



TECHNICAL ASSISTANCE CONTACT
TANNER RACING PRODUCTS, INC. 17642 NE. 65TH ST.
REDMOND, WA. 98052
425-558-4112 FAX 425-558-9209



Kwik-Change Relief Valves Maintenance Program

THE FOLLOWING MAINTENANCE SCHEDULE WILL KEEP YOUR

KWIK-CHANGE RELIEF VALVES WORKING AT PEAK PERFORMANCE.

- 1) After every race event you inspect relief valves and thoroughly clean them.
- 2) Inspect all the pieces to make sure that a O-Ring or Quad Ring has not been damaged.
- 3) Replace any parts you may need to make the Relief valves in 100% working order. As exact tire pressure control is essential to winning races.

Disassembling the Kwik-Change Relief Valves

- 1) Remove Valve from Disconnect
- 2) Take the Cap off the top of the Relief Valve
- 3) Remove Spring from inside of the Relief Valve
- 4) Turn Valve upside down and tap on table top to remove the Poppet
- 5) With a safety pin remove the Quad Ring from the Poppet and set off to the side.
- 6) Keep all the parts in one area so you don't lose anything.
- 7) Remove the O-Ring from the valve.

Clean all the Aluminum part with Rubbing type alcohol (Denatured alcohol)

Clean the O-Ring and the Quad ring with Armor all or STP Son-of-a-gun.
(This will clean and also add lubrication to the rubber parts)

Once you have thoroughly cleaned everything you may begin to reassemble.
With very low air pressure blow all excess fluid off parts. Put the quad ring on them with a safety pin lift up the there is no air trapped under it. A good way to make sure of this is to put the O-Ring back onto the bottom of the edge and push the quad ring down to make sure it seats properly. Put the spring back on top of the Relief Valve. Install the poppet back into the Body of the Relief Valve. Put the spring back on top of the poppet. Put the Cap back on the Relief Valve. You are now ready to adjust your Relief Valves to their proper pressure.

QDR INSTRUCTIONS

QUICK DISCONNECTS ARE INSTALLED INTO A .58 DIAMETER HOLE. QDR'S SHOULD BE MOUNTED AT A 90 DEGREE ANGLE TO THE AXLE CENTERLINE. QDR'S CAN ALSO BE MOUNTED IN THE EXISTING VALVE STEM HOLE AND USE A SCRADER VALVE TO INFLATE YOUR TIRE. IT HAS BEEN FOUND THAT STOCK CAR RACERS LIKE TO DRILL A SECOND HOLE STRAIGHT ACROSS FROM THE VALVE STEM AND INSTALL THE QDR THERE. SPRINT CAR RACERS LIKE TO USE TWO VALVES PER WHEEL. THEY JUST SNAP A SCRADER VALVE INTO ONE QDR AND INFLATE THE TIRE. THEN REINSERT THE RELIEF VALVE.

HELPFUL HINT: BE SURE .58 HOLE IS SMOOTH AND FREE FROM ANY BURRS THAT MAY CUT THE RUBBER GROMMET. SOME RACERS HAVE DISCOVERED THAT A 9/16 HOLE DRILLED THE FILED WORKS VERY WELL.

INSTALLING THE GROMMET AND THE QDR IT IS IMPORTANT THE GROMMET IS INSTALLED AND SEATED PROPERLY IN THE WHEEL. OVER TIGHTENING THE QDR WILL CAUSE THE GROMMET TO DISTORT AND POSSIBLY LEAK. RELIEF VALVES ARE ADJUSTED BY LOOSENING THE LOCK RING AND SCREWING THE CAP UP OR DOWN TO REGULATE THE PRESSURE. THE LOCK RING MUST BE RE-SECURED WHEN YOU REACH YOUR DESIRED PRESSURE. IT IS ADVISABLE AFTER YOU HAVE SET YOUR VALVE TO AIR THE TIRE ABOUT 1 LBS ABOVE THE SET PRESSURE AND ALLOW THE VALVE TO BLEED OFF THE EXCESS PRESSURE. RECHECK TO SEE THAT THE VALVE IS SET CORRECTLY.

(102-713580)
Bleed-off