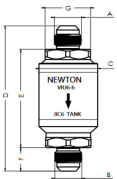
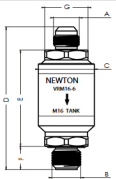


VRJ6-6	Dimensions	Dimensions	VRM16-6
	A: 9/16 UNF (JIC6)	A: 9/16 UNF (JIC6)	
	B: 9/16 UNF (JIC6)	B: M16 x 1.5 mm	
	C: 31.0 mm	C: 31.0 mm	
	D: 86.0 mm	D: 86.0 mm	
	E: 58.0 mm	E: 58.0 mm	
	F: 14.0 mm	F: 14.0 mm	
	G: Spanner Size - 24 mm (Across Flat)	G: Spanner Size - 24 mm (Across Flat)	
	Weight: 78 grams	Weight: 78 grams	
	Material: 6026 Aluminium Alloy	Material: 6026 Aluminium Alloy	
	Finish: Anodised Red	Finish: Anodised Red	
	Flow capacity: 19L/min with 200 mbar over pressure capability		

Application

Developed in response to FIA regulation, Appendix J - 258 for Fuel Cell Ventilation Systems, the VR series valve performs the following three functions.

- In normal conditions the valve acts like a regular rollover valve, closing off when the tank inclines more than 90° to prevent fuel escape during an emergency.
- The valve contains a unique hollow aluminium flotation ball to shut off any fuel that surges up the valve chamber.
- When the valve is closed a 200 millibar by-pass prevents pressure build up within the tank.

For no compromise sports and race cars.

These valves remain open to the atmosphere at all times unless under G-Forces generated from hard braking and accelerating, or during an inversion – i.e. the car has rolled over in an accident. The valves are suitable for competition vehicles including F1 and the American series.

Installation

VRJ6-6: Design for remote or tank mounting; access to inside of tank is not required for installation. A 9/16" UNF nut can be brazed or welded to the tank and a mounting hole made in the tank from the outside.

VRM16-6: Valve body has a thread of 16mm and an input thread is 9/16" UNF. It can be bolted through a plate or it can be fixed by a welded or brazed nut onto the tank.

We recommend that all installations should be piped to the outside of the vehicle or connected to a charcoal canister. The best way for tarmac vehicles is to run the pipe to the top of the body and then down to a point just below the base of the tank. The valve should be positioned as close as possible to the rear of the tank so that under braking the fuel load will move towards the front of the tank and away from the valve. Please contact us for installation advice for vehicles designed to operate in terrain such as deserts and jungle.

