RE5RO5A

PART NUMBERS 63741-13K, F-63741-TL13

"A" or "B" Pilot Valve Kit

63741-13K

TOOL REQUIRED

1 Pilot Valve
1 Pilot Sleeve
1 Pilot "B" Spring — Red
1 Pilot "A" Spring — Silver

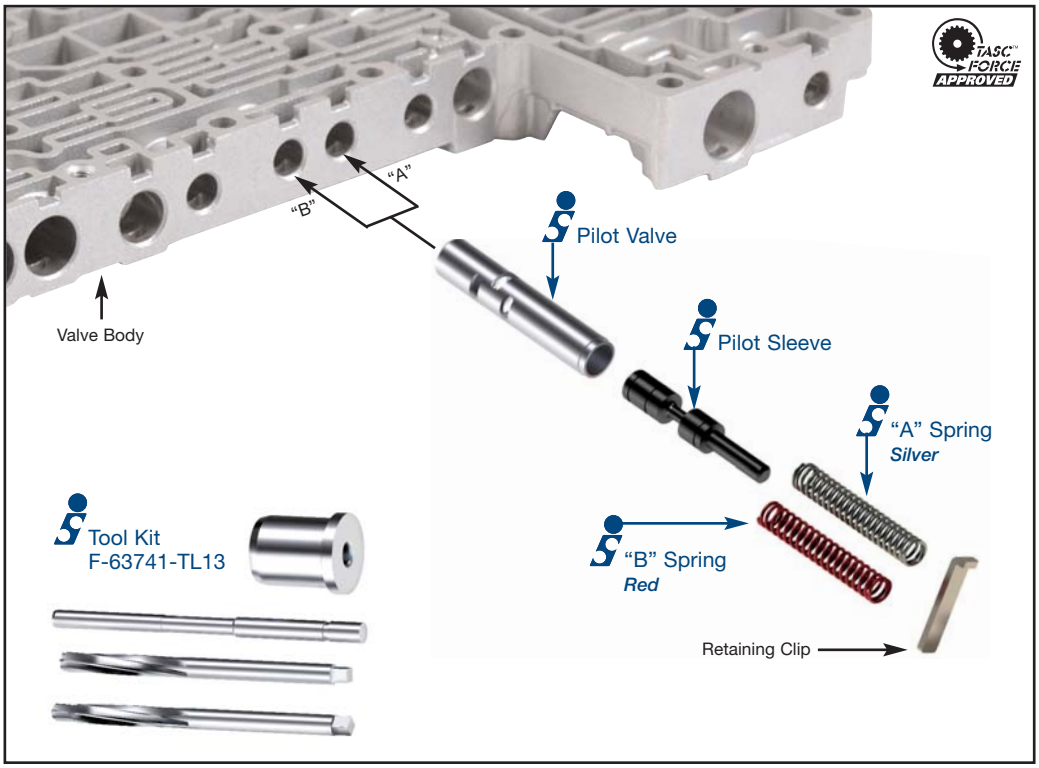
F-63741-TL13

VALVE BODY FIXTURE REQUIRED

2 Reamers *See Important Note
1 Guide Pin
1 Reamer Jig

Notes: Fits Nissan, Infinity RE5RO5A and Kia A5SR1/A5SR2.

Tool kit **F-63741-TL13** can also be used for valve kits **63741-17K** & **63741-20K**.



Disassembly Steps

1. Remove and discard OEM valve and spring.
2. Keep OEM retainer for reuse.

Important Notes:

1. ***Only <u>one</u> of the reamers from tool kit F-63741-TL13 will be used to ream a single bore!**
   - **Use F-63741-RM13 reamer prior to installing kits 63741-13K or 63741-17K.**
   - **Use F-63741-RM20 reamer prior to installing kit 63741-20K.**
2. Clean the bore thoroughly in a solvent tank.
3. Generously lubricate the bore and reamer with cutting fluid (i.e. Mobilmet S-122, Lubegard Bio-Tap, Tap Magic™, etc). For best results, provide a continuous flow of water-soluble cutting fluid (i.e. Mobilmet S-122) during the reaming process.
4. The reamers should be turned using a low rpm, high torque air drill regulated to a maximum of 200 rpm.
5. Examine the bore after cleaning for surface finish, debris, and burrs. Flashing and burrs on the exit side of lands and bores must be carefully removed. A small piece of Scotchbrite™ material attached to a wire and powered with a drill motor is ideal for the task.

Cautions and Suggestions

1. Turning the reamer backward will dull it prematurely.
2. Pushing on the reamer will result in poor surface finish and inadequate and sporadic material removal.
3. Never use a crescent wrench, ratchet or pliers to turn the reamer.
4. A dull reamer will cut a smaller hole. Reamers can be sharpened, but should only be done by a professional tool sharpener. Actual life of a reamer before resharpening or replacing averages 50-70 bores.

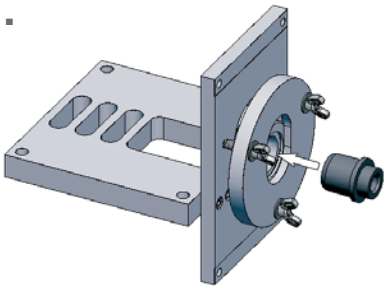
RE5R05A

“A” or “B” Pilot Valve Kit

PART NUMBERS **63741-13K, F-63741-TL13**

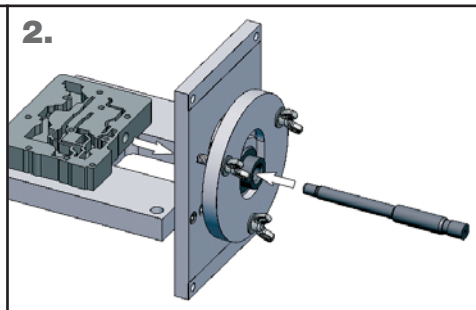
Reaming Instructions

1.



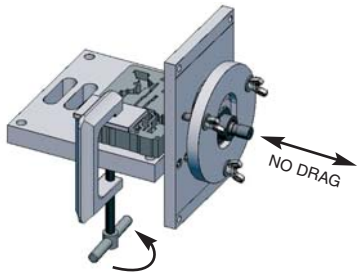
Insert the reamer jig.

2.



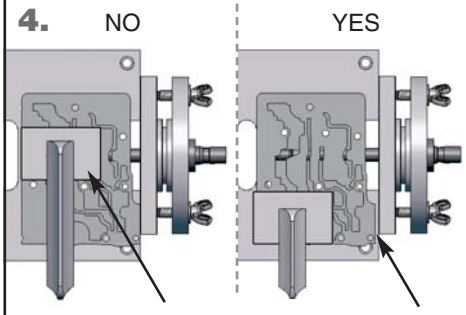
Align the guide pin and valve body.

3.



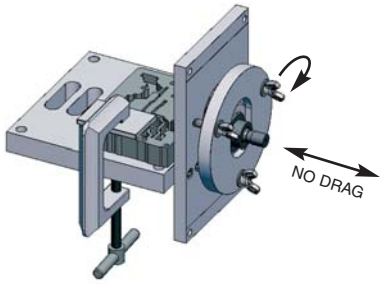
Tighten the clamp.
Guide pin must move freely.

4.



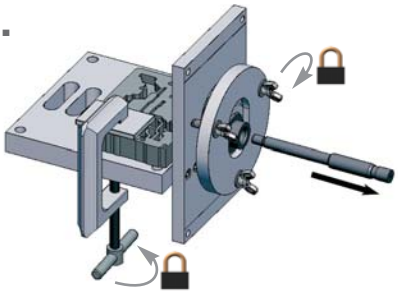
Do not clamp over bore. Leave gap.

5.



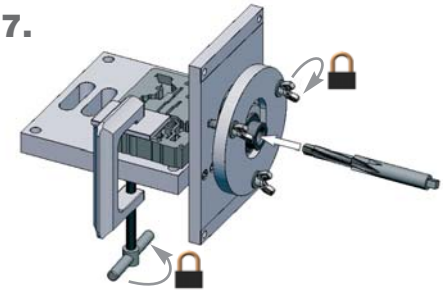
Tighten wing nuts.
Guide pin must move freely.

6.



Remove guide pin.
Do not loosen Clamp or wing nuts.

7.

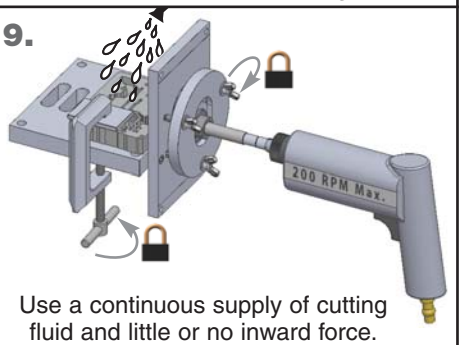


Insert the Reamer.

8.

Use a loose fitting reamer socket,
a wobble adapter and a regulated air drill.

9.



Use a continuous supply of cutting
fluid and little or no inward force.

Installation Steps

1. Be certain all debris has been removed from the valve bores and valve body.
2. Insert replacement valve and sleeve assembly, chamfered edge inward as shown.
3. Determine and install the appropriate re-calibrated spring:
   - Pilot Valve “A” uses the un-painted (silver) Sonnax spring.
   - Pilot Valve “B” uses the painted (red) Sonnax spring.
4. Push replacement valve and sleeve assembly into bore far enough to re-install OEM retainer.
5. Re-install OEM spring retaining clip.

Note: In some instances, the sleeve may be slightly long (.010-.020) for the bore, preventing the retainer from securing the parts properly. If this is the case, carefully flat sand the outboard face of the sleeve (at the recess area) until the sleeve is of proper length to fit in the bore.

Final Verification Steps

Vacuum testing at either port should yield 18" of vacuum or higher.