A813B Repair Kit – Fuel Reserve Selector Valve

The original reserve fuel selector valve. had a cork insert.
After 70+ years this item has seen its service life thus creating
a routine fuel leakage problem in most pre-war cars.

NTG now offers a replacement kit with a modern 0- ring seal.
It is normally a remove and replace item but due to variations
in the body castings it may be necessary to custom fit the new
valve insert to your valve body.

The following steps are offered to ensure your valve insert fits properly.

- Soak the valve body in carb cleaner to ensure all residual fuel lacquer is removed.

- Polish the inside of the body with fine emery cloth. This can be done by wrapping emery cloth around the

  enclosed dowel and rotating 360 degrees.

- Test fit the brass valve insert *without* any o-rings installed. The insert should slide in and
  rotate freely without any resistance.

If ok:

- Install o-rings onto the valve cylinder as shown in the picture.

- Pre-Iube the o-rings with a small amount of white lithium grease or equivalent.

- Slide the valve insert into the body, tighten the retainer screw to complete

**If insert is tight or any resistance if felt *without* o-rings installed, you will have to polish and *I*
or reduce OD of valve insert.**

- Put the threaded end of the valve insert into a milling machine/lathe collet or drill *(l/2″ chuck)*. Put some
  tape over the threads beforehand to protect them.

- Spin the valve insert with drill, mill, or lathe.

- While spinning, wrap the emery cloth (provided) around the valve cylinder to remove metal and reduce
  the OD. It is important to keep the emery cloth even to maintain an equal diameter on the cylinder.

- Routinely trial fit until the insert fits freely in the valve body. When ok, follow the steps stated above.