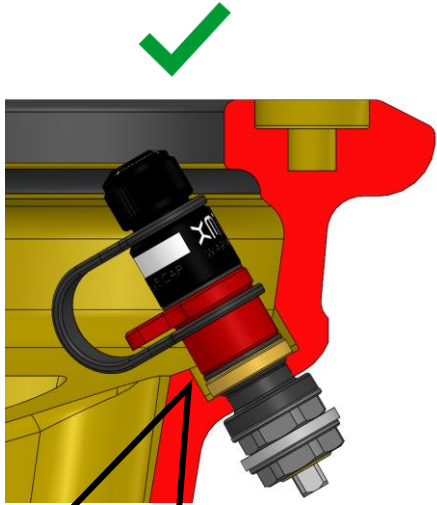
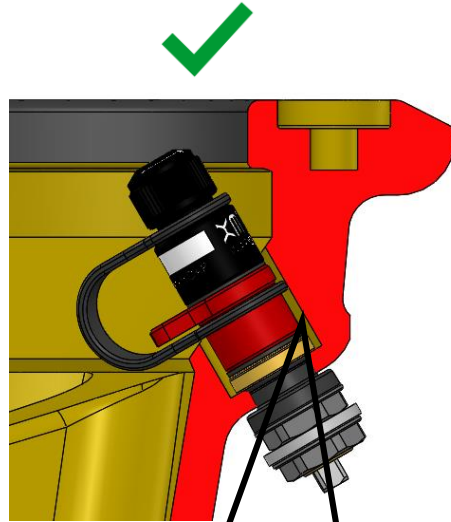


# Standard Valve Fitment

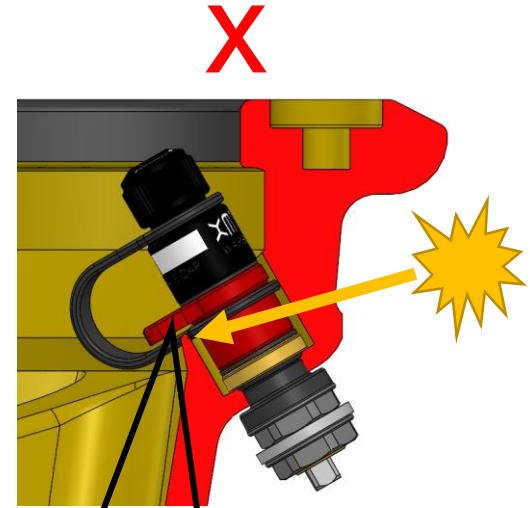
COMET



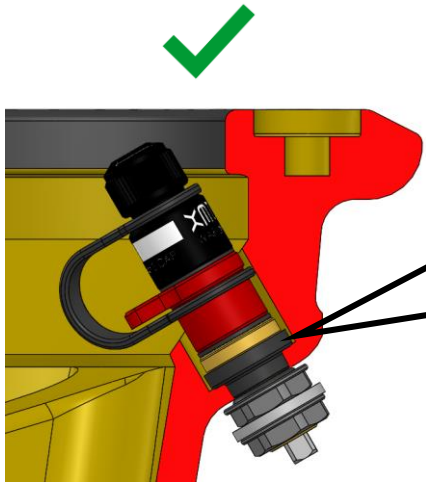
Shortest counter bore side is .500" or less where tab will be used



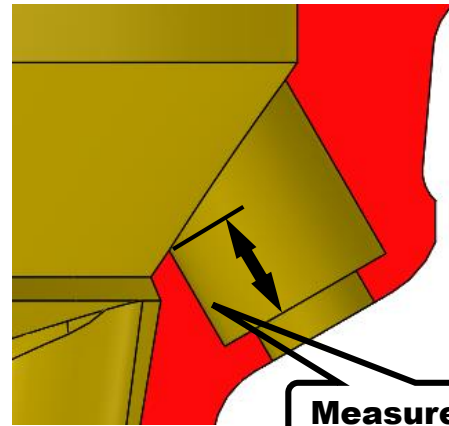
Opposite side of tab may be longer than .500"



Red tab **MUST** seat fully



By flipping O-ring and seal .100" tab clearance may be gained. Shortest counter bore is now .600", see page 4



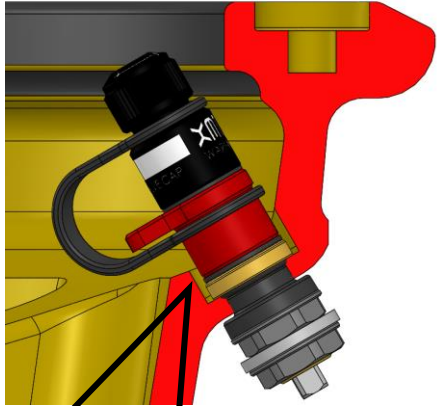
Measure here.

Use tooth pick or other thin material and insert to valve seat. Mark edge of shortest surface with pin. Remove tooth pick and measure.

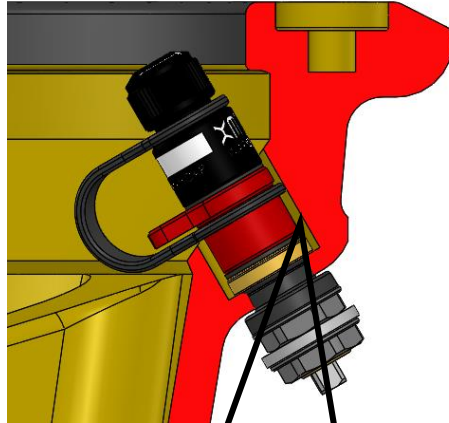


# XL Valve Fitment

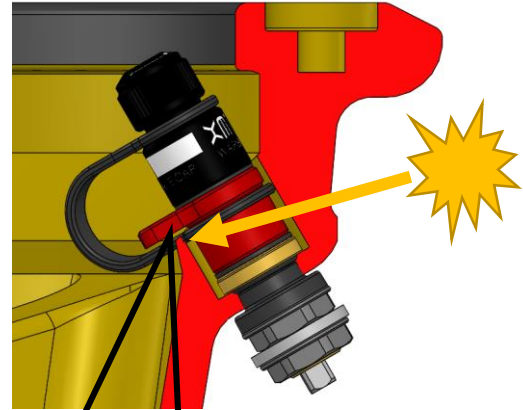
XLV



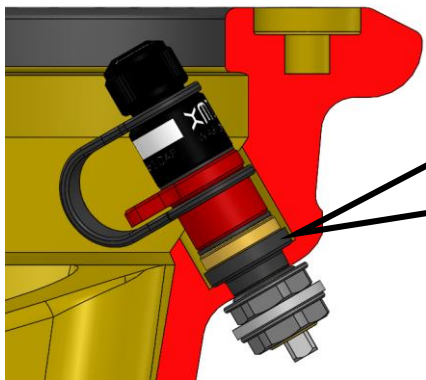
Shortest counter bore side is .900" or less where tab will be used



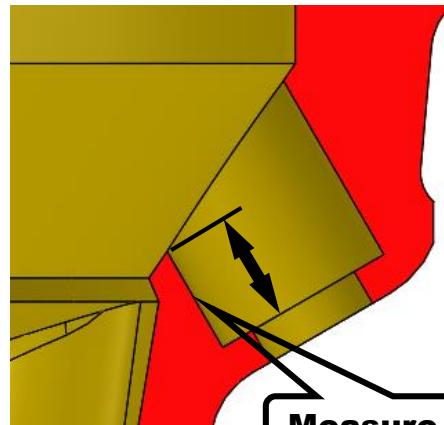
Opposite side of tab may be longer than .900"



Red tab **MUST** seat fully



By flipping O-ring and seal .100" tab clearance may be gained. Shortest counter bore is now 1.000", see page 4



Measure here.

Use tooth pick or other thin material and insert to valve seat. Mark edge of shortest surface with pin. Remove tooth pick and measure.



**Typical valve ports. Using .450" ID**

**If your wheels looks similar to below there is no need to measure. The valve will fit.**



**Measure if the valve port looks deep**



**Does not fit AEV wheels with this style of valve protector**



# Seal Flip

How to gain .100" by flipping compression seal from outside to inside wheel.

Flip seal only if extra clearance is needed.  
This applies to both standard and XL (extra long) valves

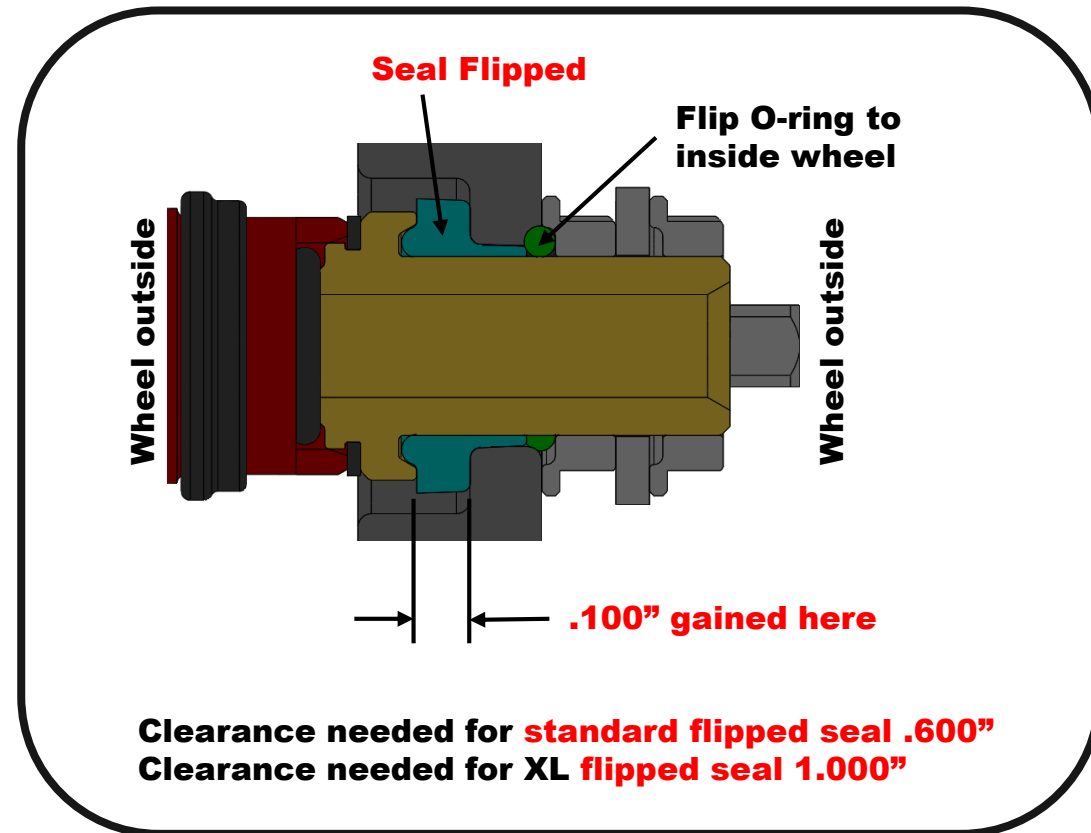
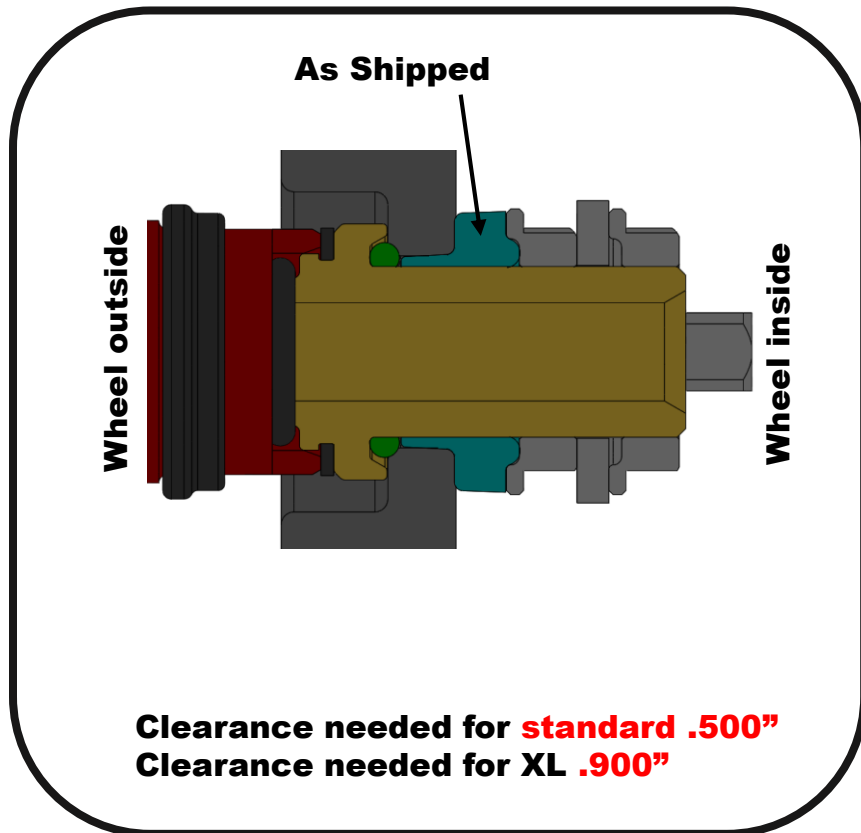
Normally black in color:  
Colored for reference only



Compression seal



O-ring



# General Notes

- 1) Cleaning: do not use acids. Typical soaps and detergents are ok.**
- 2) Viton seals are extremely durable and should not need care.**
- 3) Lanyard is optional and may be removed.**
- 4) If the sliding tab has excessive drag open valve and spray with WD-40. close valve and wash off excess oil.**
- 5) Schrader valve is a standard design. Replace and service as is typical.**

