

SpeedValve 3

Warranty disclaimer:

*You have been provided with new oil lines in your kit. You **MUST** drain your cylinder completely and replace with all new fluid and replace the old lines with the new ones. Not doing so will result in any and all warranties being voided on any of the components. If we see that you're using your old oil lines that means that you have not taken the time to drain your cylinder and properly when installing the SpeedValve.*



Under no circumstances should you try to force the bow down or take the SpeedValve apart before speaking to Biltwell Iron Co. This will also void any and all warranties parts. If you saw is not operational and needing to get back into service, please revert back to your previous setup.

1. Set your bow all the way down. Remove existing Parker needle valve from your cylinder, you can do this by completely loosening the nuts holding the plastic tube. Before attempting to remove the tube use a wrench to turn the needle valve loose and out of the way. Once you've done this you can remove the tube then proceed to removing the needle valve and remaining fittings. You will lose most of your fluid so please be sure to have a drain pan ready otherwise most of it will drain into your catch pan. Install two of the provided 90° swivel push to connect fittings into the cylinder. It is crucial that you do not over tighten these fittings. The cylinder wall is thin and there's not much thread in there. Use discretion!





2. Clamp your new SpeedValve body to the .75"x2" solid bar welded into the top of your bow. Exactly where is entirely up to you. However, I like at the front of this bar. Using a transfer punch, mark your mounting hole locations into the .75"x2" bar. Remove your clamp and valve. Use a #16 or 3/16 drill bit and drill all the way through, be sure not to hit your wheel and blade on the other side. Now tap the holes for 12-24 threads.

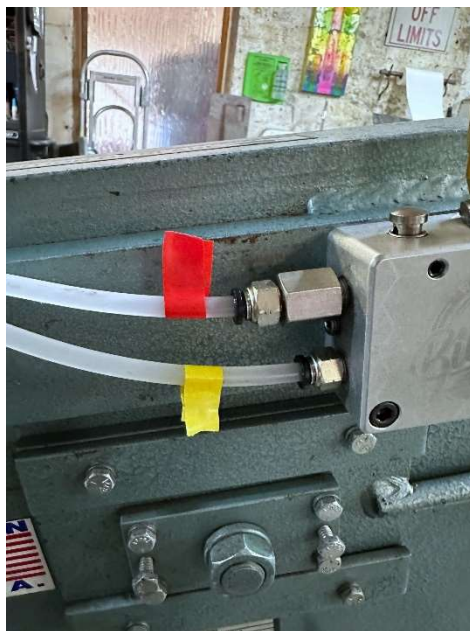
3. Mount your SpeedValve using the provided 12-24 socket head bolts. Tighten until snug.



4. Install the provided 1/8 NPT plug into the center rear hole. Install the snubber into the top rear hole and install one of the provided straight push to connect fitting into the snubber. Then install the last provided straight push to connect fitting into the bottom rear hole. Install all of these using a thread sealant. I prefer LOCTITE 545 but Teflon tape will work as well.



5. Route the provided oil lines through the cable chase covering your OEM power cord (this may require notching the end tab and/or trimming the length down depending on saw model). Connect the bottom fitting of your cylinder to the straight push connect fitting at the back of the Speed Valve. Trim to fit. Now connect the top fitting in your cylinder to the 90° fitting at the bottom of the Speed Valve below the toggle. Trim to fit.





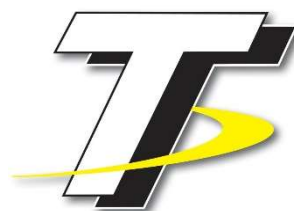
6. Remove the fill plug from your cylinder with the bow all the way down, ensure your needle valve and toggle valve are in the open position. Fill the cylinder with 10w hydraulic fluid until full, replace the plug and tighten. Lift the bow and set it down several times to cycle the fluid, ensuring that you've also depressed the momentary valve several times during cycling. Set the bow down again, remove the plug and fill until full again. Replace the plug and tighten until sealed. Do this until you can no longer see air in the lines. Check for any leaks in all fittings and tighten as necessary.

7. Ensure the bow weight is set at approximately 8lbs, this is recommended by Ellis on all their models.



You are now finished with installing the SpeedValve 3. Enjoy and remember to help share on Instagram, Facebook, YouTube, Tiktok or anywhere else you can think of.

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