



# AccuBrake™

**AccuBrake™** is to be plumbed into the rear brake line of a dual master cylinder system. We recommend that the **AccuBrake™** be mounted on the firewall near the master cylinders (away from exhaust heat). It is adjustable to fine tune it to your race car so take this into consideration when choosing the mounting location. To make bleeding easier mount upright with the fittings at the top and the large knurled adjuster nut at the bottom.

Install a "T" fitting in a convenient location in the rear brake line and run a line to the **AccuBrake™**.

After installing, bleed the rear brake system, including the **AccuBrake™** to be sure there is no air trapped. Although not necessary, it is probably a good idea to bleed the fronts at the same time.

For the initial setting tighten the adjuster nut until it stops. Then back it out 2 turns.

This patent pending device acts as an accumulator to absorb the initial brake surge to the rear brakes. This is often what causes rear brake lock-up or "loose in" condition. By absorbing this surge and delaying the onset of rear braking the front and rear brakes should come on about the same time.

To get the best **AccuBrake™** setting use your dual cylinder bias adjuster to add a slight amount more rear brake. Remember: you want to run as much rear brake as possible without causing a "loose in" condition. This way the front and rear brakes are working at their maximum. If you do not get "loose in" try adding more rear brake until you do. At that point back the **AccuBrake™** adjuster out 1 turn to see if the "loose in" goes away. If it does add more rear brake and repeat above.

At some point you will add too much rear brake and the **AccuBrake™** will not be able to compensate. Take away rear brake until the car feels stable under heavy braking.

Note: To get the most from your **AccuBrake™** you will need to adjust other elements of your braking system and possibly even your basic chassis setup.