T121767 - LSPV Delete Kit Installation Instructions

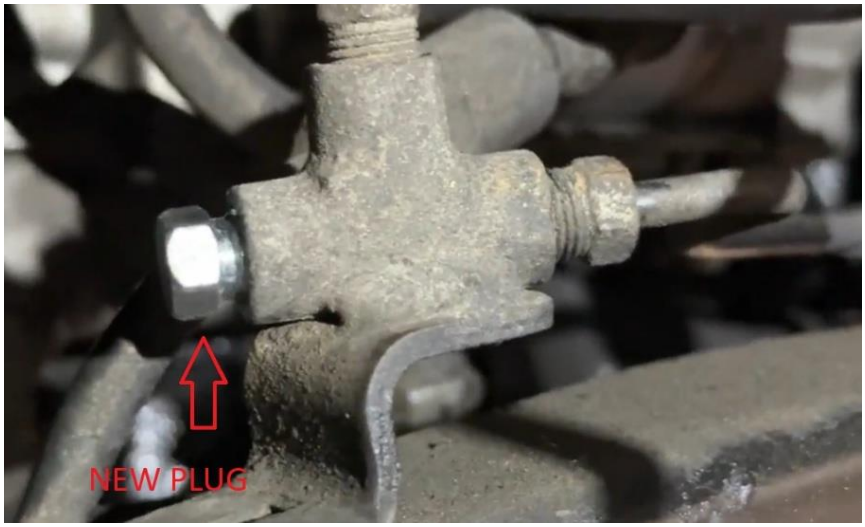
This kit eliminates the factory Load Sensing Proportioning Valve (LSPV) and replaces it with a simplified, reliable and easy to adjust setup. It is designed for vehicles where the factory valve has failed or is no longer working properly due to suspension or brake modifications.

Step 1 – Preparation: Secure the vehicle on level ground. Disconnect the battery. Place wheel chocks for safety.

Step 2 – Drain Brake System: Use a suction device or another suitable method to drain the brake master cylinder and lines.

Step 3 –Remove all 3 brake lines from the LSPV as well as the remaining fitting of the short hard line at the bracket where it connects to the soft line. Note: There is no need to remove the clip that holds the soft line in place.

Step 4 – Installing the Plug - In the passenger-side wheel well, on top of the frame, locate two brake fittings. One fitting is a "T" fitting—remove the rearward-facing line from this fitting. This line will no longer be used. Because these lines run between the frame and fuel tank, they can be difficult to trace. Use compressed air to determine which line will be retained and which will be deleted. Install the supplied plug into the "T" fitting where the line was removed.

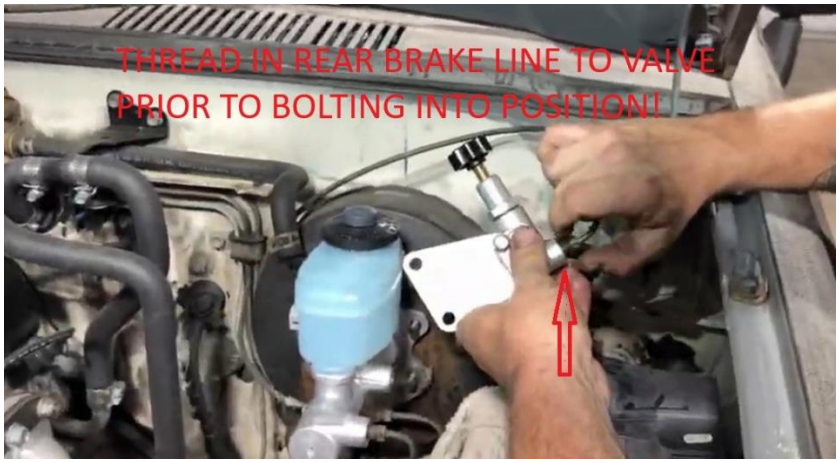


Step 5 – Remove the LSPV, arm, and bracket from the vehicle by first removing the arm from the axel then removing the four 8mm bolts (12mm wrench or socket) that secure the LSPV to the frame. Note: None of these components or hardware will be reused.

Step 6 – Connect Rear Brake Supply Line. Once you've identified the line that will remain in use, gently bend the rear brake supply line (the remaining line) into position and connect it to the soft line coming from the rear axle. Tighten securely.

Step 7 – We have recently included an adapter into this kit that will help ensure a seamless and easy connection from the rear brake line into your Proportioning Valve. This converts the connection for your stock Toyota brake line M10 x 1.0 Inverted Flare to the M10 x 1.0 Bubble Wilwood Flare. Please insert this adapter into the OUT inlet of your Proportioning Valve.

Step 8 – Assembling the Proportioning Valve - Mount the New Proportioning Valve to the Bracket using the supplied hardware and tighten. Before bolting the assembly in place, Remove the rearmost brake line from the brake master cylinder (this is typically the line that runs up and over the top of the brake booster). Gently bend the line outward and get the brake line fitting started into the "OUT" port of the new proportioning valve. Do not tighten this fitting until the valve is securely mounted to the vehicle.



Step 9 - Remove the two nuts from the side of the brake master cylinder, keep these for reuse.

Step 10 – Mount the valve and bracket assembly onto the master cylinder studs and reinstall the two nuts.

Step 11 – Install the new brake line between the IN port on the proportioning valve and the rear port of the brake master cylinder. Tighten both lines (IMPORTANT THE END OF THE LINE WITH WHITE PAINT IS BUBBLE FLAIR FOR PROPORTIONING VALVE)

Step 13 – Refill the brake master cylinder with clean brake fluid. Bleed the brakes thoroughly with the new proportioning valve completely open (threaded out).

Step 14 – Initial Adjustment After bleeding, set the proportioning valve to approximately 50% open.

Step 15 – Perform a test drive and adjust as needed. A properly adjusted proportioning valve should allow the front and rear tires to lock up simultaneously—or the front slightly before the rear. Safety Note: Perform testing only on a privately owned dirt or gravel road. Never conduct brake testing on public roads. Use extreme caution and test at very low speeds.

Installation Reference Photo (Example of completed installation)

Please view Yota1 Performance's YouTube Installation Video for more details

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