



ADJUSTABLE PROPORTIONING VALVES & RESIDUAL PRESSURE VALVES

APV1 & APV1C

Adjustable proportioning valves are essentially pressure reducing valves and are often utilized in disc/drum, disc/disc and drum/drum braking systems. The valve is used to control front-to-rear brake pressure bias and will work for all types of vehicles. Install this valve between the distribution block and the rear flex hose in the front-to rear rigid brake line. Always use tube wrenches to tighten fittings properly. Final settings of this valve will depend on your particular vehicle, and individual preference.

SPECIFICATIONS

“IN” (Stamped on valve) - Rigid brake line from the distribution block to this port. On early cars: the master cylinder rear port to this port.

“OUT” (Stamped on valve) - Rigid brake line to the rear flex hose.

“DECREASE” - Reduces the brake line pressure to the rear brakes.

“INCREASE” - Increases the pressure to the rear brakes.

Maximum pressure regulation: 300 psi. Inlet port of valve: 1/8 - 27 NPT

Standard adaptors: 3/8” - 24 for 3/16” line.

Mounting hole diameter: .250” (two).



RPV2 & RPV10

Residual pressure valves hold a preset pressure from the valve to the brakes be it disc or drum. On some cars with the master cylinder lower than the brakes on each wheel, by holding a set pressure it insures that the brake fluid doe’s not siphon back into the master cylinder. Also as with the case of drum brakes the return springs installed on the brake shoes will collapse the slave cylinder where you would not have contact from the shoes to the drums with just one push on the pedal. With 10 psi residual pressure held, the shoes are held close to the drums for instant braking on the first push of the pedal.

SPECIFICATIONS

Brake Line Pressure Retained (psi): 2 psi (blue) & 10 psi (red)

Residual Valve Finish: Blue & Red anodized

Fitting Attachment 1: Female threads

Fitting Size 1: 1/8 in. NPT

Fitting Attachment 2: Female threads

Fitting Size 2: 1/8 in. NPT

Master Cylinder

