

Dual Cable Lock



Specific Plumbing and Bleeding Instructions

Fitting Kit No: 02-601-021 (for F-350 Series Ford)

Be sure to read the following before proceeding:

- Form No. 81-600-001 (General Guidelines for Installing Hydraulic Brake Components)
- Form No. 81-660-015 (Installation and Service Instructions for Dual Cable Locks)
- Form No. 81-660-016 (Operating Instructions for Dual Cable Locks)

Items Included in Fitting Kit 02-601-021

Description	Quantity
Connector 3/8-24 FM (3/16 tube) x 1/8-27 pipe M	4
Elbow 3/8-24 FM (3/16 tube) x 1/8-27 pipe M	4
Union Tee 3/8-24 FM (3/16 tube) - 3 places	1
Tube Nut 3/8-24 M (3/16 tube)	2
Plug 3/8-24 M (3/16 tube)	2
Special Adaptor 3/8-24 FM (3/16 tube) x 9/16-18 M (3/16 tube)	1
Special Tube Union 3/8-24 FM (3/16 tube) x 9/16-18 FM (3/16 tube)	1

Specific Plumbing (for 1986 and earlier model years)

⚠ CAUTION

To prevent reversing or intermixing the tandem master cylinder outputs during installation we recommend completing all connections to half of the dual cable lock before proceeding with the second half.

NOTE

If any ports remain open after making these connections, plug them using suitable tube plugs.

Existing System

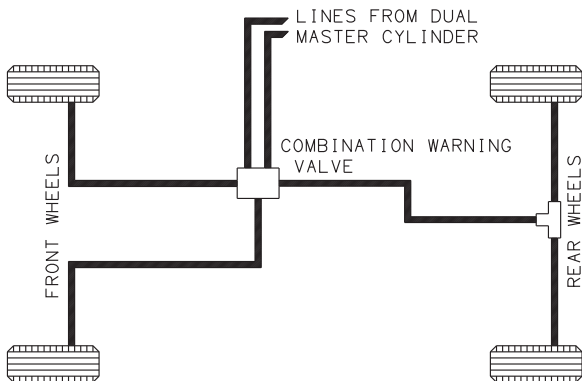


FIGURE 1

Lock Installed

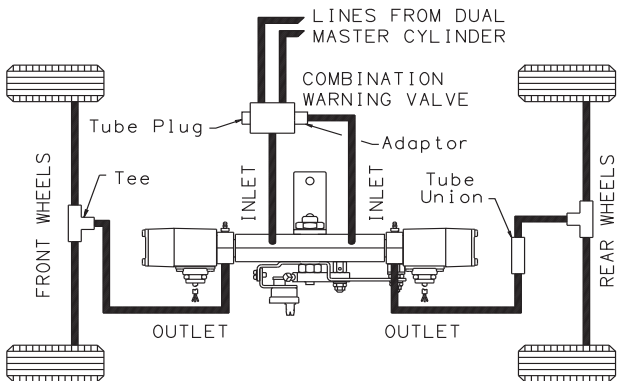


FIGURE 2

Specific Plumbing

(for 1987 through 1996 model years with rear wheel anti-lock brakes)

⚠ CAUTION

To prevent reversing or intermixing the tandem master cylinder outputs during installation we recommend completing all connections to half of the dual cable lock before proceeding with the second half.

Existing System

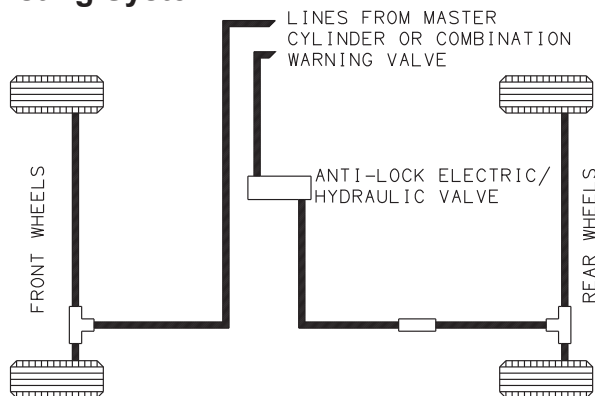


FIGURE 3

Lock Installed

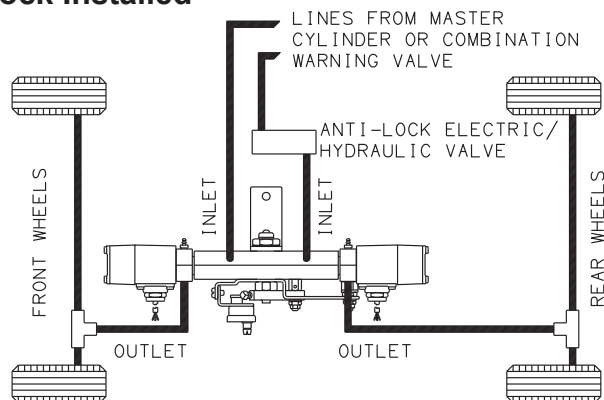


FIGURE 4

Specific Bleeding

Follow Bleeding Procedures outlined in Form No. 81-660-015 with the following addition:

On Ford vehicles equipped with sliding caliper disc brakes, the metering rod of combination warning valve must be pulled outward as shown in Figure 5. This allows brake fluid to reach caliper assemblies. The combination warning valve is self-centering after the system has been properly bled.

⚠ CAUTION

Under no condition should a rigid clamp, wedge or block be used to extend the combination warning valve stem, as this may cause an internal failure in valve, resulting in complete loss of front brakes.

Compress tool (J-22742) and position onto combination warning valve. Release tool allowing spring action to force metering rod out.

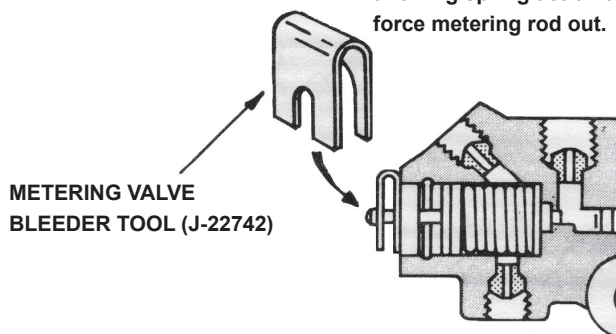


FIGURE 5

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