

## U.P.6 Instructions

Please read all of the instructions before starting.

### Installation

Connect the valve to your servo using a standard quick link. Adjust the servo travel by using the inner hole on the output arm so that the control spindle of the valve travels to its maximum in both directions (.4 inches). Use the maximum rotational movement of the servo and obtain the correct linear movements by selecting the correct hole on the servo arm. This way the torque requirements of the servo are kept to a minimum.

Connect the "air in" nipple to your air supply and the "air out" to your brake system. When the actuating plunger is fully extended, the output pressure will be zero, and when fully compressed into the body such that the servo connection flat line (see over\*) is just inside the housing, the output pressure will equal the input pressure. Between the two end points there will be approximately four intermediate pressures.

Note: if the outlet is left open during testing, air can come out the fitting and it will not be possible to stop it until the outlet is connected to the brakes or closed. This does not mean that there is anything wrong, it is just that the internal piston requires back pressure to move into the shut off position.

If you have any problems please phone and asked for help.

Do not disassemble the valve.

### Lubrication

The valve has been lubricated with Dow Corning #55 grease. If after three years use lubrication becomes necessary, use only Dow Corning #55. To remove the regulating shuttle, first unscrew the guide together with the control plunger and spring. Apply air to both nipples and seal off the vent hole: this will eject the shuttle. Warning: the shuttle may eject like a bullet. Use a cloth to contain it. With the spool removed, check for dirt or dust contamination. If there is contamination, wipe off the spool with a lint free cloth, then re-lubricate with Dow Corning #55 grease and re-assemble.

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