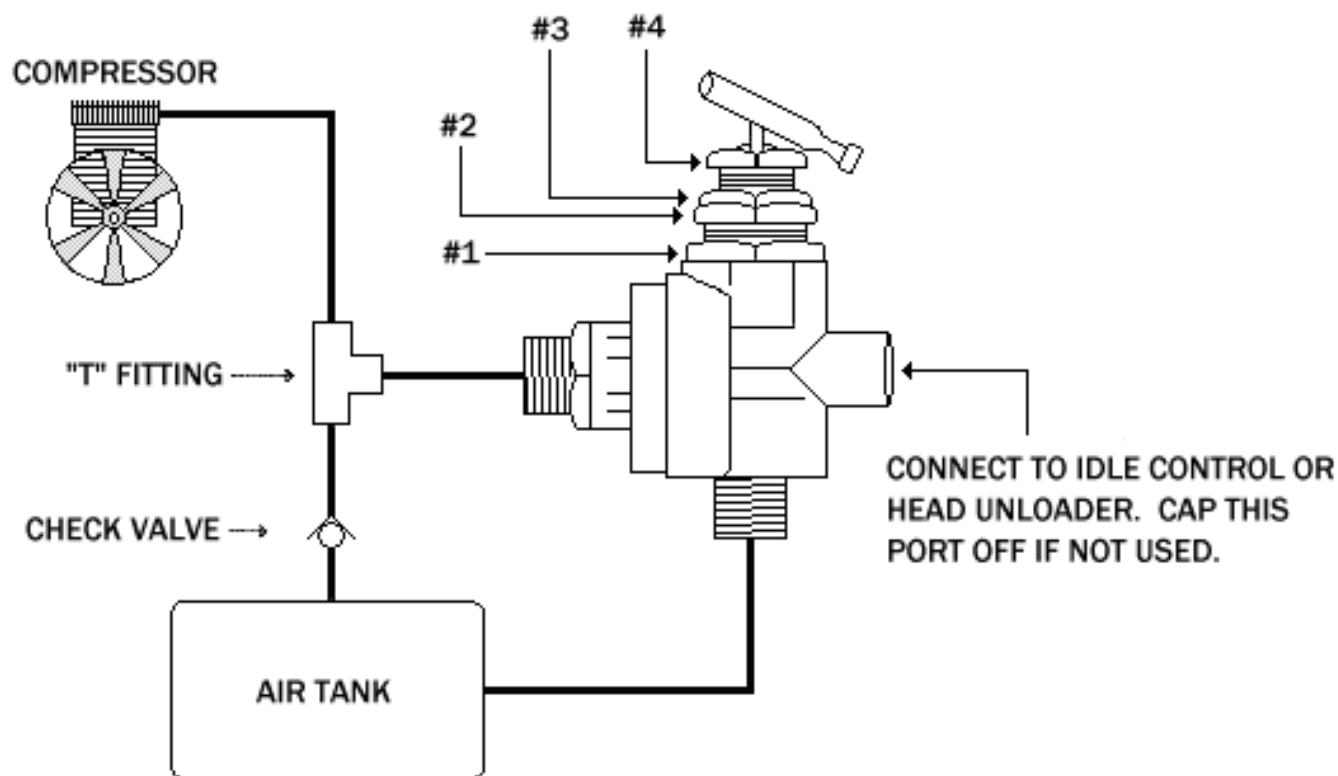




PILOT VALVE ADJUSTMENT:

Turn locking nut **#1** counter-clockwise until it is free. Turn **#2** until you can feel it contact softly. After making contact, turn **#2** counter-clockwise $\frac{1}{3}$ turn. Hold **#2** in this position with one wrench while you turn **#1** clockwise with another wrench. **#1** is a locknut, and must be tight to hold proper adjustment. You now have the difference between kick-in and kick-out set very closely. Turning clockwise will increase the differential. Turning counter-clockwise will decrease the differential.

The top two nuts adjust how high your pressure will go. **#3** is again a locknut. Turn counter-clockwise to loosen. **#4** will raise the top pressure by turning clockwise, and will lower by turning counter-clockwise. Always hold **#4** while locking **#3** in place. After **#1** and **#2** are adjusted, three threads showing at **#4** would indicate a very close setting. After you have made the above settings, you can make minor adjustments to your needs.