

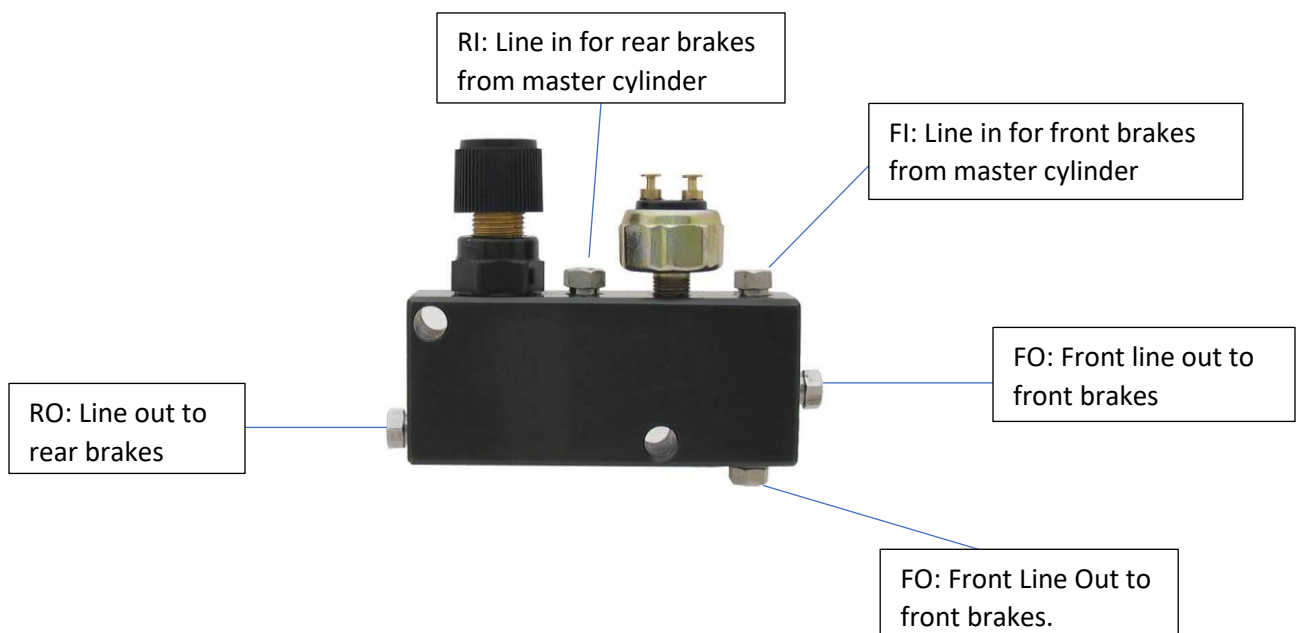
Q: How can I properly adjust my proportion block for the correct ratio of brake pressure between my front and rear brakes?

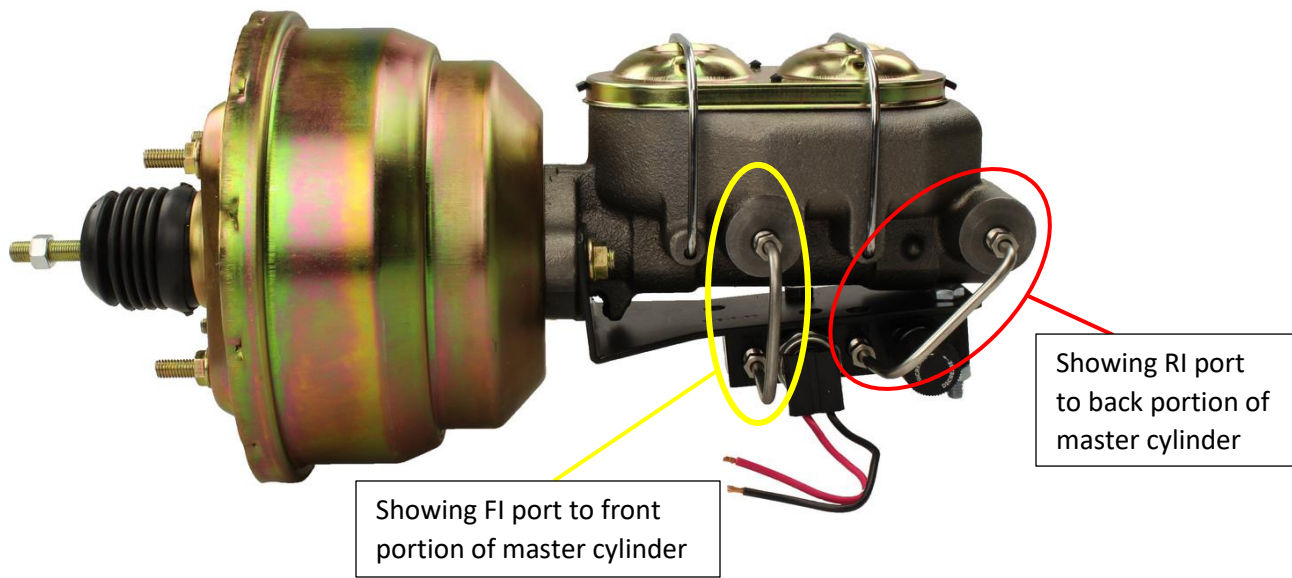
A: Make sure you have everything properly connected between your master cylinder, prop block, and outgoing brake lines. Below are 2 photos showing how these are connected together. (NOTE: If you are using a Tee set up for your front brakes, you will plug one FO port. Run one line out, tee off to each front brake.) All in and out connections are 3/8-24 IFF. Use the adapter included in the prop block if you have 1/4" lines.

Next, make sure to properly bleed your braking system. Always start with the wheel furthest from your master cylinder and work your way forward. Double check fittings for leaks.

Once you have bled the brakes and have a consistent pedal pressure, you can begin test driving to check for proper ratio of brake pressure between the front and rear brakes.

To increase rear brake pressure, turn the knob clockwise. To decrease rear pressure, turn the knob counter-clockwise. For example, if your rear brakes lock up before the fronts, decrease the rear brake pressure by one full rotation, counter clockwise. Start out by doing several stops at a low speed and make your adjustments until you feel you've reached the correct balance of pressure between the front and rear brakes. You do not want one to lock up before the other, they should brake at the same time. If you feel there needs to be a few more adjustments at higher speeds, make them as necessary.





If you have any questions for us please give us a call here at the shop or send us an email!

Code 504

2804 Twin Oaks Rd, Seward, NE

402-643-0504

sales@code504.com

