

## FLAT E-VALVE RETROFIT KIT INSTRUCTIONS

### DISASSEMBLY PROCEDURES

- 1** Remove the Flat E-Valve cap by pushing outward on tabs to unlock, then push the cap forward to disengage.



**NOTE:** If the Flat E-Valve cap is sticking and difficult to remove, slightly lift the cap at the front while pushing out on the tabs.

- 2** Pull the exhaust valve from the exhaust plate and discard. Insert a small hex key under the plate to carefully lift and remove it.



**CAUTION:** Use a small hex key to lift the exhaust plate. Do not pry on the exhaust plate. The plate will be re-used.

- 3** Pull back on the cord or use your fingers to push the seal plate down to compress the spring, then lift upward to release the seal plate from the base.



- 4** Pull the seal plate assembly out of the body. If there is a pull dump cord, cut the cord at the end of the seal plate. Completely remove the cord & seal plate assembly and discard. The pull knob and cap will be re-used.



- 5** Confirm the seal cylinder o-ring is present on the seal cylinder. If no o-ring is present, remove it from the base sealing surface.



### REASSEMBLY PROCEDURES

- 1** Confirm you have the following replacement components along with the cord threading rod tool.



#### Pull-Dump Version

- 2** Thread the tag end of the new cord into and out of the base. Then starting from the underside of the cap, thread the cord through the hole in the cap.



**NOTE:** If you are servicing the non-pull dump version, go directly to step 3 and install the non-corded seal plate assembly.

- 3** Place the seal plate assembly into the base. Pull back on the cord or use your fingers to push the seal plate down to compress the spring. Then slide the assembly into place.



- 4** Insert the pointed end of the threading rod into the first cord guide on the BC and then out the bottom cord guide.



- 5** Insert the tag end of the nylon cord into the hole in the threading rod. Carefully pull the rod down and through both cord guides.



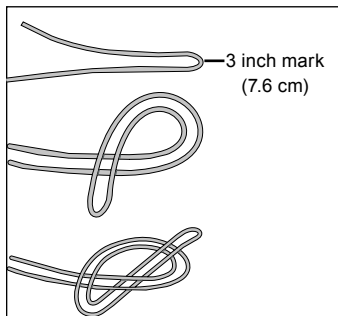
- 6** Lightly pull on the cord until it is taut, but don't pull hard enough to open the dump valve. Measure 1" (2.5 cm) from the edge of the guide or sleeve and mark the cord with white chalk or some other marking pen. Then make another mark 3" (7.6 cm) from the edge of the guide or sleeve.



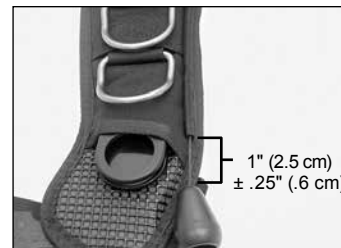
- 7** Insert the free end of the cord through the small hole in the top (small end) of the pull knob. Slide the pull knob up the cord so it rests against the guide or sleeve.



- 8** Fold the cord at the 3" (7.6 cm) mark. Tie a double overhand knot as shown. The knot should be 1/2" (1.3 cm) from the 1" (2.5 cm) mark. Pull down on the pull knob so it sits snugly against the knot.



- 9** The pull knob should be approximately 1" (2.5 cm)  $\pm$  1/4" (.6 cm) from the guide or sleeve.



After confirming that the cord length is correct, cut the cord leaving about a 1/2" (1.3 cm) tail. Using a match or lighter, momentarily burn the end of the cord to prevent it from fraying. As soon as the cord begins to "melt" remove the flame.

- 10** Carefully inspect the plate for any signs of wear or damage. Replace if any damage is seen. Replace the exhaust valve, make sure the new valve is seated correctly and then trim the tail to the nub.



- 11** With the exhaust valve facing upwards, carefully seat the plate evenly into the base.



**CAUTION:** Care must be taken to avoid damaging the plate's soft edges while installing it into the base. To ensure that the plate is properly seated, evenly push the plate in so that it fits completely into the base.

- 12** Slide the cap into place making sure that the front and rear tabs lock firmly into the base. Confirm the exhaust valve has not been folded up by the installation of the cap.



- 13** Follow the appropriate testing procedures for the i3/Flat E-valves

**THIS CONCLUDES THE RETROFIT OF THE FLAT E-VALVE**