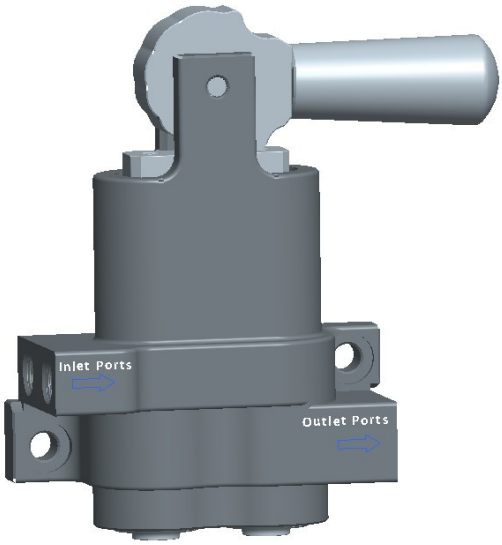
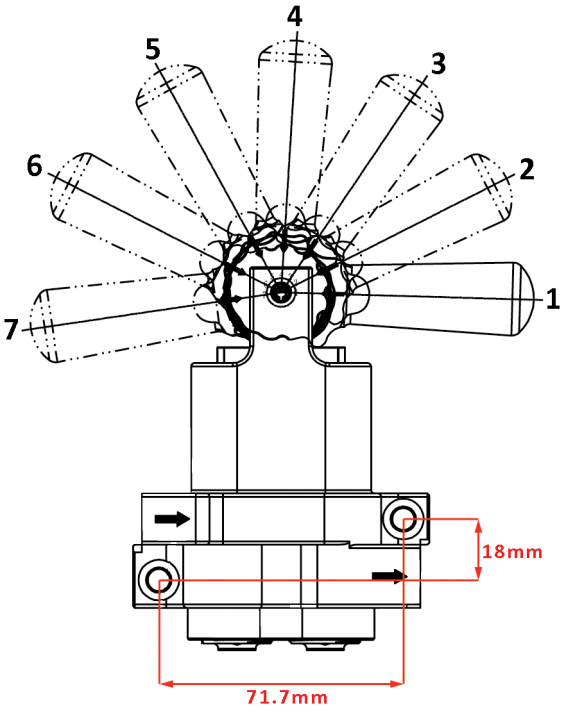
A dual line brake proportioning valve to allow the rear line pressure to be reduced on competition vehicles running a dual line system to the rear brakes.





	Output Pressure (Bar) With 100 Bar Input Pressure		
Position	**Nominal**	**Min**	**Max**
1	38.0	34.5	41.5
2	44.5	41.5	47.5
3	50.0	47.5	52.5
4	55.0	52.5	57.5
5	60.5	57.5	63.5
6	66.5	63.5	69.5
7	73.0	69.5	76.5

Installation Notes

- Port Threads are M10x1.0
- A typical installation would have the valve mounted so that when the handle is pushed towards the front of the vehicle the rear brake pressure is reduced.
- At higher line pressures a piston separates the fluid at the inlet and outlet sides and no fluid passes through the valve. You therefore cannot bleed the system at high pressure. To bleed the system move the lever to position 7 and use light pedal pressure.
- The proportioning valve can be used to reduce line pressure but will not increase it.
- The valve will not work if inlet and putlet ports are reversed.
- The proportioning valve is ideal for production based race cars which must retain the O.E. dual line braking system, yet have too much rear brakes when running competition tyres with increased grip levels.
- Mounting should be via 2 x M6 Cap Head screws the length of which will be determined by the application.