

## Fuel Valves



### FEATURES:

- Eight models in two styles with or without ¼" hose adapter
- All valves can be rebuilt
- Standard fuel resistant o-rings included
- Simple operation – just push to sample fuel

### SPECIFICATIONS

**MATERIAL:** 14L12 Steel

**FINISH:** Cadmium Plate QQ-P-416

**TEMPERATURE:** -60° to +260°F (-51° to +127°C)

**O-RINGS:** All valves MS29513 Size -006 CAV-170 Size -012, CAV-180 Size -011

**PRESSURE:** 60 PSI max

### PUSHTYPE FUEL DRAIN VALVES

**SAF-AIR** push type fuel drain valves are close tolerance valves of simple design. These valves provide the most trouble free operation of any other line of valves in the industry. SAF-AIR valves are manufactured with an o-ring placed on the stem to seal against a flat seat on the body. This design eliminates an area where dirt can gather, thus putting an end to the main cause of fuel drain valve drip. FAA & PMA APPROVED. Models CAV-110 & CAV-110H-4 are popular choices to install on gascolators.

#### **MODEL CAV-110 1/8" NPT**

For Cessna 310 tip tanks; Mooney Mark 20 and 20A; all Ercoupe models; Bellanca, Taylorcraft model B; Stinson 108, 108-1, 108-2, 108-3; Voyager model 10 and 10A; Navion; Waco VK series and UPF; and Sea Bee. (See tag for more models.) Fits all standard gascolators.

#### **MODEL CAV-160 1/4" NPT**

For Piper models J-3, J-4, PA-11, -12, -14, -25, -16, -17, -18, -20, -22, -23, -15 and -28 Tri-Pacer; Apache; Champion; Aeronca; Cessna T-50 and earlier 120 and 140 models; and Beechcraft AT-11 and C-18S.

#### **MODEL CAV-170 7/16-20 NF-3**

For all Cessna late 140A models, 150, 170, 170A, 170B, 172 and 175.

#### **MODEL CAV-180 3/8-24 NF-3**

For Cessna 180, 182, 185, 190, 195, 205, 210, 310, 310A, 310B, 310C and 336.

#### **CAV-100H-4, CAV-160H-4, CAV-170H-4, CAV-180H-4**

All four models come with 1/4" hose end.



**SPECIFICATIONS:**

**MATERIAL:** 360 Brass

**FINISH:** Natural

**TEMPERATURE:** -60° to +260°F (-51° to +127°C)

**O-RINGS:** All valves MS29513 Size -006

**PRESSURE:** 60 PSI max

**LOCK OPEN FUEL DRAIN VALVES**

**SAF-AIR** has taken its very dependable fuel drain valve and added a new feature – it locks in the open position. This valve makes the operation of the pre-flight check for contamination and water in the fuel system very easy. This valve is so unique that SAF-AIR received a United States patent on its design. FAA & TSO-C76 APPROVED.

Models 1250 & 1250H are popular choices to install on gascolators.

**FEATURES:**

- Eight models in two styles with or without ¼" hose adapter
- All valves can be rebuilt
- New feature - it locks in the open position
- Standard fuel resistant o-rings included
- Push-to-test, or push-and-turn to lock open
- Effortless operation with sure grip knob
- Double-sealed to prevent leakage
- A clean, no mess way to test and drain fuel



**SPECIFICATIONS:**

**MATERIAL:** 1144 Steel

**FINISH:** Cadmium Plate QQ-P-416

**TEMPERATURE:** -60° to +260°F (-51° to +127°C)

**O-RINGS:** All valves MS29513 Size -005 SA72 Size -012, SA32 Size -011, SA82 Size -015

**PRESSURE:** 60 PSI max

**FLUSH-MOUNTED FUEL DRAIN VALVES**

**SAF-AIR** designed its line of flush mounted fuel drain valves to be an exact replacement for the Auto Valve F391 line of flush fuel drain valves. Unlike the Auto Valve, SAF-AIR valves can be rebuilt. These valves offer a dependable, low-cost solution when a flush mount is needed. FAA & TSO-C76 APPROVED.

**FEATURES:**

- All valves can be rebuilt, simply remove a 'C' clip
- Standard fuel resistant o-rings included
- Push to test
- A clean, no mess way to test fuel



The **SA-60S** valve is the same as the CAV-160 except it is constructed of 304 stainless steel. The valve can be used in highly corrosive applications such as salt water.

The **4350-6L** has a 7/16"-20 thread and a long stem that can be cut to length for your application. Material is anodized aluminum.

**SPECIALTY FUEL DRAIN VALVES**

The **F75** is used on wing tanks or any application where a 3/4"-16 flush mounted fuel drain valve is needed. This aluminum valve is simple and clean to operate, using any standard sampling tube. Just push up on the center of the valve to sample fuel. Our new design allows all the fuel to enter the tube without leakage. This valve is designed for use on Cessna 310 through 441 model airplanes.

The **C500** is used on the bladder style wing tanks with a 1/2" diameter nozzle.

The **P3750** has a 3/8" NPT thread and is designed

for use on those applications. Both valves provide push-to-test or push-and-twist features for locking the valve open. Material is 360 brass.

The **SA5817-4C** is used with a 3/4"-16 bulkhead fitting to mount the valve flush with the outside skin of the plane. A hose is attached to the valve with a 7/16"-20 fitting at the low point of the fuel system. Material is anodized aluminum.