

Oil Line Check Valve for Vertical Indians

by Terry Duffy



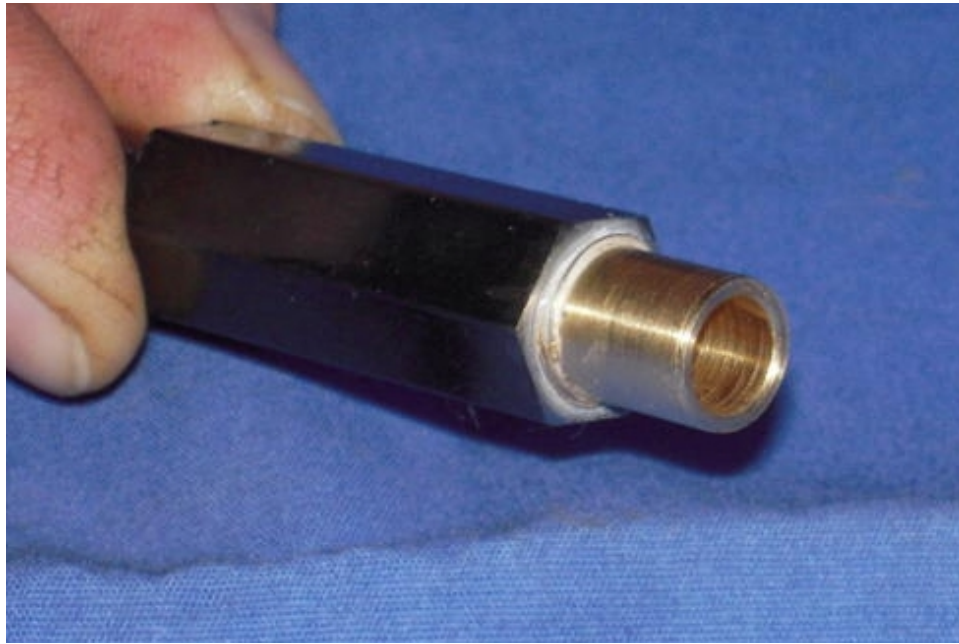
I would like to introduce a Newly Developed Oil Line Check Valve. This is for everyone who has had a motor Wet Sump on them at one time or the other, whether their oil pump has had the factory fix or never been touched.



This check valve is meant to be plumbed into the oil supply line between the Oil Tank and Cam Case, to safely prevent Oil from Freely Flowing through the Oil Pump Cover and into the crank case sump.

Rather than installing a pet cock shut off (as used on the gas tank) which can be a disaster if you forgot to turn it open, simply install the check valve in the supply line and forget it.

Remember this valve prevents wet sumping it does not take the place of a safety check of your oil tank to make sure you do have oil in it! Only takes a few seconds to check your bike over before a ride!



The above picture shows the Check Valve Brass End facing you.

Short physics lesson here. Because the weight of the oil in the oil tank is always pushing against the oil pump cover, the original internal check valve can never fully stop a leak down.

Installation of the Check Valve is simple and easy you must cut the supply line running between the Oil Tank and Cam Case Cover and remove a short piece of rubber line to allow the Check valve room to fit in place of the excess line removed. **Just point the Brass End of Check valve toward the Oil Tank.** This is very important as the ball check is located under the Brass end cap.



In this picture you again see the Check Valve.

The Check Valve works with the Arrow/Scout and Warrior. Since the valve is in line with the oil supply and installed before oil enters the pump, the full pressure or weight from the supply tank is checked thus wet sumping is eliminated. When the motor fires up and the pump calls for oil the ball check is pulled off its seat and oil flows till the motor stops running.



In this picture you can see the valve parts to give you an idea of what it is made out of.

We start with the valve body.

It is machined from Carbon Steel with a 126 brinell hardness.

Brass End Cap is made from 360 Alloy brass free machining stock.

Check Valve Ball is precision ground Hi Carbon Steel Rockwelled to C-60

Check Valve Spring is NOS Original Factory stock.

Valve body is finished in Gun Metal Blue.

Each Valve is tested before being sold and set to open at 2 ounces of crack pressure as measured on an Ohaus Triple Beam Gram Scale to assure accurate performance.

All parts of the valve body and cap are produced in my shop as well as the testing.

I want to give a very Big Thanks to Jim Preussner of Southwest Vintage Cycle, www.southwestvintagecycle.com without whose help in prototype testing and supplying spring stock, this valve would not be possible. Thank You Jim.

Jim has also agreed to carry the Check Valve in stock for sale to Vertical Customers. If you have any questions about the valve please contact me, Terry Duffy, at michigander1951@sbcglobal.net