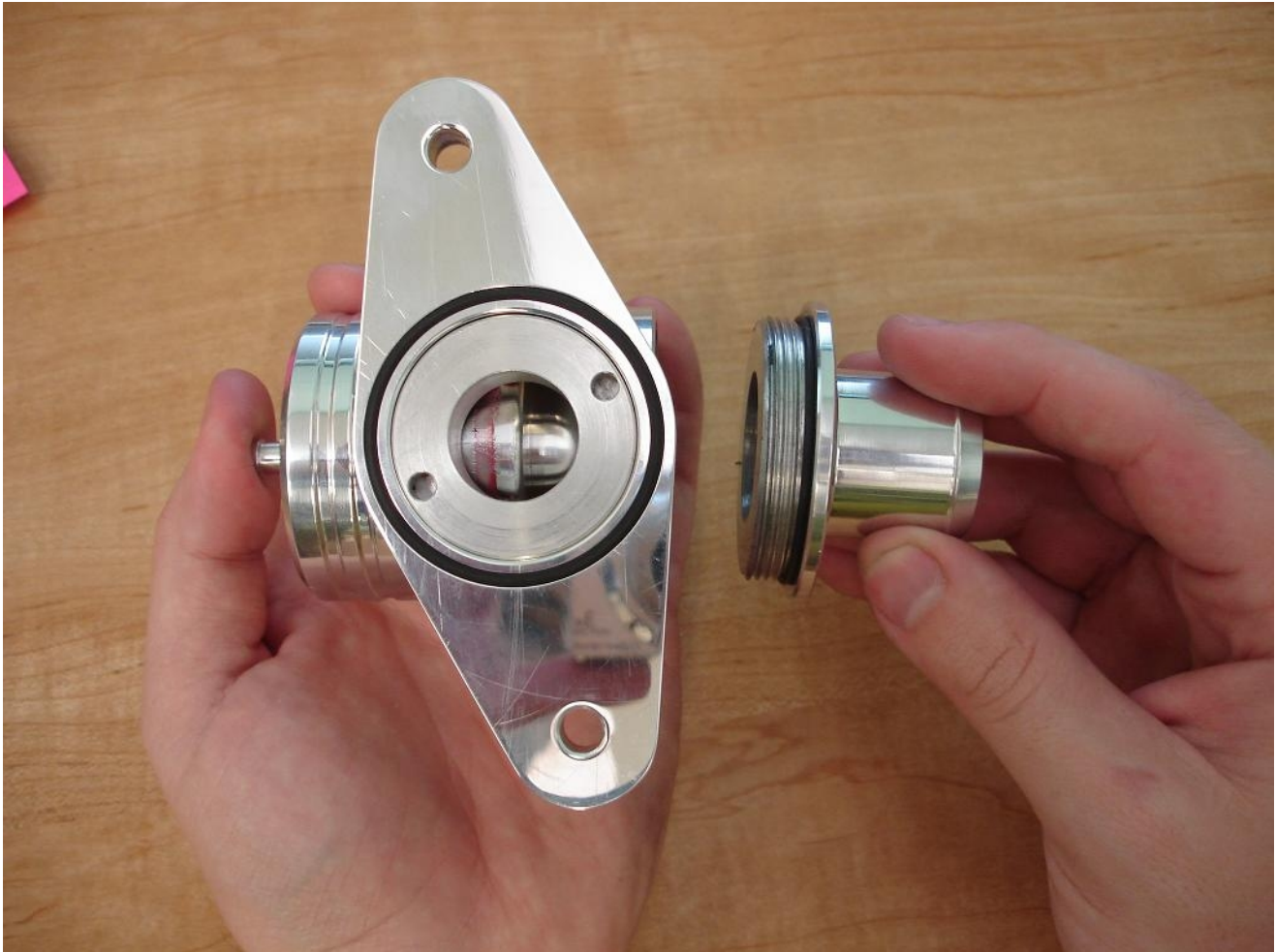


**!!IMPORTANT!!    !!IMPORTANT!!    !!IMPORTANT!!    !!IMPORTANT!!    !!IMPORTANT!!**

When disassembling this valve to change the internal springs for tuning, unscrew the side port (*NOT the flange and opposite from the logo*) from the body, and remove the piston and spring. Blow into the vacuum nipple if necessary to force the piston out.

Once the new spring is selected and you are ready to reassemble the valve, place the spring into the piston and insert them into the main valve body.

**BEFORE** you attempt to screw the side port back onto the body, you **MUST** compress the piston into the valve body and secure it there with your finger over the vacuum nipple to hold it in place. Failure to do so may cause damage to the o-rings inside the body if you were to use the side port to force the piston to seal.



Very carefully press the piston all the way into the valve body with your finger or the blunt end of a pen far enough that you can see the internal threads for the side port through the bottom/flanged port of the valve. This may take some careful rocking of the piston side to side to ensure it seals against both internal o-rings. Once the threads are visible through the bottom/flanged port, use your finger to cover the vacuum nipple to hold the piston in place while you use your other hand to screw the side port back into place.

You may also use a vacuum pump, if you have one available to you, to hold the piston in place while securing the side port of the valve. See the photo above for reference.

With any questions or concerns, please contact Forge Motorsport US at [407-447-5363](tel:407-447-5363) or [sales@foragemotorsport.com](mailto:sales@foragemotorsport.com)