

1984 - 1986 Ford Mustang SVO Brake Pressure Control Valve Rebuild

Tools needed:

- 9/16" box wrench
- 5/8" socket or box wrench
- 3/4" socket or box wrench
- Dental pick
- Clean brake fluid
- Brass bottle brush
- Small slotted screwdriver

Arrange your valve, tools, and rebuild kit on a clean work surface. The first step is to inspect the valve and make sure that the exterior is undamaged. Check the port threads for damage. If any of the brass port threads are stripped or damaged you're better off finding another tee. If your valve passes the exterior inspection you're ready to disassemble it and inspect the internal parts.

1. Disassemble the valve.
2. Thoroughly clean and inspect parts. Clean the bores of the valve with the bore brush and make sure that the bores are perfectly clean - any dirty residue that lingers in here can cause a leak!



3. Install the o-rings on the plug. Lubricate the o-rings with clean brake fluid as you install them.
4. Install the piston seal on the piston. Make sure that the open end of the seal is facing out.



5. Push the piston into the valve body.



6. Install the spring and spring cap. The inner edge of the cap should be facing towards the spring.



7. Install the plug using the 3/4" wrench or socket. You'll need to compress the spring while turning the plug to engage the threads. Don't over-tighten the plug!



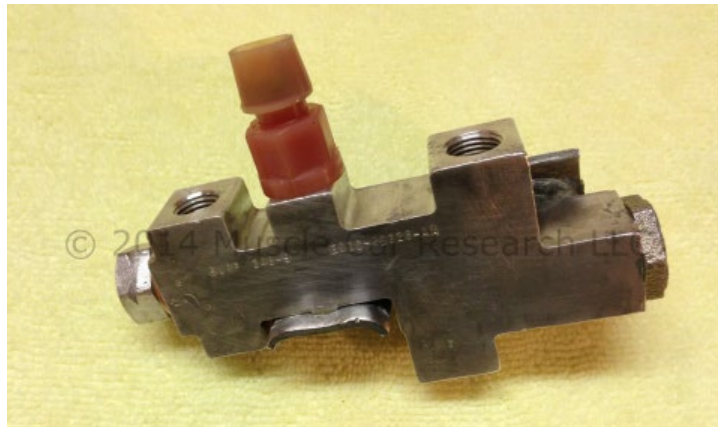
8. Install the o-rings on the piston. It helps to use a dental pick to gently pull them over the lips on the piston. Push the spacer down as far as it will go and hold it in place with the large o-ring.
9. Insert the piston in the valve body, small end first. Gently push the piston with the screwdriver until the grooved area is visible beneath the port that holds the electrical terminal. Ensure that the post on the terminal isn't touching the piston. If it is, your brake warning light will be lit on your dash and you'll need to re-center the piston by bleeding your brakes at the calipers. The o-ring that fits next to the spacer usually rides up when you push the piston in; push it back down gently using the dental pick. It needs to be completely below the fluid ports.



10. Install the copper washer and the brake tube fitting using the 5/8" wrench or socket. You want it just tight enough to form a good seal.



11. Install the electrical terminal using the 9/16" wrench and the rebuild is finished.



12. Now you can reinstall the valve in the car and reconnect the brake lines to the valve. Start each line by hand as best you can to ensure that the fittings are threading in straight and smooth. Be careful - it's easy to cross-thread the fittings and damage the soft brass threads.
13. Tighten each fitting with a flare nut wrench. You may need to tighten, loosen, and re-tighten each fitting multiple times to obtain a leak-free seal. Add brake fluid, bleed the brakes, and check for leaks.