

Brake Proportioning Valve Eliminator Kit (MMBAK-6)



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

Thank you for purchasing the Maximum Motorsports Brake Proportioning Valve Eliminator Kit. MM designed this kit to allow *easy* removal of the stock proportioning valve while also *retaining* all of the stock brake line plumbing. This is much easier to do than the alternatives of either dismantling the stock valve or re-plumbing the hard lines! Replacing the bulky stock proportioning valve with the much smaller MM Eliminator Kit also cleans up the engine compartment for improved appearance.

The MM Brake Proportioning Valve Eliminator Kit maintains separate front and rear brake hydraulic systems. It should **ONLY** be installed when an adjustable proportioning valve is also installed.

Fits 1987-93 Mustangs

Installation Time

Includes 1 hour to bleed the brake system

Shop: 2 Hours

Home Mechanic: 3 Hours

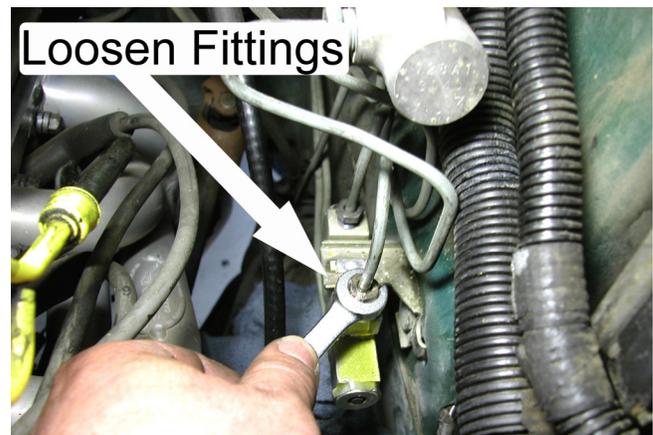
This Kit Contains

Description	QTY
MM Eliminator Fitting	2

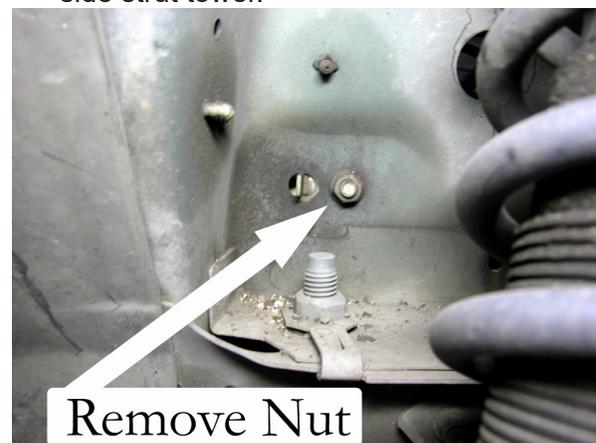
Installation

NOTE: If you're unfamiliar with brake bleeding techniques, consult a service manual for further information on bleeding air from the brake system.

1. Raise the vehicle and support it safely on jack stands.
2. Remove the front wheels from the vehicle.
3. Using the proper sized brake-fitting wrench, slightly loosen the four brake line fittings connecting to the stock proportioning valve.

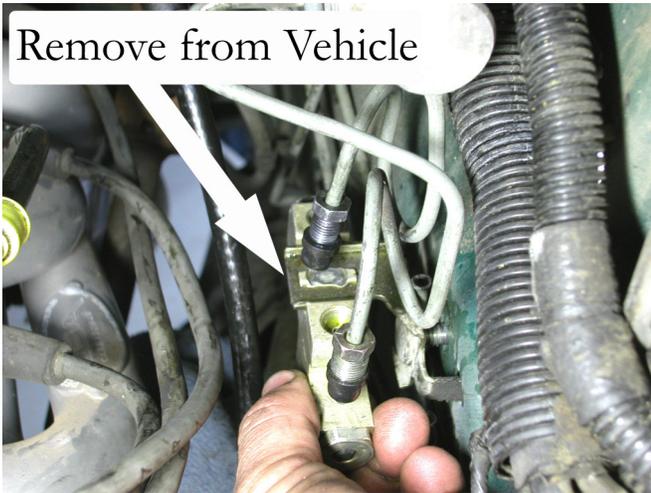


4. Remove the nut retaining the stock proportioning valve, located on the outer portion of the driver side strut tower.



5. Disconnect the brake lines from the stock proportioning valve and remove it from the vehicle.

PRO TIP: Be prepared for brake fluid to drain from the lines. Before disconnecting the lines siphon fluid from the reservoir. Have a container ready to capture the remaining fluid that will drain out. Place rags beneath the proportioning valve to absorb any brake fluid spillage. Brake fluid will damage paint, so immediately clean it up with brake cleaner.



6. Starting with the two brake lines nearest the firewall, thread one of the supplied Eliminator Fittings onto the lower line.

NOTE: The supplied MM Eliminator Fittings have a different-size port on each end. Make sure to orient the end with the larger opening toward the brake line with the larger fitting.

7. Using the proper-sized brake-fitting wrenches, firmly tighten the MM Eliminator Fitting onto the lower line.
8. Take the upper line nearest the firewall and thread it into the previously installed MM Eliminator Fitting.

NOTE: The brake lines may need to be slightly bent to align them for the MM Eliminator Fitting.



9. Using the proper sized wrenches, firmly tighten the upper line onto the MM Eliminator Fitting.

NOTE: DO NOT rotate the MM Eliminator Fitting during tightening or damage to the brake lines may occur. Instead, rotate the tube nuts on the ends of the brake lines to properly tighten the lines.

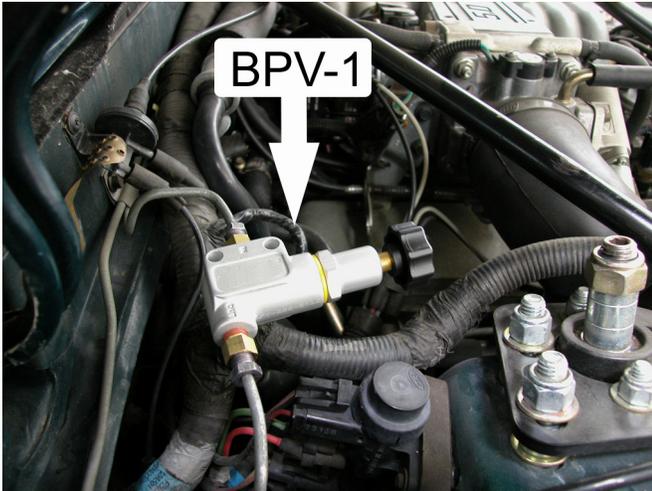


10. Repeat Steps 6-9 for the two remaining brake lines.



11. If not already equipped, install an aftermarket brake proportioning valve according to the manufacturer's instructions.

NOTE: We recommend the use of Maximum Motorsports' BPV-1 adjustable proportioning valve.



12. Remove the rear wheels from the vehicle.
13. 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.
14. Have a friend firmly depress the brake pedal multiple times while you inspect the connections to the MM Eliminator Fittings for leaks.
15. Reinstall the wheels. Torque the lug nuts to factory specifications. Lower the car to the ground.
16. Adjust the adjustable proportioning valve according to the manufacturer's instructions.