



## Club Officers:

Prez: Hank

Secretary: Jenny S

VP: Chris P

Webmaster: Steven C

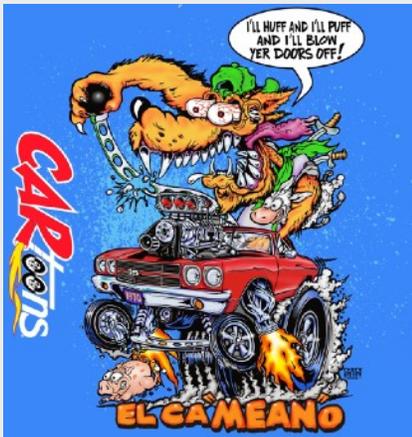
Treasurer: Mike S

### Did you know?

The club is still looking for leadership. Without our members stepping up, we would have no club. No experience necessary, just a want to help. This is a chance to give back, and you can help guide our club into the future. Please let an officer know if you have questions or are interested.

### Next club meeting:

September's meeting is still in the works. Stay tuned for details to be posted.

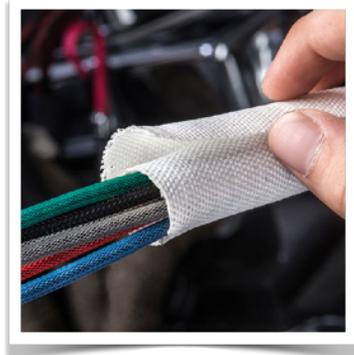


## Project: Wiring cover-up **TECHFLEX**

Who loves the look of bare wires just dangling everywhere in your engine compartment? Me either. Don't get me wrong, if you're going for the restored or original look, then you don't have much choice. But, since I am so very far from anything resembling original, I looked at my options.

A while back I got a sample pack of TECHFLEX hose and wire coverings to replace that corrugated plastic crap I used years ago. That stuff looked good for a couple months or so, then collected dust and grime, and over time would crack, then disintegrate right in your hand. I wanted something flexible, something that would install over existing harnesses, and mostly would disappear. Definately no 1988 red or neon wire coverings here.

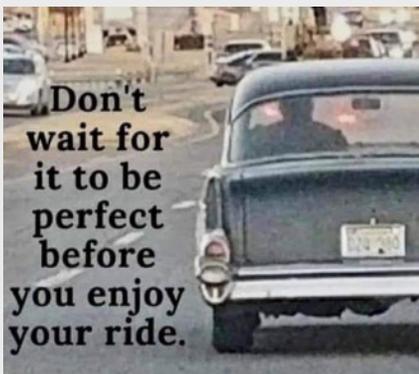
TECHFLEX offers a very wide variety of coverings ranging from cotton-like to plastic-like, abrasion resistant, chrome, gold, or copper look, high-temp, even a velcro wrap for your welder hoses to protect from splatter and dragging around the shop environment. They also offer header wrap, welding blankets, and tinned copper flat grounding straps.



Now, down to the nitty grille... I ordered up an assortment of sizes in their F6 woven wrap which is a split, semi-rigid woven romil thick wrap. Installation was as easy or easier than the plastic stuff. In all, we got the engine compartment done in a couple hours. My only gripe is more my fault than any: I thought I could use a wrap of electrical tape on the connector ends but it doesn't really stick well to the covering. I may go back and use little zip ties if it doesn't hold well.

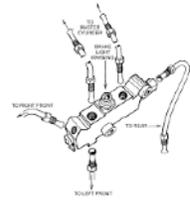
## Some tips for your brakes:

- Never re-use brake fluid. In fact, if your bottle has been open for more than a couple weeks, discard it. Brake fluid absorbs moisture from the air, resulting in a lower boiling point.
- Flush your fluid every couple years too.
- Don't mix silicone brake fluid with conventional fluid.
- Once you add silicone fluid, it can't be completely removed from the system. Keep that in mind, you can't go back.
- If your booster is lower than the intake, make sure there's a loop or dip in the vacuum line to act as a moisture trap.
- Don't use petroleum based solvents with the brake system. Brake clean chemicals don't leave a residue or damage the seals.



## Brake Time!

There's a lot of parts relating to your brake system. You have residual valves (proportioning valves), Master Cylinder, booster, pedal, steel lines, hydraulic lines, and then the mechanical pieces like calipers or cylinders, pads and rotors or shoes and drums, plus their hardware.



**There are 5 different types of valves that can be used: Residual, Isolation, Metering, Proportioning, and Combination.**

Please be aware that if your master cylinder reservoir is lower than the wheel calipers/cylinders, then you need residual pressure valves. They will maintain slight pressure to keep fluid from flowing back and give a slight "preload" to the brakes.



Isolation valves have a pressure light switch and measure front and rear brake pressure. If pressure drops too far it will trigger the light, but also will stop fluid flow to the area losing pressure and maintain pressure to the other side.

Metering valves stop fluid from moving until it reaches a certain preset pressure. The purpose is to overcome rear drum return spring pressure and engage at the same time as the front calipers. If used with rear disc brakes, then the rears could engage before the fronts.

Proportioning valves set pressure limits two ways. It will limit pressure exiting the valve and limits maximum pressure as well. If the pressure exiting the valve is under a certain threshold, then all is normal. Beyond a set pressure (say 500psi), then it will start reducing pressure to below the psi entering. Once output pressure hits a maximum point, then the valve will close to prevent any additional pressure. The end result is helping to prevent rear brake lockup.



Combination valves will include a warning switch, isolation valve, metering valve for the front, and proportioning valve for the rear brakes.

What is hydroboost? Instead of vacuum, it uses hydraulic pressure supplied by the power steering pump. You're going to get really good stopping ability, maybe too much. Some complain about being able to feather the pedal in performance applications. There are many applications you can salvage parts from, and it's best to check out a performance brake parts supplier to see all the considerations before ripping your system apart.

**Next month: master cylinders**