

ARB AIR LOCKER *Air Operated Locking Differentials*

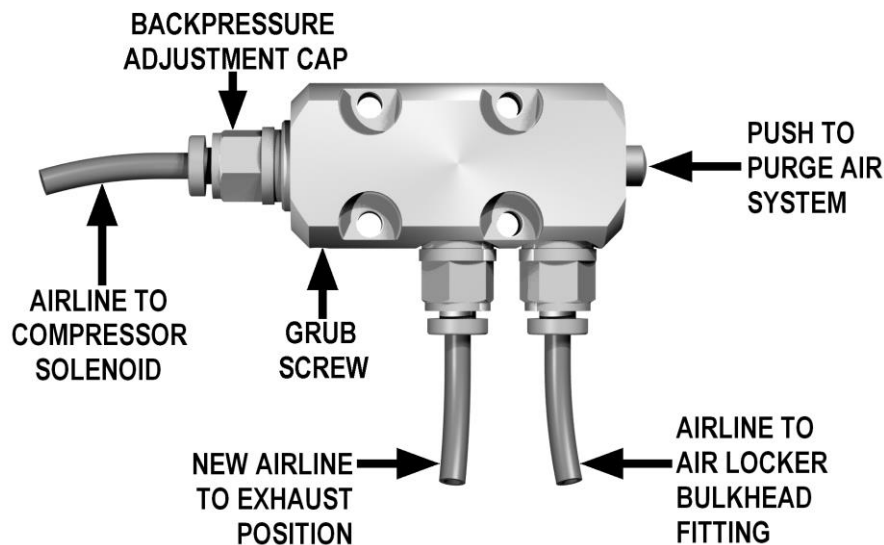
170110 Purge Valve Kit

ITEM #	QTY	DESCRIPTION	PART #	NOTES
1		PURGE VALVE ASSEMBLY	170110	
4		SCREW, BUT HEAD TEK, 32mm X 8G	6151319	
2		CABLE TIE	180302	
1		AIR LINE (5mm DIA X 1m LONG)	170303	

Specs:

Body Dimensions 63mm x 32mm x 21mm
Backpressure Reg 3-4psi [20-27kPa]

The Air Locker Purge Valve is designed for use with Air Locker differentials to purge impurities such as moisture, dust and oil from the airline that can impair the performance of the Air Locker. Pressing the purge button blows any contaminants out the exhaust port of the valve, maintaining low moisture levels in the air system and eliminating the possibility of passing contaminants back and forth through the solenoid. The Purge Valve also incorporates a backpressure regulator that has been factory set to 3-4psi [20-27kPa] preventing oil misting problems associated with poor axle ventilation.



INSTALLATION:

The Purge Valve should be located along the existing airline as close to the differential as practical, in a position where it can be firmly secured to a part of the vehicles sprung mass like body or chassis rail (NOT THE AXLE ASSEMBLY OR SUSPENSION). The kit contains self-drilling and tapping screws and cable ties either of which can be used to secure the Purge Valve to the car. Use the screws when possible to firmly secure the Purge Valve to the body or chassis.

NOTE: the four holes in the Purge Valve provided for the screws must not be drilled out to take larger screws, this could cause permanent internal damage to the valve.

When the location for the Purge Valve has been decided, cut the existing airline at a point which will allow it to be plugged into the Purge Valve as shown above. The extra airline supplied in the kit is to be plugged into the exhaust port (the remaining fitting) and fed somewhere out of the way like into a chassis rail. The exhaust airline must not be connected directly to the axle breather port as this will pressurize the axle and counteract the affect of the breather.

BACKPRESSURE ADJUSTMENT:

NOTE: ARB does not recommend that the backpressure be altered.

The backpressure regulator is adjustable but has been factory set to between 3 and 4psi [20-27kPa]. To adjust the backpressure firstly make sure the Air Locker system is switched off and disengaged. The airlines can remain plugged in. The adjustment is made via the cap (see above), which is locked in place with a grub screw. With the grub screw loosened the backpressure is increased by screwing the cap in, and reduced by screwing the cap out. Make sure to tighten the grub screw after adjustment.