

Valve Saver – consist of:

- Reservoir with Lubricant 400 ml with sight glass & hose
- Mounting cradle
- “T” piece connectors
- 3mm pipe nozzle
- Manual instruction

Installation

Locate a suitable position in the engine bay to attach the lubricant bottle a place away from areas of extreme heat. Ensure the reservoir is mounted no higher than the lubricant inlet port into the engine in order to eliminate the possibility of siphoning. Remove the lubricant reservoir from the cradle. Mount the cradle in a vertical position using the two screws. Insert the lubricant reservoir so that the sight glass is visible & the lubricant flow adjustment screw is accessible.

For the best performance the inlet port for the Valve Saver system should be located below the butterfly valve of the carburetor as shown in the diagram (below). Often a suitable existing port can be located on the carburetor, you can then utilize this port by bridging into the vacuum line using the “T” piece connector supplied. **(see fitting note below)**

If you are unable to locate a suitable existing port, you will then need to drill a 5mm hole into either the spacer block beneath the carburetor, or directly into the inlet manifold. Tap the hole using a M6 tap (use grease on the tap to prevent sward from entering the inlet manifold) then screw the threaded brass connector and lock it in position with the nut provided. Please note: we recommend that a suitable sealant be applied to the threaded connector in order to eliminate the possibility of a vacuum leak.

Fitting Note: when fitting the “T” piece, insert the small line onto the fluid pick up from the kit first. Then fit both sides of the vacuum lines. Do not try to turn the fitting using the thin part of the “T” piece. This can result in breaking the “T” piece.

If you have multiple carburetors or a multiple barrel carburetor you will need additional components. These will be supplied free of charge upon request.(see back panel for contact details)

For maximum performance the inlet port for the Valve Saver system should be between the butterfly valve and inlet manifold.

50 to 100 mm away from the butterfly valve towards the inlet manifold should provide good mixing with the air / fuel stream. If no suitable port is provided, drill, tap and insert the supplied 3mm threaded brass connector, as described for carburetor engines.

Setting the treat rate

Fill the reservoir with 400 ml of Valve Saver Fluid (do not overfill) and replace the filler cap.

With the engine at normal idling speed, set the drip rate at approximately 11-12 drops per minute, using the lubricant flow adjustment screw (turn clockwise to reduce the flow, anti clockwise to increase it)

Thereafter, concentrate on getting a minimum ratio of 1 ml of Valve Saver Fluid per 1 litre of fuel. The easiest way to do this is each time you top up your fuel tank, take note of how many liters you have put in. Then check the Valve Saver Fluid reservoir to see how many ml of fluid has been used.

The figure should be the same, i.e. if you put in 50 liters of fuel, you should have used 50 ml of Valve Saver Fluid.

Keep doing this every time you top up your fuel, making minor adjustments to the lubricant flow adjustment screw until you have the system using the correct amount of fluid.

Please note; When the engine has stopped, some lubricant will back flow into the sight glass. This is normal and does not affect the units operation.