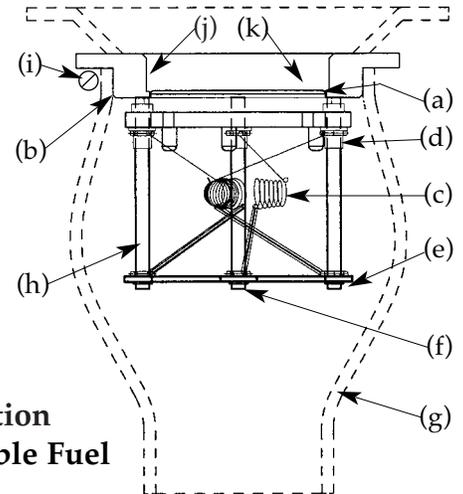


KS118 “Dry Break” Repair Kit For Female Receiver

Part # s RE104 and RE113

NOTICE: SERVICE PARTS FOR RECEIVER UNITS WITH REMOVABLE SNAP RINGS OR HEX HEAD POPPET SLIDE STUDS ARE NOT FURNISHED WITH THIS KIT. CONTACT ATL FOR PROPER SERVICING OF THESE UNITS. IF YOU ARE UNSURE WHICH TYPE UNIT YOU HAVE, CONTACT ATL FOR IDENTIFICATION. READ ATL PRODUCT SAFETY BULLETIN DS-381 BEFORE PROCEEDING.

- CONTENTS:**
- 1 ea. #73-Q4330-V Quad ring seal; “X”-seal large cross section rubber ring (a) to fit poppet (k) **GASOLINE USE ONLY**
 - 1 ea. #71-041-N O-Ring nitrile; Flange to Black bulb seal with small cross section (RE104 only) (b)
 - 3 ea. #61-2019 Torsion spring (c)
 - 3 ea. #62-2020 Bushing poppet slide (d)
 - 1 ea. #62-2027 Safety wire (e)
 - 3 ea. #61-2021 Snap ring, Permanent Type (not reusable after installation) (f)



INSTALLATION:

1. If applicable, remove Black bulb cover (g)
 - A. Rinse valve in water and remove hose clamp (i).
 - B. Heat valve in oven to 150°F to expand bulb.
 - C. Remove Black bulb cover from valve with gloves.
2. Replace (3) #61-2019 torsion springs (c) and (3) #62-2020 bushing poppet slides (d). NOTE: Permanent type snap rings (f) must be installed with special tool, but snap ring removal is not recommended or necessary for torsion spring replacement.
 - A. Remove “X”-seal. Depress poppet, roll “X”-seal (a) out of groove or use a thin smooth blade (feeler gauge) between “X”-seal and groove side wall and lift out. Machined surfaces are for sealing- DO NOT DAMAGE.
 - B. Heat valve flange (j) to 200°F in oven. This will release red Loctite applied to threads on poppet slide studs (h).
 - C. Remove safety wire (e). Carefully copy loop, tie and safety wire routing for later replacement.
 - D. Loosen three poppet slide studs (h) leaving several threads engaged. Grip and turn lower end of each stud with plier, but do not damage bushing sliding surface.
 - E. Remove only one poppet slide stud at a time. Do not damage bushing sliding surface.
 - a. Remove torsion spring (c) and poppet slide bushing (d).
 - b. Thoroughly clean poppet slide stud threads and flange female threads.
 - c. Install new torsion spring and poppet slide bushing from service kit.
 - d. Apply a drop of red Loctite to threaded hole and a drop to poppet slide stud threads.
 - e. Replace poppet slide stud by again gripping lower end of stud with plier. Repeat steps a – e above on each slide stud.
 - f. Install new “X”-seal. Stretch “X”-seal rubber ring (a) over poppet, ensuring “X”-seal does not roll or twist during installation. “X”-seal must be properly seated in groove to seal.
3. If applicable, re-install Black bulb cover (g) as follows:
 - A. Heat Black bulb cover (g) in oven to 150°F
 - B. Replace flange O-ring (b) (flange to bulb seal). Do not roll or twist during installation. Use O-ring lube.
 - C. Press Black bulb cover over flange being careful not to damage O-ring
 - D. Install hose clamp (i)
4. Check the valve for smooth operation and fluid seal.

**Caution
Flammable Fuel**

You may contact Aero Tec Laboratories Inc USA at (800) 526-5330,
or Aero Tec Laboratories Ltd England at (0) 1908-351700,
if you need technical assistance or wish factory installation of your service kit .

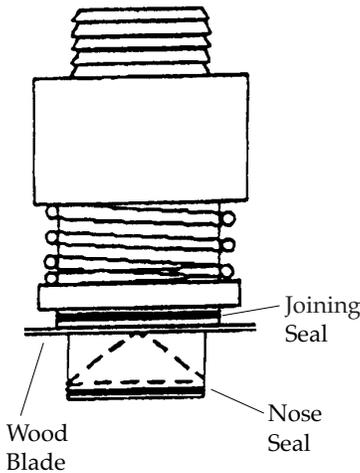
**AERO TEC LABORATORIES****KS119 "Dry Break" Repair Kit For RE-105 Male Probe****SERVICE KIT CONTENTS:**

1 ea. Nose Seal: One of two seals creating the liquid seal. O-Ring measures .103" cross section. Special material compound. DO NOT SUBSTITUTE.

1 ea. Joining Seal: Seals valve probe to car mounted receiver. O-Ring measures .070" cross section. Special material compound. DO NOT SUBSTITUTE.

1 ea. Seal Lubricant: Quarter ounce cup.

1 ea. Wood Blade: Holds valve open.



Information Only: "L" Teflon Seal and O-Ring: Special Teflon seal and O-Ring combination is one of two seals producing the liquid seal. This seal combination is installed with special tools at the factory and is visible only when valve is completely disassembled. FIELD REPAIR IS NOT RECOMMENDED.

INSTALLATION PROCEDURE: Nose Seal & Joining Seal

1. To open valve, slide RED Sequence Tube 1/2" back into Black Cover and hold (This releases seal tube).
2. Simultaneously slide RED Sequence Tube and now-revealed Seal Tube into Black Cover (Flow passage now revealed).
3. Place enclosed wood blade across cone-shaped deflector. Release tube slowly letting it rest on wood blade. RED Sequence Tube may also be released at this time (Valve should now be held open).
4. Remove nose seal at this time using thin feeler gauge. CARE MUST BE USED, DO NOT DAMAGE O-RING GROOVE.
5. Apply thin layer (film sufficient) of Seal Lubricant to replacement nose seal.
6. Install nose seal – Carefully stretch O-Ring allowing it to seat in groove. Do not roll O-Ring into groove, rolled or twisted O-Ring may cause improper seal.
7. Remove wood blade. VALVE SHOULD SNAP CLOSED. If valve does not close rapidly and seal, lubricate inner surfaces of valve with gasoline. **Caution: GASOLINE IS FLAMMABLE.** Repeat closing process. If rapid rate of closing is not accomplished, contact ATL. Improper rate of closing may cause fuel spillage. DO NOT USE.
8. Using closing procedure, allow valve to slowly close. Ensure seal-tube seals at nose seal and RED Sequence Tube snaps forward.
9. Slide RED Sequence Tube back and replace joining seal. Apply thin film of lubricant to O-Ring. Use procedure #6 to install joining seal.
10. Repeat closing sequence to insure proper valve operation.
11. With valve closed and in upright position, fill with gasoline and observe if proper seal occurs. **Caution: GASOLINE IS HIGHLY FLAMMABLE.**