



NOTES:

1. ALL WIRING TO BE 18 GA. OR HEAVIER.
2. REQUIRED FUEL LINE I.D.

CAUTION

ATTENTION INSTALLER

- ① FUEL SYSTEM PRESSURE NOT TO EXCEED SPECIFIED MAX. VALVE PRESSURE. (SEE NOTE 2 ABOVE)
- ② NOTE SOME LATE MODEL FUEL INJECTION SYSTEMS MAY EXCEED SPECIFIED PRESSURE.

VALVE P/N	FUEL SUPPLY	FUEL RETURN	FUEL SYSTEM PRESSURE MAX. (PSI)
42-149	3/8"	5/16"	60
42-149S	3/8"	5/16"	60
42-151	3/8"	—	60
42-153	3/8"	1/4"	60
42-159	3/8"	5/16"	65
42-159S	3/8"	5/16"	65

I. GENERAL INFORMATION

THE POLLAK 42-159 SELECTOR VALVE IS INTENDED FOR USE ONLY IN FUEL SYSTEMS OPERATING BELOW SPECIFIED MAX. VALVE PRESSURE (SEE NOTE 2 ABOVE) AND WITH:

- VEHICLES WITH ONE MAIN AND ONE AUXILIARY FUEL TANK.
- VEHICLES WITH FUEL RETURN LINES (EXCEPT 42-151 VALVE).
- 12 VDC ELECTRICAL SYSTEMS (MIN. OPEN CIRCUIT VOLTAGE AT VALVE CONNECTOR, 11 VDC).
- VEHICLES WITH IN-TANK FUEL PUMPS OR VEHICLES WITH A SINGLE FUEL PUMP BETWEEN THE VALVE AND ENGINE.
- AMBIENT TEMPERATURES BETWEEN -40°F AND +180°F.
- GASOLINE AND DIESEL FUEL SYSTEMS ONLY.
- NOT FOR USE IN SYSTEMS OPERATING OR HAVING THE POTENTIAL TO DEVELOP OVER SPECIFIED MAX. VALVE PRESSURE (SEE NOTE 2 ABOVE)
- DO NOT ALLOW VALVE TO REMAIN DRY (NO FUEL) FOR EXTENDED TIME PERIOD.

II. INSTALLATION INSTRUCTIONS

THE ELECTRICAL AND FUEL SYSTEMS SHOULD BE CONNECTED TO THE VALVE AS SHOWN ABOVE. CHOOSE A PROTECTED LOCATION NEAR THE ORIGINAL FUEL LINES AND USING PROPER LENGTH 5/16-18 BOLTS, SECURELY MOUNT THE SELECTOR VALVE TO THE CHASSIS OR OTHER SOLID MOUNTING SURFACE. ORIENT IT SUCH THAT THE SIDE OF THE VALVE WITH THE FOUR PORTS POINTS TOWARDS THE FUEL TANKS. ROUTE THE AUXILIARY TANK'S SOURCE AND RETURN LINES TO THE VALVE. DRAIN THE FUEL IN THE MAIN TANK AND CUT THE ORIGINAL FUEL LINES. BE PREPARED TO CATCH AND SAFELY STORE ANY FUEL SPILLING FROM THE CUT LINE. USING PROPERLY TIGHTENED "WORM" STYLE HOSE CLAMP AND FUEL-APPROVED FLEXIBLE FUEL HOSE, CONNECT THE FUEL LINES TO THE PROPER PORTS ON THE SELECTOR VALVE. INSTALL FUEL FILTERS IN THE SOURCE LINES AS SHOWN. THE FUEL LINE ROUTING SHOULD MINIMIZE THE NUMBER OF BENDS AND HAVE THE LARGEST POSSIBLE RADII TO MINIMIZE THE FLOW RESTRICTIONS.

CHOOSE A POSITION ON THE DASH AND MOUNT THE 34-592 TOGGLE SWITCH AND 42-201 FACE PLATE. CUT THE ORIGINAL WIRE FROM THE FUEL TANK SENDING UNIT TO THE FUEL GAGE AND CONNECT BOTH ENDS TO THE 42-203 CONNECTOR AS SHOWN. CONNECT THE NEW TANK'S SENDING UNIT TO THE CONNECTOR. INSTALL THE TOGGLE SWITCH AS SHOWN CONNECTING ONE PAIR OF TERMINALS TO A GOOD GROUND AND THE OTHER PAIR OF TERMINALS TO +12 VOLTS THROUGH A 10 AMP FUSE. CONNECT THE MIDDLE TERMINALS ON THE SWITCH TO THE CONNECTOR AS SHOWN. MAINTAIN THE ORIENTATION BETWEEN THE SWITCH'S KEY AND THE ELECTRICAL CONNECTIONS. ALL ELECTRICAL CONNECTIONS MUST BE SECURE AND THE SPLICES TO THE 42-203 CONNECTOR SHOULD BE SECURE, ELECTRICALLY INSULATED AND SEALED TO PREVENT CORROSION OF THE SPLICES. INSURE THAT THE 42-203 CONNECTOR LOCKING TAB IS FULLY ENGAGED WITH VALVE'S MATING CONNECTOR FOR PROPER CONNECTION AND MOISTURE SEAL.

DOUBLE CHECK THE SYSTEM TO BE SURE ALL THE ELECTRICAL AND FUEL CONNECTIONS HAVE BEEN INSTALLED CORRECTLY. THEN PLACE A SMALL QUANTITY OF FUEL BACK INTO THE FUEL TANKS TO CHECK THE SYSTEM FOR LEAKS. AFTER IT HAS BEEN DETERMINED THERE ARE NO FUEL LEAKS, START THE VEHICLE ENGINE AND SWITCH THE TANKS TO DETERMINE IF THE VALVE IS FUNCTIONING PROPERLY. CHECK THE GAS GAGE WHEN TRANSFERRING BETWEEN TANKS FOR PROPER FUEL LEVEL INDICATION. AFTER IT HAS BEEN DETERMINED EVERYTHING HAS BEEN INSTALLED PROPERLY REFILL THE FUEL TANKS.

III. VALVE OPERATION

WITH +12 VDC TO TERMINAL E AND GROUND TO D THE FUEL WILL FLOW FROM THE MAIN FUEL TANK THRU THE FILTER, THRU THE VALVE, TO THE ENGINE AND RETURN BACK THRU THE VALVE TO THE MAIN FUEL TANK. REVERSING THE POLARITY TO TERMINALS E AND D WILL CAUSE THE FUEL TO FLOW FROM THE AUXILIARY FUEL TANK THRU THE FILTER, THRU THE VALVE TO THE ENGINE AND RETURN BACK THRU THE VALVE TO THE AUXILIARY FUEL TANK.

IV. FOR THREE TANK HOOK-UP, SEE INSTRUCTION SHEET BACK SIDE.