

**631452 ADJUSTABLE BRAKE
PROPORTIONING VALVE KIT
WITH MOUNTING BRACKET AND
BRAKE LINES**



UNBOXING YOUR KIT:

Before starting your installation please take inventory of the parts in the kit.



ASSEMBLY:

- Please note that the master cylinder shown is for reference only.
- Assemble as shown. Fig 1.
- Mount the bracket on the outside of the master cylinder and not on the back side as shown (A.)
- Mount the valve on the bottom of the bracket using provided mounting hardware (B.)
- Finger tighten lines to valve as shown (C.)
- Finger tighten lines to master cylinder (D.)
- Install pigtail and boot on sensor if you intend on using the sensor to activate your tail lights. (E.)
- Once assembled tighten all fittings and check for leaks.
- Proceed to adjusting the valve on next page.

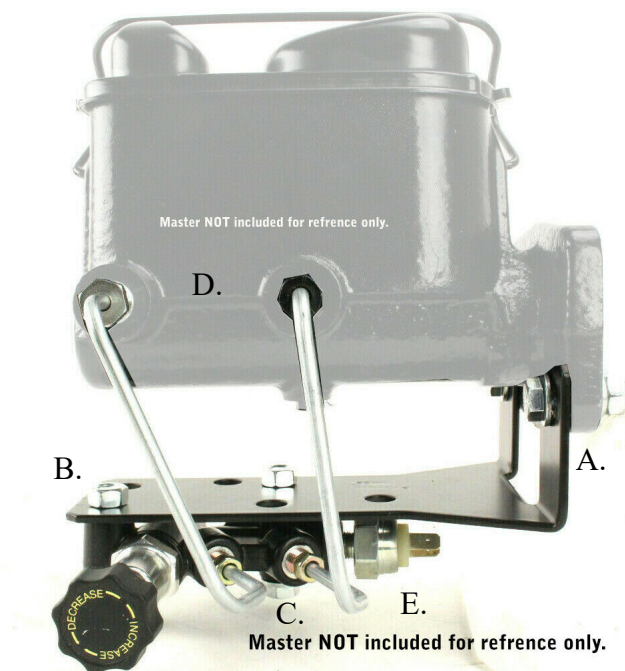


Fig. 1

ADJUSTABLE PROPORTIONING VALVE INSTRUCTIONS



WARNING

Proper operation of your brakes is essential for your safety and the safety of others. Any brake service should be performed **ONLY** by persons experienced in the installation and proper operation of brake systems. It is the responsibility of the person installing any brake component or kit to determine the suitability of the component or kit for the particular application. **DO NOT DRIVE WITH UNTESTED BRAKES!**

Markings on the block are:

FI= Front IN

FO=Front OUT

RI=Rear IN

RO=Rear OUT

FITTINGS

The 3/8-24 supplied tube nuts are intended to be flared onto 3/16" brake line. If you have 1/4" rear brake lines, use the adapter included in the kit. One front outlet can be plugged if needed.

ADJUSTING PRESSURE BETWEEN THE FRONT AND REAR BRAKES

1. After installing valve you will need to bleed your brake system.
2. If the master cylinder is new or was dry at any time, please refer to the instructions that came with the master cylinder and bench bleed the unit.
3. Bleed the system by bleeding the caliper or drum cylinder at each wheel until you see no air bubbles. Start with the wheel furthest from the master cylinder and work your way to the front of the car.
4. Once complete, you should have consistent pedal pressure.
5. Double check your fittings for leaks.

ADJUSTING PRESSURE BETWEEN THE FRONT AND REAR BRAKES

1. Start with the valve in full open position by turning the knob counter clockwise as far as it will go.
2. Make several stops from 30 M.P.H. If the rear brakes lock up before the front decrease the rear pressure by turning it counter-clockwise one full rotation at a time.
3. Retest by making several stops at 30 M.P.H. and repeat step 2 until you reach the correct balance between the front and rear brakes.
4. Test again at 50 M.P.H. and make any more adjustments as necessary.