

The enclosed anti drain valve works on the same principle as the device fitted into the bottom of the Velocette oil tank, (in fact it uses the same ball and spring). As with all ball type valves it is essential to ensure that the oil is kept clean, as any dirt may hold the ball off its seat. Machines not equipped with a suitable filter may find our in line filter kit (item no 388) or our magnetic filter kit, item 434 of benefit. The valve is fitted into the oil line between the oil tank and engine, (the feed from the tank). It is the pipe that is attached to the outer of the two crankcase oil union pipes (Norton twins). It is most important to ensure that the valve is fitted the correct way round, as catastrophic engine damage may occur if fitted incorrectly, the end marked IN goes towards the oil tank. It should be realised that an oil pump that is bone dry may not (theoretically) generate the vacuum required to draw the ball off its seat. Therefore when fitting the valve before firing up the machine the pipe between the valve and the motor should be primed with engine oil. Any owners wishing to further check the oil supply situation may find our pressure gauge, (item no 1177) useful.

Please note the filter kits, anti drain valve and pressure gauge are suitable for most British bikes.