



TECHNICAL MAINTENANCE MANUAL



CALYPSO/TITAN SECOND STAGE

Age Group	Percentage
18-24	10%
25-34	15%
35-44	20%
45-54	25%
55-64	30%
65-74	35%
75-84	40%
85+	45%

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Calypso/Titan Second Stage Technical Maintenance Manual

Introduction

This manual provides factory prescribed procedures for the correct service and repair of the Aqua Lung or Apeks regulator products described in this manual. It is not intended to be used as an instructional manual for untrained personnel.

The procedures outlined within this manual are to be performed only by personnel who have received Factory Authorized training through an Aqua Lung Service & Repair Seminar. If you do not completely understand all of the procedures outlined in this manual, contact Aqua Lung to speak directly with a Technical Advisor before proceeding any further.

Warnings, Cautions, & Notes

Pay special attention to information provided in warnings, cautions and notes that are accompanied by one of these symbols:



WARNINGS indicate a procedure or situation that may result in serious injury or death if instructions are not followed correctly.



CAUTIONS indicate any situation or technique that will result in potential damage to the product, or render the product unsafe if instructions are not followed correctly.



NOTES are used to emphasize important points, tips and reminders.

Scheduled Service

If the regulator is subjected to less than 50 dives per year, it is permissible to overhaul it every other year with an inspection procedure being performed on the "off" years. For example:

Year #1: Inspection

Year #2: Overhaul

Year #3: Inspection

Year #4: Overhaul, and so on.

Both Inspections and Overhauls need to be documented in the Annual Service & Inspection Record in the back of the Owner's Manual to keep the Limited Lifetime Warranty in effect. If a regulator is subjected to more than 50 dives per year, it should receive the complete overhaul.



NOTE: A unit that receives heavy or frequent use, such as rental, instruction, or commercial applications, should be serviced at least twice a year - or more often - depending on the conditions of use and the manner in which it is maintained. (Refer to the care and maintenance procedures outlined in the Regulator Owner's Manual.)

An Official Inspection consists of:

1. A pressurized immersion test of the entire unit to check for air leakage.
2. Checking for stable intermediate pressure that is within the acceptable range.
3. Checking for opening effort that is within the acceptable range.
4. Checking for smooth operation of the control knob and venturi switch.
5. A visual inspection of the filter for debris or discoloration.
6. A visual inspection of the exhaust valve to see that it is in good shape and that it's resting against a clean surface.
7. A visual inspection of the mouthpiece looking for tears or holes.
8. Pulling back hose protectors and checking that the hoses are secure in the hose crimps.

If a regulator fails item #1,2,3 or 4, the entire regulator should be overhauled. If a regulator fails 4,5,6 or 7, it will be up to the technician's discretion whether or not a full overhaul is required.

General Guidelines

1. In order to correctly perform the procedures outlined in this manual, it is important to follow each step exactly in the order given. Read over the entire manual to become familiar with all procedures before attempting to disassemble the product in this manual, and to learn which specialty tools and replacement parts will be required. Keep the manual open beside you for reference while performing each procedure. Do not rely on memory.
2. All service and repair should be carried out in a work area specifically set up and equipped for the task. Adequate lighting, cleanliness, and easy access to all required tools are essential for an efficient repair facility.
3. As the regulator is disassembled, reusable components should be segregated and not allowed to intermix with nonreusable parts or parts from other units. Delicate parts, including inlet fittings and crowns which contain critical sealing surfaces, must be protected and isolated from other parts to prevent damage during the cleaning procedure.
4. Use only genuine Aqua Lung parts provided in the overhaul parts kit for this product. DO NOT attempt to substitute an Aqua Lung part with another manufacturer's, regardless of any similarity in shape or size.
5. Do not attempt to reuse mandatory replacement parts under any circumstances, regardless of the amount of use the product has received since it was manufactured or last serviced.
6. When reassembling, it is important to follow every torque specification prescribed in this manual, using a calibrated torque wrench. Most parts are made of either marine brass or plastic, and can be permanently damaged by undue stress.
7. In order to make the regulator compatible with nitrox up to 40%O₂ (EAN40), the regulator must be properly cleaned, lubricated and assembled using genuine Aqua Lung or Apeks replacement parts. In addition, assembly must be carried out in a clean environment using powderless, latex gloves or equivalent. For more detailed information, be sure to read **Procedure A: Cleaning and Lubrication at the back of this manual.**

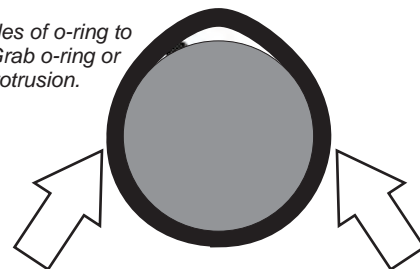
General Conventions

Unless otherwise instructed, the following terminology and techniques are assumed:

1. When instructed to remove, unscrew, or loosen a threaded part, turn the part counterclockwise (CCW).
2. When instructed to install, screw in, or tighten a threaded part, turn the part clockwise (CW).
3. When instructed to *remove* an o-ring, use the pinch method (see illustration below) if possible, or use a brass or plastic o-ring removal tool. Avoid using hardened steel picks, as they may damage the o-ring sealing surface. All o-rings that are removed are discarded and replaced with brand new o-rings.
4. The following acronyms are used throughout the manual: **MP** is Medium Pressure; **HP** is High Pressure; **LP** is Low Pressure.

Pinch Method

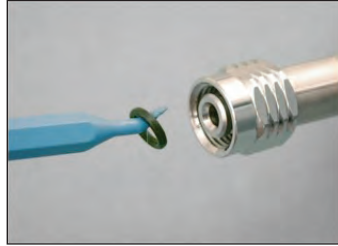
Press upwards on sides of o-ring to create a protrusion. Grab o-ring or insert o-ring tool at protrusion.



5. Numbers in parentheses reference the key numbers on the exploded parts schematics. **For example**, in the statement, "...remove the o-ring (7) from the crown (8)...", the number 7 is the key number to the crown o-ring.

Begin Disassembly

1 While holding the inlet fitting (13) of the second stage secure with a $\frac{3}{4}$ " open end wrench, apply 11/16" open-end wrench to the female fitting of the MP hose (25). Turn the fitting counter-clockwise to loosen and remove the hose from the second stage. Remove the O-ring (27) from the hose and discard. Set the hose aside.



2 Slide back the hose protector (26) and check that the crimps look good and that the hose is not pulling out. If the hose is torn or is pulling out of the crimps, it should be replaced.



3 To remove the mouthpiece clamp (5), simply lift the lever on the cam latch with a screwdriver or thumbnail. Pull the mouthpiece (6) off. Inspect the mouthpiece to ensure it is free of any tears or cuts that may cause leakage of water into the second stage or other discomfort. Discard the mouthpiece or set it aside to be reused, depending on its condition.



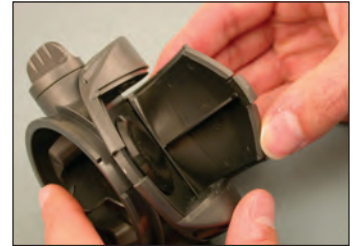
4 While holding the second stage secure, firmly grasp the collar of the front cover (1) which is seated over the venturi control switch (9), opposite of the inlet side. Stretch the collar over the venturi control switch, and lift the front cover off the box bottom (4) until the opposite collar can be removed from the inlet fitting (13). Closely examine the front cover to check for any tears, distortion, deterioration, or other signs of damage. Replace it if found, or set it aside if it is in reusable condition.



5 Lift out the sealing ring (2) and diaphragm (3) from the box bottom (4), and closely inspect the diaphragm to ensure that it is perfectly round and free of any tears, deterioration, or other damage. If deterioration or damage is found, discard the diaphragm and do not attempt to reuse.



6 Once the front cover (1) has been removed, the release latch for the exhaust valve cover (11) becomes exposed. Using your finger, lift the release latch and swing the exhaust valve cover off of the lugs on the box bottom (4).



7 Inspect the exhaust valve (10) and its seating surface underneath. The valve should be clean and supple. It should be free of any tears, holes or defects of any kind. It should have well defined edges. If it is dirty or compromised in any way, it must get replaced. The seated surface underneath the valve must be clean.



NOTE: Aqua Lung no longer requires mandatory replacement of the exhaust valves. As long as the valves and their associated seating surfaces are clean and in good condition, they may be left in place.

8 Using your finger, reach into the box bottom (4) and remove the retaining clip (7) for the venturi switch.



9 Grasp the venturi switch (9) between your thumb and forefinger and pull it straight out of the box bottom (4).



10 Remove and discard the O-ring (8) from the venturi switch (9), and closely examine the O-ring groove of the venturi switch to check for any nicks or scratches. Discard if found, or set it aside if it is in reusable condition.



11 While holding the box bottom (4) secure, apply a 3/4" open end wrench to the inlet fitting (13). Carefully turn the fitting counter-clockwise to loosen and remove. Remove and discard the o-ring (12).



12 Apply a medium blade screwdriver to the slotted head of the crown (14) inside the inlet fitting (13), and hold the inlet fitting secure while turning the crown counter-clockwise to disengage the threads.



NOTE: Because the crown is o-ring sealed, it will not freely exit the valve body after it has been disengaged. The following step must be performed correctly in order to remove the crown without damaging its delicate sealing surface.

13 When the crown (14) has been unthreaded from the inlet fitting (13), carefully insert the pin of the extraction tool (P/N 109437) into the opposite end of the inlet fitting and through the center of the crown. Gently press the crown out onto a padded surface (see Fig. 1). Remove and discard the crown o-ring (15).

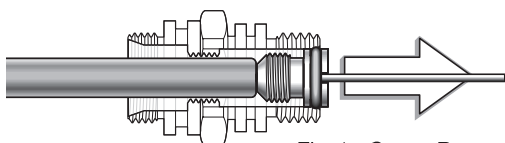
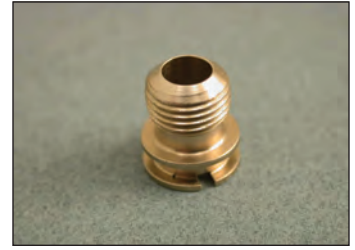
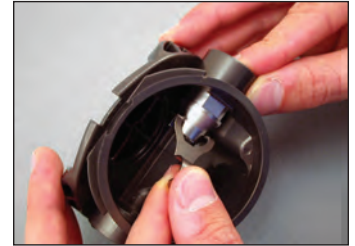


Fig. 1 - Crown Removal

14 Closely examine the crown (14) with the use of magnifier to check for any scoring, nicks, or other damage to the polished sealing surface. If damage is found, discard the crown, and do not attempt to reuse. If it is in reusable condition, set it aside on a soft surface to prevent damage to the sealing edge.



15 Press the valve body (19) with lever assembly into the box bottom (4) by inserting a finger through the inlet opening. Gently lift the assembly out of the box bottom, being careful to avoid pulling or tugging on the lever (18).



16 Stand the valve assembly (16-23) vertical on the head of the poppet (22), with the lever (18) facing up, and depress the valve body (19) to expose the locknut (16). While holding the valve body fully depressed, apply a 1/4" nut driver to turn the locknut counter-clockwise until it has disengaged from the threads of the poppet. Remove the locknut, washer (17), and lever, and slowly relax the valve body to lift it off the poppet and spring (21). Discard the locknut, and do not attempt to reuse.

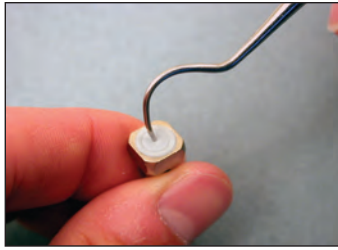


WARNING: The components that make up the valve subassembly are under spring tension. Disassemble according to instructions found in the next step. Failure to wear proper eye protection could result in an eye injury should the components (16-23) eject out of the valve body (19).

17 Closely inspect the shape and condition of the lever (18) to ensure it is not bent, corroded, or otherwise damaged. If any signs of damage or corrosion are found, discard the lever and do not reuse.

18 Closely examine the poppet spring (21) with a magnifier to ensure it is not damaged (bent) or corroded. If any signs of damage or corrosion are found, discard the spring and do not reuse.

19 Using a needle or sharp pick, stick the center of the MP seat (23) inside the head of the poppet (22) and lift the seat out, being very careful to avoid damaging the poppet. Set the seat aside to be used as an aid during reassembly, and inspect the head of the poppet to check for any nicks, scratches, or other signs of damage. The through-hole beneath the MP seat cavity should be clear and free of any obstructions. If any signs of damage are found, discard the poppet and do not attempt to reuse.



NOTE: The used MP seat is an essential aid to the reassembly procedure for the valve body. Do not discard the seat until the reassembly and final adjustment procedures have both been performed, and the regulator is functioning satisfactorily.

20 Place the handle of the extraction tool directly over the poppet bearing (20) in the top center of the valve body (19), and press downward until the poppet bearing has dropped out. Discard the poppet bearing, and do not reuse.



This Ends Disassembly

Before starting reassembly, perform parts cleaning and lubrication according to the procedures outlined in Procedure A, titled Cleaning & Lubrication, on page 15.

REASSEMBLY PROCEDURES

NOTE: Before performing any reassembly, it is important to inspect all parts, both new and those that are being re-used, to ensure that every part and component is perfectly clean and free of any dust, corrosion, or blemishes. Check all o-rings to ensure they are clean and supple before dressing with Christo-Lube® MCG-111.

1 If you removed the exhaust valve (10) during disassembly, install the exhaust valve into the box bottom (4) by feeding the stem of the exhaust valve into the center hole of the valve in the box bottom. Gently pull the stem through the hole on the opposite side inside the box bottom, until the barb has passed through and is securely seated against the opposite side. If you are installing a new valve, carefully snip off the excess material of the stem with a small pair of side cutters, leaving 5mm.



2 Install the o-ring (12) on the inlet fitting (13), securing it into the groove at the base of the threads, just above the hex feature.



3 Install the o-ring (15) onto the crown (14), and carefully insert the threaded end of the crown into the hose connection of the inlet fitting (13). Gently press it in further with the blunt end of the extraction tool (P/N 109437) until it stops (see Fig. 2).

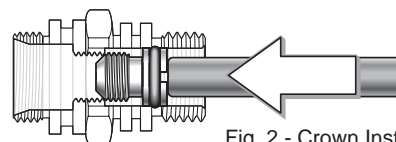
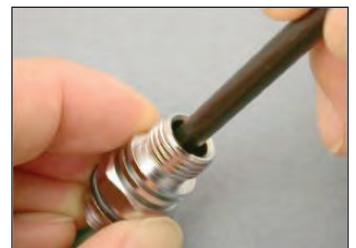
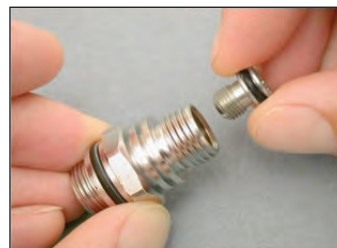
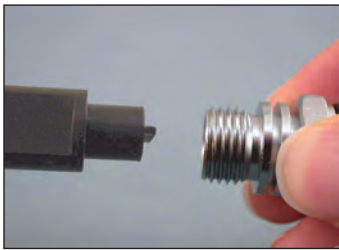


Fig. 2 - Crown Installation

4 Using tool p/n 125727, engage the slotted head of the crown (14) and drive it in clockwise as far as the tool will allow. If the tool is not available, use a medium flathead screwdriver to drive the crown in as far as it will go and then back it out 3 revolutions.

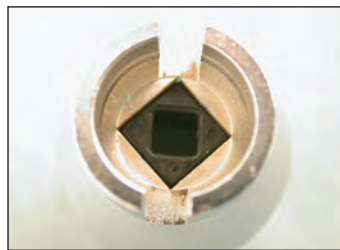


5 Stand the inlet fitting (13) vertical on a flat surface with the sealing edge of the crown (14) facing up inside. Lay the previously used MP seat (23) inside the inlet fitting, over the sealing edge of the crown.

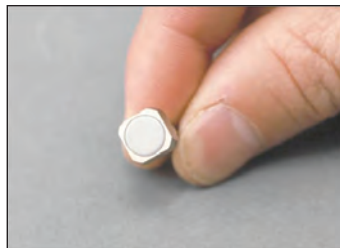


NOTE: It is essential to use a spare MP seat in order to prevent damage to the new seat while performing the following steps of the reassembly procedure.

6 Place the poppet bearing (20) over the pin of the extraction tool with the square feature facing up. Guide the pin of the tool into the open end of the valve body (19) and out through the square hole in its center. While sighting through the top of the valve body, rotate the tool as needed to align the square feature of the poppet bearing with the square hole, and press the tool upward to seat the bearing securely in place. When finished, check to ensure that the top of the poppet bearing is flush with the top of the valve body.



7 Press the new MP seat (23) into the cavity in the head of the poppet (22), with the smooth side facing out.



8 Stand the poppet (22) on its head inside the top of the inlet fitting (13) and on top of the old MP seat. Place the spring (21) over the poppet shaft.



9 Hold the inlet fitting (13) secure, and mate the valve body (19) with poppet bearing down over the poppet shaft (22). Press the valve body downward to compress the spring while turning it clockwise to engage the threads of the inlet fitting, and then continue turning it slowly until the threaded portion of the poppet shaft stands outside the poppet bearing (20).



CAUTION: If resistance is felt, immediately stop and unscrew the valve body from the inlet fitting to check the alignment of the poppet shaft and poppet bearing. Excessive force and misalignment will otherwise result in damage to the poppet bearing, requiring its replacement.

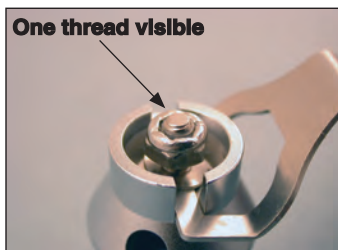
10 Lay the arms of the lever (18) inside the groove of the valve body (19), straddling the poppet shaft (22), so that the curved portion of the lever faces away from the air outlet hole.



11 Place the washer (17) over the poppet shaft (22).



12 Place the locknut (16), with the flat side facing down. Being careful to avoid disturbing the lever (18), turn the locknut clockwise by hand to engage the threads of the poppet (22), and then apply a 1/4" nut driver to turn it further; only until 1 thread of the poppet shaft is visible above the top of the locknut.



13 Hold the valve body (19) with lever (18) stationary and upright with one hand, and slowly unscrew the inlet fitting (13) counter-clockwise to loosen and remove from beneath it, while watching to ensure that the lever rises slightly as the poppet shaft (22) extends from the valve body. Remove and discard the previously used MP seat from the inlet fitting.



14 Insert the valve and lever assembly (16-23) into the left side of the box bottom (4) as you face it.



15 While holding the valve assembly (16-23) securely inside the box bottom (4), depress the lever (18) and mate the shorter threaded end of the inlet fitting (13) through the inlet port and into the valve assembly. Turn the inlet fitting clockwise by hand until finger snug, and then apply a torque wrench with a 3/4" crow-foot to tighten it to a torque measurement of 85 inch-pounds (9.6 Nm).



16 Install new o-ring (27) on the female end of the M.P. hose. Attach the female fitting of the second stage medium pressure hose to the inlet fitting (13) of the second stage. Turn the swivel nut clockwise until finger snug.

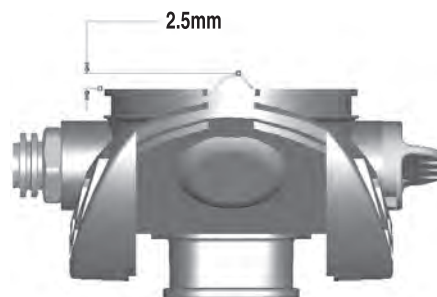
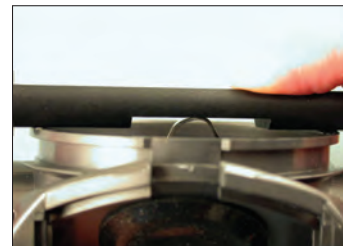


CAUTION: Prior to adjusting and testing the Calypso/Titan second stage regulator, the accompanying first stage must be correctly serviced, adjusted to a stable intermediate pressure of 130-145 psi (9-10 bar), and fully tested. Refer to the appropriate first stage service manual before attempting to perform the adjustment and testing of the Calypso/Titan second stage.

Lever Height Adjustment

17 Attach the regulator to a cylinder and pressurize the system to 3000 psi (206 bar).

18 Slide the notch of the adjusting tool 125727 across the top of the box bottom (4). The top of the lever (18) should touch the tool without causing a leak. At this point, the lever should be 2.5 mm above the rim of the box bottom.



19 If the notch in the tool depresses the lever causing a leak, in other words, if the lever is too high, unscrew the locknut (16) with the 1/4" nut driver to lower the lever (18) to the correct height. If the lever does not touch the tool, in other words, the lever is too low, screw the locknut back in until the lever reaches the correct height.



20 Once the lever height has been set, turn off the air supply and purge the regulator. Remove the hose (25).

- 21** Install the o-ring (8) on to the venturi switch (9).



- 22** Install the venturi assembly into the right side of the box bottom (4). Lock it in place by inserting the retaining clip (7). You should hear it "click" as it locks into place.



- 23** Install the exhaust valve cover (11) by positioning the two square holes in the cover over the mating two lugs on the box bottom (4). Swing it up into position and engage the latch. You should hear it "click" as it locks into place.



- 24** Fit the washer (2) on to the front of the diaphragm (3) and place the assembly into the box bottom (4).



- 25** Fit the front cover (1) on to the box bottom (4) starting with hose side. Visually inspect the cover to ensure that it is seating evenly all the way around.



Make sure that the cover is seated evenly all the way around



NOTE: If your facility is equipped with a test bench, perform the tests before installing the mouthpiece. General instructions for performing bench tests are located in the next section, "Final Testing."

- 26** If equipped with a Comfo-bite mouthpiece, make sure the 'bridge' of the mouthpiece (6) is facing upward. Stretch the mouthpiece over the second-stage mouth-piece boss. At the base of the mouthpiece is a groove for the reusable clamp (5). Wrap the clamp around the mouthpiece so that the cam buckle points toward the hose and the cam lever points downward. Mate the cam lever hook with the hook on the free end of the clamp. Press down on the cam lever until the buckle snaps closed.



- 27** Attach the MP hose (25) to the second stage. Using an 11/16" crow-foot, apply a torque of 40 inch-pounds (4.5 Nm).



This ends reassembly of the Calypso/Titan Second Stage

NOTE: Before performing the following procedure, refer to Table 4, titled Test Bench Specifications – Calypso Second Stage.

NOTE: If an accurately calibrated airflow test bench is not available, proceed to the Subjective Breathing Test.

FINAL TESTING PROCEDURES

Second Stage Air Flow Test

1 Connect the first stage regulator to a calibrated test bench and pressurize the system to 3000 psi (206 bar).

2 Place the second stage mouthpiece over the mouthpiece adapter. Slowly turn the flowmeter control knob until the flow reaches a minimum of 14 SCFM (400 lpm). The reading on the Magnahelic gauge (inhalation / exhalation effort gauge) should indicate no more than +6.0 inch-H₂O (15 mbar). If the reading exceeds +6.0 in-H₂O (15 mbar), refer to Table 1 - Troubleshooting Guide for corrective guidelines and specific procedures.

Second Stage Opening Effort Test

1 Turn the flowmeter control knob shut, and then slowly reopen while watching both the Magnahelic gauge and the intermediate pressure gauge.

2 When the intermediate pressure gauge begins to drop below the intermediate pressure "lockup," the Magnahelic gauge should indicate an opening effort of +1.0 to +1.6 inch-H₂O (2.5-4.0 mbar) for a primary second stage and +1.1 to +1.7 inch-H₂O (2.8-4.3 mbar) for the octopus. If the opening effort is not within this range, refer to Table 1 - Troubleshooting Guide.

Second Stage Purge Flow Test

1 Turn off the flowmeter control knob. Next, while the second stage is still mounted on the mouthpiece adapter, watch the flowmeter gauge and depress the purge button until the second stage valve is completely open. The flowmeter gauge must indicate a minimum of +12 SCFM (340 lpm). If the purge flow is less than +12 SCFM (340 lpm), refer to Table 1 - Troubleshooting Guide.

2 When purge flow is correct, remove the second-stage from the mouthpiece adapter on the flow test bench. Shut the valve of the test bench, and purge the second stage to depressurize the system. Remove the regulator.

External Leak Test

1 After disconnecting the regulator from the flow bench, connect it to a scuba cylinder filled to approximately 3,000 psi (206 bar). Open the cylinder valve to pressurize the regulator, and submerge the entire system in a test tank of clean fresh water.

2 Observe any bubbles arising from the submerged regulator over a one minute period. The recommended time is necessary due to slower bubble formation that occurs in smaller leaks. Bubbles indicate a leak, which requires that the system must be disassembled at the source to check sealing surfaces, assembly sequence and component positioning in order to correct the problem(s).



NOTE: Extremely small leaks may be better detected by applying a soap solution or Snoop™ to the leak area. Bubble streams will indicate the source of the leak. Before disassembling to correct any leaks, rinse the entire regulator thoroughly with fresh water and blow out all residual moisture with filtered, low-pressure 50 psi (3.5 bar) air. Disassemble and remedy the problem, referring to Table 1 - Troubleshooting Guide.

Subjective Breathing Test

1 Depress the purge cover fully to ensure that an adequate volume of air needed to clear the second stage flows through the mouthpiece. Then, inhale slowly but deeply from the mouthpiece. A properly serviced and adjusted regulator should deliver air upon deep inhalation without excessive inhalation effort, freeflow, or "fluttering" of the second-stage diaphragm. When exhaling, there should be no fluttering or sticking of the exhalation valve. If any of these problems occur, refer to Table 1 - Troubleshooting Guide.

This concludes annual service procedures for the Calypso/Titan Second Stage.

Table 1 - Troubleshooting Guide

SYMPTOM	POSSIBLE CAUSE	TREATMENT
Leak or freeflow at 2nd Stage	1. MP too high	1. Refer to First Stage Troubleshooting Guide
	2. The MP seat (23) is worn or damaged	2. Replace the MP seat
	3. The crown orifice (14) is not correctly adjusted	3. Readjust the crown orifice
	4. The lever (18) is bent	4. Replace the lever
	5. The crown orifice (14) is damaged	5. Replace crown orifice
	6. The lever (18) adjustment is too high	6. Unscrew the locknut (16)
Insufficient purge flow or work of breathing too high	1. MP too low	1. Refer to First Stage Troubleshooting Guide
	2. The lever (18) adjustment is too low	2. Readjust the lever and the valve
	3. MP hose (25) obstructed	3. Clean or replace the hose
	4. The lever (18) is bent	4. Replace the lever
Water leak in 2nd stage during inhalation	1. Hole in mouthpiece (6)	1. Replace the mouthpiece
	2. Diaphragm (3) is damaged	2. Replace the diaphragm
	3. Exhalation valve (10) damaged	3. Replace the valve
	4. The diaphragm (3) is not correctly fitted between the casing (4) and the washer (2)	4. Disassemble the cover and refit the assembly correctly
	5. The casing (4) is damaged	5. Check the sealing face of the exhalation valve. Replace the casing.
	6. The o-ring (8) is damaged	6. Replace the o-ring



NOTE: This is a partial list of possible problems and recommended treatments. For more information, contact Aqua Lung's Technical Services Department for assistance with problems not described here.



CAUTION: Recommended treatments which require disassembly of the regulator must be performed during a complete overhaul, according to the prescribed procedures for scheduled, annual service. Do not attempt to perform partial service.

Table 2 - Recommended Tool List












PART #	DESCRIPTION	APPLICATION
944022	O-ring Tool Set 	Removing and installation of o-rings
103102	O-ring Tool (Plastic) 	
109437	Seat Extraction Tool 	Final adjustment and tuning
125727	Crown/Lever Adjusting Tool 	Adjusting crown (14) and lever (18)
N/A	Medium Bladed Screwdriver 	Crown (14) removal
N/A	1/4" Nut Driver 	Valve disassembly/assembly/adjustment
N/A	0 - 120 in/lbs Torque Wrench 	Apply torque to parts listed in Table 3: Torque Specifications
N/A	11/16" & 3/4" Crow-foot 	Apply torque to parts listed in Table 3: Torque Specifications
N/A	11/16" & 3/4" Open End Wrench 	Loosen/tighten/adjust parts
N/A	Magnifier with Illumination 	Sealing surface inspection
N/A	Side Cutters 	Trim excess barb from exhaust valve (10)
N/A	Ultrasonic Cleaner	Brass and stainless steel parts cleaning
N/A	Magnehelic or Test Bench	For testing
900010	Calypso/Titan 2nd Stage Service Kit	



Table 3 - Torque Specifications

PART NUMBER	DESCRIPTION / KEY NUMBER	TORQUE
APF124563/APF124566	MP Hose Female Fitting (25)	40 inch-lbs (4.5 Nm)
104106	Inlet Fitting (13)	85 inch-lbs (9.6 Nm)

Table 4 - Test Bench Specifications

TEST	CONDITION	ACCEPTABLE RANGE
Leak Test	Inlet 3,000 psig (206 bar)	No leaks allowed
Opening Effort	Inlet 3,000 psig (206 bar) Medium pressure 130-145 psi (9-10 bar)	Calypso/Titan: +1.0 - 1.6 inch-H ₂ O (2.5-4.0 mbar) Octopus: +1.1 - 1.7 inch-H ₂ O (2.8-4.3 mbar)
Flow effort	Medium pressure 130-145 psi (9-10 bar) at 14 SCFM (400 lpm)	+6 inch-H ₂ O (15 mbar) maximum
Purge flow	Medium pressure 130-145 psi (9-10 bar)	12 SCFM flow rate (340 lpm)

Table 5: Recommended Cleaners and Lubricants

LUBRICANT/CLEANER	APPLICATION	SOURCE
Christo-Lube® MCG 111	All o-rings	Aqua Lung, PN 820466, or Lubrication Technologies 310 Morton Street Jackson, OH 45640 (800) 477-8704
 CAUTION: Silicone rubber requires no lubrication or preservative treatment. DO NOT apply grease or spray to silicone rubber parts. Doing so may cause a chemical breakdown and premature deterioration of the material.		
Oakite #31	Acid bath for reusable stainless steel and brass parts	Oakite Products, Inc. 50 Valley Road Berkeley Heights, NJ 07922
 CAUTION: Do not use muriatic acid for the cleaning of any parts. Even if strongly diluted, muriatic acid can harm chrome plating and may leave a residue that is harmful to o-ring seals and other parts.		
White distilled vinegar	Acid bath for reusable stainless steel and brass parts	"Household" grade
Liquid dishwashing detergent (diluted with warm water)	Degreaser for brass and stainless steel parts; general cleaning solution for plastic and rubber	"Household" grade

Procedure A

Cleaning & Lubrication

Aqua Lung and Apeks Regulators and Nitrox

When it comes to issues of nitrox safety and compatibility, the concerns lie primarily with the first stage as it is subjected to high inlet pressures. High inlet pressures lead to adiabatic compression or heating of the gas. The Aqua Lung or Apeks regulator product described in this manual, when properly cleaned and assembled, is authorized for use with enriched air nitrox (EAN) that does not exceed 40% (EAN 40). It is authorized because the second stage will only see MP levels of (10 bar) or less and the authorized service kit components and lubricants are compatible in elevated oxygen environments. During cleaning, a mild detergent must be used to remove condensed hydrocarbons (compressor oils) from the inside passageways of the first stage. For the first stage to remain EAN40 compatible, only use hyper filtered compressed gas (hydrocarbons < 0.1 mg/m³). Ordinary compressed breathing air (Grade E) usually does not meet this criterion. Once ordinary breathing air is used, the first stage is no longer EAN40 compatible until it is cleaned and serviced again.

Although regulator second stage components are not exposed to high pressure EAN, Aqua Lung recommends that the same cleaning procedures be followed for the complete regulator. This prevents the possibility of cross contamination and guarantees the cleanliness of the entire regulator.

Cleaning Brass and Stainless Steel Parts

1. Preclean in warm, soapy water* using a nylon bristle tooth brush.
2. Thoroughly clean parts in an ultrasonic cleaner filled with soapy water. If there are stubborn deposits, household white distilled vinegar (acetic acid) in an ultrasonic cleaner will work well. DO NOT place plastic, rubber, silicone or anodized aluminum parts in vinegar.
3. Remove parts from the ultrasonic cleaner and rinse with fresh water. If tap water is extremely "hard," place the parts in a bath of distilled water to prevent any mineral residue. Agitate lightly, and allow to soak for 5-10 minutes. Remove and blow dry with low pressure (25 psi) filtered air, and inspect closely to ensure proper cleaning and like-new condition.

Cleaning Anodized Aluminum, Plastic & Rubber Parts

Anodized aluminum parts and parts made of plastic or rubber, such as box bottoms, box tops, dust caps, etc., may be soaked and cleaned in a solution of warm water mixed with mild dish soap. Use only a soft nylon toothbrush to scrub away any deposits. Rinse in fresh water and thoroughly blow dry, using low pressure filtered air.



CAUTION: Do not place plastic and rubber parts in acid solutions. Doing so may alter the physical properties of the component, causing it to prematurely degrade and/or break.

Cleaning Hoses

1. Hose fittings: Ultrasonically clean with soapy water*; vinegar OK on tough corrosion
2. Run soapy water through hose if needed
3. Thoroughly rinse with fresh water
4. Blow out hose before installing

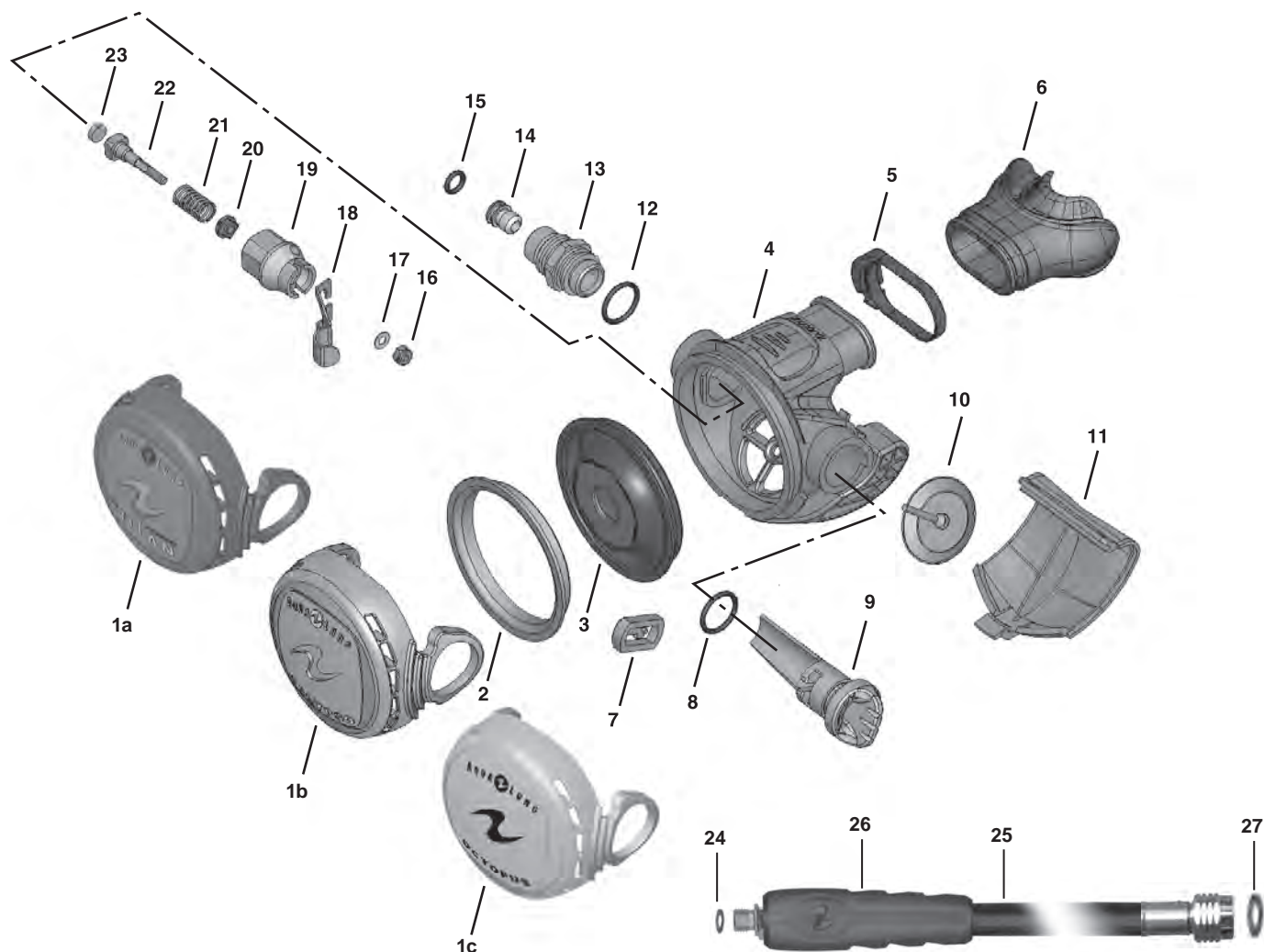
Lubrication and Dressing

Wear powderless, latex gloves when handling and lubricating o-rings. Keeping internal parts free from skin oils and other contaminants is important when running enriched air nitrox through a first stage. All o-rings should be lubricated with Christo-Lube® MCG-111. Dress the o-rings with a very light film of grease, and remove any visible excess by running the o-ring between thumb and forefinger. Avoid applying excessive amounts of Christo-Lube® grease, as this will attract particulate matter that may cause damage to the o-ring.

*Soapy water is defined as "household" grade liquid dishwashing detergent diluted in warm water.

MAINTENANCE NOTES

Titan • Calypso • Calypso O2 • Octopus (2004 - present)



Key #	Part #	Description
-----	125740	Calypso 2nd Stage only
-----	125835	Titan 2nd Stage only
-----	900010	Service Kit
1a -----	125732	Front cover, Titan
1b -----	125719	Front cover, Calypso
-----	125734	Front cover, Calypso, Green, O2
1c -----	125724	Front cover, Octopus
2 -----	124509	Diaphragm washer
3 -----	125705	Diaphragm
4 -----	125721	Box bottom
5 -----	129154	Mouthpiece clamp
6a -----	109438	Mouthpiece, Comfobite
6b -----	104138	Mouthpiece, Octopus
7 -----	125707	Retaining clip, venturi switch
8 -----	820015P	O-ring (10 pk)
9 -----	125706	Venturi switch
10 -----	129174	Exhaust valve
11 -----	125702	Exhaust valve cover

Key #	Part #	Description
12 -----	820015P	O-ring (10 pk)
13 -----	124506	Inlet fitting
14 -----	100128	Crown orifice
15 -----	820010P	O-ring (25 pk)
16 -----	102510	Locknut
17 -----	104129	Washer
18 -----	125708	Lever
19 -----	125709	Valve insert
20 -----	104134	Poppet bearing
21 -----	104127	Spring
22 -----	104122	Poppet
23 -----	106738	MP seat
24 -----	820011P	O-ring (25 pk)
25 -----	APF124563	Hose, Black, 3/8" x 30", w/ Protector
-----	APF124566	Hose, Octo, Yellow, 3/8" x 39", w/ Protector
26 -----	124570	Hose Protector, Black
-----	124573	Hose Protector, Yellow
27 -----	820010P	O-ring (25 pk)

Part numbers in **BOLD ITALICS** are included in the service kit.

