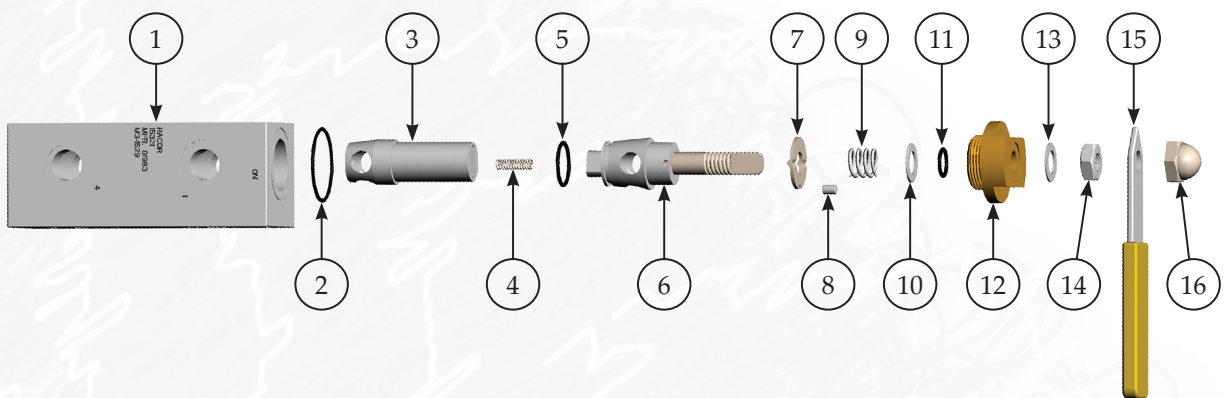
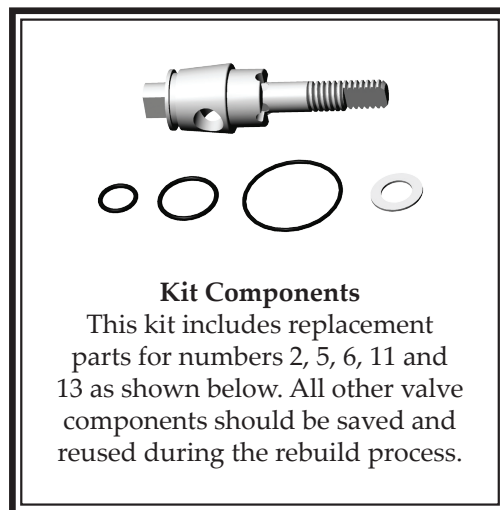
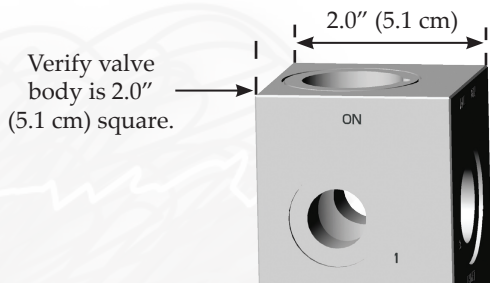


RK15419 Valve Rebuild Kit

The valve images shown in this instruction do not show the fittings attached to the valve and the 75500FGX or 75500MAX filter assemblies that use this valve. These instructions are for reference only. This repair kit is for early style Racor 15321 selector valves that are 2.0" square (later valves are 1.75" square). You can verify the valve part number by reading the imprinted text on the side of the valve as shown below.

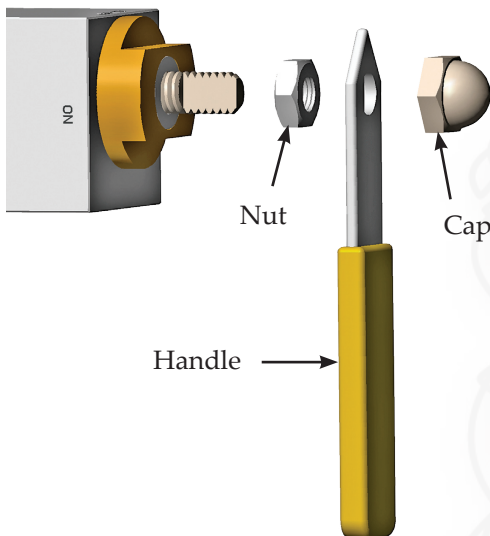


- | | | | |
|--------------------|------------------------|------------------|--------------------|
| 1. Valve Body | 5. Top Selector O-ring | 9. Large Spring | 13. Plastic Washer |
| 2. Body O-ring | 6. Top Selector | 10. Metal Washer | 14. Nut |
| 3. Bottom Selector | 7. Detent Plate | 11. Small O-ring | 15. Handle |
| 4. Small Spring | 8. Pin | 12. Body Fitting | 16. Cap |

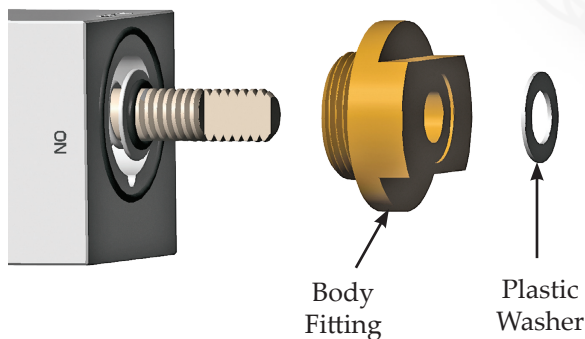
Before you begin, have the following materials on hand: motor oil, grease, loctite #242, towels, an adjustable wrench and a foot pound torque wrench (optional).

Teardown Instructions

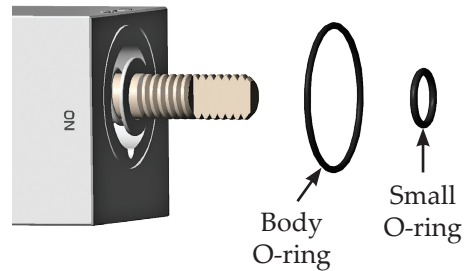
1. Turn off engine, close any inlet fuel valves and completely drain filter assembly before attempting teardown and rebuild of valve.
2. Remove cap, handle and nut. Set all three aside for rebuild.



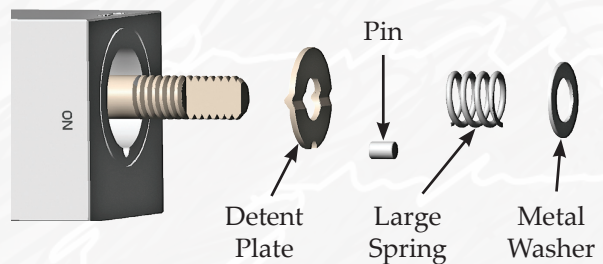
3. Remove plastic washer and discard, then remove body fitting and set aside for rebuild.



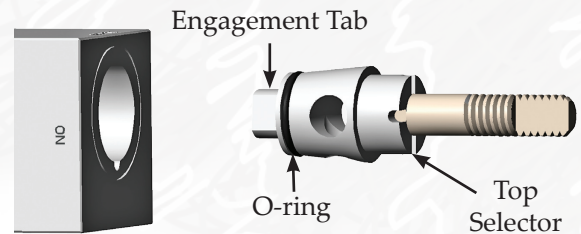
4. Remove body and small o-rings and discard.



5. Remove metal washer, large spring, pin and detent plate. Set all aside for rebuild. **CAUTION: Pin may pop out of valve body; do not lose this part!**



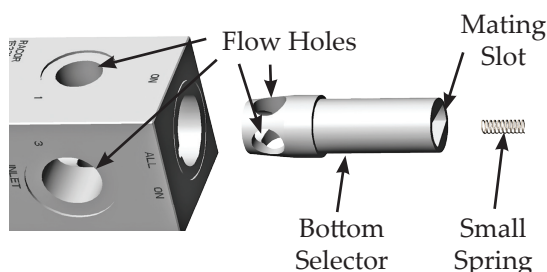
6. Remove top selector (top selector o-ring should be attached) and discard. Use needle-nosed pliers to remove top selector, if stuck.



7. It is not necessary to remove bottom selector and small spring. If they are removed during teardown, set aside for rebuild, otherwise, verify items are present and leave in place.

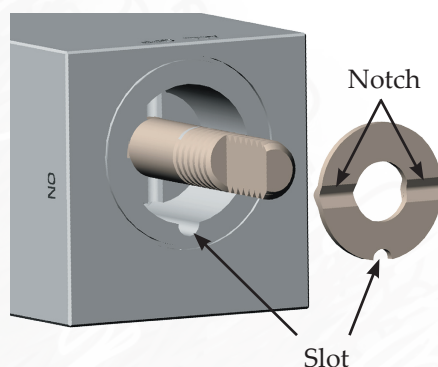
Rebuild Instructions

1. If removed, insert bottom selector and small spring into valve body as shown. Align all three flow holes in bottom selector with flow holes in valve body.

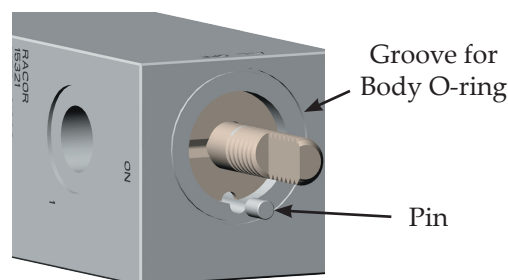


2. Lightly lubricate new valve o-rings with motor oil before installation.
3. Place new top selector o-ring into groove on new top selector and insert into valve body. Note: Align engagement tab on top selector with mating slot in bottom selector. See illustration above.

From this point on, keep a slight amount of pressure against the small spring as you assemble the rest of the valve to keep the top selector from coming out.
4. Insert detent plate with notch facing top selector as shown. Align slot on detent plate with slot on valve body.



5. Insert pin in slot between detent plate and valve body as shown.



6. Apply a coating of grease to new body o-ring and place it into groove on valve body.
7. Slide large spring, metal washer and small o-ring onto top selector (in that order).
8. Thread body fitting onto valve body. Verify pin has not shifted during rebuild. Tighten 5 to 7 ft. lbs. (or tool tight).
9. Place new plastic washer into groove on body fitting.
10. Thread nut onto top selector and tighten hand tight only - do not use tools.
11. Place handle onto top selector with pointer pointing to ALL ON position on valve body.
12. Apply two drops of Loctite #242 to lead threads of cap and thread it onto top selector. Tighten 5 to 7 ft. lbs. (or tool tight).
13. Test valve rotation by turning handle. Valve should 'click' into four positions as it rotates 360°. If not, follow teardown and rebuild procedure again.
14. Prime fuel filter assembly following instructions supplied with unit and open any inlet fuel valves that may have been closed.
15. Start engine and check for leaks. Correct as necessary with engine off.

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