

28433 HWY 65 NE
ISANTI, MN 55040
763-444-5880
800-828-2212
www.autocityclassic.com



INSTALLATION INSTRUCTIONS

64-70 Mustang Proportioning Valve Install PV2 (disc/drum) / PV4 (disc/disc) Under-Mount

IMPORTANT NOTICE – READ ALL INSTRUCTIONS PRIOR TO STARTING THIS INSTALL

Before getting started...this install should only be attempted by a qualified installer with extensive knowledge of disc brake systems!

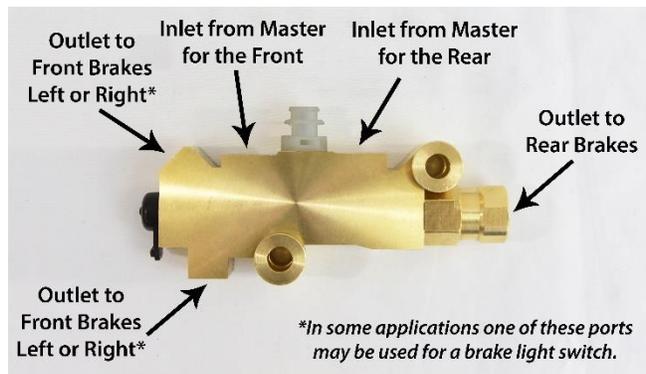
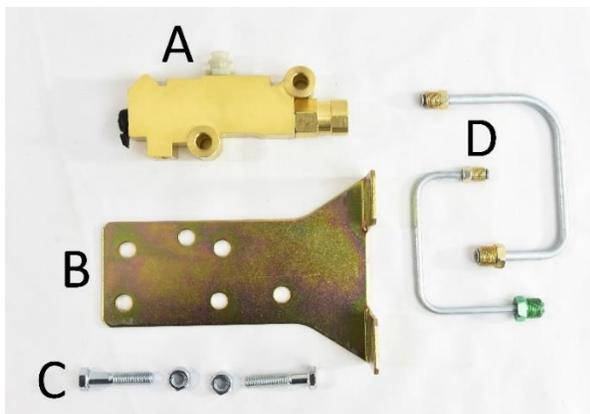
This instruction covers both the PV2 (disc/drum) and PV4 (disc/disc) style proportioning valve install using an under-mount bracket.

If you plan to paint or plate any of the parts in this kit you must first test fit everything to ensure proper fit. The kit cannot be returned for credit once any part is painted, plated or brake fluid run through.

THE KIT INCLUDES

- A. 1) PV2 (disc/drum) or PV4 (disc/disc) Proportioning Valve
- B. 1) Under-mount Bracket*
- C. 2) 5/16 bolts and nuts*
- D. 2) Pig-Tail Brake lines*

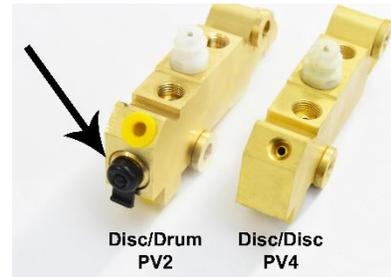
*only included if purchased as a PV Kit
(no additional hardware is included)



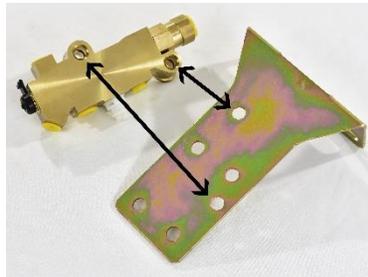
64-70 MUSTANG PV2 (disc/drum) and PV4 (Disc/Disc) PROPORTIONING VALVE UNDER-MOUNT ASSEMBLY

Before you start it is very important to bench bleed your master cylinder to limit the amount of air in the system when you get everything installed.

A PV2 (disc/drum) and PV4 (disc/disc) proportioning valve both are bolted to the master and plumbed the same way with the pigtails running from the master to the proportioning valve. For this example we are using the PV2 proportioning valve. The easiest way to tell the difference between a PV2 and a PV4 is that the PV2 has a black cap on the end whereas the PV4 does not.



1. Bolt the proportioning valve to the under-mount bracket using the supplied 5/16 bolts and nuts.
 - Do not tighten the nuts holding the bracket in place just yet. Leaving them loose will help when you install the pig-tail brake lines.
 - There are several holes in the bracket. Refer to the pictures below to determine the correct holes and orientation for the PV.
 - Make sure that the PV is bolted to the bracket exactly as shown in the picture on the right.

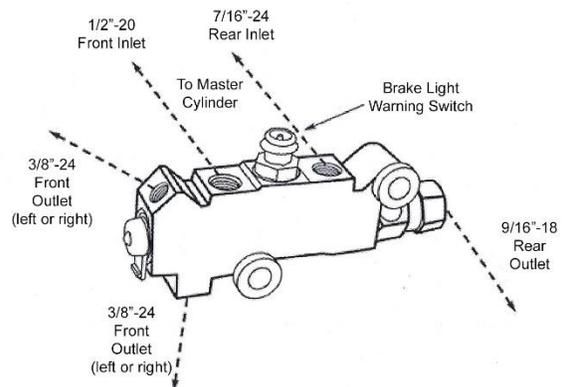


The PV and bracket will bolt with the master cylinder to the firewall. It might be easier to install the pigtail brake lines between the master cylinder and the PV before you bolt everything to the firewall.

Now it is time to install the pigtail brake lines. This can be very tricky to find the right combination but play with it long enough and you WILL figure it out. Pay close attention to the pictures on the next page.

Notice that the holes on the PV are not the same size for the front inlet and rear inlet as shown in this picture. So the pigtails will ONLY fit on the PV one way.

Also notice that one pigtail is 3/16" line and the other is 1/4" line.



2. Locate the 3/16" pigtail line with one fitting that is 1/2" and one that is 7/16" and install it.
 - One side of this pigtail goes in the rear hole on the master cylinder and the other goes to the front inlet hole on the PV as shown in this picture.



3. Locate the 1/4" pigtail line with one fitting that is 1/2" and one that is 7/16" and install it.
 - One side of this pigtail goes to the front hole on the master cylinder and the other goes to the rear inlet hole on the PV and will only fit on one way as shown in this picture.



NOTICE: If you have a problem with the pig-tails leaking it sometimes help to loosen and tighten the fittings a couple times to help seat the brake lines.

5. Now that you have the pigtails in place tighten the nut holding the bracket/PV.

You are now ready to resume installing and plumbing the brake system.

There are a couple of difference options out there when plumbing the brake lines going to the front wheels. Some of those options are listed below.

On some applicatons you will run one brake line directly from the proportioning valve to the left wheel and one directly to the right wheel. The proportioning valve does not know which front outlet hole is left or right so you can use either hole accordingly.

On some applications only one brake line runs from the proportioning valve and Ts off to each wheel. For this type of brake system, you will plug one of the front outlet holes in the proportioning valve using a 3/8" inverted flare fitting as shown in this picture.



ONCE YOU HAVE COMPLETED YOUR BRAKE SYSTEM UPGRADE BE SURE TO THOROUGHLY BLEED YOUR BRAKE SYSTEM BEFORE ATTEMPTING TO DRIVE YOUR VEHICLE!

FINAL STEPS

It is **EXTREMELY** important that the brake system be tested and that **YOU** confirm it is performing well before ever attempting to drive your vehicle after your disc brakes have been installed!!!

