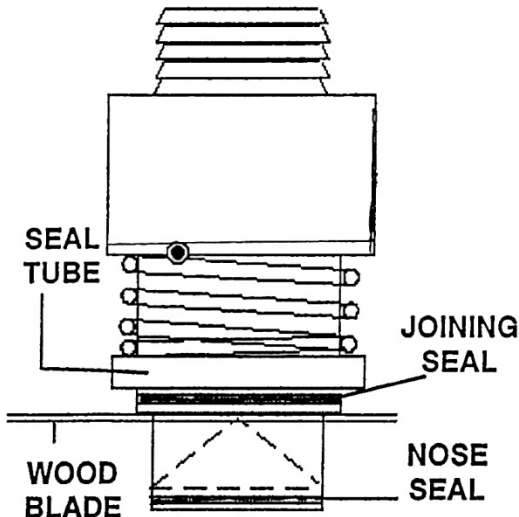


PP20 MALE "RED HEAD" VALVE SERVICE KIT "GASOLINE ONLY"

SERVICE KIT CONTENTS:



1 ea. Nose Seal: One of two seals creating the liquid seal. O Ring measures .103" cross-section. Special material compound – **DO NOT SUBSTITUTE.**

2 ea. Joining Seal: Seals valve probe to car mounted receiver. O Ring measures .070" cross-section. Special material compound – **DO NOT SUBSTITUTE.**

1 ea. Seal Lubricant: 8 grams (¼ ounce).

1 ea. Wood Blade: Holds valve open.

Info only – "L" Teflon Seal and O Ring: Special Teflon seal and O Ring combination is installed with special tools at the factory and is visible only when valve is completely disassembled. **FIELD REPAIR IS NOT RECOMMENDED.**

Contact Air & Allied Sales (Pacific) Pty Ltd if replacement is necessary.

INSTALLATION PROCEDURE:

1. To open valve, slide red sequence tube ½" back into black cover and hold (this releases seal tube).
2. Simultaneously slide red sequence tube and now revealed seal tube into black cover (flow passage now revealed).
3. Place enclosed wood blade across cone-shaped deflector, release seal tube slowly letting it rest on wood blade. Red sequence tube may also be released at this time (valve should now be held open).
4. Remove nose seal at this time using a thin feeler gauge. **CARE MUST BE TAKEN – DO NOT DAMAGE O RING GROOVE.**
5. Apply thin layer (film sufficient) of seal lubricant to replacement nose seal.
6. Install nose seal: Carefully stretch O Ring allowing it to seat in groove. Do not roll O Ring into groove – rolled or twisted O Ring may cause improper seal.
7. Remove wood blade – **VALVE SHOULD SNAP CLOSED.** If valve does not close rapidly and seal, lubricate inner surfaces of valve with gasoline. **CAUTION: GASOLINE IS HIGHLY FAMMABLE.** Repeat closing process. If proper rate of closing is not accomplished, contact Air & Allied Sales. Improper rate of closing may cause fuel spillage. **DO NOT USE.**
8. Using closing procedure allow valve to slowly close. Ensure seal tube seals on nose seal and red sequence tube snaps forward.
9. Slide red sequence tube back and replace joining seal. Apply thin film of lubricant to O Ring. Use procedure #6 to install joining seal.
10. Repeat closing sequence to ensure proper valve operation.
11. With the valve closed and in upright position, fill with gasoline and observe if proper seal occurs.

CAUTION: GASOLINE IS HIGHLY FLAMMABLE

BEFORE USE OF VALVE, READ ATTACHED NOTICE



NOTICE

DO NOT USE your Red Head Valves™ product before reading this notice and warnings. If you have any questions relative to the use of this product. **DO NOT** use the product until you have contacted Red Head Valves™ or Air & allied Sales and your questions have been answered.

ASSUMPTION OF RISK. It is well recognised that automobile racing is a very dangerous activity. Even with the utmost of care, refuelling involves certain unavoidable risks. Persons using Red Head Valves™ refuelling connectors **ASSUME THE RISK** inherent in this type of activity.

LIMITED WARRANTY / DISCLAIMER. Red Head Valves™ will repair or replace, at its expense and its option, any Red Head Valves™ refuelling connector or refuelling accessory which, in the normal use, has proven to be defective in workmanship or material; provided that the purchaser notifies Red Head Valves™ of the alleged defect within ninety (90) days from purchase. Red Head Valves™ will not be responsible for any asserted defect which resulted from misuse, abuse or repair or alteration made or specifically authorised by anyone other than a representative of Red Head Valves™. Under no circumstances will Red Head Valves™ be liable for incidental or consequential damages resulting from defective products. This warranty is Red Head Valves™ sole warranty and sets forth the purchaser's or user's exclusive remedy, with respect to defective products; all other warranties, express or implied, whether of merchantability, fitness for purpose, or otherwise, are expressly disclaimed by Red Head Valves™.

WARNINGS

1. **ANY** modification of refuelling connectors may result in failure of the system.
2. **ALL** refuelling connectors should be inspected and tested before each race.
3. Lack of **PROPER MAINTENANCE** may result in failure of the system.
4. "O" rings should be **ROUTINELY INSPECTED** and any cracked, worn, torn or damaged "O" rings must be replaced immediately.
5. Certain fuel mixtures may have an adverse effect on seals used in Red Head Valves™ products. Users must **CAREFULLY WATCH** for sticky or swollen seals and replace as necessary.
6. "O" rings normally need no lubrication. If lubrication is necessary, **USE ONLY HIGH QUALITY BEARING GREASE** and apply lightly.
7. **ANY FAILURE IN ANY RED HEAD VALVES™ PRODUCT SHOULD BE REPORTED TO RED HEAD VALVES™ IMMEDIATELY AND THE CONNECTOR SHOULD BE SERVICED BEFORE FURTHER USE.**