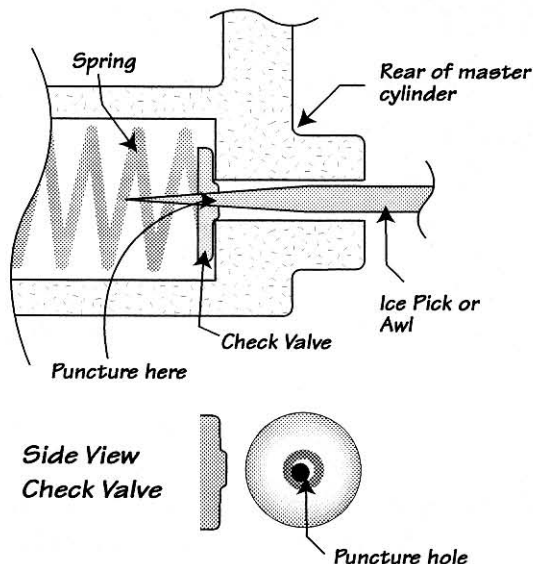


If you currently have a drum brake system, we **STRONGLY** suggest replacing your actuator with a “disc brake ready” model. 2nd choice, is to have a qualified mechanic remove the check valve from the master cylinder and then mark the actuator with permanent ink that the change has been made.

Last choice:

1. Remove the brake line and pipe fitting from the rear of the actuator master cylinder. If fitting supplied with actuator has a pinhole orifice, drill orifice out to 3/32 or replace with inverted flare fitting with an orifice of at least 3/32 diameter.
2. **IMPORTANT- It is recommended the check valve be removed completely from the actuator.**

Alternatively - Using a 6" or 7" long ice pick, awl or other sharp instrument puncture the check valve located inside the rear of the master cylinder of your surge actuator. The check valve consists of a metal retainer cap which holds in place the rubber checkvalve. The valve and retainer cap are positioned on top of a spring in line with the actuator piston. Inserting the ice pick into the actuator about 1" you will contact the check valve, once contact is made continue compressing the spring another 3 to 4" until it bottoms out. Puncture the check valve using pressure or by lightly tapping the awl. This process may be repeated to insure full puncture. This valve is designed to hold pressure on drum brakes but must be punctured before disc brake operation.



Warning! If not punctured correctly it will cause your disc brakes to drag and overheat causing premature pad wear and possible brake failure.