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Replacement Fuel Selector Valve Pointer



This fuel selector lever is intended for EXPERIMENTAL AIRCRAFT ONLY. Install at your own risk, Cleaveland Aircraft Tool assumes no liability for it's installation, function, or use.

There are two ways to install this lever, make sure you know which direction is correct for your airplane. The lever can be reversed by changing the set screw from the front of the lever to the back of the lever. IF THIS IS DONE INCORRECTLY THE ARROW WILL POINT TO THE LEFT OR RIGHT TANK WHEN THE FUEL IS ACTUALLY OFF.



If your aircraft was designed to use the stock 'weather vane' lever with the tiny pointer pointing at the selected tank, then the set screw should go in the rear (wide side) of the lever.

If your aircraft was designed to use the stock 'weather vane' lever with the tiny pointer filed off and the large 'handle' as a pointer, then the set screw should be inserted from the front of the lever (under the point of the arrow). (All photos left show this configuration).

Installation Procedure:



1. Determine (above) which side to insert the set screw that will key on the flat side of the selector valve.
2. Using the original 'weather vane' handle select the left tank.
3. Remove the screw above the original handle and lift the handle off. This may require tapping slightly on the top while pulling.
4. Remove the set screw from the front of the new lever and the mounting screw from the top, set aside.
5. Gently place the new lever on to the selector valve pointing to the left tank. Do not insert the screw in top and do not press down on the lever.



6. Put a drop of red locktight "threadlocker" on the set screw and insert it from the predetermined side of the lever. Using an allen driver thread the set screw in just until it makes contact with the selector valve. Without rotating the valve itself, rotate the lever side to side just slightly while applying a bit of pressure on the set screw to make sure that you have the flat lined up perpendicular to the set screw, while still using very little torque on the set screw. Once satisfied that you have a good 'keyed' fit on the selector valve, pull the new lever straight up, wipe off any excess locktite from the outside and allow to cure for a few hours.



7. Once the locktight on the set screw has cured re-install the lever onto the valve still pointing at the left tank. This time press down on the lever feeling that the set screw has keyed onto the flat area of the valve. The valve has a tapered stem and the lever has a tapered pocket so the further down you go the tighter it gets. Once satisfied with the fit use the supplied screw through the top of the lever to pull it down to the valve. This will cause the set screw to dig further into the flat area and provide a very solid connection.

8. Periodically check the top screw and the set screw for tightness.