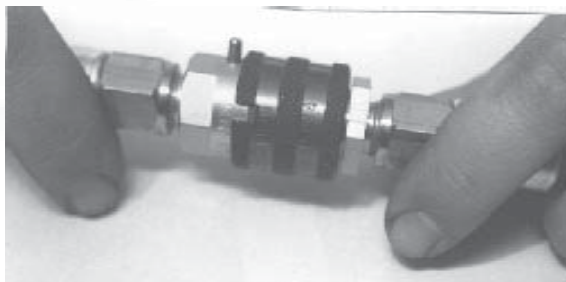


KINSLER QUICK DISCONNECT BYPASS VALVE

FAST and EASY JET CHANGES



The quick disconnect bypass with hoses attached. Note: collar is rotated so that the notch is not aligned with the pin; prevents accidental opening of the valve

**NO WRENCHES
NEEDED !!!**

**Simply slide
back the
outer collar,
pull the
main bodies
apart, and
change the jet**



ACCEPTS Kinsler K-type or Hilborn jets. Valve has 6 AN male flare ends and has a fully machined, hard anodized, stick-free poppet.

**CAN BE USED ON ANY
MAKE OF INJECTION UNIT :**
Kinsler, Hilborn, Crower, Enderle,
Ron's, Jackson, etc.

Valve can be used for other applications by using different spring and shim combinations.
(For springs and shims see [Page #95](#) BYPASS VALVES)

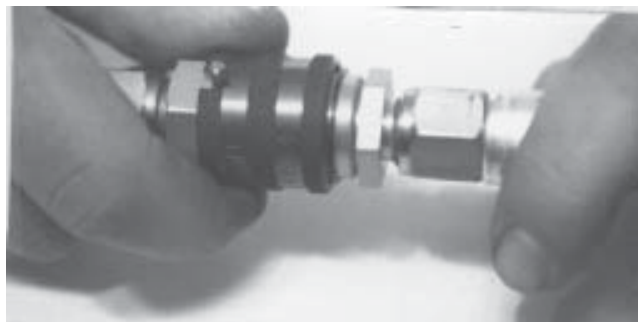
3104	Red and gold anodized aluminum, 6 AN male flare, for gasoline
3112	Hard-anodized aluminum, model: Ano-QD, 6 AN male flare, for gasoline and methanol
3115	Same as #3112 but with o-rings for use with nitromethane
3101	End cap, for quick disconnect, hard-anodized, includes jet sealing o-ring
3036	Poppet, Kinsler hard-anodized, for Kinsler and Hilborn 6 AN jet can
3319	Spring, .019" wire diameter, standard spring for Kinsler main bypass valve
3116	O-ring, jet sealing, for end cap #3006, #3104, and #3112
3117	O-ring set, for quick disconnect, gasoline and methanol ONLY
3119	O-ring set, for quick disconnect, nitromethane ONLY

NOTE

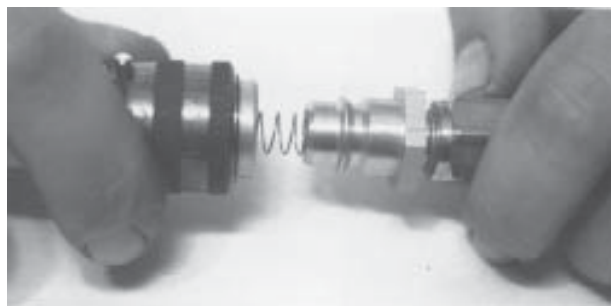
There is no one o-ring compound that works well for gasoline, methanol, and nitromethane. We therefore use one o-ring compound in the gas and methanol jet cans, and a different compound in the alcohol/nitro jet cans. Using a fuel or additive other than that specified may cause swelling of the main body o-ring, or leakage due to shrinkage of the o-rings. When the main body o-ring swells, it may be difficult to uncouple the valve. Contact us for the proper o-rings if a fuel other than the ones specified is being used.

CAUTION

Be sure to shut off the engine before pulling apart the jet can, or fuel spillage will occur.



The collar being pulled back after the notch is aligned with the pin



Use a twisting motion while pulling the valve apart



The two parts of the assembly are separated, with the jet in the end cap on the right, the jet is merely dropped out and the new one is inserted

When you drop the jet into the end cap, be sure the number is facing you



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