

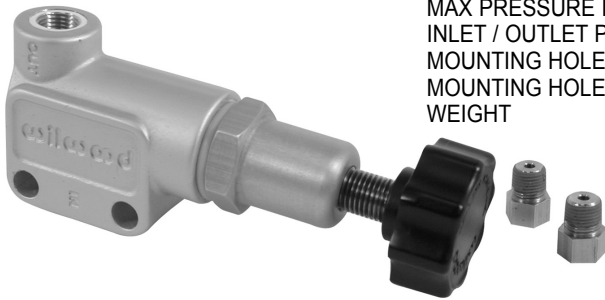


## ADJUSTABLE PROPORTIONING VALVE

PART NUMBER: 260-8419

### SPECIFICATIONS

MAX PRESSURE REDUCTION	57%
INLET / OUTLET PORTS	1/8-27 NPT
MOUNTING HOLE DIAMETER	.250 INCH
MOUNTING HOLE SPACING	1.00 INCH
WEIGHT	5.2 OUNCES



### WARNING

INSTALLATION OF THIS COMPONENT SHOULD **ONLY** BE PERFORMED BY PERSONS EXPERIENCED IN THE INSTALLATION AND PROPER OPERATION OF DISC BRAKE SYSTEMS. IT IS THE RESPONSIBILITY OF THE PERSON INSTALLING ANY BRAKE COMPONENT TO DETERMINE THE SUITABILITY OF THE COMPONENT FOR THAT PARTICULAR APPLICATION.

RACING EQUIPMENT AND BRAKES MUST BE MAINTAINED AND SHOULD BE CHECKED REGULARLY FOR FATIGUE, DAMAGE, OR WEAR.

**INSTALLATION & ADJUSTMENTS** - Proportioning valves are normally installed in the rear 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 tire 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 two .25" body holes to secure the valve to a mount. Do not attempt to remove the adjuster knob or valve body end cap to facilitate thru-panel mounting.

Two 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 counterclockwise 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 bias, changes 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, checked for leaks, and the proper pedal resistance and travel have been determined, make a series of low speed stops, then gradually progress to normal operating speeds.

**WARNING** - 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 replacements for any OEM application.

### FOR OFF ROAD USE ONLY

BEFORE OPERATING VEHICLE, TEST THE BRAKES UNDER CONTROLLED CONDITIONS. MAKE SEVERAL STOPS IN A SAFE AREA FROM LOW SPEEDS AND ONLY GRADUALLY WORK UP TO HIGHER SPEEDS. **DO NOT RACE ON UNTESTED BRAKES! ALWAYS** UTILIZE SAFETY RESTRAINT SYSTEMS WHILE OPERATING VEHICLE.



## ADJUSTABLE PROPORTIONING VALVE

PART NUMBER: 260-8419

### SPECIFICATIONS

MAX PRESSURE REDUCTION	57%
INLET / OUTLET PORTS	1/8-27 NPT
MOUNTING HOLE DIAMETER	.250 INCH
MOUNTING HOLE SPACING	1.00 INCH
WEIGHT	5.2 OUNCES



### WARNING

INSTALLATION OF THIS COMPONENT SHOULD **ONLY** BE PERFORMED BY PERSONS EXPERIENCED IN THE INSTALLATION AND PROPER OPERATION OF DISC BRAKE SYSTEMS. IT IS THE RESPONSIBILITY OF THE PERSON INSTALLING ANY BRAKE COMPONENT TO DETERMINE THE SUITABILITY OF THE COMPONENT FOR THAT PARTICULAR APPLICATION.

RACING EQUIPMENT AND BRAKES MUST BE MAINTAINED AND SHOULD BE CHECKED REGULARLY FOR FATIGUE, DAMAGE, OR WEAR.

**INSTALLATION & ADJUSTMENTS** - Proportioning valves are normally installed in the rear 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 tire 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 two .25" body holes to secure the valve to a mount. Do not attempt to remove the adjuster knob or valve body end cap to facilitate thru-panel mounting.

Two 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 counterclockwise 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 bias, changes 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, checked for leaks, and the proper pedal resistance and travel have been determined, make a series of low speed stops, then gradually progress to normal operating speeds.

**WARNING** - 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 replacements for any OEM application.

### FOR OFF ROAD USE ONLY

BEFORE OPERATING VEHICLE, TEST THE BRAKES UNDER CONTROLLED CONDITIONS. MAKE SEVERAL STOPS IN A SAFE AREA FROM LOW SPEEDS AND ONLY GRADUALLY WORK UP TO HIGHER SPEEDS. **DO NOT RACE ON UNTESTED BRAKES! ALWAYS** UTILIZE SAFETY RESTRAINT SYSTEMS WHILE OPERATING VEHICLE.