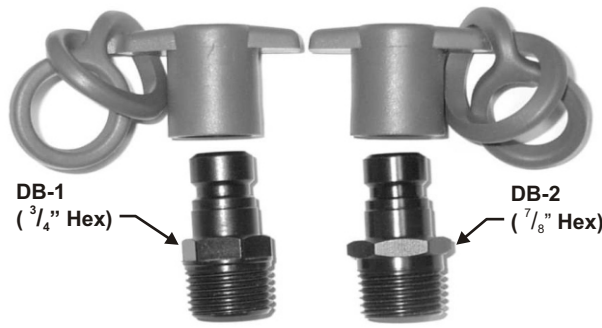


Automatic Double Wing Valve

(shown without male dry-break fittings)

"S" Valve (1 1/2" I.D.) "T" Valve (1 1/2" O.D.) "L" Valve (1 1/2" O.D.)



Male Dry-Break Fittings (1/2 in. NPT)

DB-1
(3/4" hex) for installation directly on automatic valve for radiator or engine block mounting.

DB-2
(7/8" hex) for remote mounting with RB-3 colored washers (see photo below).

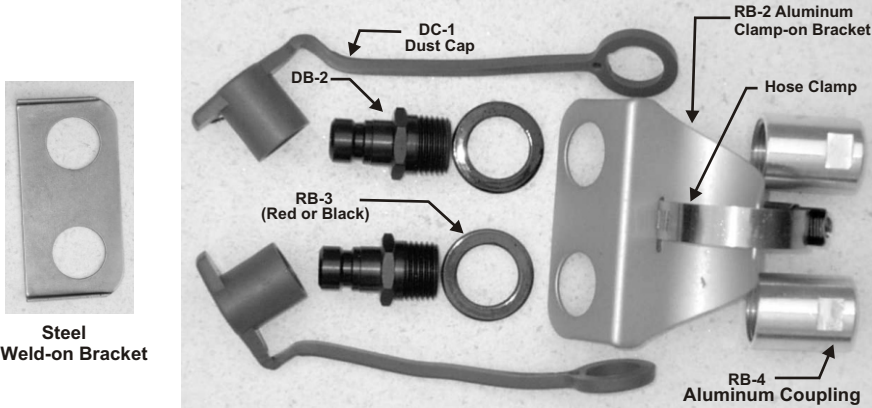


Automatic Double Wing Valve

(with DB-1 male dry-break fittings installed)

"S" Valve (1 1/2" I.D.) "T" Valve (1 1/2" O.D.) "L" Valve (1 1/2" O.D.)

Remote Mounted Dry-Break Fittings



RB-A Aluminum Clamp-on Bracket Assembly



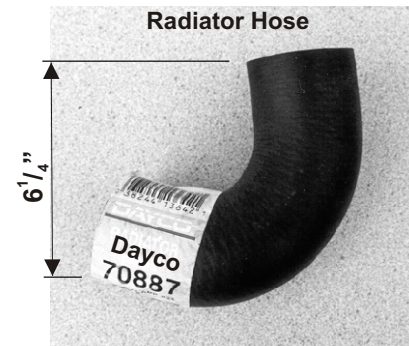
Remote installation connecting automatic double wing valve to RB-A Aluminum Clamp-on Bracket Assembly.



Heater Valve for Late Models with AN Connection on Radiator

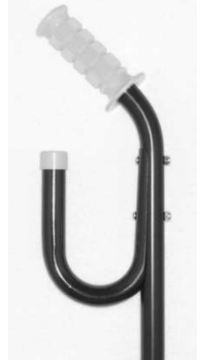


Female Dry-Break Connector with 1/2 in. Hose Barb



1 9/16 I.D. Elbow

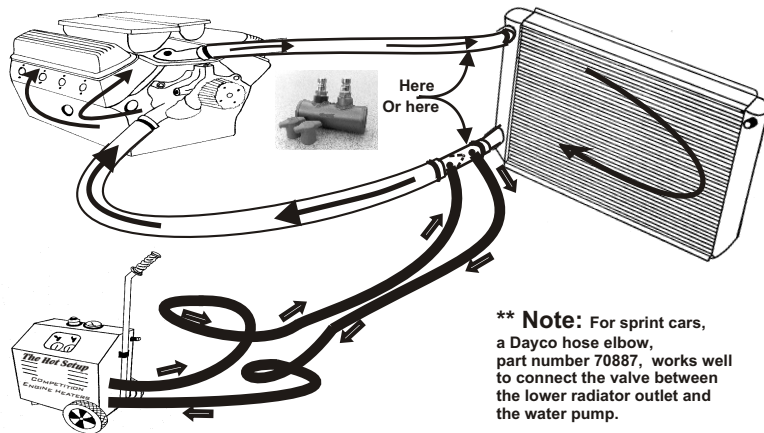
This is the tightest 90° elbow we could find



Hose Hook

Fastens to Heater Handle for easy Hose Storage

Heating diagram using "Automatic Double Wing Valve" (automatic double wing hinged valve may be installed in upper or lower radiator hose)



**** Note:** For sprint cars, a Dayco hose elbow, part number 70887, works well to connect the valve between the lower radiator outlet and the water pump.

Coolant from the supply hose pressurizes the area between the wings of the automatic valve causing the wings to seal against the walls of the tube.

Coolant flow from the engine heater closes the automatic valve. Coolant then circulates through the engine, radiator and out the return fitting

