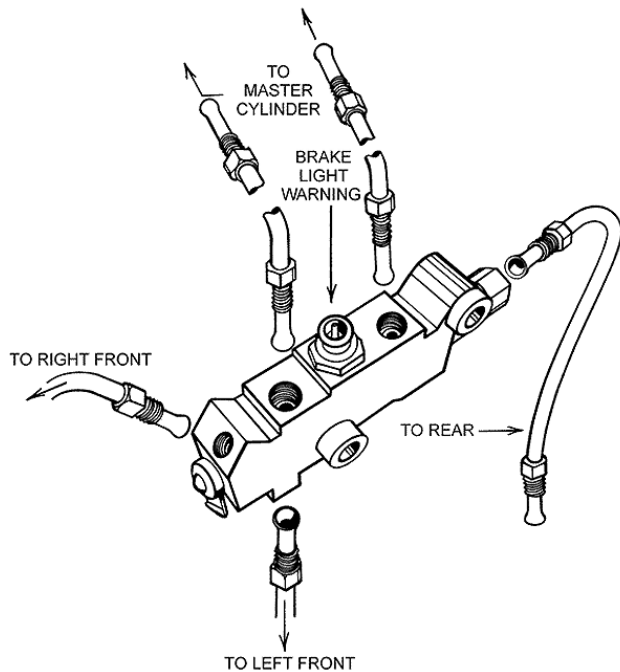


## #PVK - Proportioning Valve Diagram

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.

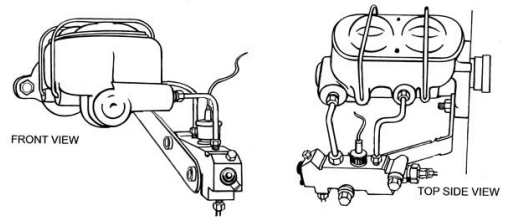


### **Our proportioning valves provide four functions:**

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

### **Proportioning Valve Plumbing Diagram:**

There are two proportioning valve lines that connect to the master cylinder provided in our kits. The first is a 90 degree bend with one leg longer than the other. This line must be oriented with the long leg connected into the front top hole of the proportioning valve and the short end in the front hole on the master cylinder. The second line has two 90 degree bends and has color coded fittings. The larger blue fitting goes into the back hole on the master cylinder and the smaller gold fitting goes into the back top hole on the proportion valve as shown in the diagram.



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**For technical help call Classic Performance Products Monday thru Friday 8:30am to 5:00pm at (714) 522-2000.**

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