

# ***Installation Instructions for 63020 Adjustable Proportioning Valve Kit***

## ***General Information***

This kit contains most of the fittings that you may require to install an adjustable proportioning valve. Some braking systems may require additional fittings due to the wide variety of systems available today. The valve is intended to be used on vehicles with SAE threads and will not work on metric thread systems. Do not install on vehicles equipped with ABS or split diagonal braking systems. Do not install the valve between the master cylinder and the distribution block with switch.

## ***Instructions***

- 1.** Determine the position of the proportioning valve. Install the unit in an appropriate location such as the firewall. Make sure that the proportioning valve is firmly mounted to eliminate flexing of the lines. Always mount the unit away from any heat source such as headers or the engine. Also, make sure there is ample clearance for the steering mechanism. Using caution will minimize failure and maximize your safety.
- 2.** You may need to bend the brake lines during the installation. It is always recommended that you use a tubing bender to keep from crimping or kinking the lines.
- 3.** Use line fitting wrenches during the installation to minimize rounding off of the hex on the fittings.
- 4.** After all of the lines are installed, bleed the brakes by following the vehicle manufacturers recommended procedures. Make sure that you have a firm pedal before driving. Eliminate any leaks.
- 5.** Adjust the proportioning valve to full increase as marked on knob.
- 6.** Turn valve to full decrease as marked on knob while counting the number of turns.
- 7.** Increase the valve half the number of turns counted in step 6. This is the starting point for adjustment.
- 8.** Be sure to test the brakes a few times before making any adjustments. If the pedal feels spongy, re-bleed until a firm pedal is achieved. Re-check and eliminate any leaks.
- 9.** Re-adjust the proportioning valve, increase or decrease, so that the front and rear brakes stop equally (increase allows more pressure to the rear brakes).



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