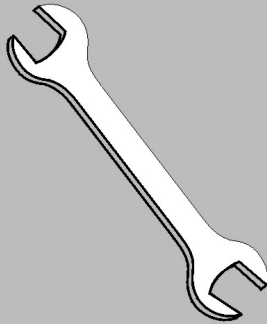


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Kit Instruction— KDACVNORNC



Please Read

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References to Yellow Troubleshooting Pages

This manual may contain references to "yellow pages." Although the pages containing troubleshooting procedures are no longer printed on yellow paper, troubleshooting instructions, if any, will be contained in the easily located "Troubleshooting" chapter or section. See the table of contents.

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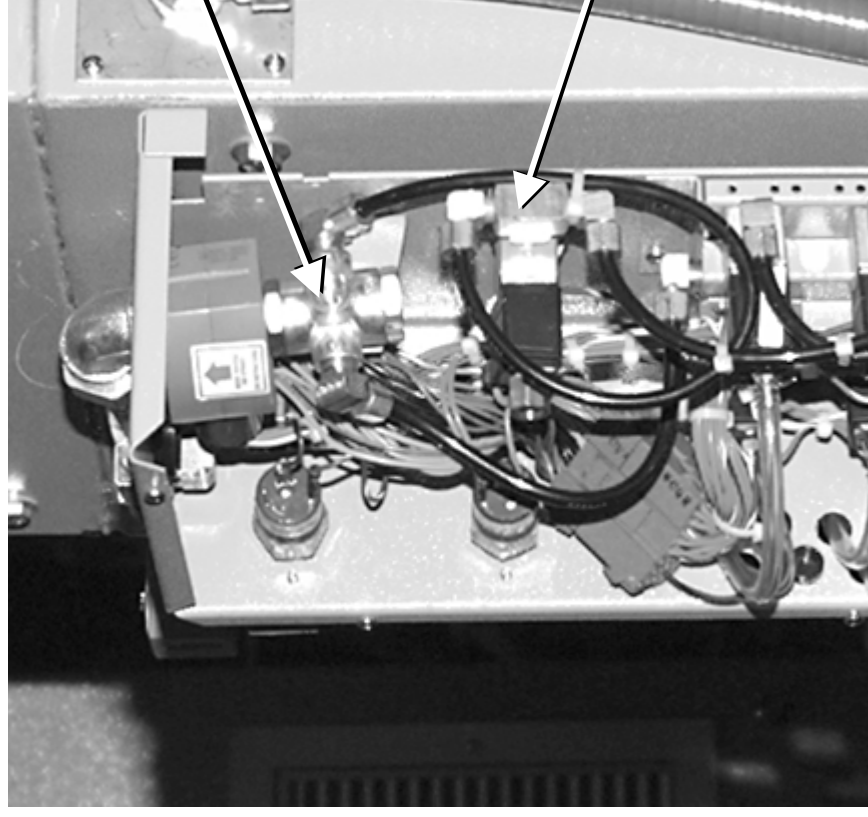
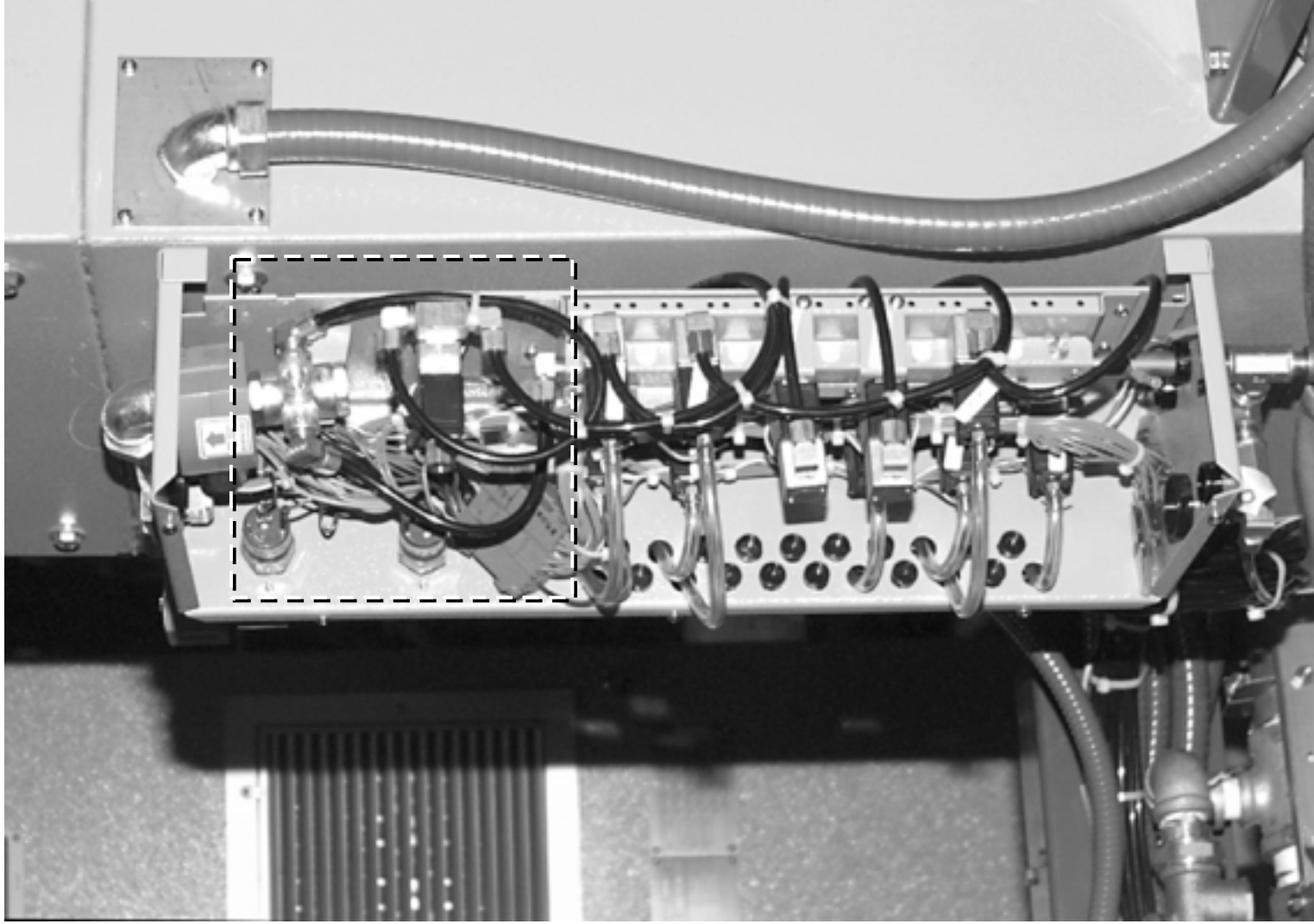
Add Normally Open Clutch Valve
64046E6N, 72058J2N/J5N

BMP990017/99193V
(Sheet 1 of 1)



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EXISTING
CLUTCH
VALVE

ADDITIONAL
NORMALLY
OPEN VALVE

ADDING THE NORMALLY OPEN VALVE IN THE CLUTCH CIRCUIT

1. Mount the new normally open, pilot valve directly under the existing clutch valve using the hardware supplied in the kit.
2. Wire the new normally open valve in parallel with the coil of the existing clutch valve.

The new normally open valve should have a "T" fitting screwed into Port 1. The existing clutch valve will now be tubed from Port 1 to the "T" fitting. The outlet of the "T" will then lead to the quick relief valve which feeds the clutch.

Port 2 on the new normally open valve will be plugged with a metal pipe plug.

Port 3 of the new normally open valve will be vented to atmosphere.

If for any reason the existing clutch valve seat fails, the new normally open valve will allow air to pass through Port 1 to Port 3 and to atmosphere, thus not inflating the clutch.

If the exhaust port (Port 3) on the new normally open valve is passing air when the clutch is not inflated, you must replace or rebuild the normally closed clutch valve immediately. (This is the valve with the green coil.)

If you have any questions, please call MILNOR Technical Support at 504-467-9591, ext. 75.

