



## VALVE ADJUSTMENT - Valve normally in open position (Quick and Quiet Plus)

To complete this step, the wiring harness needs to be connected to the diverters and batteries connected.

Power the solenoids so the valves are in the closed position. When the solenoid has completed its stroke, the valve needs to be in the closed position with a 1/16<sup>th</sup> inch gap between the valve and the tube. If the solenoid pull in and then release back the open position even with power supplied; then the linkage on the solenoid needs to be extended as the valve is hitting the wall of the tube and preventing the solenoid from completing its stroke. Unplug the solenoid and adjust the linkage as follows:

Using a 3/8" wrench, thread the plunger nut further up or down the linkage assembly. Extending the linkage will move the valve away from the tube wall. Shortening the linkage will move the valve closer to the wall of the tube. After a small adjustment, about a 1/2 turn, check for valve clearance with the solenoid powered. Repeat until the proper valve clearance has been attained. Then tighten the lock nut against the plunger using a 7/16" wrench and holding the plunger nut in its current position with the 3/8" wrench.

The last step is to reinstall the diverters. When the diverters are installed, make sure there are 2 clamps on the ends of each joint hose around the tubing. The clamps should not be on an edge or in a gap in between the tubing. Also, all wires and cables should be clear of the linkage and exhaust system with no sharp bends in them.

It is recommended to test the system for leaks. Double check all connections and clamps and run the system in water or with a fresh water hook-up *before* taking the boat out. ***Failure to test the system could result in dangerous carbon monoxide and/or water build up in the engine compartment if the exhaust system leaks.***

