

CHECK VALVE INSTRUCTIONS

PLEASE NOTE

Your new valves must be fitted and used before they will seal-up correctly.

Before starting the removal of the old check valves and refitting the new valves, please read all the instructions below and have a clear picture in your mind of how it's done and also experience with hand tools is essential. If you're not sure, give the job to someone who has a feel for tools or you may damage your oil lines.

And make sure you have to hand:-

1 pair of side cutting pliers,

1 adjustable spanner.

A vice fixed to a bench,

A small hammer

A small steamer of the type used for household cleaning

A clean area to work with plenty of light

A friend you can trust to help with the steamer

Ok, first fit the old valve in the vice and try to position it so you can easily use the pliers to remove the outer metal Collet (see fig 1) Adjust the pliers so that they're only pushing against the outer Collet and using the vice to prize-off. Carefully remove the outer Collet, it usually comes off easily.

Fig 1



Now with the Collet pushed out of the way again adjust the old valve so you can position the pliers in the joint between the old valve and the plastic oil line and to use the vice to prize against.

Now with the pliers already in position and ready to apply pressure to close the pliers between the valve and the plastic pipe (see fig 2) and ready to use the vice to prize off, then with a friend you trust apply steam to the joint so that it hots up the plastic and the brass valve and then the instant you remove the steam away prize off the old valve before the plastic has time to cool.

Fig 2



Now is the time to make sure your oil lines are cleaned out and ready to be fitted to the new valves.

Ok, now we're ready to fit the new valves to the oil lines, so holding the oil line in one hand and the new valve in the other push back together and you should feel a couple of clicks as it goes back on. Repeat the above to the rest of your pipes.

Now you will find that the new valves will still turn inside the oil lines so you can turn them to their correct position.

Lay the pipes and valves on top of the upper half of the crankcases and turn the valves so that they are flat against the oil inlet holes in the crankcases and also put the banjo bolts back in so you're sure they're all in the correct position.

Now adjust the vice so that the new valve is down between the jaws of the vice and the oil line is pointing up (see fig 3) If you look carefully you will see that the valve has a wider shoulder around the top where it joins the plastic pipe. Without putting any pressure on the valve adjust the vice so the wider shoulder is sitting on top of the vice and won't push down.

Fig 3



Using your adjustable spanner, adjust it so that it's just slightly larger than the outer end of the oil pipe where it fits over the valve (see fig 4)

Fig 4



Now bring down the metal outer Collet so that it fits over the end of the oil line and using the adjustable spanner on the top of the Collet tap it back down with your hammer, (see fig 5) A little washing up liquid helps it to slip on easily and repeat for the other valves.

Fig 5



TIP

PLEASE NOTE

If you haven't already done so, please ensure that your oil tank is spotlessly clean, your oil tank filter is clean and the oil pump is working correctly and set to the Suzuki specs.