



## Pinch Valve and Jet Holder



Many racers find the high speed function of constant flow fuel systems frustrating. On constant flow fuel systems the high speed poppet opens once the system pressure is high enough to push the poppet off the seat allowing some of the fuel to return to the fuel tank to maintain the air fuel ratio they desire at the higher engine revolutions.

As the racer chases the main jet up or down the system pressure changes and this changes the opening point of the high speed jet. Often this is not something the racer wants. The solution to this is the electric high speed valve. By using a rpm set point and a rpm switch to activate the pinch valve to open or close as the racer desires. To limit the amount of fuel being returned installing a jet holder provides the racer with a place to put the jet they want to use to limit the amount of fuel flow. One end of the jet holder is threaded to BSP or NPT as required by the pinch valve of choice, the other end is threaded to a standard 9/16"-18 thread of a Dash 6 fitting. You could even install a poppet in this end as well if that is what a racer wanted to do.



First decide on the largest size of the jet you wish to use. This jet should be at least 15% smaller than the orifice of the pinch valve. Remember you want the jet to be the metering device not the valve itself. Pinch valves with larger orifices are always more expensive. If you are using your own pinch valve be sure it will operate in the pressure range that your fuel system will create and that the elastomers (rubber bits) are methanol compliant. The valve action is either normally open or normally closed. The normally closed means that the valve is closed until you apply the 12 volts to open the valve. These valves have mounting provisions on the bottom side to allow the racer to mount them on their car.

Type	Orifice	Pressure	LOWE PN	LOWE RDD
NC	.312	145 psi	35775-00127	\$210.00+
NC	.094	145 psi	35775-00262	\$175.50+
NO	.125	80 psi (100)	35775-10262	\$249.00+
NO	.094	188 psi	35775-10261	\$271.50+

Pinch Valve - Normally **CLOSED** - ¼" Female BSP thread - .312 orifice – 145 psi rating  
pn 35775-00127 Pinch Valve NC 12VDC ¼" BSP female ports - .312 orifice

Flows like a .175 jet - Use up to a .150 jet

Will suck open do not plumb back to pump suction.

List Price \$ 250.00+ Racer Decal Discount Price \$ 210.00+

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Pinch Valve - Normally **CLOSED** - ¼" Female BSP thread - .094 orifice – 145 psi rating  
pn 35775-00262 Pinch Valve NC 12VDC ¼" BSP female ports - .094 orifice

List Price \$225.00+ Racer Decal Discount Price \$ 175.50+

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Pinch Valve - Normally **OPEN** - ¼" Female BSP thread - .125 orifice – 80 psi rating  
pn 35775-10262 Pinch Valve NO 12VDC ¼" BSP female ports - .125 orifice

Weak battery will not open the valve

Rated at 80 psi but tested up to 100 psi valve will still function. If exposed to excessive pressure the valve will click but just not open.

Number 1 = Inlet Number 2 = Exhaust

Flow 32% on a 100@50. Flows the same as a .118 jet

List Price \$ 312.50+ Racer Decal Discount Price \$ 271.50+

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Pinch Valve - Normally **OPEN** - ¼" Female BSP thread - .094 orifice – 188 psi rating  
pn 35775-10261 Pinch Valve NO 12VDC ¼" BSP female ports - .094 orifice

List Price \$ 285.00+ Racer Decal Discount Price \$ 249.00+

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Jet holder – ¼" NSP male thread x 9/16"-18 SAE O-Ring thread pn 35020-00050

Jet holder – ¼" BSP male thread x 9/16"-18 SAE O-Ring thread pn 35020-00051

List Price \$ 59.00+ Racer Decal Discount Price \$ 45.00+

