

## Insta-Lube Kit

I. The storage tank can be mounted in any position.

II. Locate the best position for the storage tank and install the mounting bracket with the supplied mounting bolts or self tapping screws.

III. To place the tank with the opening facing down or at an angle, install the tank fitting with the o-ring onto the storage tank using the Loctite thread locker solution.

IV. To place the tank with the opening facing up or any angle down to horizontal, install the short ¼ in. hose onto the bottom of the tank fitting using the Loctite thread locker solution.

Then install the tank fitting with the short blue hose attached onto the storage tank using the Loctite thread locker solution.

\* The ¼ in. hose fits snug against the opening threads of the storage tank so just screw it down to move the hose past the threads, then use the Loctite solution on the tank fitting threads before tightening it.

## Solenoid Valve

\*The solenoid valve holds pressure on one side only stamped 1 and the discharge port stamped 2 goes toward the engine.

### Option #1

Connect the solenoid valve to the storage tank using the 1/8 in. hex nipple.

### Option #2

To fit the tank in the shortest space possible, the solenoid valve can be installed anywhere along the hose running from the storage tank to the engine oil galley.

## Hose Connection

### NPT Instructions

Option 1. Remove the oil pressure-sending unit from the engine oil galley and replace it with a nipple and tee fitting, then install the sending unit and hose from the solenoid valve on the tee.

Option 2. Locate any plugged opening on the engine oil galley and install the hose from the solenoid valve.

\* Install the sending unit at a 90-degree angle to the hose to insure the rapid flow of oil goes straight through the tee and into engine oil galley.

\* Use Teflon Tape to seal all NPT threads

### Metric Adapter Instructions

Remove the metric oil pressure-sending unit from the engine oil galley and replace it with the metric bushing and tee fitting, then install the sending unit and hose from the solenoid valve on the tee.

\* Use Loctite Solution on all Metric threads and compression washers.

\* Always use the largest fitting to maximize the pre-lube oil flow speed.

Measure the distance from the tee fitting on the engine and the solenoid valve and cut the hose to fit. ( measure twice cut once )

Make sure to stay away from exhaust pipes and manifolds or any other source of heat that could damage the oil hose!

\* Installation tip for Parker PUSH-LOK fittings, Use liquid soap to lubricate the hose fitting. Then place the fitting on a workbench and push the hose all the way down to the yellow washer.

\* Parker Hydraulics does not recommend using clamps on their fittings.

## Electrical Connection

1. Turn the key on and use a test light on the fuse circuits to select the best one to supply 12-volt positive + current to the solenoid valve when the key is turned on.

2. Connect the 12 volt positive + wire from the solenoid valve to the fuse tap.

3. Run the ground - wire from the solenoid valve to the best position on the vehicle.

\* Either of the Outer Wires on the Solenoid Valve Coil will work as Positive or Ground.

4. Most engines will produce enough oil pressure at idle for adequate pre-lubing but if a higher pressure is desired, install a toggle switch on the hot wire to turn the solenoid valve off when the maximum pressure is reached.

\*The solenoid valve acts like a check valve by allowing oil from the engine to go backwards through it if the engine oil pressure is higher than the tank pressure.

## Asco Solenoid Valve

### Supplimental Instructions

Your Solenoid Valve Coil has 3 wires the 2 outer wires are used in the installation as the instructions show.

And the 3<sup>rd</sup> wire in the middle connects to the valve body and can be used as a ground wire through the mounting bolts.

## Operating

1. Start the engine and run it until the maximum oil pressure is reached to fill and pressurize the storage tank.
2. Turn the engine off and check the oil level again and add the required amount to bring it up to the normal level.
3. Turn the key on but don't engage the starter and observe the low oil pressure light go off and the engine oil pressure gauge rising as the oil from the storage tank is returned to the oil galley to pressurize and separate the bearings and adjust the hydraulic valve lifters.
4. You can start the engine after the low pressure red light goes out or if the dash mounted pressure gauge shows sufficient pressure.
5. That's all it takes to determine if the system was installed correctly and is operating as designed.
6. *There will be a slight difference in the pressure produced by the pre-lube system after the oil galley has drained over night verses when you restart after a few minutes. This is normal.*
7. If the low oil pressure light doesn't go off or the dash gauge doesn't register pressure check for presents of 12-volt current and ground at the solenoid valve.
8. Finally it is time to guarantee that no oil leaks are present.
9. When changing the oil just turn the key on without starting the engine until the pressure drops to zero to empty the storage tank.

**Note:** To maximize the performance of the kit, change the oil to Straight Weight SAE 40.

If you are installing the kit to eliminate the Main and Rod Bearing Knocking at Startup you should use Straight Weight SAE 50 Oil.

After installing the kit increase the air pressure in the tank by 10-15 psi. by using the Schrader Air Valve. Don't add air when engine is running!

## Multi-Grade Verses Straight Weight Oil

By changing to a straight weight oil, you will have a higher pre-lube pressure as well as a higher operating pressure.

If you have a bearing knock on startup you want to eliminate, it is necessary for you to use a heavy viscosity straight weight oil and **Valvoline VR1 SAE 40 or 50 Racing Oil** is recommended for this purpose by the experts.

The Valvoline VR1 Racing oil contain zinc and phosphorus additives for increased horsepower and reduced friction on metal parts, provide extra wear protection for high compression/higher horsepower engines, and include fewer detergents than regular conventional motor oils.

There are no disadvantage to using straight weight oil in your engine after installing the Insta-Lube kit.

Another disadvantage of using multigrade oil is the temperature changing polymers start shearing and turn into sludge deposits inside the engine.