

Manual Brake Adapter Kit (MMBAK-3.1)



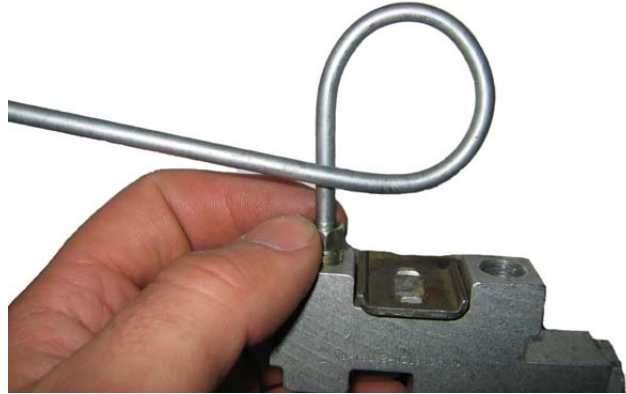
Read all instructions before beginning work. Following instructions in the proper sequence will ensure the best and easiest installation.

Thank you for purchasing the Maximum Motorsports Master Cylinder Adapter Kit. The MMBAK-3.1 kit is required when installing a 1993 Cobra or 1994 GT, Mustang master cylinder with the MMBAK-10 Manual Brake Pedal Kit. The MMBAK-3.1 kit allows the master cylinder to be positioned further rearwards while retaining the vehicle's stock brake line routing.

NOTE: Make sure that the master cylinder is installed prior to proceeding with the following installation steps.

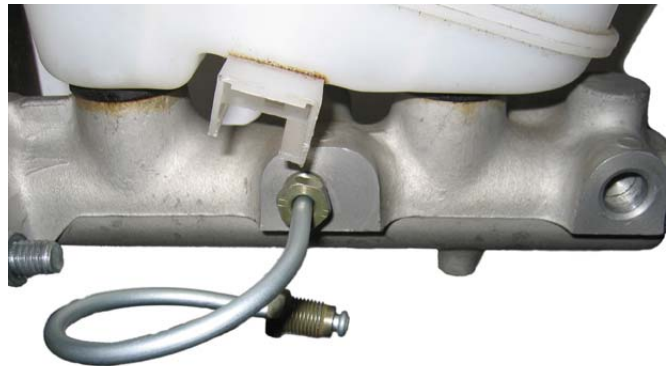
1. If still connected, remove the two brake hard lines that connect to the top of the stock proportioning valve, located on the driver side strut tower.
2. Thread the 3/8-24 *inverted flare* end of the supplied 3/16" brake hard line into the upper, rear port of the stock proportioning valve. Position the free end of the brake hard line towards the rear of the vehicle.

NOTE: This line is the longer of the two supplied 3/16" brake hard lines.



3. Thread the remaining 3/16" brake hard line with M10-1.0 *bubble flare* fittings into the rear port of the master cylinder. Position the free end of the brake hard line towards the front of the vehicle.

NOTE: The metric "bubble flare" can be differentiated from the standard "inverted flare" by a flare that extends past the threaded end of the fitting.



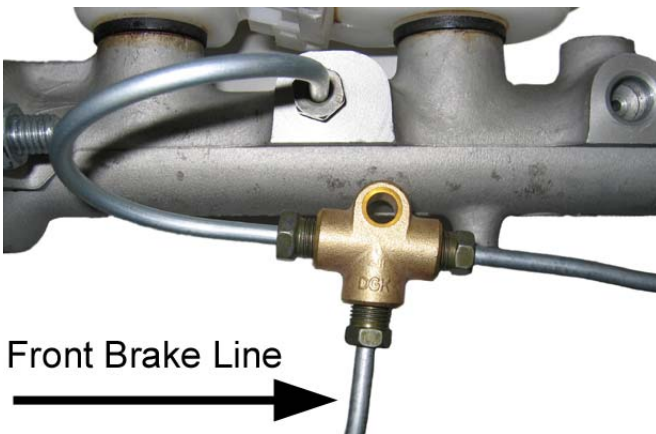
4. Connect the free ends of the brake hard lines installed in Steps 2 & 3 into the supplied Tee fitting. The remaining port of the Tee fitting should face down towards the ground.

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



5. Gently bend the driver side front brake hard line towards the rear of the vehicle until it can be inserted into the remaining port of the Tee fitting.

NOTE: The driver side front brake hard line was the line previously connected to the bottom of the stock master cylinder.

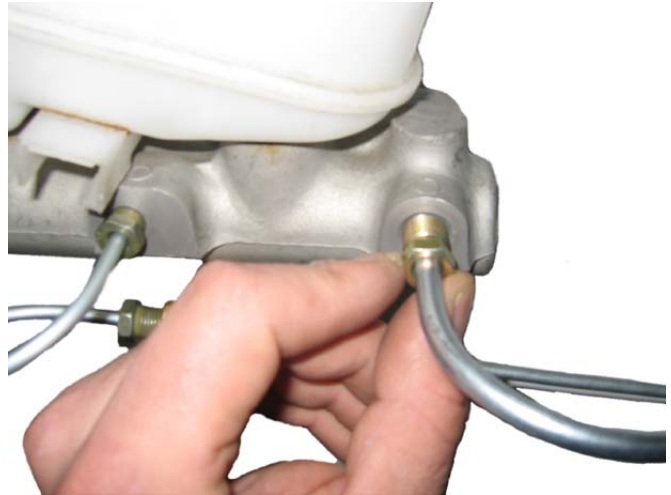


6. Insert the driver side front brake hard line into the Tee fitting and tighten to 12-16 ft-lbs.
7. Tighten the fittings on the two remaining hard lines that were installed in Steps 2-3 to 12-16 ft-lbs.
8. Thread the 7/16-24 inverted flare end of the remaining supplied brake hard line into the forward port of the stock proportioning valve.



9. Thread the opposite end of the brake hard line installed in Step 8 into the forward port of the master cylinder.

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



10. Tighten the ends of the brake hard line that connect the forward port of the master cylinder to the forward port of the stock proportioning valve to 12-16 ft-lbs.
11. Bleed the brakes 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.

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

This kit contains:

- 1 Short 3/16" Brake Hard Line
- 1 Long 3/16" Brake Hard Line
- 1 1/4" Brake Hard Line
- 1 Tee Fitting