



Lock Up Clutch Valve

Pinch Valve

Normally **CLOSED**

12 volt DC

1/4" Female BSP thread

.312 orifice – 145 psi rating

Flows like a .175 jet

Use up to a .150 jet

PN 35775-00127

List Price \$ 250.00+

Racer Decal Discount Price \$ 210.00+

On battery ignitions use MSD 8950
RPM activated switch.

On magneto ignitions use MSD 8957 RPM activated switch.

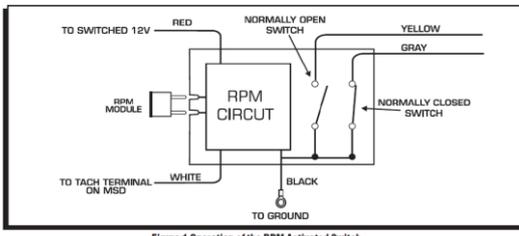
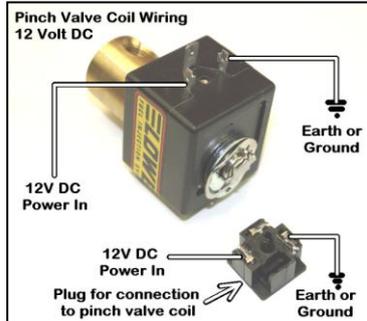


Figure 1 Operation of the RPM Activated Switch.

Although often used as a electrically operated high speed valve to allow the tuner to "turn on" a high speed jet at a preset RPM it can also be used as a low gear lean out control valve as well.



The high flow and high operating pressure capabilities and robust construction of this pinch valve means it can be used for many other control applications as well. Using it with your CO2 system it can trigger transmission shifts, activate clutch lock up cylinders and start line control cylinders or any place you would want use a 12v power source to trigger a CO2 event. Installing a jet and a jet holder in line allows the tuner to activate the clutch lock up smoothly over a period of time that is adjustable by changing the jet sizes.

A lot of research went in to finding a valve that would have the operating range this valve has as many valves will have a much smaller internal porting with will restrict the flow through the valve and marginalize a jet that may be installed in the flow stream.

If the valve internal flow closely matches any jet you may install in line then it will effect the flow of the jet as a small internal port valve may actually be more of a restriction that the jet you have installed.