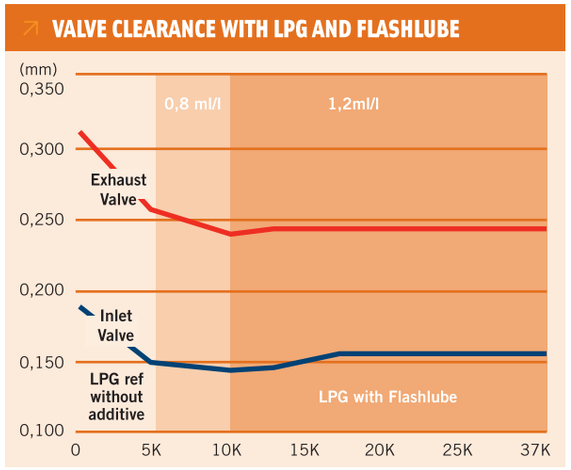
Ensure you use only Valve Saver Fluid

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 genuine Flashlube in the kit may lead to engine damage, and will void the warranty

Test Results



Photos show results of testing with & without Flashlube Valve Saver Fluid

WITHOUT FLASHLUBE

Left valve seats recede into cylinder head resulting in a loss of compression.

WITH FLASHLUBE

Right shows valve & seat protected with Flashlube.

Valve Saver Fluid

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

Other Products in the Flashlube range

- Injector Cleaner
- Diesel Conditioner
- Oil Stabiliser
- Multi Purpose Grease
- High Temperature Grease
- Winter Fuel Formula

Flashlube is recognised as a world leader in it's field and is available in over 80 countries globally.

Our unique formulation ensures **Flashlube Valve Saver Fluid** maintains it's No1 position in the marketplace.

For more information contact Flashlube Pty Ltd
+61 3 9329 8200
flashlube.com

FL010

VALVE SAVER KIT

INSTALLATION BROCHURE

AUSTRALIAN MADE AUSTRALIAN OWNED

TÜV NORD Approved wear measurement

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.

Two kits are available, Valve Saver Kit (Series 2) with low level sensor and the original FVSK model which has been trusted for over thirty years.

Components Check List

Original Kit (FVSK)

- 1 x Valve Saver reservoir assembly
- 1 x Manifold fitting
- 2 x Self tappers screws
- 3 x Nylon ties
- 1 x Installation brochure
- 1 x 500ml Flashlube Valve Saver Fluid

Series 2 (FVSK2)

- 1 x Valve Saver Kit reservoir assembly
- 1 x 1 Litre Flashlube Valve Saver Fluid
- 1 x LED globe & wiring loom
- 2 x Self tappers - reservoir
- 3 x Nylon ties
- 1 x Manifold fitting
- 1 x LED light sticker
- 1 x Installation brochure

Installation

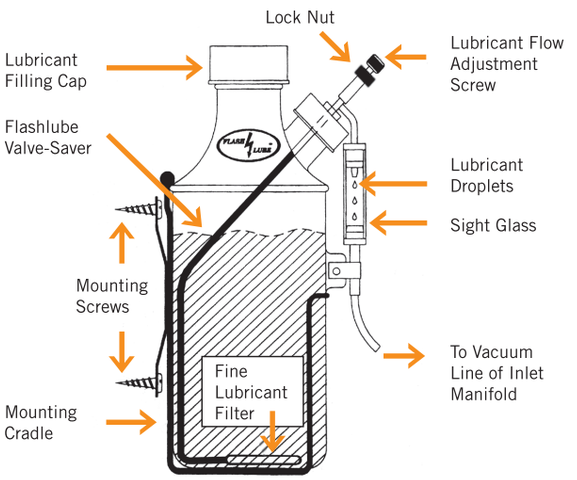
Locate a suitable position in the engine bay to attach the lubricant reservoir. i.e. a place away from areas of extreme heat.

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.

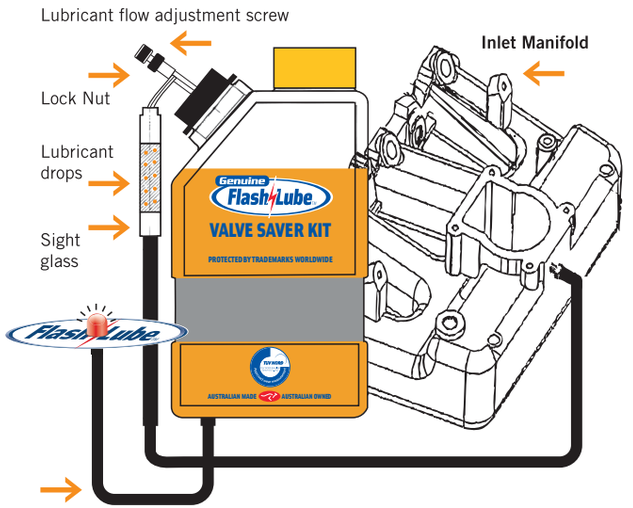
Insert the lubricant reservoir so that the sight glass is visible & the lubricant flow adjustment screw is accessible.

Flashlube Valve Saver Kit - Original



Lubricant Reservoir sitting Mounting Cradle **FVSK**

Flashlube Valve Saver Kit - Series 2



FVSK2 with low level sensor wire

For more information visit **flashlube.com**

Low Level Sensor LED Light Installation

To install low fluid level warning LED in the dash, drill a 7mm diameter hole in a suitable place and place Flashlube sticker on the clean, dry surface over the front of the LED light.

Feed the connecting black and red wires back through the firewall and connect red wire to ignition (power) and the black to either black wire from low-level sensor in the reservoir. Connect the other black wire to earth.

Fuel Injected Engine

For maximum performance the inlet port for the Flashlube 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.

Setting the treat rate

Fill the reservoir with 400ml 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 8 drops per minute, using the lubricant flow adjustment screw (turn clockwise to reduce the flow, anti clockwise to increase it)

As vacuum varies with driving it is important to 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 have used. 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 use 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.