK-2)



Thank you for purchasing the Maximum Motorsports SVO master cylinder adapter kit. This kit allows the use of the 2 port SVO master cylinder on 1987-93 Mustangs equipped with a 3 port master cylinder. The MMBAK-2 kit uses only high pressure rated fittings and adapters that are designed for use in automotive brake systems. No cutting or flaring of brake lines is needed with the MMBAK-2 kit.

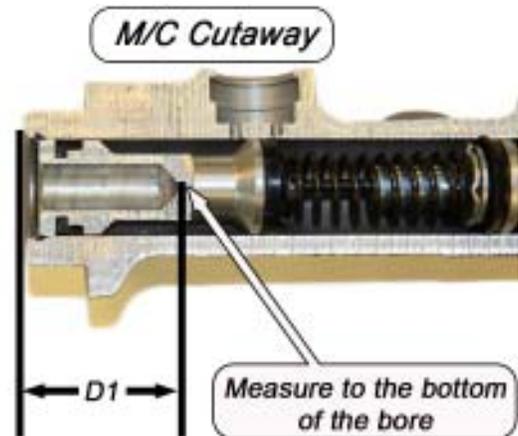
Read all instructions before beginning work. Following instructions in the proper sequence will ensure the best and easiest installation.

Note: A new master cylinder should be bench-bled per the factory service manual before being installed on the car.

- Installation of this kit will require 3/8", 7/16", 1/2", 12mm, and 14mm flare nut wrenches to remove the brake lines.
1. Place a couple of rags below the master cylinder to catch any brake fluid. Use a thick towel or fender cover over the fender to prevent brake fluid from damaging the paint.
 2. Using a 9/16" wrench or socket, remove the nuts holding the master cylinder to the brake booster.
 3. Remove the electrical plug from the low fluid level sensor on the bottom of the master cylinder reservoir.
 4. Using flare nut wrenches, remove the 3 factory brake lines from the master cylinder. Have a rag ready to absorb fluid from the bottom port on the master cylinder.
 5. Remove the master cylinder.
 6. Remove the two brake lines connected to the top ports of the OEM proportioning valve. Discard the two brake lines.

Note: Before installing the new master cylinder you will need to adjust the brake booster pushrod.

7. Measure the pushrod bore depth and record this dimension as D1. Be sure to measure to the very bottom of the radiused pushrod bore.

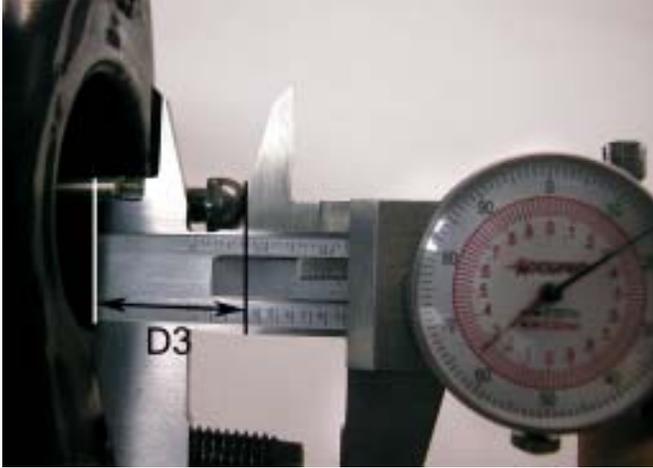


8. Measure the depth to the mounting pad and record this dimension as D2.



9. Subtract D2 from D1 and record this dimension as D3.

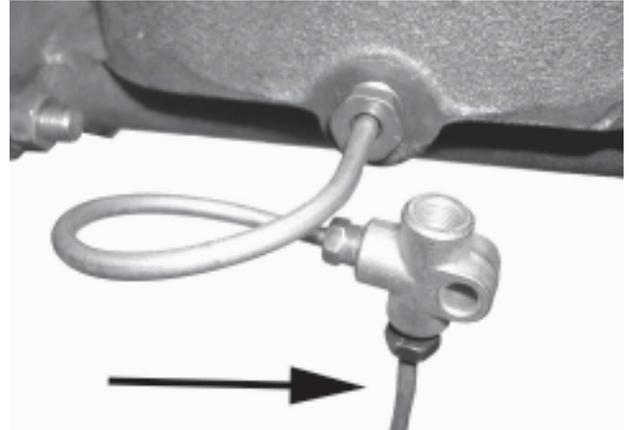
10. Measure the distance that the pushrod protrudes from the master cylinder mating surface on the brake booster. Be sure to measure to the tip of the pushrod. Adjust the length of the pushrod to be slightly less (.005" to .010") than D3 from Step 9. This will prevent accidental pre-load of the master cylinder from the brake push rod.



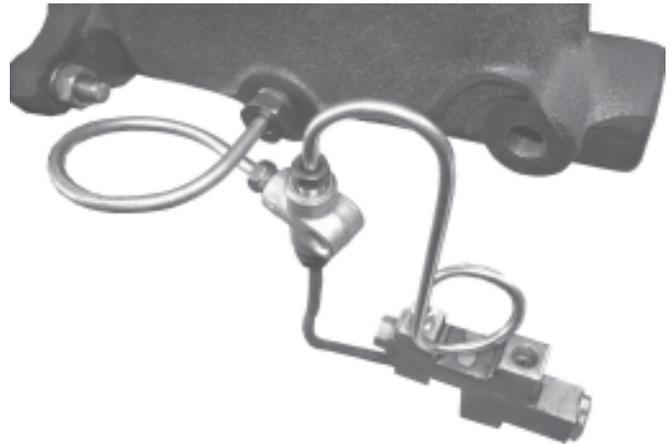
- 11. Install the SVO master cylinder onto the brake booster. Torque the nuts to 25 ft-lbs.
- 12. Attach the supplied Master Cylinder Rear Port Brake Line with the T-fitting into the rear port of the master cylinder.



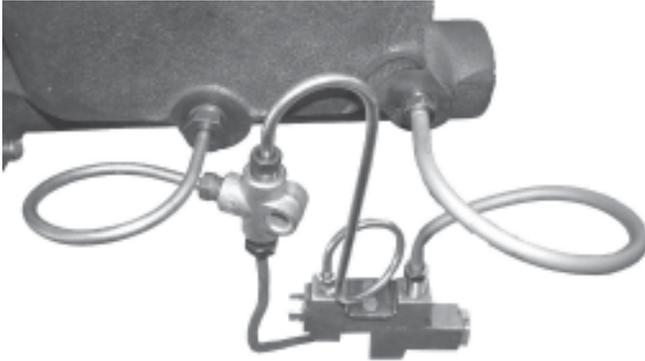
13. Attach the OEM brake line that was connected to the bottom of the old master cylinder to the bottom port of the T-fitting. Only make the connection finger tight at this time.



- 14. With flare wrenches, firmly tighten the fittings on both ends of the supplied brake line. Hold the T-fitting with a crescent wrench to prevent bending the OEM brake line.
- 15. With flare wrenches, firmly tighten the OEM brake line connected to the T-fitting from Step 13.
- 16. Thread the supplied 3/16" Rear Port Brake Line into the rear port on the factory proportioning valve and the top port on the T-fitting. Firmly tighten both fittings with a flare wrench. Hold the T-fitting with a crescent wrench to prevent bending the brake lines.



17. Install the supplied 1/4" Front Port Brake Line and firmly tighten the two fittings with a flare wrench. You may need to bend the brake line slightly to attach the fittings.



18. The SVO master cylinder does not have a provision for the low fluid level light. If you do not modify the plug your brake warning light will not light up with the emergency brake engaged. For the brake warning light to indicate that the emergency brake is engaged, you will need to splice the two purple wires in the plug together.
19. Fill the master cylinder with fluid and bleed all 4 brakes per the factory service manual.

This kit contains:

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| 1 | 1/4" Front Port Brake Line, Proportioning Valve |
| 1 | 3/16" Rear Port Brake Line, Proportioning Valve |
| 1 | 3/16" Master Cylinder to T-Fitting Brake Line |
| 1 | T-Fitting |