

MM Front Brake Hose Kit, 1987-93 5.0L (MMBK1F)



Thank you for purchasing Maximum Motorsports' Stainless Steel Brake hoses. Our brake hoses are designed to maximize the braking performance of your car. You will find that the following features make these hoses the best on the market:

- A unique design allows the hose to swivel during installation. This allows the banjo fitting at the caliper to be perfectly aligned, without twisting the hose or modifying the chassis mounting bracket.
- Banjo fittings are machined specifically for 10mm fluid bolts. These kits do not use a universal banjo fitting for all applications.
- Each individual hose is pressure tested.
- A brake fluid resistant, clear urethane covering is added to help protect the steel braid.
- New fluid bolts and crush washers are included.
- DOT approved.

These brake hoses are designed for 1987-93 5.0L calipers and frame rail mounting brackets. They are also used when installing 1987-93 5.0L calipers on a 1979-86 Mustang. For that swap, the frame rail mounting brackets will need to be modified (Step 5).

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

Warnings

Do NOT torque the provided brake fluid bolts to the higher specification of OEM brake fluid bolts. Only torque the provided fluid bolts to 14 ft-lbs, or they WILL break.

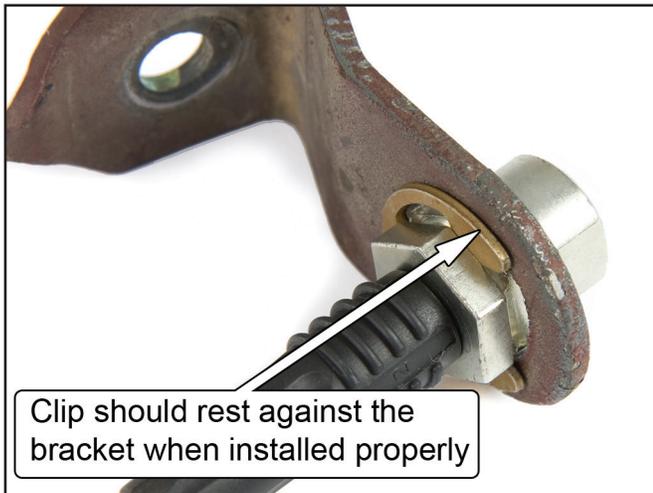
Do NOT use an OEM brake fluid bolt:

- The banjo fitting on the end of our 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 our 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.

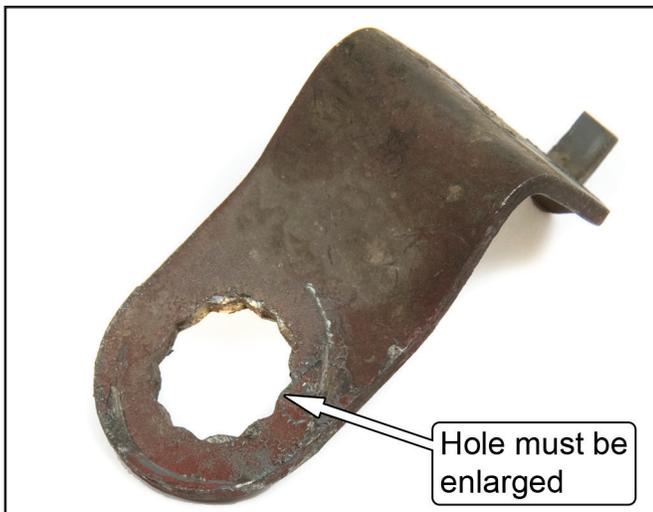
Installation

1. Jack up car and support it securely on jack stands under the k-member or the subframe connectors.
2. Remove the front wheels.
3. Completely de-grease the brake caliper and chassis where the factory hoses attach. Dirt and grime will contaminate the brake system, and if allowed on the sealing surfaces of the new hoses will cause leaks.
4. Remove the factory front brake hose assemblies. Use a flare-nut wrench to avoid rounding off the fittings.

5. Insert the MM hose fitting through the chassis bracket until the 'E clip' seats against the bracket. The flat hose end has both a flat and a notch that align the hose end in the bracket.



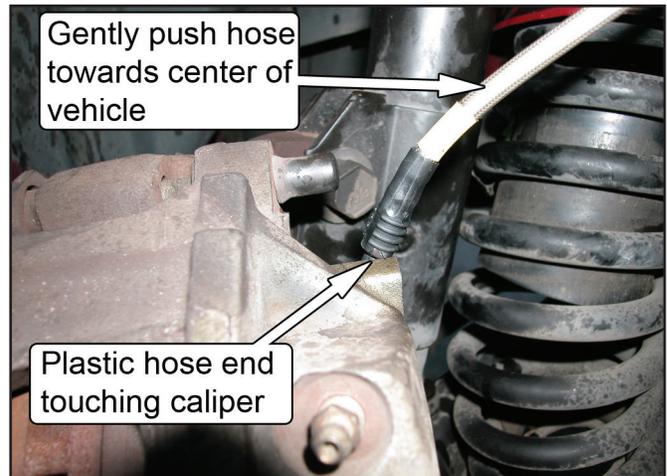
NOTE: For 1979-86 and 1987-93 4 cylinder vehicles, the hole in the bracket must be enlarged to accommodate the brake hose.



6. Thread the flare-nut of the chassis hard line into the MM hose end, but leave the flare-nut loose so that the MM hose can swivel.
7. Secure the hose end to the bracket by re-using the factory 'C-clip'.
8. Loosely attach the MM brake hose to the caliper with the supplied fluid bolts and crush washers.
9. Orient the hose so that it is pointing straight up, vertical from the caliper. Snug the fluid bolt so that the brake hose can still pivot on the fluid bolt. Do not yet tighten the fluid bolt.

10. At the caliper, gently pivot the hose on the fluid bolt toward the center of the car until the black plastic end of the hose just touches the corner of the caliper. Do not force the brake hose past this point or the black plastic hose end may become wedged against the caliper, preventing the fluid bolt from sealing.

DRIVER SIDE SHOWN

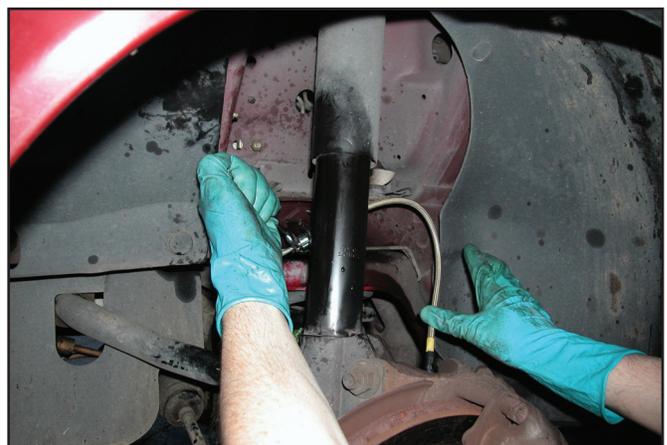


11. Torque the fluid bolt at the caliper to 14 ft-lb while gently pushing the brake hose toward the center of the car with two fingers to keep it from rotating.

NOTE: Do NOT over-tighten the fluid bolts.

12. Again, gently push the hose toward the center of the car with one finger. Tighten the hose fitting to the hard line at the chassis bracket. Use a flare-nut wrench to avoid rounding off the fitting.

NOTE: If the chassis bracket was modified in Step 5, it will be necessary to use a wrench to stop the hose end from rotating while tightening the flare nut.



13. Temporarily remount the wheels; checking clearances to ensure the hose will not contact the tire. Have a helper turn the steering wheel from lock to lock. If it does rub, the tire *will* wear through the hose.

If the hose rubs the tire, return to Step 12, but push the hose to the center of the car more firmly for additional tire clearance.

14. Bleed the brake system in the order shown below and check all fittings for leaks.

Front of Car

4	3
2	1

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

15. Have a helper firmly depress the brake pedal multiple times while you inspect the brake lines and fittings for leaks.
16. Reinstall the front tires and torque the lug nuts to factory specifications. Lower the car to the ground.
17. Firmly block the tires to prevent the car from rolling. Now that the suspension is compressed, inspect the brake hose clearance with a mechanic's mirror while a helper turns the wheel from lock to lock as in Step 13.
18. Test drive and enjoy.

This Kit Includes The Following:

- 2 Front Brake Hose
- 2 Fluid Bolt M10-1.5
- 4 Copper Crush Washer