Brake Vacuum Tank AF77-1018
Installation Instructions

Brake vacuum tank instructions:
WARNING! These instructions must be read and fully understood before beginning the installation. Failure to follow these instructions may result in poor performance, vehicle damage, personal injury or death. If these instructions are not fully understood, installation should not be attempted.

INTRODUCTION:

Congratulations on your purchase of the Aeroflow Brake Vacuum Reserve Tank. Aeroflow performance products cannot and will not be responsible for any damage, or other conditions resulting from misapplication of the parts described herein. However, it is our intention to provide the best possible products for our customer, products that perform properly and satisfy your expectations. Should you have any questions, please call technical support on +61 2 8825 1900 and have the product part number on hand when calling.

AF77-1018 Brake Vacuum Reserve Tank utilises an O-ring sealed ports, these ports are *NOT TAPERED* and *NO THREAD SEALANT IS REQUIRED!* Applying a small film of thread paste on the O-ring and thread is recommended.

This kit is designed to offer an additional reserve of vacuum for vehicles equipped with vacuum-assisted power brakes. It can only hold up to the maximum vacuum available from the engine. It does not create any additional vacuum by itself. Since the brake systems performance is directly related to the vacuum available, we highly recommend you install a vacuum gauge in the reserve tank to monitor it. We have provided an outlet in the tank for that purpose.

In Addition To This Kit You Will Also Need:
1. AF98-2033 Aeroflow thread paste and assembly lube

2. Additional power-brake type vacuum hose (measure the required length before beginning installation).

INSTALLATION PROCEDURE:

READ COMPLETELY BEFORE BEGINNING THE INSTALLATION:

1. Install the proper fittings in the tank using Aeroflow thread lube AF98-2033 on the O-ring and thread. Refer to figure 1.

2. Securely mount the tank in a convenient location, under the hood, near the vacuum booster if possible and away from exhaust heat or road debris, remembering to allow for easy hose routing when mounting the tank.

3. Remove the power brake vacuum hose from the engine and the brake booster. Install a new hose from the same engine vacuum source to the plastic check-valve on the tank. Make sure that you use power brake type vacuum hose only. Other types of hose will result in a loss of braking power. Route the hose away from high temperature, road debris, linkages and sharp objects that could damage the hose. NOTE: If your original vacuum hose was equipped with a brake filter, make sure you reinstall it in the new brake hose in the original vertical position.

4. Install a vacuum hose from the outlet fitting on the tank to the check-valve on the brake booster where the stock hose was connected. Again, make sure that you use power brake type hose (It is not normal 3/8" rubber hose!) and that it is routed away from high temperature, debris, linkages and sharp objects.

5. When starting your engine it is recommended to run at high speed idle e.g., choke on, at about 1500 rpm, for a few seconds to evacuate the extra reserve tank. If the reserve tank and booster are empty when engine is started and run at low speed idle, an erratic idle will occur until the tanks are evacuated.

6. As a general rule you should have good power brake feel when vacuum is 10 inches (10HG) or above in the reservoir and booster. Each time you depress the brake pedal you will lose vacuum in the reservoir. The vacuum reserve system and the brake booster will hold the highest engine vacuum during vehicle operation, which generally occurs during deceleration. This will allow more brake pedal depressions than with the power brake booster only. When the reserve system drops below 10HG, the brake pedal will feel harder and braking will feel weak. A vacuum gauge on the vacuum reservoir will let you know what to expect before you step on the brake pedal.

7. Test drive the vehicle to ensure that the vacuum reserve system is properly functioning. *DO NOT APPLY BRAKES HARD UNTIL THE ENGINE HAS ENOUGH TIME TO BUILD UP VACUUM IN THE RESERVE TANK.*

Figure 1