

## *Manual Brake Adapter Kit (MMBAK-8.1)*



*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 Manual Brake Adapter Kit, MMBAK-8.1. This adapter kit is required when installing the MM Manual Brake Conversion Kit (MMBAK-10, -11) along with a 1994-95 Cobra Mustang master cylinder. The OEM brake lines will not connect to the master cylinder because it is repositioned rearwards by a manual brake conversion.

The MMBAK-8.1 kit allows installing a 1994-95 Cobra Mustang master cylinder in a 1987-93 Mustang with either the stock location proportioning valve, or with the MMBAK-6 Proportioning Valve Eliminator Kit. It provides brake lines (with the proper fittings on each end) that fit the repositioned master cylinder while retaining the rest of the vehicle's stock brake line routing.

**NOTE:** The master cylinder must be installed before proceeding with the following installation steps.

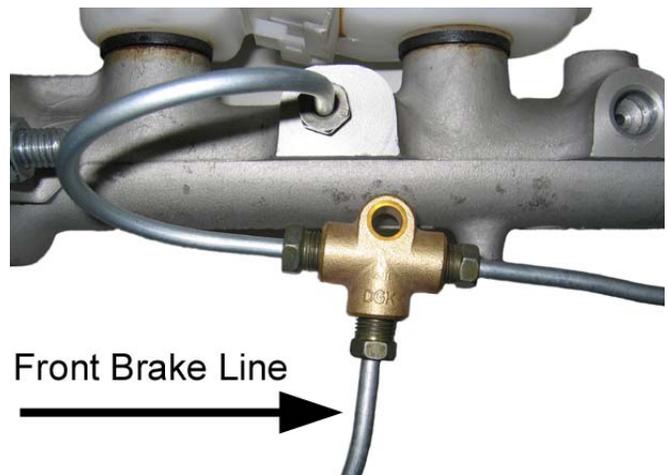
**NOTE:** New master cylinders should always be bench bled before installation.

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

### **Installation**

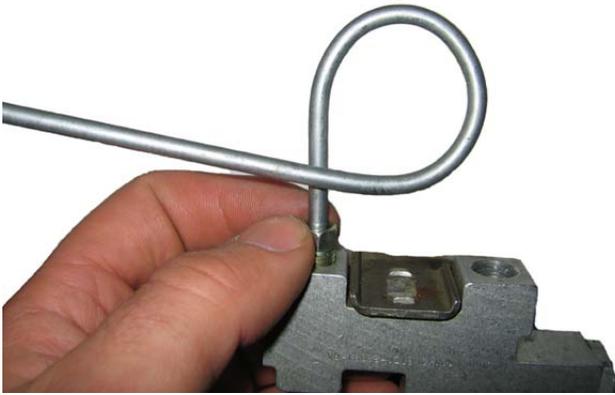
1. If still connected, remove the two stock brake hard lines that connect to the top of the stock proportioning valve, located on the driver side strut tower.
2. Thread the M12-1.0 bubble flare end of the "Rearward Port" labeled brake hard line into the rear, side port of the master cylinder. Position the Tee fitting forward of the port, above the stock proportioning valve.
3. Attach the OEM brake line that was connected to the bottom of the old master cylinder to the bottom port of the Tee fitting. Only make the connection finger tight at this time.

**NOTE:** This line must be bent into position directly beneath the Tee fitting before attempting to connect it to the fitting.

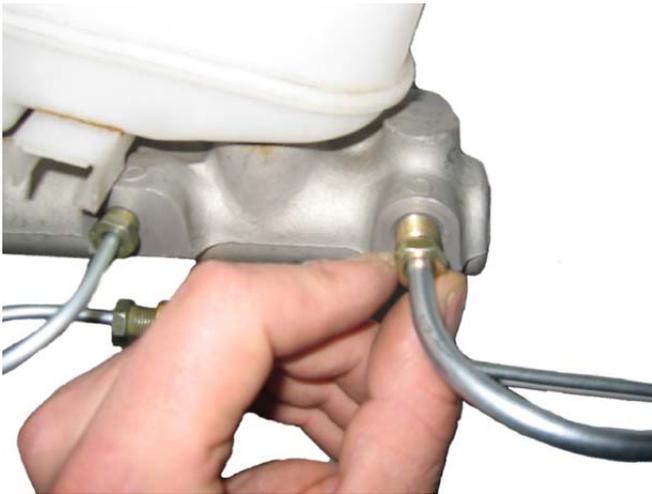


4. Thread the free end of the M10-1.0 to 3/8-24 brake hard line, connected to the remaining port on the Tee fitting, into the rear port of the stock proportioning valve.

**NOTE:** Due to vehicle production tolerances, some of the supplied brake hard lines may need to be slightly adjusted for final fitment.



5. Thread the M10-1.0 bubble flare end of the “Forward Port” labeled brake hard line into the front port of the master cylinder. Position the free end of the hard line above the stock proportioning valve.



6. Thread the free end of the brake hard line into the front port of the stock proportioning valve.

NOTE: Due to vehicle production tolerances, some of the supplied brake hard lines may need to be slightly adjusted for final fitment.



7. Tighten the ends of the brake hard lines to 12-16 ft-lbs at the master cylinder and the proportioning valve.
8. Bleed the brakes in the order shown below and check all fittings for leaks.

**Front of Car**

4	3
2	1

**This kit contains:**

- 1 M12-1.0 to M10-1.0 Rearward Port Brake Hard Line
- 1 M10-1.0 Tee fitting
- 1 M10-1.0 to 3/8-24 Brake Hard Line
- 1 M10-1.0 to 7/16-24 Forward Port Brake Hard Line