



KING TONY

HEAVY DUTY AIR VALVE LAPPER KIT

NO.9AH0321



<http://www.kingtony.com>

Enjoy your work



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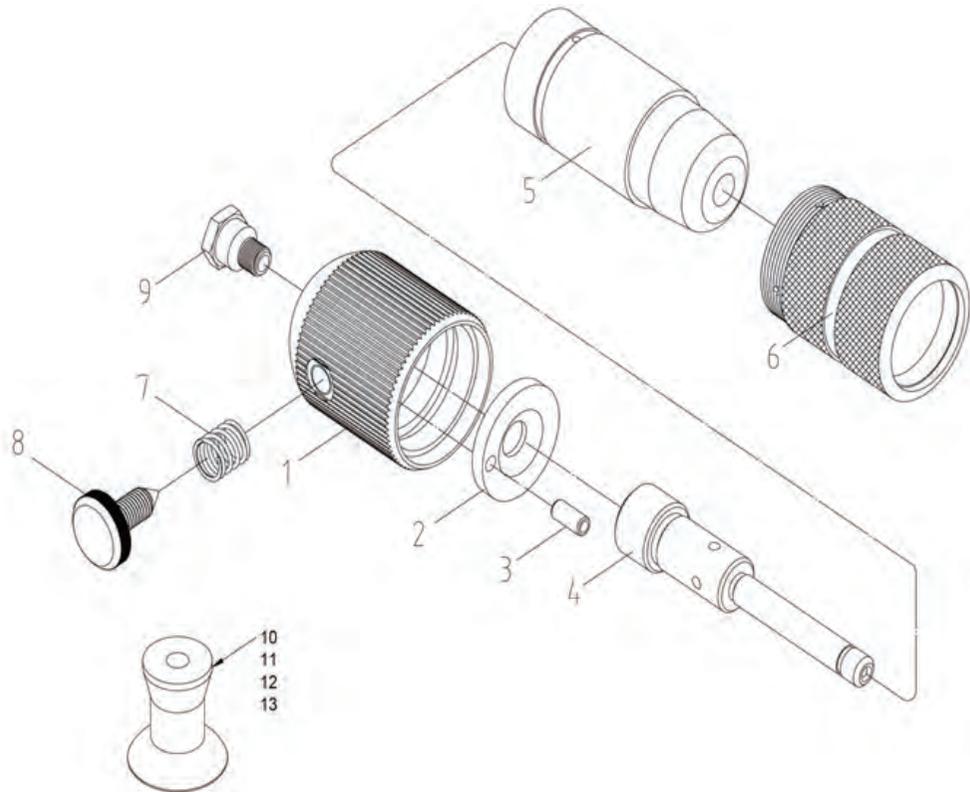
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customer service e-mail : service@kingtony.com

899AH0321-KT

297x210 mm





INDEX NO.	DESCRIPTION	REQ'D NO.	INDEX NO.	DESCRIPTION	REQ'D NO.
1	Rear Housing	1	8	Regulator	1
2	Washer	1	9	Air Inlet Bushing	1
3	Orientation Tube	1	10	Ruber Cap - 20mm	1
4	Piston Lever	1	11	Ruber Cap - 30mm	1
5	Cylinder	1	12	Ruber Cap - 35mm	1
6	Front Housing	1	13	Ruber Cap - 45mm	1
7	Spring	1			

Performance by Design

KT.NO	BIOWES PER MINUTE		PISTONE STROKE		OVERALL LENGTH		AIR INLET	AIR HOSE	AVERAGE AIR CONSUMPTION		NET WEIGHT	
	BPM	Inch	mm	Inch	mm	Inch	mm	Cfm	L/min	Lb	kg	
9AH0321	5600	1.1	29	9	228	1/4	3/8	2.5	71	3.31	1.5	

DESCRIPTION

• A variety of suction heads:

Valve lapping kits are equipped with a range of suction heads in different sizes. Thus, the operator can apply the right sized suction head to match the size of the valve, providing a better grip on the valve and more uniform grinding.

• More uniform surfaces:

Although grinding the valve and valve seat by hand is possible, it can be very difficult if the seal is badly pitted and worn. A valve grinding tool is better equipped to handle badly worn valve, spinning the valve at a faster rate. This results in increased grinding power, which can create a more uniform seal.

• Stem Choices:

Valve lapping kits are often equipped with a variety of stems, which is the piece that connects the suction head to the power supply. This enables the tool to be adjusted to fit into tighter squeezes, where valves may be obscured by engine components.

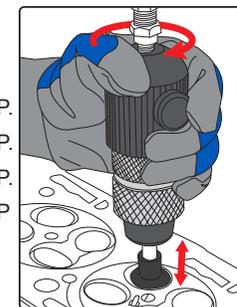
• Horizontal and Vertical Orientations:

Valve lapping tools are available in either horizontal or vertical orientation, enabling operators to choose the device that would work best for them.

CONTENTS



- 1PC. AIR VALVE BODY.
- 1PC. Ø 20mm SUCTION RUBBER CAP.
- 1PC. Ø 30mm SUCTION RUBBER CAP.
- 1PC. Ø 35mm SUCTION RUBBER CAP.
- 1PC. Ø 45mm SUCTION RUBBER CAP
- 1PC. BLOW CASE.



INSPECTION

- Check the cylinder head for water leakage, gas leakage, damage or cracks before cleaning.
- Completely remove oil, scale, sealant, carbon, etc. After cleaning oil passages, blow air to make sure that they are not clogged.
- For the flatness on the cylinder head bottom, measure distortion using a straight edge and free gauge. If the distortion exceeds the limit, grind and repair it.

SAFETY PRECAUTIONS



WARNING



- DO NOT use on diesel engines
- DO NOT use on GDI engines
- Wear OSHA approved eye protection
- Loosen fuel cap and release fuel pump pressure
- Tighten all connectors before test. Any fuel leak can be dangerous
- Keep fire away. All the lightening equipment must be anti-break.
- Clear residual fuel in all the hoses after test and release pressure before disconnecting adapter and pressure gauge.
- Use a rug to clean leaking fuel and dispose the rug into fire-free container.