› Please Note

This unit contains a very fine micronite lubricant filter for maintenance free operation. Due to the purity of the Valve Saver Fluid, only minor adjustments are required on the needle valve. Other brands of lubricants will be unsuitable in this unit. They may not mix or vaporize properly in the air / fuel stream, and will block the micronite filter.

Using products other than Flashlube in the kit may lead to engine damage, and will void the warranty.

› Component Checklist

- 1 x Lubricant reservoir with sight glass & hose
- 1 x Chrome plated mounting cradle
- 2 x Self-tapping mounting screws
- 2 x “T” piece connectors
- 1 x 3mm threaded brass connector & nut
- 3 x self-locking hose straps
- 1 x 500ml bottle Flashlube Valve Saver Fluid

› Having Problems

Most problems can be traced to unsuitable vacuum port. Use a vacuum gauge to assess if there is sufficient vacuum, or consult a qualified mechanic for advice or installation.

› Valve Saver Lubrication Kit

Flashlube Valve Saver Fluid refill packs are available in 50ml, 250ml, 500ml,1 litre, 2.5 litre, 5 litre, & 20 litre sizes.

› Other Products in the Flashlube range:

- **Diesel Conditioner**
- **Injector Cleaner**
- **Oil Stabiliser**
- **Multi Purpose Grease**
- **High Temperature Grease**
- **Car & Truck Wash**

Flashlube is recognized as a world leader in its field, sold in more than 20 countries around the world. Our unique formulations ensure Flashlube leads the way in the fuel additives market.

For more information contact Flashlube
03 9329 8200
www.flashlube.com.au

RL010

Flash Lube™

Feel the difference!

Flashlube Lubrication Kit

INSTALLATION INSTRUCTIONS

AUSTRALIAN MADE
AUSTRALIAN OWNED

› General Installation

Do not cut or use the gas supply line
Do not use the brake vacuum line
Do not use distributor vacuum line

If in doubt, seek the advice of a qualified motor mechanic or have the device installed by a qualified motor mechanic.

› Installation

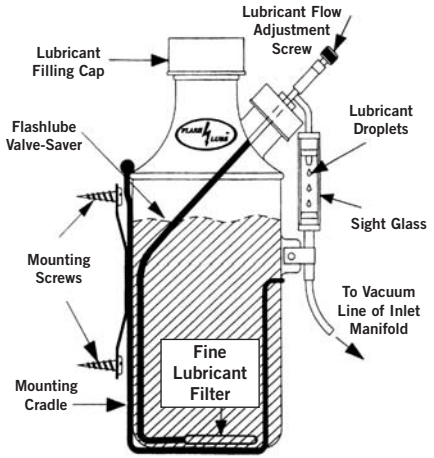
Locate a suitable position in the engine bay to attach the lubricant reservoir. i.e. a place away from areas of extreme heat.

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 self-tapping screws.

Insert the lubricant reservoir so that the sight glass is visible & the lubricant flow adjustment screw is accessible.



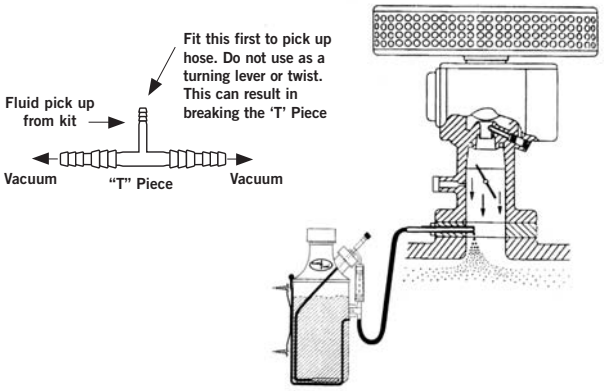
› **Lubricant Reservoir sitting in Mounting Cradle**

› Carburetor Engines

For the best performance the inlet port for the Flashlube 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 2.5mm hole into either the spacer block beneath the carburetor, or directly into the inlet manifold. Tap the hole using a 3mm x 0.5mm tap (use grease on the tap to prevent swarf 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.

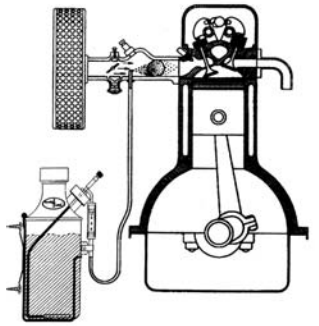
Fitting Note: when fitting the "T" piece, insert the small line onto the fluid pick up from the kit **first**. Then fit both sides of the vacuum lines. Do not try to turn the fitting using the thin part of the "T" piece. This can result in breaking the "T" piece. **(see below)**



› **Flashlube Valve Saver System - Carburetor Engine**
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)

› Fuel Injected Engine

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



› **Flashlube Valve Saver System - Fuel Injected Engine**

› 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 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 millilitre 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 litres you have put in. Then check the Valve Saver Fluid reservoir to see how many millilitres of fluid has been used.

The figure should be the same, i.e. if you put in 50 litres 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.

Using products other than Flashlube in the kit may lead to engine damage, and will void the warranty.