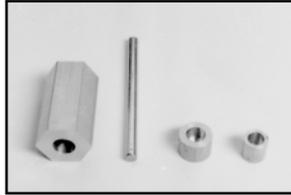


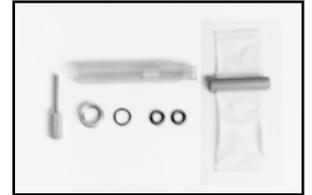
### INSTRUCTIONS FOR REBUILDING KIT VRK1 FOR POWER-FLO™ FUEL VALVES

NOTE: Dual outlet valves, triple outlet valves and 90° nipple down valves cannot be rebuilt with this kit but may be sent in for rebuilding. The older style Power-Flo™ valves with the retaining clip on the bottom of the valve, or with a plastic standpipe, also cannot be rebuilt with this kit nor can they be sent in for rebuilding.

1. (Photo 1) Check to see if you have all tools shown in this photo.



2. (Photo 2) Check to see if you have all tools shown in this photo.



Inspect the valve for obvious signs of abuse and damage which could make the valve leak externally. Check for signs of Teflon® tape in the large diameter threaded end of the nut which attaches to the tank. Teflon® tape will cause the thread area to leak and seep fuel down the side of the valve. This will make it appear as though the valve is leaking from the bottom. This thin light film of gas is not visible to most riders. Valves with plastic standpipes cannot be rebuilt.

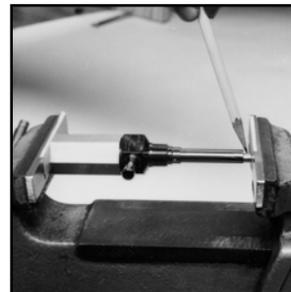
3. (Photo 3) Remove filter screen by grasping, twisting and pulling it off the valve.
4. (Photo 4) Hold valve in vise with masking tape or a rag to protect from scratches and remove lever from valve by pulling and twisting with pliers (protect the knob with a rag if you want to use the lever again; a new lever is included in rebuild kit).
5. (Photos 5A, 5B) Open vise about 6-1/2". Insert the 1/4" rod in the standpipe tube and the big end of the valve into the large diameter opening of the hex shaped tool and turn the vice closed to press the valve apart. Do not mix the old parts with the new ones.
6. (Photo 6) Remove old o-rings, clean inside of valve, lightly oil new o-rings and install in the pockets inside the valve body.
7. (Photo 7) Install larger o-ring into new retainer and then gently press onto shaft end of rotor standpipe with a twisting motion until just past the lever hole.
8. (Photo 8A, 8B) Now assemble the standpipe rotor into the valve body and twist it so the holes in the rotor DO NOT line up with either internal o-ring, as this could damage the o-rings. Press the rotor only far enough to feel some resistance from the two internal o-rings.



**Photo 3**



**Photo 4**



**Photo 5A**



**Photo 5B**



**Photo 6**



**Photo 7**

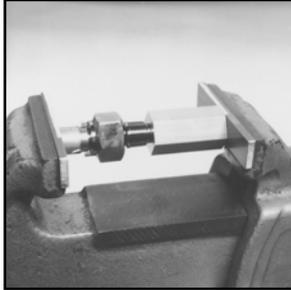


**Photo 8A**

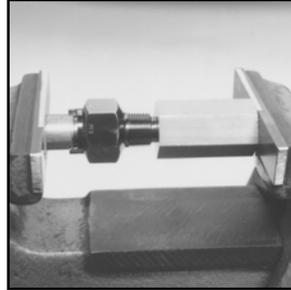


**Photo 8B**

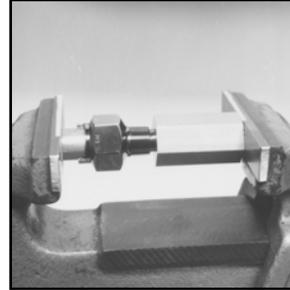
9. (Photo 9A, 9B, 9C) Install the proper machined tool to the lever end of the valve rotor and slip the small hole end of the hex tool over the standpipe end of the valve against the machined step on the valve body and close the vise slowly as in these photos until you see the retainer is fully seated in the valve body and you feel greater resistance from the retainer bottoming out on the valve body. Remove the valve and twist the rotor from the standpipe end to be sure it turns free and easy. If it does not turn easily, there is an o-ring out of place; you must disassemble and rebuild again.



**Photo 9A**

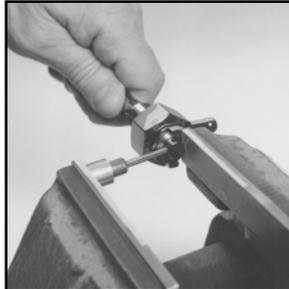


**Photo 9B**

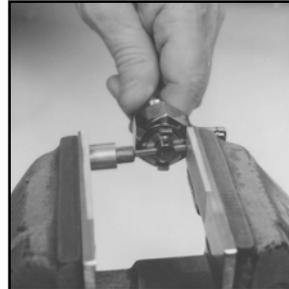


**Photo 9C**

10. (Photo 10A, 10B) Get the valve into the reserve position (hole in standpipe side lines up with the hole in the valve body above the threads and hole in rotor is open to the nipple). When the valve is in this position, you may press in the lever. Use the machined brass tool supplied which most closely fits the lever knob. Place the lever knob into the pocket of the brass tool and the tool against the jaw of the vise. Hold the valve by the standpipe to keep it from turning and press it against the end of the lever with the split in the lever away from the valve. Now turn the vise closed, pressing on the rotor stem and the tool until the lever stops against the other vise jaw. Now open the vise slightly to place the vise jaw against the round shoulder of the valve and close the vise until lever touches vise jaw again.



**Photo 10A**

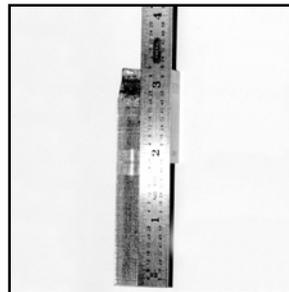


**Photo 10B**

11. (Photo 11A, 11B) Measure your valve from the base of where the screen rests to the end of the standpipe as in photo 11A. Now duplicate that measurement from the open end of the screen to the top of the adjustable anti-siphon sleeve inside the screen. The sleeve may have to be pushed up with a pencil to the end of the standpipe or pulled down with a small short hook bent on a short length of wire. Once the sleeve is in the screen in the proper position, always pick up the screen in the area of the sleeve so as not to change that dimension. This dimension should be made to the 1/32 of an inch. Set this screen aside now as it will be epoxied next.



**Photo 11A**

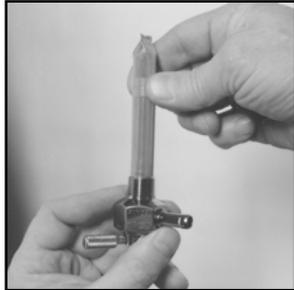


**Photo 11B**

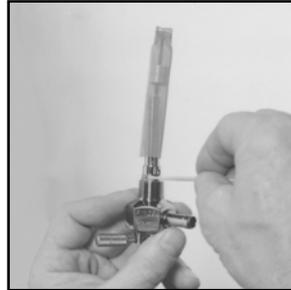
12. (Photo 12A, 12B, 12C, 12D) Mix the epoxy by removing the clamp and thoroughly kneading the epoxy adhesive components in the handy mixing-dispenser package until color is uniform throughout. BE VERY CAREFUL WITH THIS PRODUCT. DO NOT GET ONTO SKIN, INTO EYES, ETC. Apply one large drop of epoxy to the machined groove on each side of the valve with a toothpick, then slide the screen down over it by holding the screen in the area of the anti-siphon sleeve as shown in photo 12C. Be careful not to get any epoxy on the threads or in the reserve hole. Next put a drop or 2 of epoxy to the screen in the middle of the anti siphon sleeve on each side as shown in photo 12D. You must allow 24 hours drying time at room temperature before using. Your rebuild is now complete.



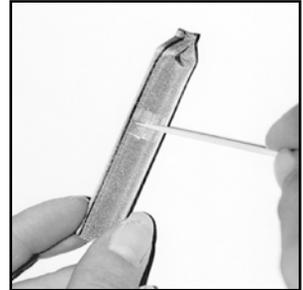
**Photo 12A**



**Photo 12B**



**Photo 12C**



**Photo 12D**

*Pingel fuel delivery systems are covered under one or more of the following patents: 4,957,138; DES330-712; D363-533; D363-762; D408-069; D409-724; D410-524; D410-734 and D408-500: German Patents: 49807287.9; M9505991.1 and M9502099.3.*

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