Baer Proportioning Valve Installation Instructions

Product: Baer ReMaster Proportioning Valve **Instruction Part Number: 6000129**
Vehicle Make: N/A **Revision Date: 6 September 2022**

This valve allows for adjustment between the front/rear bias of your braking system to allow for changes in weather, track conditions, vehicle loading, or when converting a system from drum brakes to disk brakes.

Installation Instructions (#6000129)

79-93 Fox Chassis Mustangs:

1. On the passenger side firewall of the car is a brake junction located just below the hood hinge. Locate this junction and remove using properly sized line wrenches.
2. Insert the fittings into the ports on the adjustable proportioning valve with the port marked “IN” going to the master cylinder and the port marked “OUT” going to the rear brakes.
3. Tighten all fittings firmly.
4. See Adjusting the Valve section.

All Other Vehicles:

1. Determine where the valve is to be installed and cut the brake hard line at that point.
2. Slide the tube nuts onto the hard line on either side of the cut.
3. Flare the ends of the hard line using the appropriate flare tool.
4. Insert the tube nuts into the fittings on the proportioning valve with the port marked “IN” going to the master cylinder and the port marked “OUT” going to the rear brakes.
5. Tighten all fittings and mount the valve securely.
6. See Adjusting the Valve section.

The brass inserts and tube nuts are pre-installed for shipping purposes only. Remove them before proceeding. For a standard **3/8-24** tube nut and line, install the brass inserts(seats) shown in Figure 1. **IMPORTANT: The inserts must be fully seated (not at an angle) in the prop valve. Failure to do this can cause damage to the inserts and the prop valve resulting in fluid leaks**. Once the inserts are installed correctly, attach the brake lines and tighten the brake line tube nuts to 10-12 ft-lbs. Inserts are designed for a 45° flare. See Figures 1, 2 and 3 for reference.

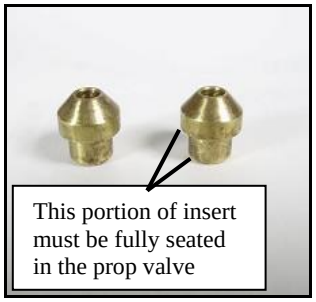

Figure 1**:* Supplied brass inserts ***Figure 2: Correctly installed ***Figure 3:*** Incorrectly installed

NOTE: Notice the exposed thread difference between a correctly and incorrectly installed insert.

Adjusting the Valve:

Note: *All driving during this phase should be done in a large open area away from other vehicles and while always keeping the vehicle under control.*

1. Turning the valve all the way counterclockwise will result in the outlet pressure being approximately 57% of the inlet pressure. With the valve in the full clockwise position, the outlet pressure will be approximately 90% of the inlet pressure.

2. For starting position, turn the valve counterclockwise until it stops then turn clockwise until it stops counting the number of full turns. Divide the number of full turns by 2 then turn counterclockwise that number of turns (this will be the midway point). Test the brakes at this point. When set properly, the rear brakes should lock up shortly after the front brakes. ****IMPORTANT: You do not want the rear brakes to lock up first as this could result in loss of control of the vehicle.** If the system is not set properly, adjust the valve, and test the vehicle again. Continue adjusting and testing until you are satisfied the valve is set for the proper front/rear bias for your application.

If there are any questions with the installation or operation of this item, please contact Baer for assistance. Baer's Technical Staff is available from 8:30a.m. - 5:00p.m. Mountain Standard Time (Arizona does not observe Daylight Savings Time) by phone: (602)-233-1411 Monday through Friday.