

## Installing the Dan-Marc and Pingel setup.

This is an alternative to the OEM vacuum petcock. It's the setup I use and feel more comfortable with it. Many still like the OEM vacuum petcock and they can continue to use it, not my problem. I wanted to get away from the vacuum line going to #6 cylinder that opens the diaphragm on the OEM petcock to allow fuel to flow. Great idea and has and is still working for many. But some of us have experienced Hydrolock which is usually caused from a bike setting for extended periods and the tank develops some rust from condensation, the fuel turns to varnish and the little rubber diaphragm in the petcock deforms or gets a tear or trash keeps it from sealing. Sometimes the gas can go down the same vacuum line that works it and straight onto the cylinder. Other times the diaphragm fails and continues flowing fuel without vacuum. You're still safe though as long as some of the trash that held the diaphragm open doesn't get into the float valves or varnish makes them stick and nothing stops the gas from flowing. If the gas gets into the cylinders by one of these means it continues to fill them. When you come to start your bike, the pistons can't move because the cylinders are full of fuel. If you catch it, pull the plugs and release the gas your good. If not, you have a bunch of work to do to replace a \$15 little gear that demands you take the motor out and remove the clutch cover, clutches, clutch basket and a whole lot more stuff to get to. All it takes it a little trash to make a whole bunch of work. I've been there and done it. I decided I didn't want to do it again and looked for another idea. I'm not trying to start a war with the folks that believe Honda never made any mistakes. Just saying... 20 years later, fuel and rubber and technology change. So here's I hope enough to get you through an install, some of my pictures I took didn't make it for some reason so hope there is enough here to help.



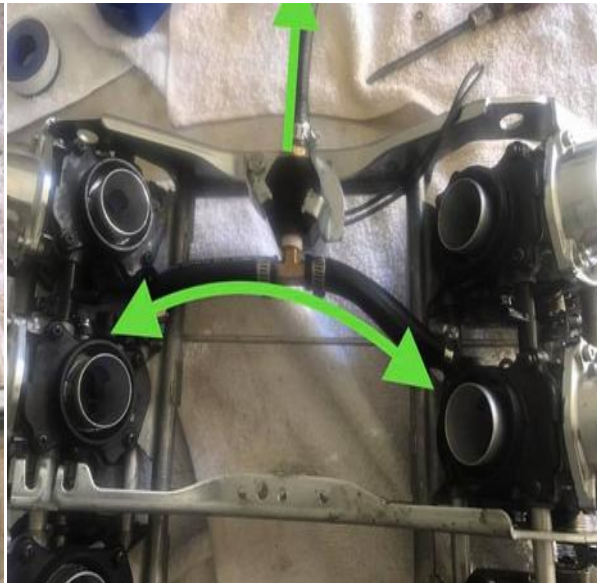
(left) did a desmog on the bike while I was doing this so had the carbs out and decided I use the bracket off the smog junk to hold my Dan-Marc.

(right) I bent and beat and came up with a pretty good looking holder for my Dan-Marc.



(left) Had it all mounted on the carb frame and was pretty proud of it. Did a post about it. Then I got a message from [Dave Schreck](#). He says how'd you get the air box to fit down over that solenoid? I told him I hadn't got that far yet I was still working on carbs and de-smog. So we discussed flipping it over and seeing if it would work that way? Well Dave sent me some pictures in just a little bit of our new design.

(right) Flipping it over allowed the room that was needed to get the air box in. Still got to use the same bracket just so happened it worked both ways. Yay, Thanks Dave for bailing me out.



(left) So mounted upside down and all the fittings on it we're ready to start hooking it up.

(right) The bracket holds the perfect height so the fuel lines have no sags in them.





(left) Run the overflow or vent lines out to the carb frame. (right) Poke em in the 2 holes where they go.



(left) Got er set back in the bike looking good, all that's left is hooking power to it.

(right) It has 2 wires that come off the solenoid. Doesn't matter which one you use for ground or power. We're hooking it up so that when the key is on it will let the fuel go to the carbs. When the key is off no fuel can pass. Decided to ground it on the motor mount bracket on the left side.



(left) I pulled the bottom bolt out, found it pretty corroded.



(right) cleaned and ready to slide her back in .



(left) At the top I'm gonna fasten the ground wire in between the frame and bracket so I had to scrape the paint off so it will have a clean connection. It won't be seen it gets covered back up with the outer bracket.



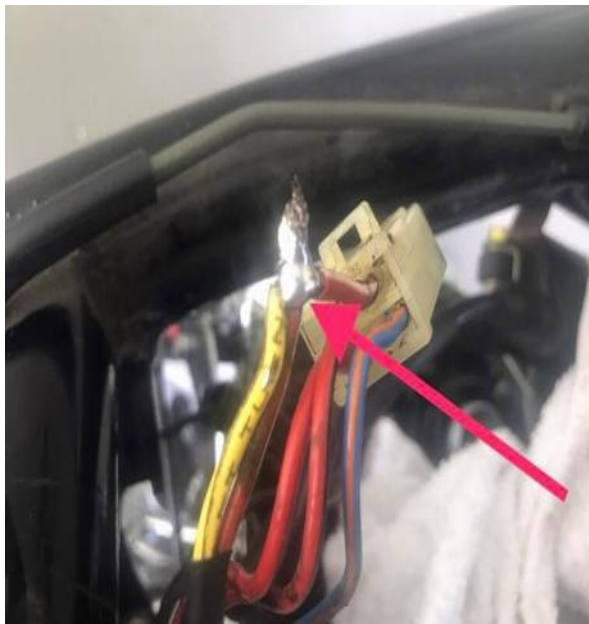
(right) I used some dielectric grease here on the connector and frame. Keep in mind that dielectric grease is none conductive but an excellent preventative for corrosion so trying to make it work for both you have to be sure when tightening you work it the grease off the connection just before getting it tight. That way your connection is good and the grease you push off the connector is all around it keeping it safe from moisture.





(left) I used a little wire loom around the wire and soldered the connector on.

(right) Bigger view so you can see the part I used.



(left) found a wire off the ignition switch that was off when the key was off and on when the key was on. I used the red/white striped wire and soldered the other wire off the solenoid to it.

(right) Had to make the wire a little longer to reach so soldered a piece of yellow wire I had to lengthen it.



(left) Wrapped it in heat shrink to keep the corrosion away

(right) The Pingel petcock only has 1 outlet and no vacuum so you will have to plug the nipple on the intake runner off #6 cylinder. Connect the fuel line and your ready to ride.

Parts list for this: Parts for Pingel and Dan-Marc setup Dan-Marc valve with 1/4" orifice Part # 79AFC1211412

PINGEL VALVE 1311CH ALSO the T for end of Dan.Marc <http://www.ebay.com/itm/232259794916>

Fitting for the other end of Dan Marc <http://www.ebay.com/itm/201598838195>

And you'll need 3/8" hose clamps.