

MM Rear Caliper Brake Hose Kit: 1994-95 (MMBK12R)



These Maximum Motorsports DOT approved brake hoses surpass the quality, fit, and finish of anything else in the Mustang aftermarket industry. The reason stainless steel hoses provide better performance is because their Teflon lining does not expand under pressure like a typical rubber line will. Installing stainless steel hoses will provide quicker braking response, improved modulation and a firmer brake pedal.

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

Warning

- DO NOT torque any MM brake fluid bolt to the same specification as an OEM brake fluid bolt. Torque the fluid bolts in the MM Brake Hose Kits to 14 ft-lbs. MM fluid bolts, as well as most other aftermarket fluid bolts, will break if the OEM factory torque specification is attempted.
- DO NOT attempt to use an OEM brake fluid bolt with a MM Brake Hose. The banjo fitting on the end of a 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 MM banjo fitting, reducing the flow of brake fluid.
- Because OEM fluid bolts are longer than MM fluid bolts, when an OEM fluid bolt is used with a 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.

- Brake hoses can be easily damaged if proper care is not taken. Make sure all brake hoses are routed away from moving driveline and suspension components, and away from the exhaust. Never let an un-mounted caliper “hang” by the brake hose assembly! Support the caliper by other means, such as hanging it by a wire. When working on the rear suspension do not let the axle “hang” on the brake hose.

Required Tools:

Socket Driver
Torx T-40 Bit
10mm Socket
15mm Socket
9/16” Socket
Torque Wrench capable of 14 ft-lb setting
Torque Wrench capable of 70 ft-lb setting
17mm Open-end Wrench
18mm Open-end wrench
7/16” Flare-nut Wrench

Instructions

1. Jack up the rear of the car and support it securely on jack stands. Block the front wheels to prevent the car from rolling.
2. Remove the rear wheels.
3. Starting with the passenger side first, remove the bolt securing the lower shock eyelet and swing the shock out of the way to expose the OEM brake hose bracket.



NOTE: Photos show the shock completely removed for clarity.

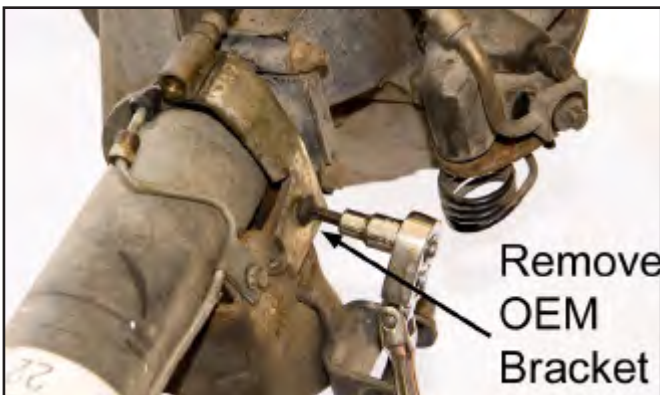
4. Disconnect the brake hose at the hard line. Use a flare-nut wrench to avoid rounding off tube nut.



NOTE: Use a provided black rubber plug to cap off the hard line to minimize air and contaminants getting into the brake line.



5. Remove factory brake hose/bracket assembly from the car. First, remove the screw securing the mounting bracket on the axle. This requires a Torx T-40 socket.



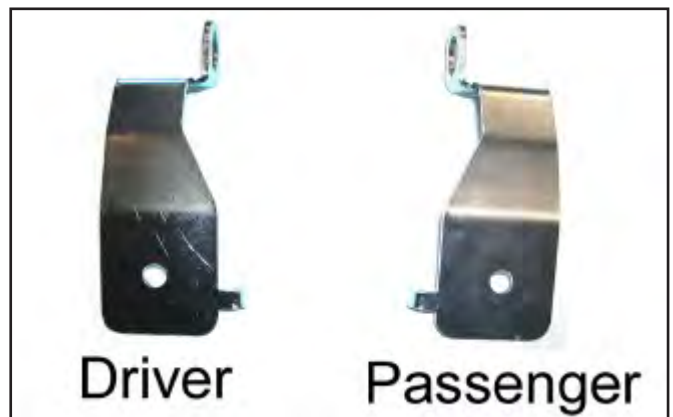
6. Using a 10mm socket, remove the fluid bolt at the brake caliper to complete the removal of the OEM brake hose/bracket assembly.



7. Install the provided MM Brake Hose Mounting Bracket onto the axle, re-using the OEM Torx screw. Leave it loose for now to aid alignment of the tube-nut and brake hose fittings.



NOTE: There is a Driver and Passenger Side Brake Hose Mounting Bracket.

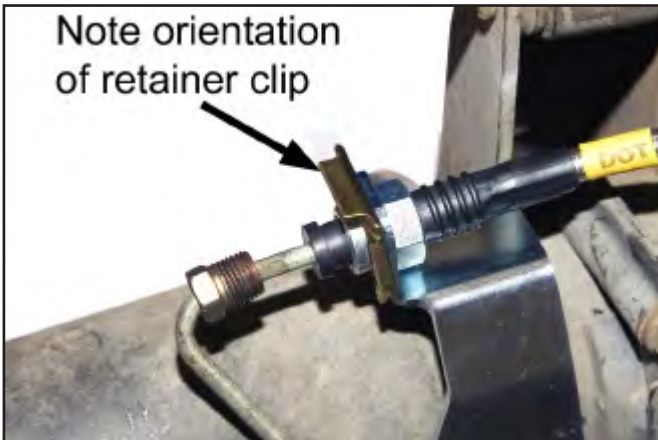


8. Attach the MM Brake Hose to the caliper using the supplied fluid bolt and crush washers. Use one crush washer on each side of the banjo fitting. Leave the assembly finger-tight for now.



9. Attach the MM Rear Hose to the bracket. Pass the end of the hose through the hole in the bracket, and secure it with the supplied retainer clip. The clip should be oriented with the tab facing away from the bracket. Install the clip from above, with the opening facing down toward the axle tube.

NOTE: The MM Rear Hoses are not side specific.



10. Connect the axle hard line to the brake hose and tighten using a 7/16" flare-nut wrench and a 17mm open end wrench.



11. Torque the fluid bolt to 14 ft-lb. The fluid bolt requires a 9/16" socket.
12. Tighten the OEM Torx screw securing the bracket.

NOTE: Quad Shock removed for photo clarity.



13. Re-connect the lower shock eyelet. Torque the bolt to 70 ft-lbs.
14. Repeat Steps 3-13 for the driver side of the vehicle.
15. Bleed the brake system in the order shown below and check all fittings for leaks. Consult a service manual for further information on bleeding air from the brake system.

Front of Car

4	3
2	1

16. After bleeding the brake system, re-install the wheels and set the car back on the ground. Torque the lug nuts to the manufacturer's specifications.

This Kit Includes The Following:

- 2 Rear Brake Hose
- 1 Driver Side Brake Hose Mounting Bracket
- 1 Passenger Side Brake Hose Mounting Bracket
- 2 Retainer Clip
- 4 Copper Crush Washer
- 2 M10 -1.5 Fluid Bolt
- 2 Black Rubber Plug