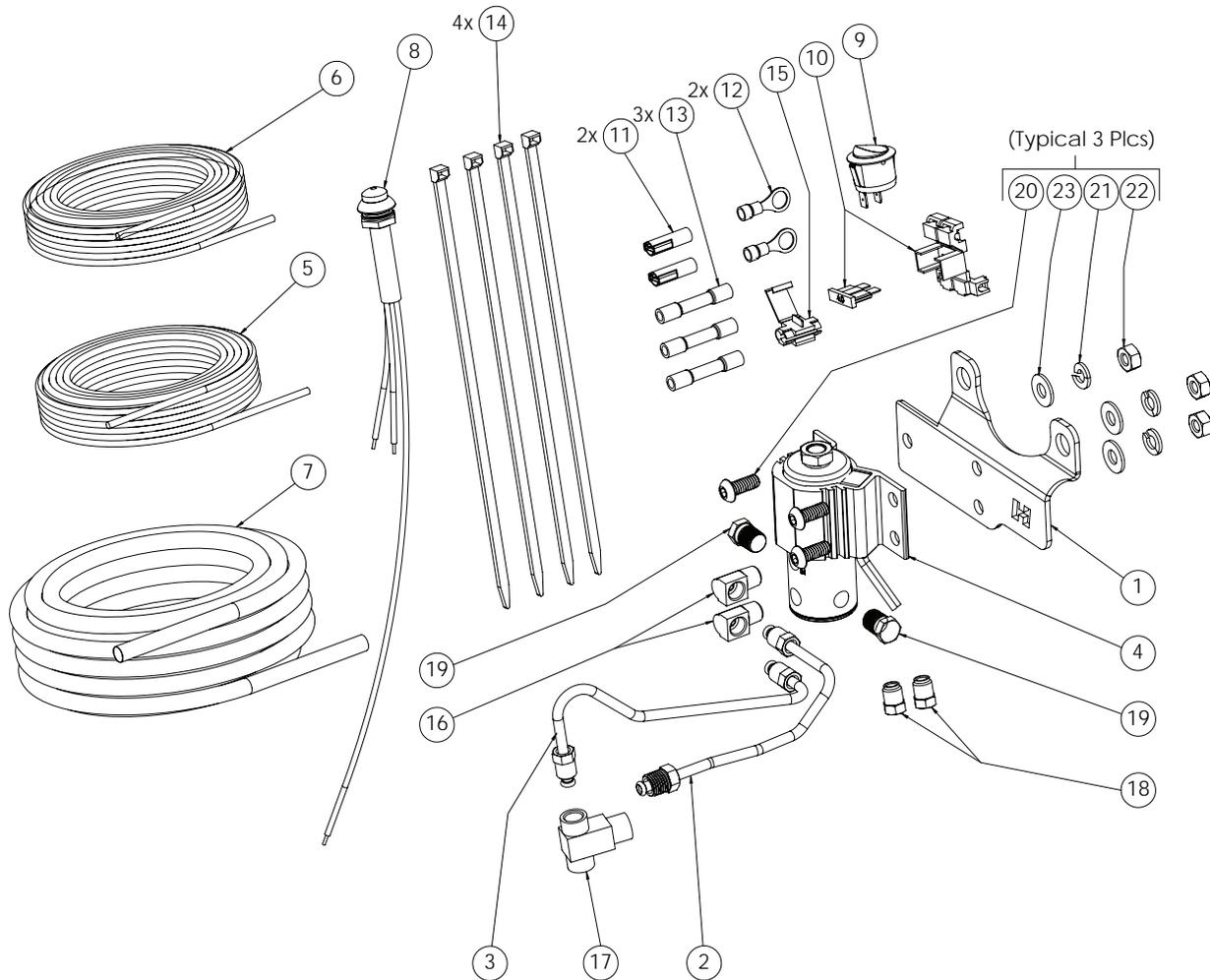




Installation Instructions  
**5671526**  
**1979-83 FORD MUSTANG**  
**5.0L ENGINE**  
**1979-86 2.3L ENGINE**



| ITM # | PART #       | DESCRIPTION                | QTY. |
|-------|--------------|----------------------------|------|
| 1     | 1179525      | Bracket                    | 1    |
| 2     | 4460017      | Brake Line to Prop Valve   | 1    |
| 3     | 4460018      | Brake Line to T-Fitting    | 1    |
| 4     | 97001789     | Valve Solenoid             | 1    |
| 5     | 5100075      | 18 Gage Black Wire         | 15   |
| 6     | 5100082      | 18 Gage Red Wire           | 15   |
| 7     | 4001683      | 18 Gage Conv. Split Sleeve | 15   |
| N/A   | 5671526BA-01 | Hardware Package #1:       | 1    |
| 8     | 2482001      | Lit Momentary Switch       | 1    |
| 9     | 2482002      | On/Off Switch              | 1    |
| 10    | 97001847     | Inline Fuse Holder w/ Fuse | 1    |
| 11    | 5000282      | 18 Gage Terminal           | 2    |
| 12    | 5000280      | Connector 5/16" Eyelet     | 2    |

| ITM # | PART #       | DESCRIPTION                       | QTY. |
|-------|--------------|-----------------------------------|------|
| 13    | 5000055      | 18GA Red Splice                   | 3    |
| 14    | 5000254      | 8" Zip Tie                        | 4    |
| 15    | 5000163      | Tap 18 Gage Connector             | 1    |
| N/A   | 5671526BA-02 | Hardware Package #2:              | 1    |
| 16    | 1400487      | 3/16 x 1/8 90° Elbow Fitting      | 2    |
| 17    | 1400488      | 7/16 - 3/8 Inv. Flare Tee Fitting | 1    |
| 18    | 1400489      | 3/8 - 24 Inv. Flare Tee Plug      | 2    |
| 19    | 1400490      | 1/8 NPT Plug Fitting              | 2    |
| N/A   | 5671526BA-03 | Hardware Package #3:              | 1    |
| 20    | 3401556      | 1/4-20 x 3/8" Bolt                | 3    |
| 21    | 3400131      | 1/4 Split Lock Washer             | 3    |
| 22    | 3400028      | 1/4-20 Hex Nut                    | 3    |
| 23    | 3401598      | 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.

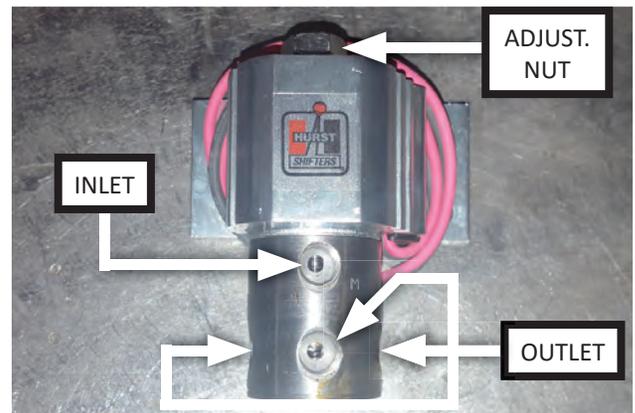
After install, bleed all air out of system following vehicle manufacturers brake bleeding procedures.

### CAUTION:

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

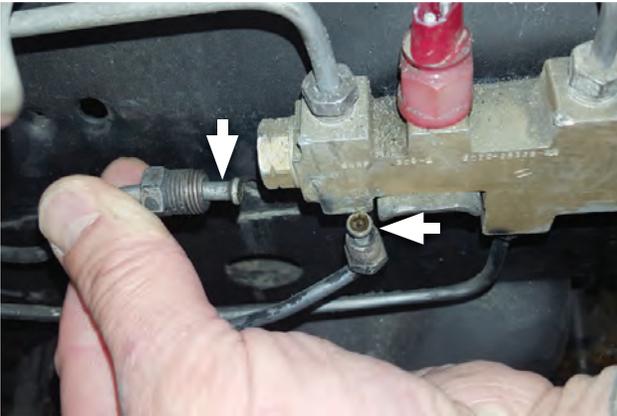
Use a top quality heavy duty brake fluid that meets DOT 3 or DOT 4 specifications. Most domestic manufactures use five general types of brake systems.

## SOLENOID VALVE:

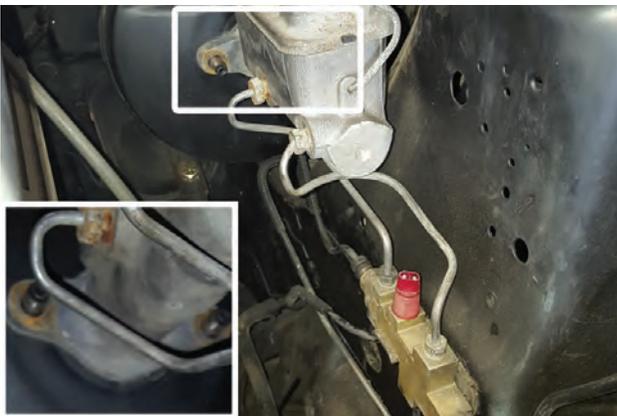


The solenoid valve features four holes to regulate pressure; the top hole is an inlet, the bottom three are outlets. On top of the valve is an adjustment nut for positioning unit properly.

**REMOVE STOCK COMPONENTS:**



1. Remove (x2) front brake lines from distribution block.



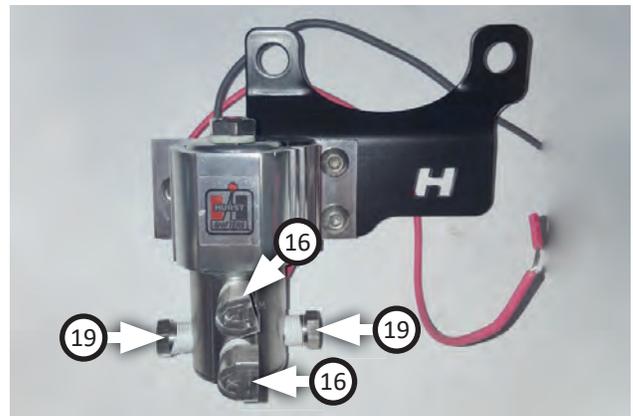
2. Remove and retain (x2) nuts securing master cylinder to brake booster for later use.



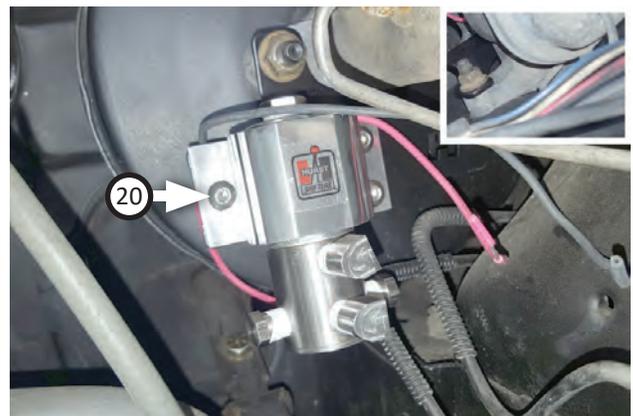
3. The brass plug can be removed and replaced on valve solenoid (4).



4. Teflon tape on pipe threads must not block fluid flow.



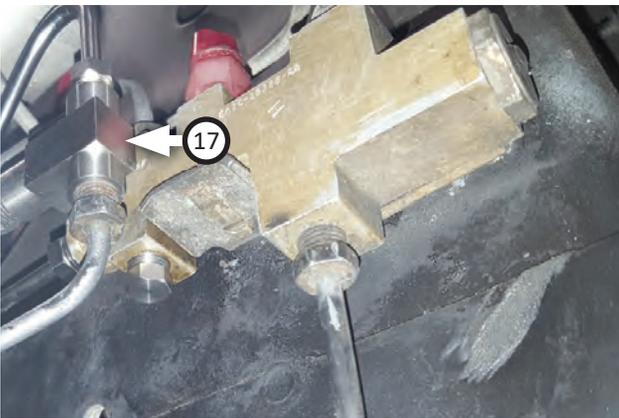
5. Install (x2 ea.) **plugs (19)** and **90° fittings (16)** on solenoid as shown.



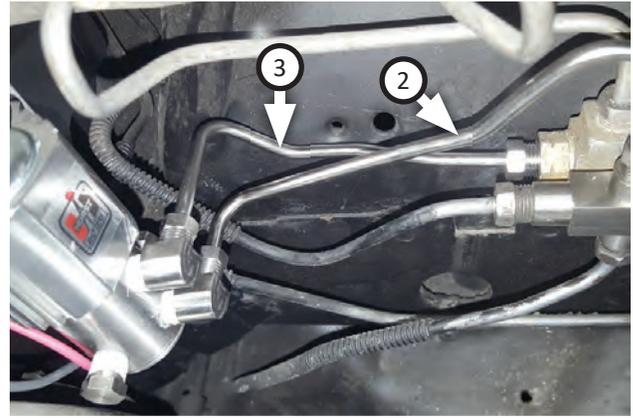
6. Fasten solenoid and **bracket (1)** to master cylinder with (x3 ea.) **bolts (20)** through **flat washers (23)**, **split lock washers (21)** and **nuts (22)**. Torque them to factory specs.



7. Install (x2) front brake lines (removed step 1) into T as shown.



8. Install provided **inverted flare plug (17)** to lower block where brake line was removed.

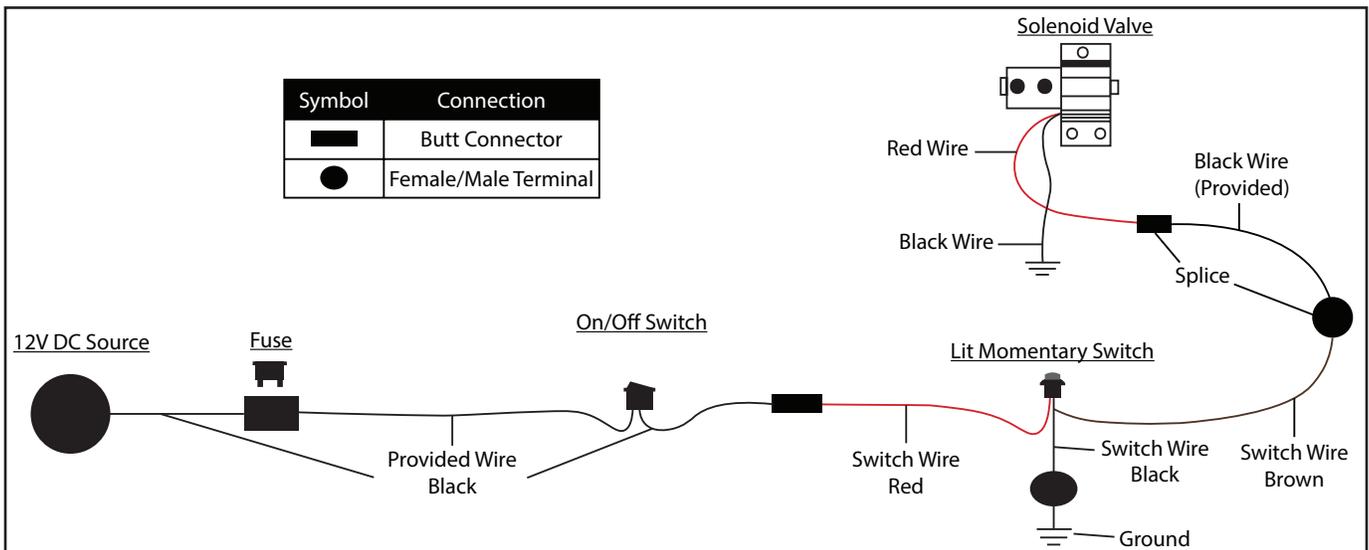


9. Install **brake lines (2, 3)** as shown. Lower port on solenoid will go to provided T and upper port on solenoid will go to factory distribution block.

The Wiring Diagram below illustrates how kit is connected together. Steps 10-19 show one way to install Roll Control kit.

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, avoids heated and/or moving parts and you have easy access to switches once complete.

### WIRING DIAGRAM:





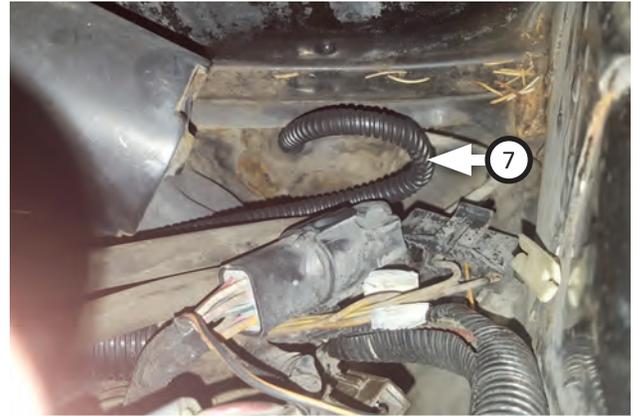
10. Ground solenoid to bracket using eyelet (12).



11. Use red wire (6) and splice connector (13) to extend power wire so it will reach from solenoid to vehicle interior.



Step instructions under following image.



12. Make a small hole in rubber boot at firewall then draw power wire through it to inside of vehicle. Cover power wire with split sleeve (7).



13. To mount switches on center console, pull carpet back then draw power wire through to center console as shown.



14. Drill and mount **On/Off switch (9)** and **lit momentary switch (8)** to center console as shown.

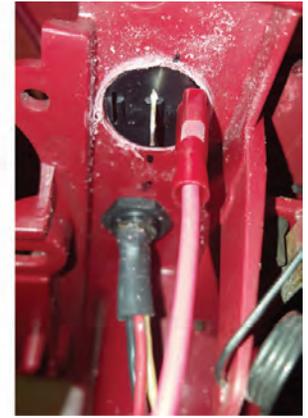
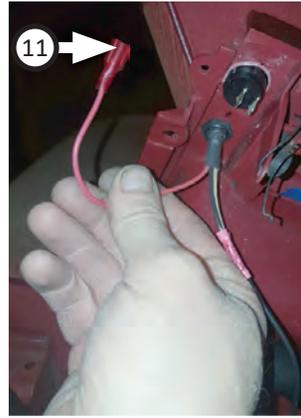
**NOTE:** This step is completed most efficiently using a step drill bit so you can check fitment at each "step" until hole is the correct size.



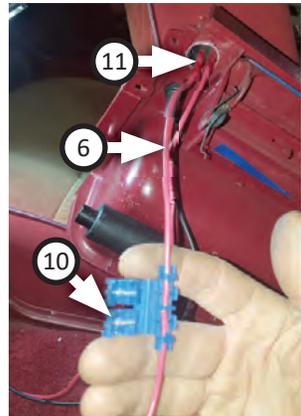
15. Use **splice (13)** to connect solenoid power wire (that was routed through firewall to center console) to brown wire on lit momentary switch.



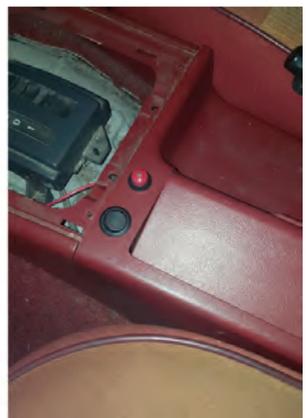
16. Extend momentary switch black ground wire with **splice (13)**, **black wire (5)** and **eyelet (12)**. Ground this wire to chassis (this kit was grounded at shifter).



17. Install **terminal (11)** on momentary switch red wire then plug it into On/Off switch.



18. Install **terminal (11)** to **red wire (6)** then plug it into on/off switch remaining post. Install **fuse holder (10)**.



19. Attach red wire to a power source using **tap connector (15)** if necessary.

## OPERATION INSTRUCTIONS:

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

20. With Traction Control/ESP OFF, fully depress and hold brake pedal.
21. 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.

22. Hold momentary switch down and keep it held down until step 37 below.
23. Release brake pedal. Front brakes will now be locked and rear wheels unlocked and free to spin.
24. Automatic Vehicles- sharply step on gas pedal.
25. Manual Vehicles- raise engine speed to a moderate level and smoothly but quickly release clutch.
26. Rear wheels should now be spinning while vehicle is stationary if preceding steps have been performed correctly.
27. Modulate gas pedal to control amount of wheel spin.
28. Release momentary switch and allow vehicle to "drive out" of burnout.
29. Be prepared to ease off on gas pedal and press brake pedal if necessary.
30. 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):

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

Complete next steps within 60 seconds.

33. Hold momentary switch down and keep it held down until step 45 below.
34. Release brake pedal. The front brakes will now be locked and rear wheels un-locked, free to be loaded.
35. Slowly and smoothly step on gas pedal to load torque converter and drivetrain just prior to wheel spin (this step may take some practice).
36. GO! Release momentary switch and modulate gas pedal as light turns green/flag drops/etc. to hard launch vehicle forward.
37. Be prepared to ease off on gas pedal and press brake pedal if necessary.
38. Disarm Hurst Roll Control system by depressing On/Off to "OFF" position (momentary switch should no longer be illuminated).

Congratulations, the installation of your Hurst Roll Control kit is now complete!

