

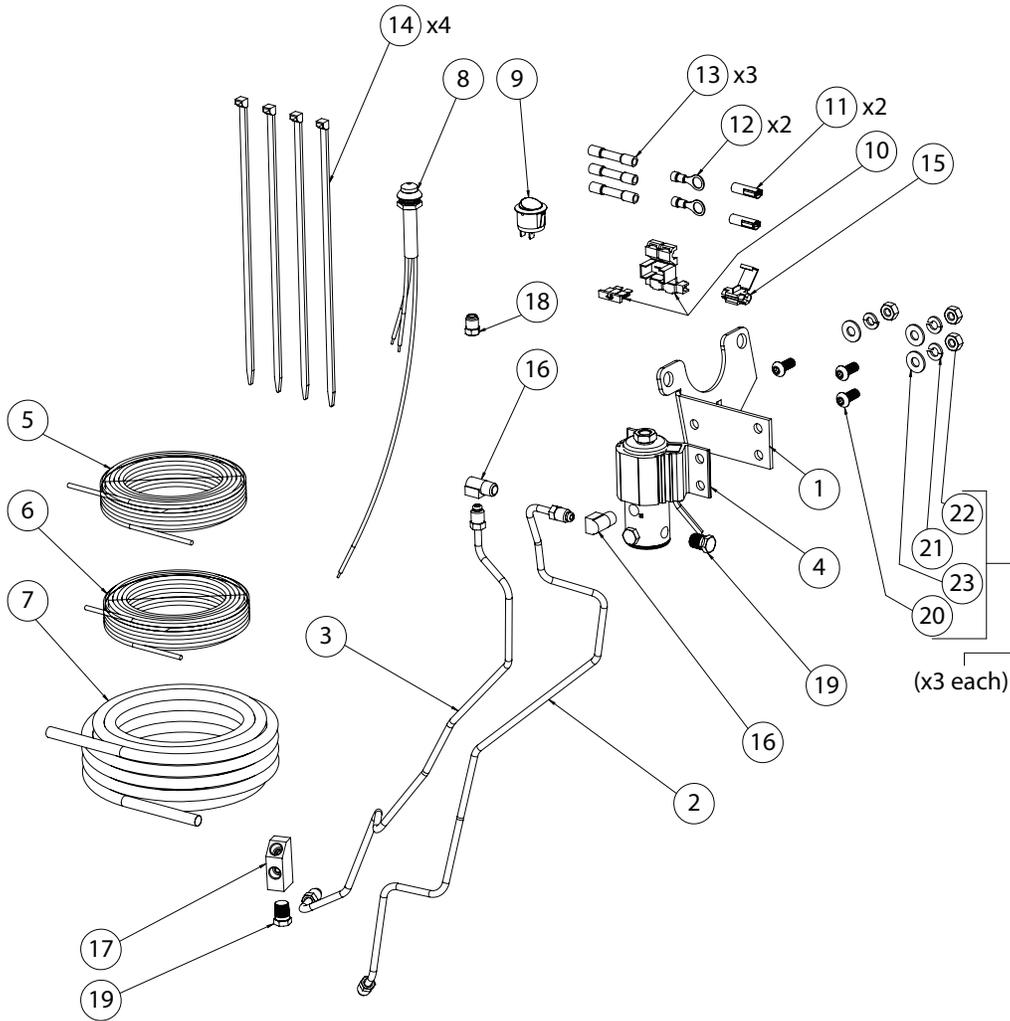


Installation Instructions

5671524

1978-88 GM

G/A-BODY



ITM #	PART #	DESCRIPTION	QTY.
1	1179523	Bracket	1
2	4460019	Brake Line to Prop Valve	1
3	4460020	Brake Line to Y-Fitting	1
4	97001789	Valve Solenoid	1
5	5100075	18 GA Wire	15
6	5100082	18 GA Red Wire	15
7	4001683	Convuluted Split Sleeve	15
N/A	5671524BA-01	Hardware Package includes:	1
8	2482001-40	Lit Momentary Switch	1
9	2482002	On/Off Switch	1
10	97001847	Inline Fuse Holder w/ Fuse	1
11	5000282	18GA Terminal	2
12	5000280	Connector 3/16" 18 GA Eyelet	2

ITM #	PART #	DESCRIPTION	QTY.
13	5000055-99	Red 18 GA Splice	3
14	5000254	8.07" Zip Tie	4
15	5000163-99	18 GA Tap Connector	1
N/A	5671524BA-02	Hardware Package includes:	1
16	1400487	3/16 x 1/8 NPT 90° Fitting	2
17	1400480	3/8" Inverted Flare Fitting	1
18	1400489	3/8-16 Inverted Flare Plug	1
19	1400490	1/8" NPT Plug Fitting	2
N/A	5671524BA-03	Hardware Package includes:	1
20	3401556	1/4-20 x 3/8" Screw	3
21	3400131	1/4" Split Lock Washer	3
22	3400028	1/4-20 Hex Nut	3
23	3401598-00	1/4" Flat Washer	3

OVERVIEW:



CAUTION:

Carefully read and comprehend all instructions before beginning install. If you are inexperienced performing this type of install, we strongly recommend using a qualified mechanic or shop to complete it.

Congratulations on the purchase of your new HURST Roll Control system, featuring advanced design quality stainless steel valve assembly for resistance to corrosion, greater durability, reliability and more precise positive action.

WARNINGS:

This system is designed primarily for high performance race cars to momentarily engage front brakes (max 60 seconds) while staging for a drag race. It won't safely function as a long term brake holding device.

It should be used only on specified applications with a standard hydraulic braking system that is in a safe, operable condition.

It should never be used as a temporary brake holding device in place of a parking brake or of a driver depressing the brake pedal.

We do **NOT** recommend installing system on vehicles equipped with anti-lock or split diagonal brake systems.

INSTALLATION NOTES:

When working on brake system; maintain a clean working area, not allowing dirt or foreign matter to contaminate it which may allow improper operation and failure.

The Roll Control solenoid valve will not interfere with normal brake operation when properly installed in accordance with directions provided.

On any vehicle, rear brake lights must operate when brake system is under pressure. Therefore, a pressure operated switch must be installed if the Roll Control system defeats the purpose or function of factory rear brake light switch.

The Roll Control solenoid valve must be firmly mounted to prevent brake lines from flexing and causing failures. Mount it on fire wall, away from headers, exhaust pipes, steering and suspension components. Use a line fitting wrench on all line fittings while installing brake lines.

CAUTION:

Using thread seal to excess can contaminate the solenoid valve or brake system. Use sparingly and do **NOT** apply it to starter thread of fittings.

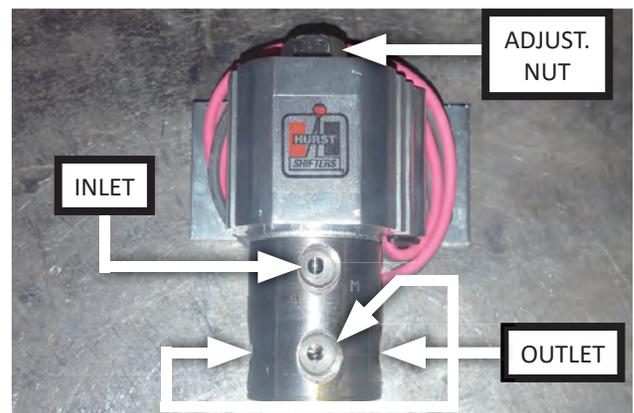
After install, bleed all air out of system following vehicle manufacturers brake bleeding procedures.

CAUTION:

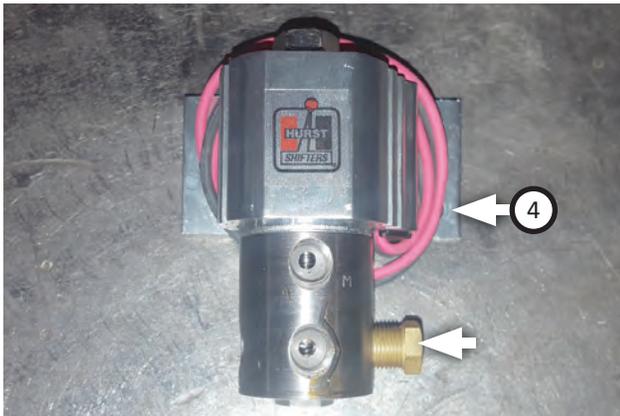
Be sure to check all connections for leakage under pressure. There must be **NO** leakage.

Use a top quality heavy duty brake fluid that meets DOT 3 or DOT 4 specifications. Most domestic manufactures use five general types of brake systems.

SOLENOID VALVE:



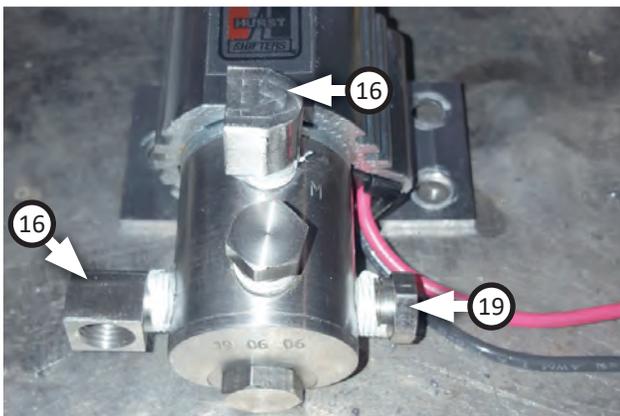
The solenoid valve features four holes to regulate pressure; the top hole is an inlet, the bottom three are outlets. On top of the valve is an adjustment nut for positioning unit properly.



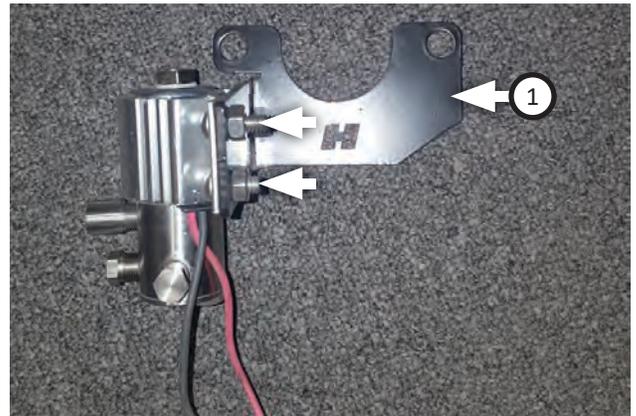
1. Remove brass plug from **valve solenoid (4)**.



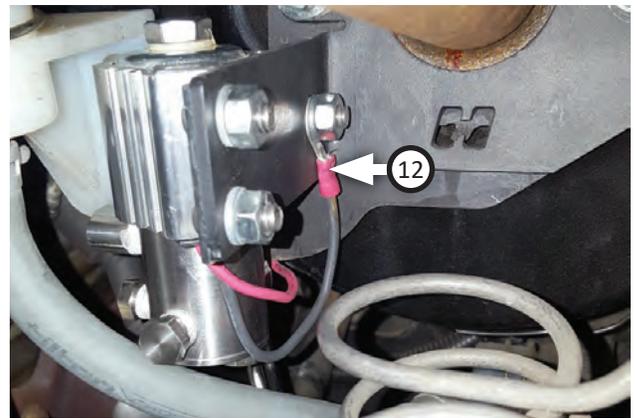
2. Apply teflon tape to all pipe thread fittings.



3. Install **plug fitting (19)** and (x2) **90° fitting (16)** as shown. Ensure fittings are tight to prevent leaks.



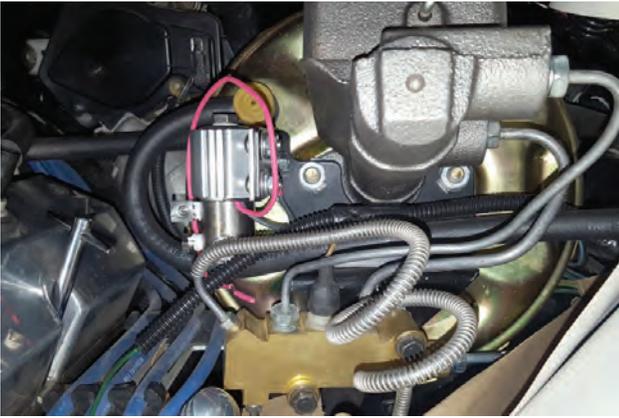
4. Mount solenoid to mounting **bracket (1)** with (x3 ea.) **screws (20)**, **flat washers (23)**, **split lock washers (21)** and **nuts (22)**.



5. Ground solenoid to bracket with **eyelet (12)**.



6. Remove (x2) nuts that mount master cylinder to brake booster. Do NOT remove master cylinder.



7. Mount solenoid assembly onto brake booster studs where (x2) nuts were removed.



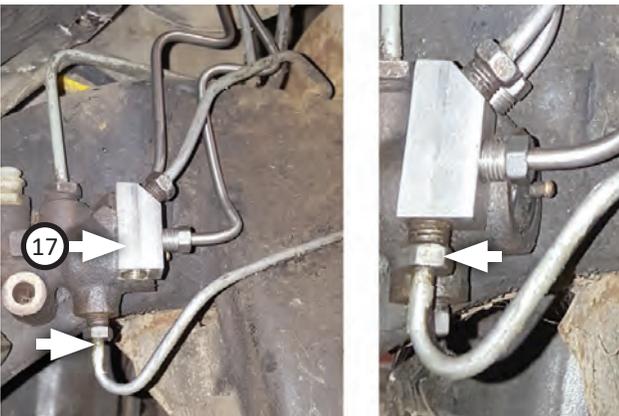
10. Remove left front brake line from top of proportion valve.



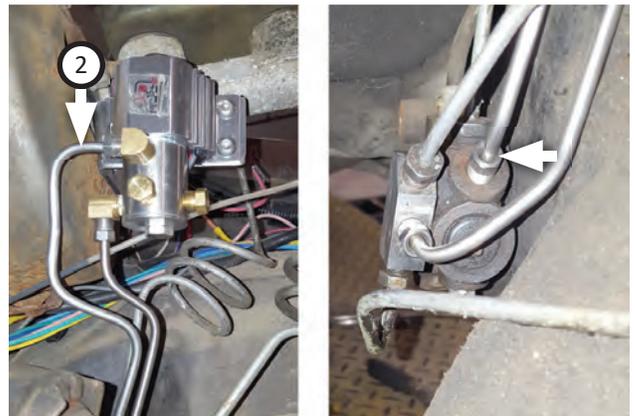
8. Remove right front brake line from bottom of proportion valve and install **inverted flare plug fitting (18)**.



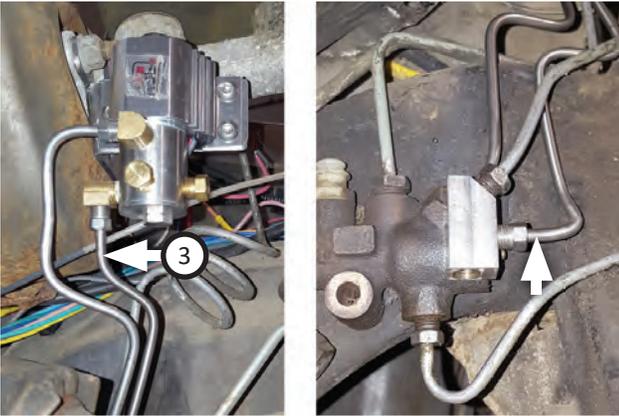
11. Insert left front brake line into top of inverted flare fitting.



9. Thread right front brake line into bottom of **inverted flare fitting (17)**.



12. Install **brake line (2)** to solenoid inlet and left front brake port on proportion valve.



13. Install **brake line (3)** to solenoid outlet and center hole on inverted flare fitting.

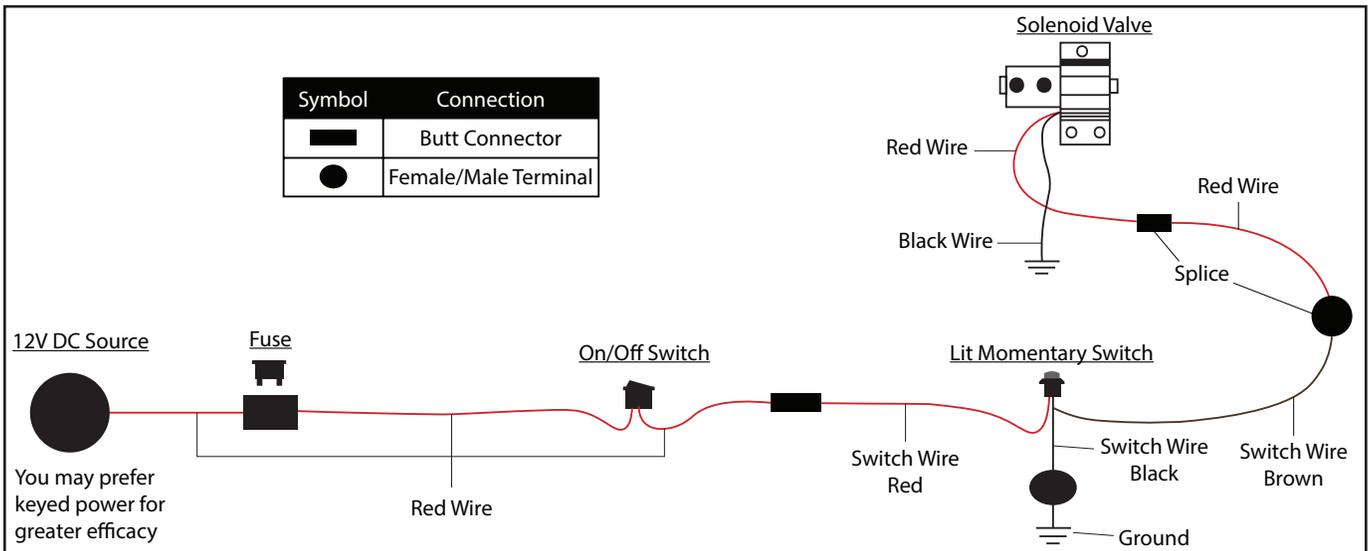
14. Once all lines have been installed, go back and tighten all connections with a flare nut wrench. Brake lines must be as tight as possible to prevent leaks. You may use two wrenches for leverage.

15. Perform factory recommended brake bleeding procedure.

The **Wiring Diagram** below illustrates how this kit is connected together.

You may install kit differently on your vehicle according to your preference or build, just as long as your wiring matches diagram below, avoids any tangles, heated and/or moving parts and you have easy access to switches once complete.

WIRING DIAGRAM:





16. As long as your layout follows wiring diagram (page 5), there are many ways to mount **on/off switch (9)** and **momentary button (8)**, keyed power preferred. The pictures on this page show a mounting layout that worked well for this application.



Congratulations, the installation of your **HURST Roll Control** is now complete!

OPERATION INSTRUCTIONS:

To actuate the Hurst Roll/Control system (BURNOUT):

17. With Traction Control/ESP OFF, fully depress and hold brake pedal.
18. Arm Hurst Roll Control system by depressing ON/OFF (arm) switch to "ON" position (Lit Momentary Switch should illuminate).

Complete next steps within 60 seconds.

19. Hold momentary switch down and keep it held down until step 35 below.
20. Release brake pedal. Front brakes will now be locked and rear wheels unlocked and free to spin.
21. Automatic Vehicles- sharply step on gas pedal.
22. Manual Vehicles- raise engine speed to a moderate level and smoothly but quickly release clutch.
23. Rear wheels should now be spinning while vehicle is stationary if preceding steps have been performed correctly.
24. Modulate gas pedal to control amount of wheel spin.
25. Release momentary switch and allow vehicle to "drive out" of burnout.
26. Be prepared to ease off on gas pedal and press brake pedal if necessary.
27. Disarm Hurst Roll Control system by depressing On/Off switch to "OFF" position (momentary switch should no longer be illuminated).

To actuate Hurst Roll/Control system (LAUNCH CONTROL – Automatic Vehicles Only):

28. With vehicle staged fully, depress and hold brake pedal.
29. Arm Hurst Roll Control system by depressing On/Off (arm) switch to "ON" position (momentary switch should illuminate).

Complete next steps within 60 seconds.

30. Hold momentary switch down and keep it held down until step 43 below.
31. Release brake pedal. The front brakes will now be locked and rear wheels un-locked, free to be loaded.
32. Slowly and smoothly step on gas pedal to load torque converter and drivetrain just prior to wheel spin (this step may take some practice).
33. GO! Release momentary switch and modulate gas pedal as light turns green/flag drops/etc. to hard launch vehicle forward.
34. Be prepared to ease off on gas pedal and press brake pedal if necessary.
35. Disarm Hurst Roll Control system by depressing On/Off to "OFF" position (momentary switch should no longer be illuminated).

