

MM Front Brake Hose Kit, 1994-04 (MMBK4F)



Thank you for purchasing Maximum Motorsports' Stainless Steel Brake Hoses. This front brake hose kit fits 1994-2004 Mustangs (both GT and Cobra), MM brake hoses are designed to maximize the braking performance of your car. These features make MM hoses the best available:

- 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.
- Each individual hose is pressure tested.
- A brake fluid resistant, clear urethane covering is added to help protect the steel braid.
- Two pairs of new fluid bolts and crush washers are included, to fit both GT and Cobra calipers.
- DOT approved.

These brake hoses are designed to fit 1994-2004 Mustangs. Do not use this kit to install SN95 calipers on a Fox Mustang. For that swap, use our brake hose kit MMBK8F.

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

Warnings

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

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

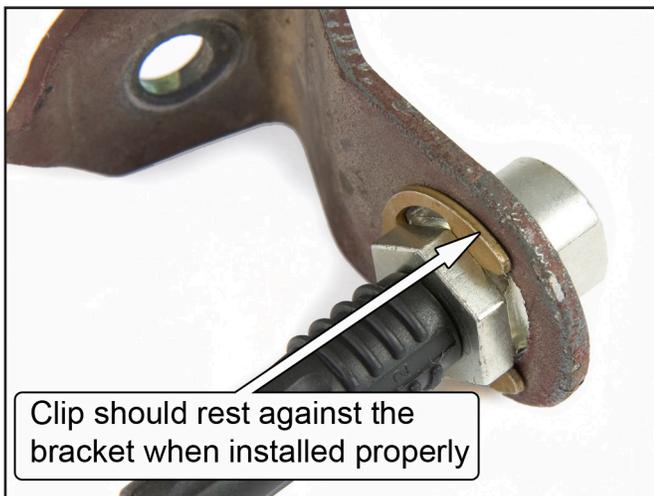
- The banjo fitting on the end of the MM brake hose is thinner than the fitting on an OEM brake hose. The holes in the side of an OEM fluid bolt may be blocked by the banjo fitting, reducing the flow of brake fluid.
- When an OEM fluid bolt is used with the MM brake hose, the extra length will protrude 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 factory front brake hose assemblies. Use a flare-nut wrench to avoid rounding off the fittings. Save the C-Clip that retains the hose to the chassis bracket, as it will be reused.
5. Install an included E-Clip onto each of the hose end fittings, into the groove closest to the hose. The groove closest to the end of the fitting will later have the stock C-clip installed in it.

6. 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: Observe the chassis end of the MM hoses, they are different for the driver and passenger side. The driver side hose has a larger diameter thread than the passenger.

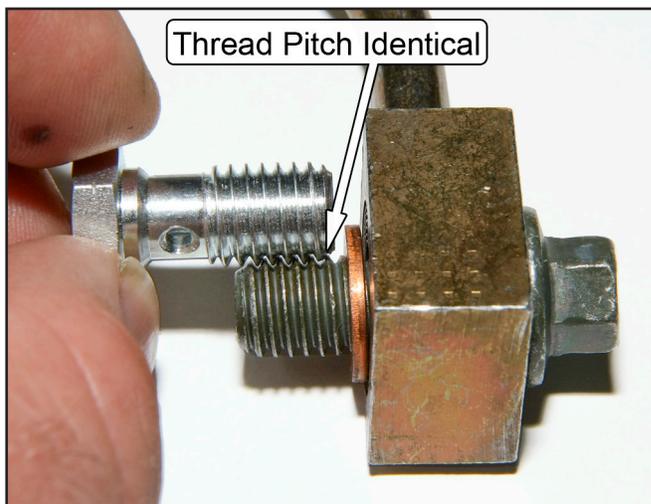
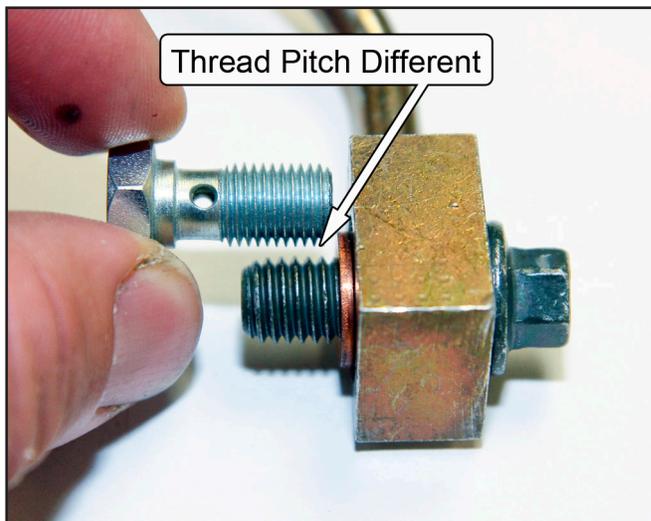


7. Thread the flare-nut of the chassis hard line into the MM hose end, but leave the flare-nut loose so that the MM hose can swivel.

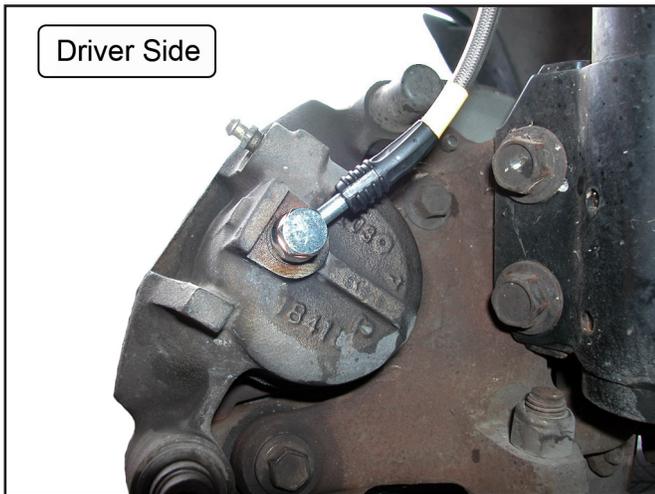
Determine Fluid Bolt Pitch

Two different fluid bolt thread pitches were used for the 1994-04 calipers. One is an M10-1.0 fine pitch and the other is an M10-1.5 coarse pitch. Determine the factory fluid bolt thread pitch by holding the threaded sections of the provided fluid bolts adjacent to the OEM fluid bolts and confirm that the threads mesh together with no air gap.

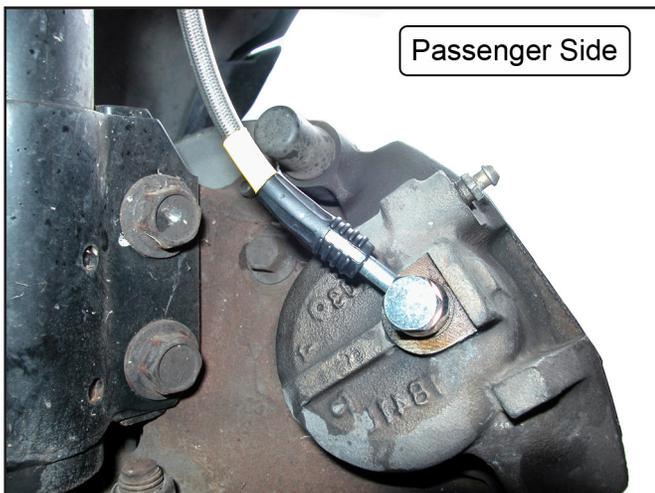
Fluid Bolt Identification



8. Loosely attach the MM brake hoses to the calipers with the correctly identified fluid bolts, and crush washers. Orient the banjo fitting so that the bend in the fitting is pointing toward the center of the car.
9. On the driver side of the car, turn the steering wheel full lock to the right. Rotate the caliper end of the MM hose clockwise from vertical so that it is oriented approximately as shown.



10. Torque the fluid bolt at the caliper to 12-14 ft-lb. while holding the black plastic strain relief of the hose to keep the hose from rotating.
11. On the passenger side of the car, turn the steering wheel full lock to the left. Rotate the caliper end of the MM hose counter-clockwise from vertical so that it is oriented approximately as shown.



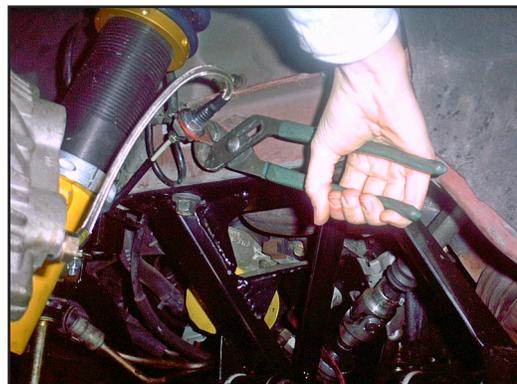
12. Torque the fluid bolt at the caliper to 14 ft-lb. Hold the ribbed portion of the black plastic strain relief to keep the hose from rotating.
13. Turn the steering wheel back to center. On both sides of the car, gently push the hose toward the center of the car with one finger. Tighten the flare-nut on the chassis hard line into the MM hose end. Use a flare-nut wrench to avoid rounding off the flare-nut.



14. Secure the hose end to the chassis bracket by re-using the factory 'C-clip'.
15. Temporarily re-mount the wheels. Check clearances to ensure the hoses will not contact the tire, wheel or K-member. Have a helper turn the steering wheel from lock to lock. If it does rub, the tire or wheel *will* wear through the hose.

If the hose rubs the tire or wheel, you can bend the chassis tab toward the rear of the car to gain more hose to tire clearance.

If the hose rubs the K-member, but has good clearance to the tire and wheel, you can bend the chassis tab toward the front of the car.



16. 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.
17. Have a helper firmly depress the brake pedal multiple times while you inspect the brake hoses and fittings for leaks.
18. Reinstall the front wheels and torque the lug nuts to factory specifications. Lower the car to the ground.
19. Firmly block the rear 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 steering wheel from lock, to lock as in Step 14.
20. Test Drive and enjoy.

This kit includes:

1	Driver-Side Front Hose
1	Passenger-Side Front Hose
2	Fluid Bolts M10-1.0
2	Fluid Bolts M10-1.5
4	Copper Crush Washers
2	E-Clips