

Replacement Installation Instructions:

- **10826 Rebuild Kit**
- **10102-REPL Shaft Replacement Kit**

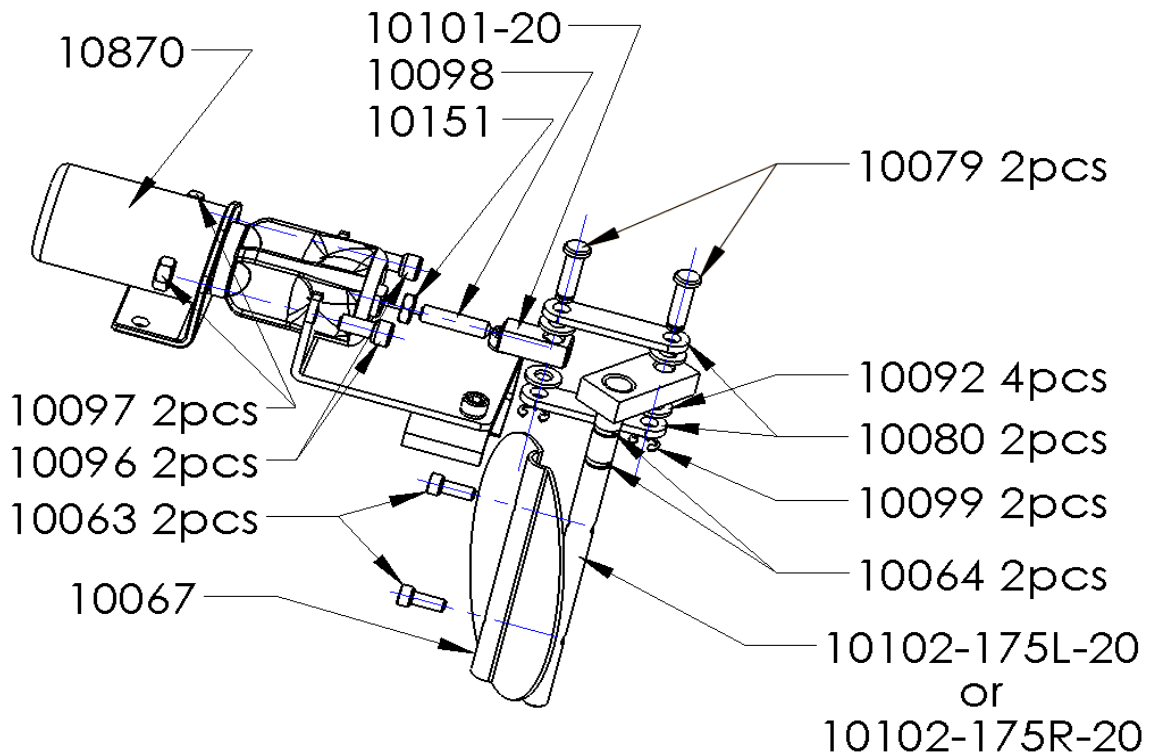
Carefully read through the following instructions and at any point you have a difficulty or need clarification, please contact us at:

- 800-486-0999 Monday thru Friday 8A.M. to 5P.M. EST.
- Email your technical questions to marine_techsupport@tmgperformance.com.

****Please note that the diverter can be shipped in for repair at the manufacturing facility for your convenience. Just contact CORSA Performance Marine to receive an RGA (return goods authorization number) prior to sending back.**

Parts Breakdown:

****Reference only for diverter component breakdown****



Parts Breakdown for 10826 Kit:

1.	10067	Valve Disc	(2)
2.	10102-175L-20	Left Facing Shaft	(1)
3.	10102-175R-20	Right Facing Shaft	(1)
4.	10101-230	3/8 Square assembly with nut and screw	(2)
5.	10099	7/32 E-Clip	(4)
6.	10097	¼-20 Solenoid nuts	(4)
7.	10096	¼-20 Solenoid screws	(4)
8.	10092	¼ flat washer	(8)
9.	10080	Transfer link	(4)
10.	10079	Grooved pin	(4)
11.	10064	Viton O-Ring	(4)
12.	10063	10-24 Valve disc screws	(4)
13.	10114	Alignment tool (not pictured)	(1)
14.	10870	Solenoid (sold separately)	
15.	10012	Dielectric grease packet	(1)

**Individual kit parts not sold separately please contact technical support*

Parts Breakdown for 10102-REPL Kit:

1.	10102-175L-20	Left Facing Shaft	(1)
2.	10102-175R-20	Right Facing Shaft	(1)
3.	10064	Viton O-Ring	(4)
4.	10063	10-24 Valve disc screws	(4)
5.	10114	Alignment tool (not pictured)	(1)
6.	10870	Solenoid (sold separately)	
7.	10012	Dielectric grease packet	(1)


**Individual kit parts not sold separately please contact technical support*

Recommended Tools:

- 3/16 Allen Wrench T-handle style or socket style
- 5/32 Allen Wrench T-handle style or socket style
- 7/16 Open ended wrench
- 3/8 Open ended wrench
- Standard screw driver or 5/16 nut driver
- Thread lock (Loctite) Red preferred
- Alignment tool 10114

⚠ Please take time to read and understand these installation instructions. ⚠

Step 1: Diverter Removal

- A. **⚡** Disconnect battery and disconnect connectors to the solenoids 
- B. Loosen all hose clamps and dislodge all hoses.
 - i. Push lower hose down Y-pipe to expose the down tube of the diverters.
- C. Remove Captains' Call diverters from the boat.

Step 2: Link and Shaft Removal

- A. Remove E-clip from pin end and disconnect from the diverter shaft



- B. Remove valve disc screws using Allen wrench



- C. Remove valve disc.
D. Remove shaft (if screws are broken it may have to be cut out.) *****Reference and note clock position of the shaft and valve disc screw holes.**
E. Repeat these steps for the opposite side diverter.

Step 3: Shaft and Valve Disc Installation

- A. Inspect for any wear or damage to the diverter or surrounding areas.
i. If damaged please contact CORSA Performance Marine.
B. Install the shaft into the diverter making sure that is in the same clock position as when it was removed.
i. As noted in the previous step.
ii. Be careful not to damage O-Rings upon installation.



- iii. O-rings **MUST** be lubricated with silicone compound- di-electric products.
- C. Install valve disc onto the shaft and **do not** tighten securely to confirm fitment
 - i. If the valve disc does not fit around the inner diameter of the tube it will have to be ground down slightly to ensure proper fitment.
 - ii. Repeat these steps for the opposite side if necessary.

Valve Disc Fitment Comparison:



****Proper valve disc fitment**
****Valve disc conforms to the inner diameter of the tube**



****Improper valve disc fitment**
****Valve disc does not fit into tube**

- D. After confirming the valve disc fitment, please tighten the two cap screws to secure valve disc.
 - i. ⚠ Thread lock **must be** used on the mounting screws and can be tightened at this time. ⚠
 - ii. Repeat these steps for the opposite side.

Step 4: Solenoid Replacement **

- A. Follow this step if you are replacing your solenoid.
- B. If not replacing solenoids continue to step 5. **
- C. Reference solenoid replacement instructions.

Step 5: Replacing 3/8 Square Assembly

- A. Remove E-clip from pin running through 3/8 square
- B. Remove pin and washers from 3/8 square
- C. With a 3/8 and 7/16 open end wrench remove old 3/8 square assembly from the solenoid.



- D. Reinstall replacement 3/8 square assembly, but do not tighten nut.

⚠ Thread lock **must be** used on the threaded portion of the 3/8 assembly. ⚠

- E. Reinstall pin and washers
- F. Reinstall E-clip

Step 6: Valve Adjustment



To complete this step, the exhaust harness and battery must be connected.



Normal Acting Diverters (start in the thru-prop position):

- A. Energize the diverter so the valves are in the open position.
- B. Using the alignment tool (10114 included in 10826 and 10102-REPL kits)
 - i. Slide the tool into the inlet side of the diverter pipe.
 - ii. The slot in the tool should slip over the valve for correct alignment.
 - iii. If it does not align correctly, unplug the harness from the solenoid and adjust as follows:
 - a) Loosen the jamb nut located on the solenoid near the rubber boot, using a 7/16 wrench.
 - b) Position a 3/8 wrench on the flats of the solenoid plunger to extend or retract the amount of threads shown. This will in turn adjust the position of the valve disc on the inside of the exhaust pipe.
 - c) Reinstall the alignment tool to confirm the correct positioning of the valve disc.
 - d) Repeat until the valve disc is aligned with the slot on the alignment tool.
 - e) Retighten the jam nut against the solenoid plunger with a 7/16 wrench.



If the valve is not correctly aligned, the force of the exhaust gases pushing on the valve could cause premature failure.



Reverse Acting Diverters (start in the thru hull “loud” position):

- A. Energize the diverter so the valves are in the closed position.
 - i. Ensure a 1/16” gap between the valve and the inner diameter of the tube.
 - ii. If solenoid pulls in and then releases, unplug the harness from the solenoid and adjust as follows:
 - a) Loosen the jamb nut located on the solenoid near the rubber boot, using a 7/16 wrench.
 - b) Position a 3/8 wrench on the flats of the solenoid plunger to extend or retract the amount of threads shown. This will in turn adjust the position of the valve disc on the inside of the exhaust pipe.
 - c) After a small adjustment, about a ½ turn check the valve disc clearance with the solenoid on.
 - d) Repeat until the proper valve disc clearance has been obtained.
 - e) Retighten the jam nut against the solenoid plunger with a 7/16 wrench.

Step 7: Reinstalling Diverters

- A. Make sure mating areas are cleaned and free of any debris.
- B. Reinstall diverters as originally positioned and tighten all hose clamps.



- C. Plug solenoid electronic connector back into the harness.
- D. Check to ensure proper operation.

⚠️ Test run on flush kit or in water and check for leaks at the hose connections. ⚠️