



1963 — 1971

MK2

The MK2 is actually the first Regulator that was purely SCUBAPRO. It was introduced in 1963, the first year of SCUBAPRO, and is still offered now with only a few modifications. This regulator is without a doubt the most dependable first stage in the world. It is a standard piston design.



1964 — 1967

MK2

The second generation of the MK2, on the market from 1964 to 1967, has a flat bottom, small yoke, wing nut, two low pressure ports and one high pressure port.



1964 — 1977

MK1

The MK1 was not the first regulator that was produced by SCUBAPRO. It was developed during the time when Bonin and Dalla Valle were working with Healthways. The piston is a balanced flow-thru design that is still used today. At deeper depths it had better performances compared to the MK2. The yoke was the smallest of the three sizes that SCUBAPRO offered through its history and could only be used with a maximum pressure of 150 bar (2250 PSI).



1964 — 1965

MK3

The MK3 was available from 1964 – 1987 and can be considered "a baby MK2". The main identifier is internal. The piston head of the MK2 is about the size of a quarter and the MK3 piston head is the size of a nickel. The first generation has a small yoke, wing nut, flat bottom, two low pressure ports and one high pressure port.



1965 — 1977

MK5 1st gen

The MK5 revolutionized the first stage with its flow-thru piston design. It was so popular that it remained on the market for 25 years. The MK5 provided a consistent flow of air to the second stage at any depth. It truly is the first high performance first stage regulator in the industry and the first regulator to offer a swivel. The first of the MK5s had one high pressure port and two low pressure ports, on the swivel, and a small yoke and wing nut



1969 — 1972 MK6

The MK6 is a slightly different version of the MK5. It was on the market from 1969 to 1972. The main difference from the MK5 is that the yoke was pneumatically attached to the tank valve instead of having a regular yoke connection. The MK6 had a swivel with 2 low pressure ports and one high pressure port, like the original MK5. There is a second version of the MK6 which has a yoke nut and a more robust mid-sized yoke. This new yoke design could be replaced with the standard yoke design if the consumer desired.



1970 — 1977

MK5 Environ

The environmental kit was an accessory that could be purchased to make the MK5 more resistant to freezing in cold water



1971 — 1977

MK7

The MK7 was available from 1971–1987 and has the most unique appearance of any SCUBAPRO regulator. It is the only SCUBAPRO regulator featuring a fixed non-swivel yoke. It is very large and heavy and has the feature of an audible alarm that would be activated when the tank pressure dropped to around 40bar/600psi. When your air got to this point the regulator would vibrate to cause a honking sound, which earned it the nickname “The Honker”. It had one high pressure port and two low pressure ports



1972 — 1981

MK3 2nd gen

The MK3 2nd gen was introduced in 1972 and is the same as the first with the only change being the bottom of the first stage which is now rounded



1978 — 1980

MK2 SPEC

The MK2 SPEC can be recognized by the smaller holes on the cap, it could be used with a S.P.E.C. cap for cold water



1978 — 1979

MK5 3rd gen

The third generation MK5, added three modifications: the first is an even heavier yoke, the second is the addition of a S.P.E.C. cap (all of the previous MK5 regulators had bulbous optional Environmental Cap for cold water diving). The third modification is the addition of a second high pressure port



1978

MK7 2nd gen

The 2nd generation of the MK7 is the same as the 1st, with the only addition of a heavier yoke to enable the use with higher pressure tanks which had become available by 1978



1979 — 1984

MK8

The MK8 is another alternate version of the MK5. It was on the market from 1979 to 1984. The primary difference from the MK5 is that the MK8 did not have a swivel. It existed in two versions: the first generation had a small yoke, wing nut, one high pressure port and one low pressure port, and the cap had a rounded appearance; the second generation had an S.P.E.C. cap with a flat bottom, four low pressure ports and two high pressure ports



1980 — 1987

MK7 3rd gen

The 3rd generation of the MK7 has not internal changes from the previous two, but the yoke reached the full size and was compatible with higher tank pressures (up to 200 bar/3000 psi)



1981 — 1985

MK5 SPEC 1st gen

This version of the MK5 used an S.P.E.C. cap. This cap was designed to be filled with an environmental silicone compound as a means to make the regulator more resistant to freezing in cold water without adding an external attachment



1983 — 1994

MK9

The MK 9 came onto the market in 1983 and was available to purchase through 1994. This is a totally new design by SCUBAPRO. The piston head is considerably smaller than the MK5 piston head and the piston traveled entirely in the regulator body



1984 — 1987

MK10

The MK10 is derived from the MK9, of which it is an upgraded version where the swivel made a comeback. It was available from 1984-1995. The first generation MK 10, 1984-1995, can be identified by the large yoke and a wing nut. The second generation, 1988-1989, changed the wing nut to a knob with a sticker that said MK 10, the same system was in place until 2011



1988 — 1989

MK10 SPEC 2nd gen

The third generation MK10 had the ambient ports changed to the S.P.E.C. format. An optional S.P.E.C. kit could be added so that an environmental silicone compound could be added to enhance the performance in colder water. This kit came with a black rubber boot and environmental silicone.



1988 — 1991

MK200 SPEC

The MK200 is a slightly different version of the MK2. It has a piston head that is slightly larger than the MK2. The MK 200 has three low pressure ports, one high pressure port, a large yoke and black knob with a MK200 sticker. There were two versions: the first version, 1988-1991, has an S.P.E.C. cap and an optional rubber S.P.E.C. boot was offered for this regulator and would also fit the end cap of a MK2 first stage.



1988 — 1990

MK5 SPEC 2nd gen

The MK5 2nd generation had a cap with S.P.E.C. holes.



1990 — 1995

MK10 SPEC 3rd gen

Rubber S.P.E.C. boot is installed in this photo. The body of this MK 10 actually had a groove that this boot fit into.



1992

MK200

In the 1992 version of MK200 the S.P.E.C. cap was removed.



1993 — 1995

MK2

There was a 13 year gap in the production of the MK 2. The basic valve design is the same as the original.



1994 — 1995

MK15 1st gen

The MK15 was originally designed to handle tank pressures up to 250 Bar/4000 PSI. It has a new and larger piston head than the MK10 or MK10 Plus. The MK 15 has small ambient ports, a matte finish, rubber sleeve located between the swivel and the piston cap, five low pressure ports, two high pressure ports, a large yoke and a yoke knob as opposed to a wing nut.



1996 — 1997

MK10 PLUS

The MK10 Plus was a first step of transitioning first stage regulators from the MK10 to the MK20. The MK10 Plus could handle tank pressures up to 270 bar / 4000 PSI. The knife edge on the piston was also redesigned to be more rounded and the concave seat was replaced with a flat-bottomed seat. The only distinguishing marks are that the yoke knob, which bore the "MK10 PLUS" text and the seat retainer which had a satin chrome finish.



1996 — 1997

MK2

In the 1997 version of MK2 the finish was satin and the yoke had more angular lines to be in line with the family look of SCUBAPRO regulators from that period.



1996 — 1999

MK20 Nitrox

The first MK20 Nitrox had a brass piston with a green piston head bushing. The MK20 Nitrox was oxygen cleaned. SCUBAPRO stated that this oxygen cleaned regulator should never be used with 100% oxygen. They also felt at this time that any SCUBAPRO regulator that is exposed to oxygen mixtures above 23.5% should be oxygen cleaned and compatible.



1996 — 2001

MK20 TIS

The MK20 TIS had a new flow-through piston design with its large composite piston head and low friction bushings enhanced reactivity by reducing friction. This became the most high performance regulator in the entire dive industry. The plastic bushing system insured that the piston would align perfectly each time the knife edge would strike the seat. The original piston had a single o-ring on the piston head with a low friction square shaped ring and all stainless shaft with a rounded edge on the seating end. The main spring was coated in polyurethane to prevent ice crystals from clinging to the spring during cold water diving. This system was called the “Thermal Insulating System” or T.I.S.



1996 — 1999

MK20 UL 1st gen

The MK 20 UL (ultra-light) had a black body made of an anodized aluminum-magnesium alloy, which was then coated with teflon to give it a ceramic-like coating. The original piston was also made of aluminum with Teflon coating on the shaft with the tip being uncoated. The first generation was black with a brownish hue, while the second one was jet black.



1997 - 1998

MK10 PLUS Nitrox

The MK10 Plus also came in a Nitrox version which had a yellow sticker with green printing on the yoke knob, a green saddle between the yoke and the body and a yellow sleeve instead of the black that came on the original.



1997 — 1999

MK18 UL 1st gen

MK18 was the first of SCUBAPRO diaphragm first stage with a proprietary design. The UltraLight (UL) version was made of aluminum-alloy coated with a ceramic-like finish, the first generation had a black finish, while the second generation black finish has a brownish hue.



1998 — 2000

MK14

The MK14 was SCUBAPRO's first ever diaphragm regulator. SCUBAPRO decided to enter this market because there are many divers around the world, especially in Europe, that preferred this type of regulator for cold water diving. The yoke knob was marked with a sticker indicating the name, it had two high pressure ports and 5 low pressure ports on the swivel.