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Brake Proportioing Valve (BPV-1)

- High performance cars modified with aftermarket suspension or brake systems typically require more rear brake bias than stock proportioning valve will allow. This Adjustable Brake Proportioning Valve allows you to fine tune the brake bias to achieve an optimum braking performance.

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

1. The Adjustable Brake Proportioning Valve must be installed in the brake line that is going to the rear brakes.

2. On the Fox body cars an easy attachment point for the Adjustable Brake Proportioning Valve is at the junction block on the passenger side of the firewall. Remove the junction block and install the Adjustable Brake Proportioning Valve in its place. This is a convenient location because it does not require splicing or flaring the brake lines. If you have a newer car or do not want to mount the Adjustable Brake Proportioning Valve at the firewall, then you must locate where you want the valve to be positioned, then cut and re-flare the rear brake line.

3. There is an “in” and “out” port on the Adjustable Brake Proportioning Valve. The line coming from the master cylinder connects to the “in” port and the line going to the rear brakes goes to the “out” port.

4. For the Adjustable Brake Proportioning Valve to work, you must disable or remove the stock proportioning valve. We highly recommend removing the stock brake proportioning valve from the vehicle and using the MMBAK-6 Stock Proportioning Valve Eliminator Kit. The MMBAK-6 maintains the separate front and rear hydraulic brake circuits for proper brake operation.

5. Once the Adjustable Brake Proportioning Valve has been installed the brakes need to be bled properly.

6. The “Less brake” arrow on the knob indicate the pressure delivered to the rear brakes in comparison to the front brake pressure.

NOTE: Even at full “increase” on the knob the rear line pressure will still be slightly lower than the front line pressure. It is impossible to have higher pressure in the rear lines than the front lines with this valve.

7. The rear brakes should never lock before the front. To be sure this doesn’t happen, start with the valve fully toward the “decrease” setting. Test hard braking in a safe and controlled environment. A race track is reccomended. Adjust the proportioning valve toward “increase”, until the rear brakes begin to lock at the same time as the front. At this point, turn the valve toward “decrease” until the rear tire lockup just goes away, and only the front tires lock up. This setting will give you greatly improved braking power and directional stability compared to the OEM proportioning valve.

<u>This kit includes:</u>

1 Adjustable Brake Proportioning Valve

