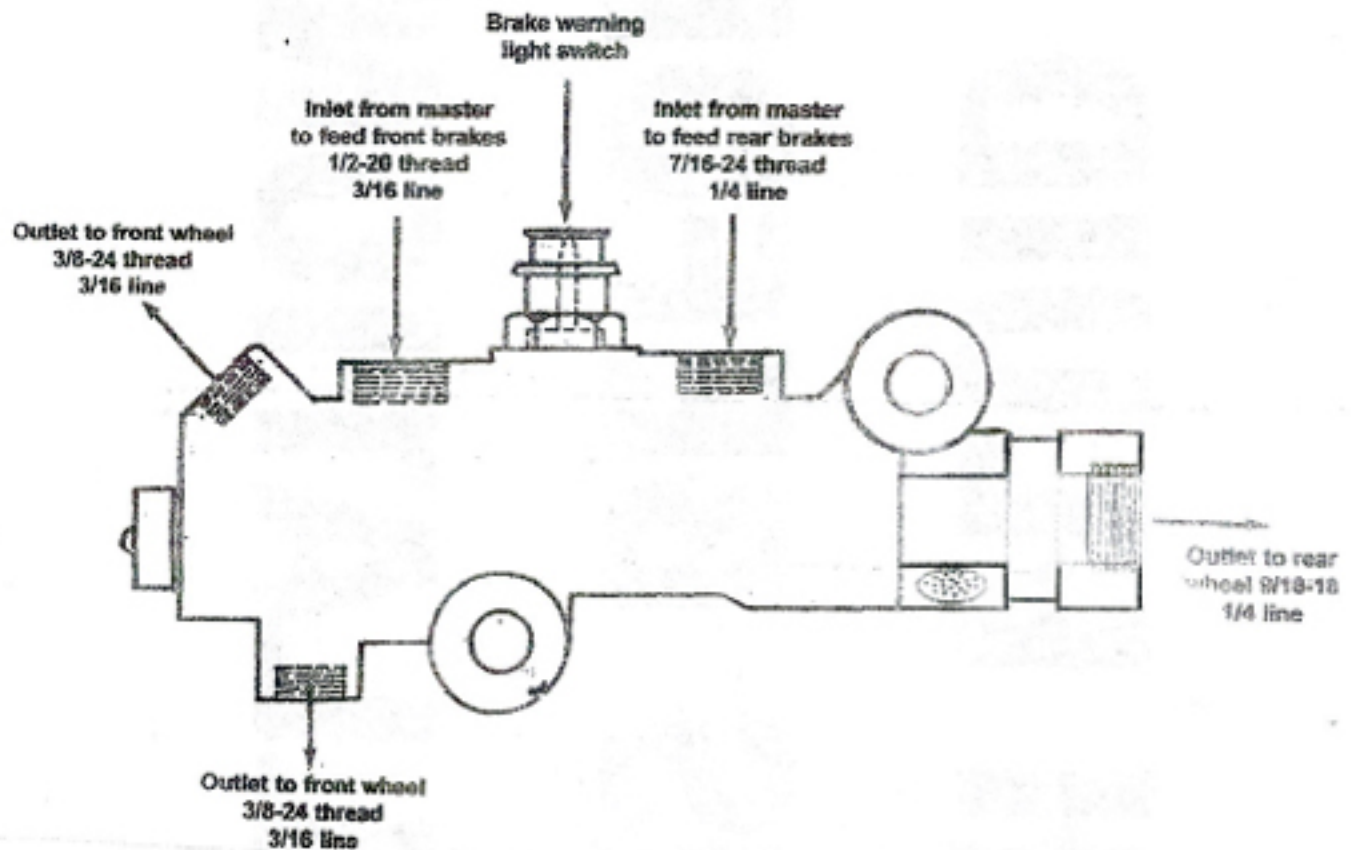


THE PR300 & PR320 PROPORTION VALVES ARE PRESET. YOU WILL NOT NEED TO MAKE ANY MODIFICATIONS. THE PR300 IS USED FOR DISC/DRUM AND THE PR320 IS USED FOR DISC/DISC APPLICATIONS. THESE VALVES ARE DESIGNED TO GIVE YOU THE CORRECT FRONT TO REAR BIAS AS WELL AS PREVENTING "NOSE DIVE" AND REAR WHEEL LOCK UP UNDER EXTREME BRAKING CONDITIONS



YOU MAY PLUG ONE OF THE OUTLETS TO THE FRONT AND RUN A SINGLE LINE WITH A "T" TO EACH WHEEL LATER ON.

THE BRAKE WARNING LIGHT SWITCH WILL TURN ON A DASHBOARD LIGHT IF YOU LOSE HALF OF YOUR BRAKE SYSTEM.

AN INTERNAL PISTON WILL SHUTTLE TO ONE SIDE AND TURN THE SWITCH ON. IF YOUR VALVE HAS TRIPPED:::

1>>> USING A TEST LIGHT, ATTACH CLIP TO A BATTERY POSITIVE AND THE POINT OF THE TESTER TO THE VALVE CONNECTOR. IF THE LIGHT GOES ON, THE VALVE HAS TRIPPED, SHUTTING OFF FLUID FLOW TO EITHER THE FRONT OR REAR.

2>>> IF NO LIGHT GOES ON, THE VALVE HAS NOT TRIPPED.

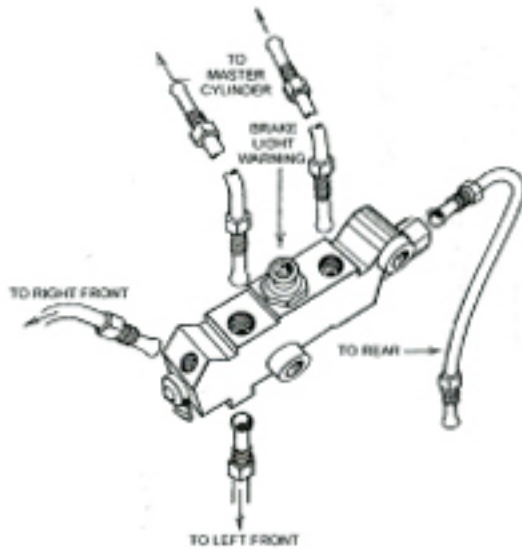
3>>> TO RESET THE VALVE, BLEED THE SYSTEM AND DETERMINE WHETHER THE FRONT OR REAR IS NOT GETTING FLOW. OPEN A BLEEDER VALVE ON THE PART OF THE SYSTEM WITH FLOW AND SLOWLY DEPRESS THE PEDAL WITH STEADY PRESSURE UNTIL THE LIGHT GOES OUT. RE-TIGHTEN THE BLEEDER.

FLUSH FLUID

SYSTEMS BEFORE

INSTALLATION

PROPORTIONING VALVE DIAGRAM



This diagram is the most common way to plumb a proportioning valve. In some cases, the right front line will be plugged off at the proportioning valve and the left front line will go to a "T" fitting. From the "T" fitting, the front lines then split off and go to the left and right wheels.

Our proportioning valve has a warning light switch built in (this is not a stop light switch.) The warning light will detect any loss of pressure, for example, a leaky wheel cylinder. We recommend you wire this light into your system. Any two wire light socket will work. One wire goes to the accessory power and the other goes to the warning light.

Our proportioning valves provide four functions:

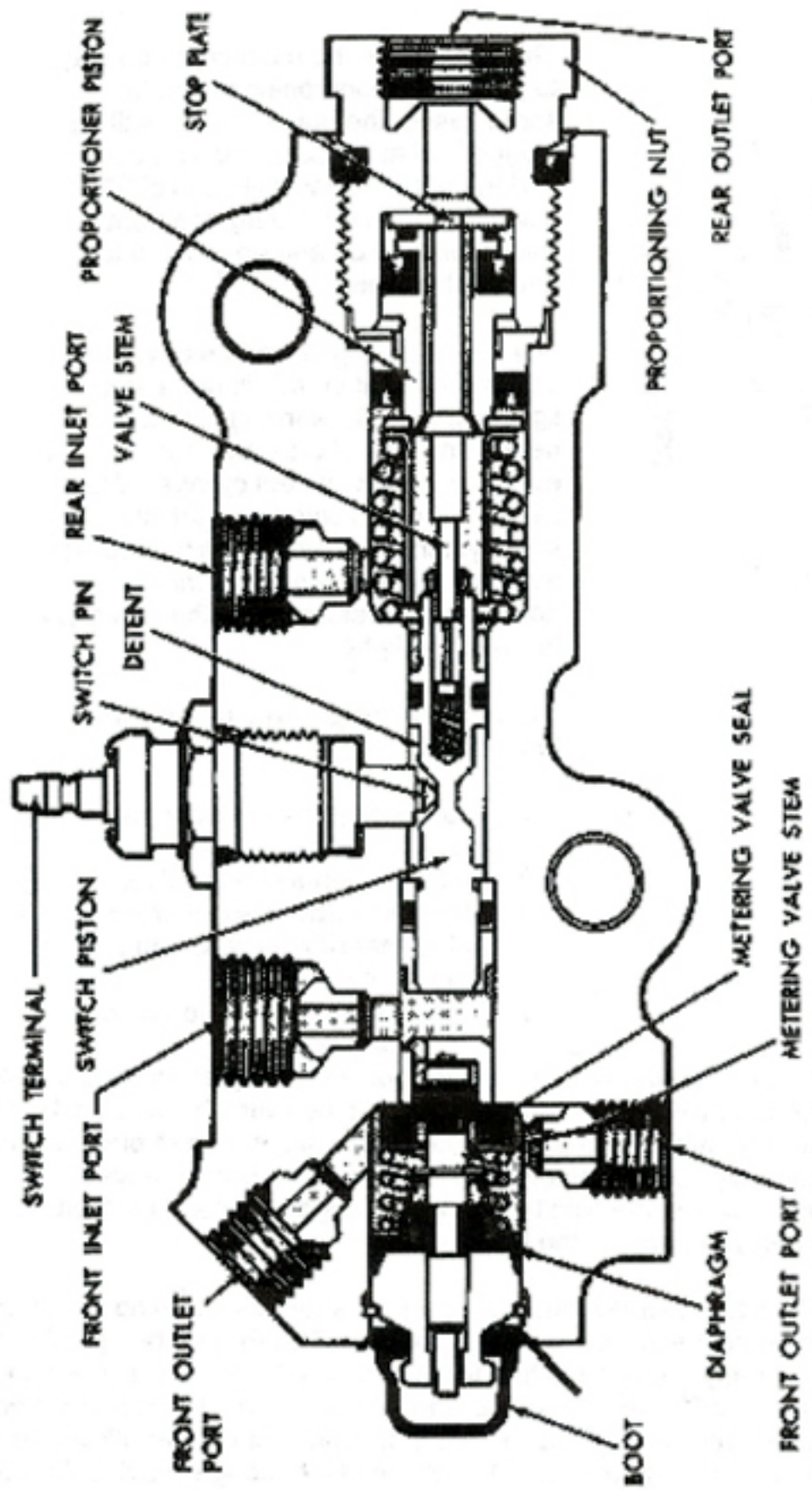
1. Proportion pressure front and rear.
2. 10 psi. residual check valve.
3. Metering valve to apply pressure to the rear brakes before the front brakes.
4. A brake warning light to detect a loss in pressure

A Proportioning valve is required on vehicles that have disc brakes on the front wheels and drum brakes on the rear wheels. Disc brake pads are normally in contact with the disc, while the drum brake shoes are normally not in contact with the drum. If the pressure was not proportioned the disc brakes would engage before the drum brakes when you depress the brake pedal.

The Proportioning valve compensates for this, allowing the drum brakes to engage first before the disc brakes. The Proportioning valve does not allow any pressure to the disc brakes until a pre-determined pressure has been reached. The pre-determined pressure is low when compared to the maximum pressure in the braking system, this allows the drum brakes to engage before the disc brakes engage. Having the rear brakes engage first provides the control and stability needed to stop your vehicle safely.

The proportioning valve reduces the pressure to the rear brakes. Whichever type of brakes your vehicle has, the rear brakes require less pressure than the front brakes.

If equal braking force were applied to all four wheels during a stop, the rear wheels would lock-up before the front wheels. The proportioning valve only lets a portion of the amount of pressure to the rear wheels thus preventing rear wheel lock-up.



PV-TOOL PROPORTIONING VALVE LOCK

BRAKE BLEEDING HELPER - PREVENTS COMBINATION VALVE TRIPPING

Use of this tool prevents the inconvenience of accidentally tripping your proportioning valve during the brake bleeding process. Tool is made of lightweight, durable nylon to protect the threads on your valve from damage due to accidental cross-threading.



INSTRUCTIONS FOR USE

1. As you prepare to bleed your brakes, remove the sensor wire from the pressure sensor. Make sure to only pull on the sensor wire cap. **DO NOT** pull on the wire by itself as you may pull the wire out, ruining the cap.
2. Remove the brake pressure sensor warning light switch. You may need to use a wrench to loosen it. Once loose you should be able to easily unscrew it with your fingers (Figure 1).
3. Screw the PV-TOOL proportioning valve lock into the sensor switch hole on the proportioning valve (Figure 2).
4. Bleed the brake system thoroughly
5. After you have completely removed all air from the braking system, unscrew the PV-TOOL from the proportioning valve.
6. Re-Install the brake pressure sensor warning light switch. Use a wrench and make sure the sensor is snug to prevent leaks. **DO NOT OVERTIGHTEN!** Reinstall the sensor wire cap and your done.

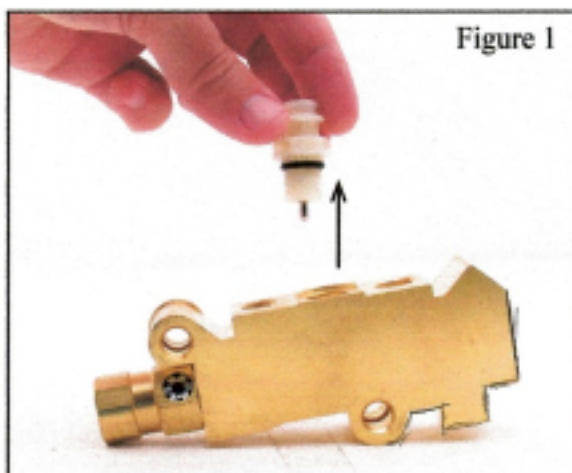


Figure 1

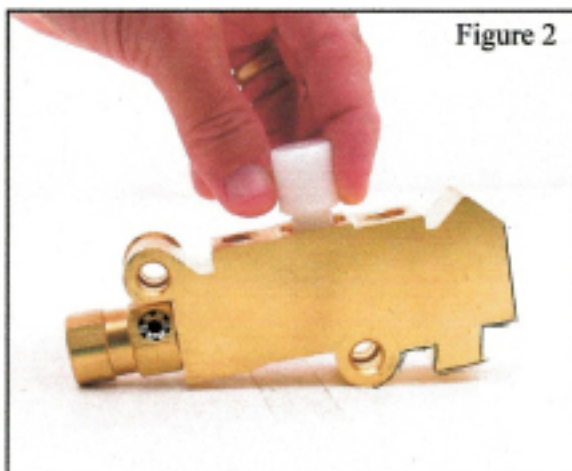


Figure 2

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. After installation, and before operating your vehicle, be sure to test the function of the brakes under controlled conditions. **DO NOT DRIVE WITH UNTESTED BRAKES!**