

U.S. DIVERS INC.
3323 WEST WARNER ROAD
SANTA ANA CA 92704

western union **Mailgram**



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► FUN CENTER DIVERS
506 LOGAN RD
MANSFIELD OH 44907

— TO: ALL AQUA-LUNG DISTRIBUTORS

WE HAVE RECEIVED A REPORT OF A MALFUNCTION OF A CALYPSO REGULATOR IN THE FIELD.

AFTER EXTENSIVE TESTING BY OUR ENGINEERING DEPARTMENT, WE WERE ABLE TO DUPLICATE THE MALFUNCTION. THIS MALFUNCTION COULD BE POSSIBLE IN THE FIRST STAGE OF OUR NO. 1083 AND NO. 1084 CALYPSO REGULATORS.

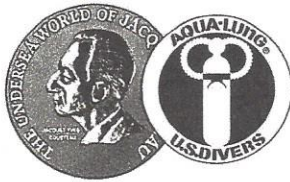
AT 1:00 P.M. TODAY, U. S. DIVERS HAS MADE THE DECISION TO PERFORM A VOLUNTARY RECALL. THIS WILL BE ACCOMPLISHED THROUGH A FIELD RETROFIT BY AUTHORIZED AQUA LUNG DISTRIBUTORS AND REPAIR STATIONS.

PLEASE ADVISE YOUR RETAIL CUSTOMERS THAT THEY ARE NOT TO DIVE WITH THEIR CALYPSO REGULATORS, MODEL NO. 1083 AND NO. 1084 UNTIL THEY HAVE BEEN RETROFIT DUE TO THE CONDITIONS MENTIONED ABOVE THAT COULD BE POTENTIALLY HAZARDOUS.

A LETTER WILL BE MAILED TO YOU WITH FULL INSTRUCTION REGARDING THE RETROFIT TOMORROW.

— JOHN J. CRONIN
21:39 EST

MGMCOMP MGM



AQUA-LUNG®
A DIVISION OF U. S. DIVERS CO.

REGULATOR RECALL

September 17, 1979

Dear Aqua Lung Dealer:

As you know from our telegram, we have discovered that there may be a potential problem with our 1083 and 1084 Calypso regulators. It is possible for the high pressure seat located in the first stage of the regulator to move from its normal position and restrict or completely shut off the air flow to the diver. Should this occur, diving with the regulator would be extremely hazardous. Please advise your customers that they should not use these regulators until they have been retro-fitted with a special new bushing.

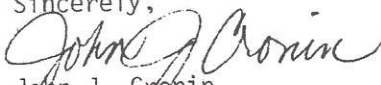
It is of utmost importance that you immediately notify all of your retail customers, sales personnel, instructors, and other dealers to whom you sell wholesale of this recall program. We will notify every customer from whom we have received warranty cards and the dealers with whom we directly deal. You can help by either giving us the names and addresses of persons whom you feel we should contact, or, if you prefer, we will supply you with the necessary quantity of letters and will reimburse you for the costs of mailing.

We will institute a repair program whereby we will automatically send a quantity of new bushings to all accounts. The installation of these new bushings will eliminate the potential problem. Each bushing will be accompanied by a maintenance record in the form of a postcard. This card will be self-addressed to U.S. Divers and will require information including the regulator serial number and the date of retro-fitting. When the bushings are sent out, there will be a \$1.00 charge for each. Upon notification by receiving the postcard, we will issue \$4.00 to your account, thus you will be paid \$3.00 to make the repairs. Any unused bushings may be returned upon notification of the termination of this program for credit against the \$1.00 charge.

The repair program will commence with the shipment of the bushings on approximately September 21. All regulators which are being shipped after today will have the new bushings already installed. Please remember that the maintenance postcards must contain the regulator serial numbers so they can be verified in order to make this program a success.

Thank you for your help and cooperation. Please contact your local Aqua Lung salesman or our Customer Service Department if you have any questions.

Sincerely,


John J. Cronin
President

TO: AQUA-LUNG REPAIR CENTERS

SUBJECT: INSTALLATION INSTRUCTIONS FOR THE 1070-10
CALYPSO HIGH PRESSURE SEAT AND BUSHING KIT

INSTALLATION INSTRUCTIONS

1. Before the following modification is initiated, the regulator must be visually and functionally tested to insure that it is operating correctly. If any malfunction or defective part is apparent prior to disassembly, the customer should be notified and advised as to the extent of the defect and the appropriate repair which is required at his expense.
2. After visually inspecting the regulator, the following procedure should be used to determine that the regulator is functioning properly.
3. Install an intermediate pressure gauge into one of the low pressure ports in the port fitting (P/N 1051-76).
4. Pressurize the regulator to a minimum of 2200 psi and observe the intermediate pressure on the gauge. The intermediate pressure should stabilize between 125 psi and 150 psi. A 5 psi increase is allowable after the intermediate pressure initially establishes itself.

If more than a 5 psi increase occurs before final lockup, this abnormal I.P. increase may be due to a nick or scratch on the tip of the piston. The customer should be notified of this possible defect which may exist in the regulator and advised to replace the defective damaged piston, should this defect become apparent upon disassembly.
5. Check the regulator for any leaks or free flow out the second stage.

INSTALLATION INSTRUCTIONS
PAGE TWO:

6. Depressurize the regulator and remove it from the pressure source.
7. Remove the I.P. gauge.
8. If the regulator successfully passed the above tests, or the customer has been notified that additional repair work may be necessary at his expense, the following high pressure seat and bushing installation procedure should be performed.
9. Insert a 0.150" to 0.120" diameter shaft (or standard Phillips screwdriver) into the through-hole in the port fitting and cap (P/N 1051-87). [If the adjusting nut (P/N 1051-52) blocks the hole, remove the second stage hose and turn the nut in, with a 1/8" Allen screwdriver.] Grip the regulator by the yoke and rotate the shaft or Phillips screwdriver in a counterclockwise direction. The entire cap and port fitting will then unscrew from the main body. Caution should be used to insure that the adjusting springs do not fall out of the cap.
10. Remove the piston, being careful not to bend or damage the piston tip.
11. Remove the main piston spring (P/N 1051-11).
12. Remove the bushing (P/N 1051-12).
13. It is mandatory that the existing high pressure seat be removed from the regulator. This is most easily accomplished with an Ezy-Out screw extractor, as described in the U.S. Divers Aqua-Lung Repair Manual under the section for Disassembly of the Calypso First Stage.
14. Install the new high pressure seat assembly (P/N 1070-30) provided in the modification kit. Follow the high pressure seat installation instructions in the U.S. Divers Aqua-Lung Repair Manual, utilizing assembly tool P/N 1070-67 and 1070-68.
15. Installation of the new bushing (P/N 1051-64) is then most easily accomplished by utilizing a suitable diameter wood or metal shaft. (The Allen screwdriver used to turn the adjustment nut is a suitable tool.)

Insert the shaft through the new bushing and then place the new bushing with side A against the H.P. seat. See Figure No. 1 on next page. Care should be taken not to scratch the surface of the seat with the shaft.

INSTALLATION INSTRUCTIONS
PAGE THREE:

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Direction for assembly into regulator

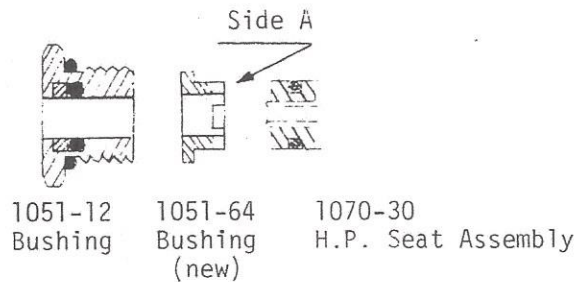


FIGURE 1

16. If required, lubricate the O-ring on the bushing (P/N 1051-12) with silicone grease before reinstalling the bushing into the regulator.
17. Lubricate the piston O-ring as necessary.
18. Install the main spring and piston, being careful not to nick or scratch the piston tip.
19. Clean any foreign material from the threads on the main body and cap before reassembly. Insure that the two adjustment springs are in the cap before reassembly.
20. After reassembly is complete, once again install the intermediate pressure gauge into the port fitting and pressurize the regulator. Depress the second stage purge button several times. Allow the regulator to remain pressurized at 2200 psi minimum for 30 seconds. Depress and release the purge button while observing the I.P. lockup.

The I.P. should lockup initially and finally stabilize within the limits described in step No. 4.

Note: If the I.P. is below 125 psi, it may be necessary to back the adjusting nut back out to its original position, if it had to be turned in during step No. 9.

21. Check the regulator for any air leaks.

TO: All Aqua-Lung Dealers

In compliance with recall standards we ask your cooperation in identifying the retro-fitted Calypso's. Effective this date, any regulator retro-fitted under the recall should show the external, identifying punch-mark indicated on the attached drawing. ALL Calypso models, 1048, 1070, 1071, 1083, and 1084 shall be so marked upon retro-fit with one exception. That is, any new production since November, 1979 that shows a first stage serial number beginning with "O" will not be punch-marked. These units were updated in production and there is no other exception. We have made a direct mailing to those from whom we have received a retro-fit certification card. This card indicates the serial number of the unit retro-fitted and requests that they allow their Aqua-Lung Dealer to punch-mark the yoke on their next visit to the shop. They are asked to present the card with the regulator for the quick and easy ID.

Should you have any Calypso inventory in stock marked "HP80" on the outside of the individual carton, you will need to punch these. They represent production from the September recall date through November when we began with the "O" serial numbers. They, in fact, have been retro-fitted, but do not have the external punch-mark.

Recalls have become as American as apple pie; we live with them daily. As always, our finest assets are our Dealers and without your help in such programs we cease to serve the diving public. Thank you for your continued support.

Sincerely,

Ed Scott
Aqua-Lung Marketing Manager

ES:jb

Attachment

AQUA-LUNG®

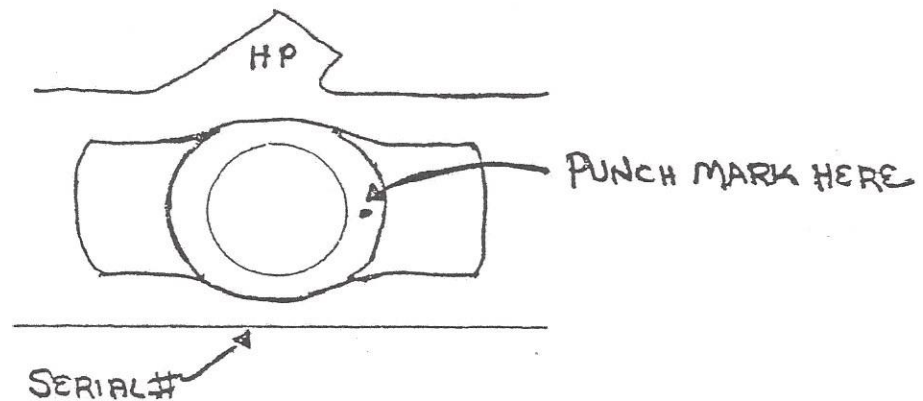
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LOOKING DOWN ON THE YOKE, WITH THE SERIAL DOWN & THE HP PORT UP, MAKE PUNCH MARK AS INDICATED.



SHOULD THE REGULATOR NOT HAVE A SERIAL#, IT STILL HAS A HP PORT WITH WHICH YOU MAY LINE UP THE PUNCH MARK.

