

1) Clamp (using ViseGrips or equivalent) the rubber oil feed tube leading from the oil supply to the engine as shown below.

2) Remove approximately 311" of the rubber tube from the oil feed line approximately where shown.

3) Slide a constant tension hose dams (supplied) over each end of the feed line as shown below.

4) Insert the oil sump valve in the line as shown with the black half toward the oil supply. Push each end of the valve into its respective oil tube as far as it will go. Make sure the connection between the valve and the oil lines are air tight seals. An air leak can cause the oil pump to run dry. Old oil lines may harden over time and may not seal properly. Make sure there is oil in the oil line from the Anti-wet Sump Valve to the engine (prime the oil line from the valve to the engine oil intake). Priming the line will insure that when the engine is started the vacuum from the back side of the oil pump will lift the check valve off its seat.

5) With the use of pliers or equivalent, slide each of the constant tension dams up over the end of the oil line as shown below. Install the tie wrap (provided) through the eyelet of each tubing damp as shown. Do not substitute any other style of tubing clamps for the constant tension ones provided. The tie wrap is an additional safety measure that should not be eliminated.

6) Remove the ViseGrips then start the engine and verify that oil is circulating by watching the oil return inside the oil tank for 2-3 minutes. Intermittent oil return (bubbles) are normal but if the oil return stops or is greatly diminished, stop the engine and check to confirm that the anti-sump valve is installed with the black half toward the oil supply and the silver half toward the engine oil intake. Make sure there is oil visible in the view port. If oil does not re-circulate through the view port and return to the oil tank, a weak oil pump or somehow compromised oil circulation system may be indicated. An anti-wet sump valve will not compensate for a weak or faulty oil pump. Make sure there is adequate

oil pressure, 80 psi min at

start up, 40 psi after warm up. This oil pressure range should be evident before even a short ride. Insure

that adequate service loop is provided in the oil line to prevent tension in the line.

Do not use an Anti-wet Sump valve in combination with braided oil pressure lines. There are no

consumer serviceable components within this sealed assembly. Disassembly destroys the seals and

voids the one year warranty. If service is required, return assembly to point of purchase.

Limitation of liability:

Liability is limited to the purchase price of this product only. The manufacturer shall not be liable for any incidental

or consequential damages resulting from the use of this product. This anti-sump valve was designed for and

tested on Norton Commandos. End user assumes any liability if used on any other make or model motorcycle.