RESIDUAL PRESSURE VALVE

This package contains **ONE** of the following:

- 2 lb. (P/N 260-13706 • Blue)
- 2 lb. (P/N 260-13783 w/fittings)
- 10 lb. (P/N 260-13707 • Red)
- 10 lb. (P/N 260-13784 w/fittings)

WARNING

IT IS THE RESPONSIBILITY OF THE PERSON SELECTING OR INSTALLING ANY BRAKE COMPONENT OR KIT TO DETERMINE THE SUITABILITY OF THE COMPONENT OR KIT FOR THAT PARTICULAR APPLICATION. IF YOU ARE NOT SURE HOW TO SAFELY USE THIS BRAKE COMPONENT OR KIT, YOU SHOULD NOT INSTALL OR USE IT. DO NOT ASSUME ANYTHING. IMPROPERLY INSTALLED OR MAINTAINED BRAKES ARE DANGEROUS. IF YOU ARE NOT SURE, GET HELP OR RETURN THE PRODUCT. YOU MAY OBTAIN ADDITIONAL INFORMATION AND TECHNICAL SUPPORT BY CALLING WILWOOD AT (805) 388-1188, OR VISIT OUR WEB SITE AT WWW.WILWOOD.COM. USE OF WILWOOD TECHNICAL SUPPORT DOES NOT GUARANTEE PROPER INSTALLATION. **YOU**, OR THE PERSON WHO DOES THE INSTALLATION MUST KNOW HOW TO PROPERLY USE THIS PRODUCT. IT IS NOT POSSIBLE OVER THE PHONE TO UNDERSTAND OR FORESEE ALL THE ISSUES THAT MIGHT ARISE IN YOUR INSTALLATION.

RACING EQUIPMENT AND BRAKES MUST BE MAINTAINED AND SHOULD BE CHECKED REGULARLY FOR FATIGUE, DAMAGE, AND WEAR.

A residual pressure valve is used when a master cylinder is mounted equal to or below the horizontal plane of the calipers or drum brake wheel cylinders. This valve prevents fluid flow-back to the master cylinder reservoir which can cause excessive brake travel or “pumping” of the pedal to engage brakes.

Install the valve as close as possible to the master cylinder and position the end marked “M.C.” toward the master cylinder and the end marked “OUT” toward the brakes. Ports in the valve are 1/8-27 NPT threads and will accept standard inverted flare tube nut adapters.

A 2 lb. valve is designed for disc brakes and a 10 lb. valve for drum brakes. If the vehicle has a single outlet master cylinder and a disc/disc system, only one 2 lb. valve is required. If the vehicle has a single outlet master cylinder and a disc/drum system, a 2 lb. valve is required in the disc brake line and a 10 lb. valve in the drum brake line (after the tee fitting). Balance bar systems require the appropriate valve just outside the master cylinder.

Do Not Drive on Untested Brakes - See Reverse

4700 Calle Bolero • Camarillo, CA 93012 Phone 805 / 388-1188 • Fax 805 / 388-4938
www.wilwood.com • Additional Information: info@wilwood.com

RPV REV DATE: 10-21-15

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DO NOT DRIVE ON UNTESTED BRAKES
BRAKES MUST BE TESTED AFTER INSTALLATION OR MAINTENANCE
MINIMUM TEST PROCEDURE

- Make sure pedal is firm: Hold firm pressure on pedal for several minutes, it should remain in position without sinking. If pedal sinks toward floor, check system for fluid leaks. DO NOT drive vehicle if pedal does not stay firm or can be pushed to the floor with normal pressure.
- At very low speed (2-5 mph) apply brakes hard several times while turning steering from full left to full right, repeat several times. Remove the wheels and check that components are not touching, rubbing, or leaking.
- Carefully examine all brake components, brake lines, and fittings for leaks and interference.
- Make sure there is no interference with wheels or suspension components.
- Drive vehicle at low speed (15-20 mph) making moderate and hard stops. Brakes should feel normal and positive. Again check for leaks and interference.
- Always test vehicle in a safe place where there is no danger to (or from) other people or vehicles.
- Always wear seat belts and make use of all safety equipment.

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