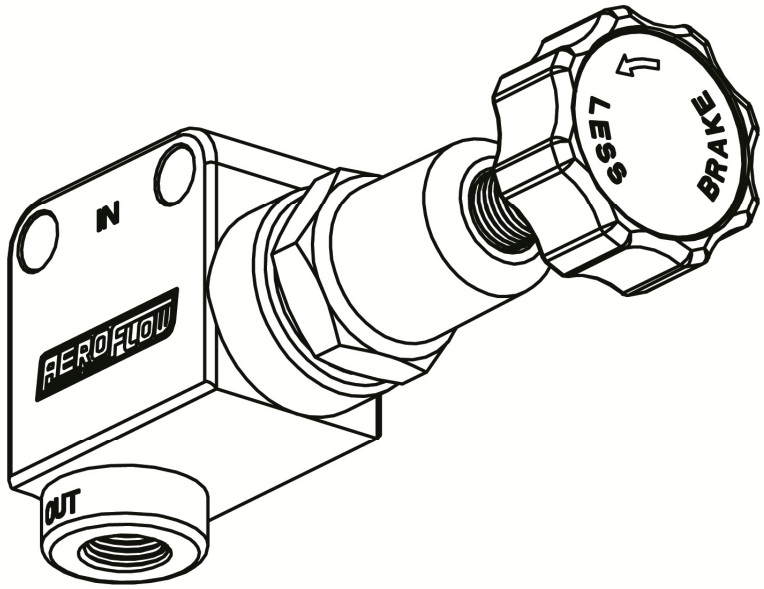
INSTALLATION INSTRUCTIONS:

PART# AF64-3042 / AF64-3042BLK

WARNING! These instructions must be read and fully understood before beginning the installation. Failure to follow these instructions will result in poor performance, vehicle damage, personal injury or death. If these instructions are not fully understood, installation should not be attempted.

Adjustable Proportioning valves are designed for tuning and balancing custom brake systems on performance, racing, and other types of special purpose vehicles. They are not designed as direct replacement for any OEM application.



INTRODUCTION:

Congratulations on your purchase of an Aeroflow adjustable brake proportion valve. Aeroflow performance products cannot and will not be responsible for any damage, or other conditions resulting from misapplication of the parts described herein. However it is our intent to provide you with the best possible products for our customer, products that perform properly and satisfy your expectations. Should you have any questions, please call our technical support at +61 28825 1900 Please have the product part number on hand when calling.

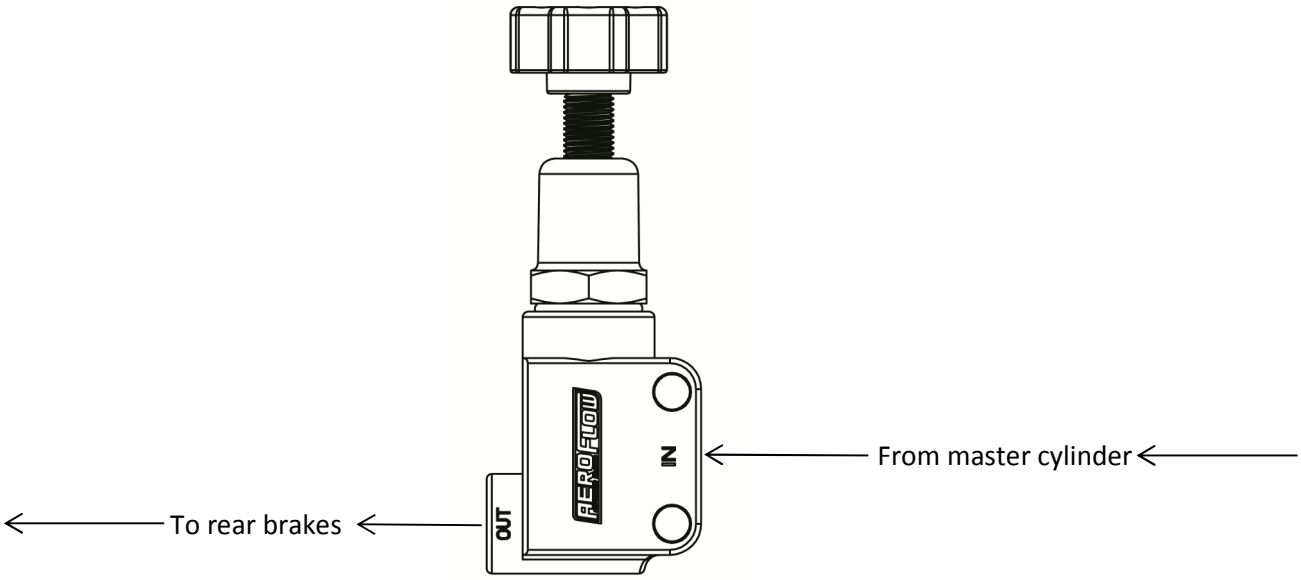
INSTALLATION AND ADJUSTMENTS:

Proportioning valves are normally installed in the rear brake fluid line to prevent the rear wheels from locking before the front wheels, or to give a driver the ability to make fine adjustments in front to rear bias percentage on the track to compensate for tyre wear, fuel load burn-off, or changing track conditions. It is generally not recommended to attempt to reduce front wheel braking capacity.

Use only the 2 x 6.35mm / ¼" holes to securely mount the valve. Do not attempt to remove the adjuster knob or valve body end cap to facilitate thru-panel mounting.

2 x 1/8"-27 NPT to 3/8"-24 inverted flair fittings are supplied to adapt double flared hard brake lines to the valve. Connect the "IN" port to the pressure line coming from the master cylinder. Connect the line going to the calipers to the "OUT" port.

Rotating the adjuster knob clockwise until it is all the way in will provide full pressure delivery to the calipers. Rotating the knob counter clockwise will incrementally reduce line pressure up to 57% when the valve is fully out. If this range of adjustment is not sufficient to properly balance the vehicle's brake bias, change to other components within the system may be necessary.



TESTING THE SYSTEM:

Do not attempt to operate the vehicle until the system has been fully tested under controlled conditions in a safe location. After the system has been bled, check for leaks, and the proper pedal resistance and travel have been determined, make a series of low speed stops, and then gradually progress to normal operating speeds.

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