

REASSEMBLY

1. Insert an unlubricated O-ring (12) into the valve body face. Install the O-rings (14) onto the valve body.

WARNING: Observe the manufacturer's procedures and safety precautions when using cyanoacrylate adhesives.

2. If the dip tube (13) is to be replaced, place a small amount of Loctite 680® on the tube's threads. Then manually screw the tube into the bottom of the body and tighten until handtight. Allow to dry for 12 hours before assembling onto bottles. (For more on removal and installation of dip tubes, see Appendix A).

NOTE: The safety disc assembly (15) includes three components; the plug, disc and gasket. The complete assembly must be installed during service.

3. First, drop the gasket (15b) into the body. Then drop in the safety disc (15a) with color side out. Now thread the new safety plug (15c) into the orifice. **Do not lubricate the safety plug.** If reassembling a twin manifold, repeat this procedure for the second burst disc assembly.
4. Using an in/lbs torque wrench and a 1/2 inch socket, tighten the safety disc(s) to **90 in/lbs.**
5. If you are reassembling a twin manifold, place the new gasket (25) on the end plug (24). Do not lubricate the end plug. Then screw the plug onto the manifold body. Using an in/lbs torque wrench and a 3/4 inch socket, tighten the plug to **90 in/lbs.**

REASSEMBLY OF THE AIR FLOW CONTROL (AFC) VALVE AND HANDWHEEL

CAUTION: The seats (11) required by the K-valve, J-valve, Z-valve and the Twin Manifold are all different. Failure to install the correct seat in each valve will lead to malfunction when in use. The K-valve seat shown in Figure 2 has a solid nylon surface, whereas the J-valve seat has a pressure relief through-hole in the nylon surface. This through-hole relieves any air pressure which may build up behind the J-valve seat. This can be caused by air hitting the sealing surface on an angle (Figure 3). Air can travel around the seat. If the seat was not designed with a pressure-relief through-hole, the seat could rupture, close off or restrict air flow to the first stage regulator. The K-valve seat does not require an air-pressure relief through-hole because air hits the sealing surface directly. The part numbers for the different seats are as follows:

J-valve seat - PN 052519
 K-valve seat - PN 050109
 Manifold seat - PN 280013

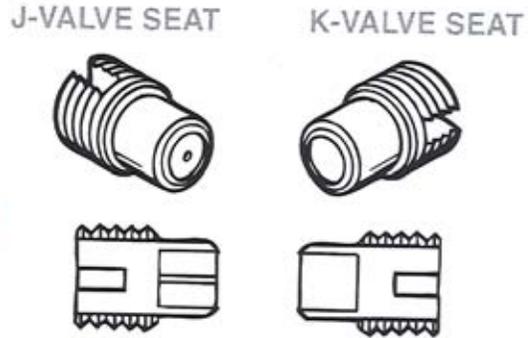


Figure 2

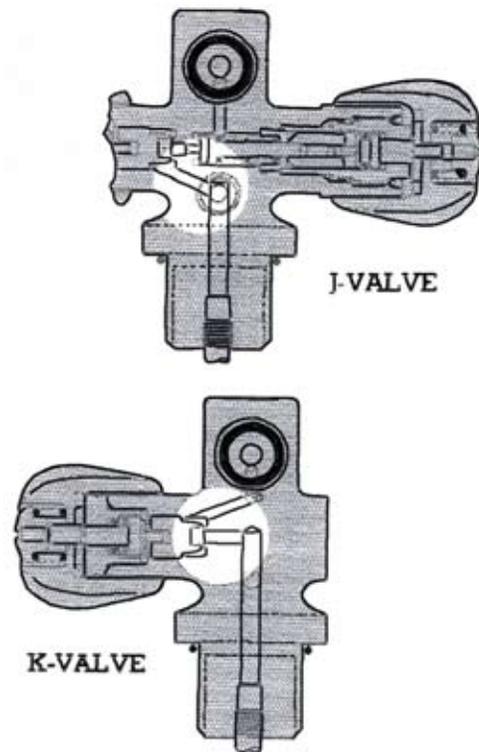


Figure 3