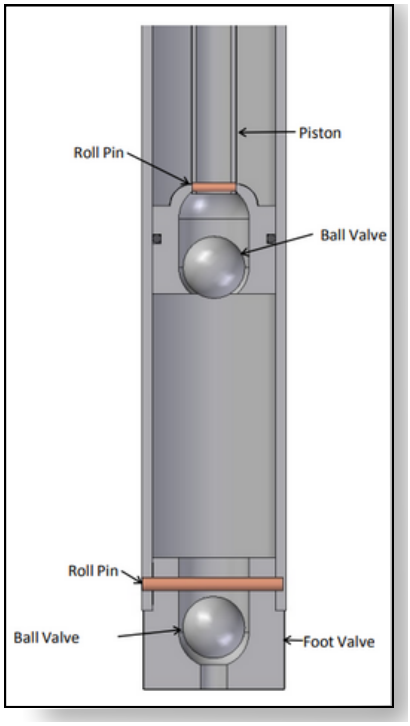
Installation Pump

AIR-SEAL® PRODUCTS

Air-Seal Products specially engineered installation pump will give years of good service when properly maintained and cleaned. This technical sheet will provide you with all the information required to assemble and maintain your installation pump to ensure ease of operation and extend the life of the pump. Occasionally, it may be necessary to disassemble and service your pump as instructed in this guide.

Diagram



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Assembly

Remove contents from the box, you should have: 1 x Pump Lid, 1 x T Handle, 1 x Pump Body inc. Piston and Shaft, 1 x Armoured Hose, 1 x Right Angled Chuck, 1 x Straight Chuck, 1 x Calibration Collar, 16 x Green Marker Rings, 1 x Standard Core Removal Tool, and 1 x Installation Manual.

1. Place the calibration collar onto the pump shaft (you may need to loosen the thumb screw).

2. Screw the hose assembly into the side of the "T" handle (spanner tight).

3. Screw the "T" handle onto the pump shaft.

4. Place red pump lid on top of sealant pail (after removing plastic pail lid) and tighten the three lid clamp thumbscrews to anchor the cover to the pail.

5. Insert the pump cylinder body through the locking collar on the red lid and into the pail (ensure this is pushed to the bottom of the pail).

6. Tighten the machine screw and nut in the locking collar.

7. Attach the valve adaptor chuck onto the dummy valve on the red pail lid and open the flow tap.

8. Pump the pump a few times to prime the system and ensure there is a free flow of tyre sealant through the pump assembly.
NOTE: If the pump feels 'spongy' it may be 'taking in air' past the inner piston 'O' ring. Unscrew the cylinder body top cap and pour a **TINY** amount of sealant down the inside of the cylinder body (this will lubricate the surface and allow an air tight seal to be formed). Refit the top cap and pump the pump until there is a free flow of sealant.

9. Turn the flow tap off. The pump is now ready for use.

Calibration

The pump can be adjusted to dispense **EXACTLY** 8 units (250ml) per full stroke (all the way up and all the way down) by following these steps:

1. Loosen the pump calibrating collar at the base of the "T" handle using the thumb screw.

2. Pull the pump handle out to full extension.

3. Slide the pump calibrating collar down until the **BOTTOM** of the collar is 375mm from the top of the cylinder body top cap. (This will place the collar between approx. 25-75mm from the base of the "T" handle).

Calibration spacers are available upon request.

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Cleaning

1. Remove the pump cylinder body from the red pail lid and ensure there is no tyre sealant remaining in the installation pump by connecting the valve adaptor chuck onto the dummy valve on the red pail lid, opening the flow tap, and compressing the pump handle in a vertical position until any sealant remaining in the hose is deposited back in the pail (there can be up to 16 units (0.5 litres) inside the pump body). Turn the flow tap off.

2. Unscrew the "T" handle from the piston shaft, separating the main pump assembly and hose assembly. You can then "blow through" the hose assembly with an airline and place to one side.

3. Unscrew the foot valve assembly from the main shaft and catch any draining tyre sealant in a container.

4. Remove the roll pin from the foot valve (**DO NOT LOSE THE BALL VALVE**) and clean the foot valve body ensuring the roll pin is free to rotate. If the roll pin does not rotate then clean the roll pin and two locating holes (the function of the rotating roll pin is to prevent the fibres from blocking the pump during operation).

5. Unscrew the pump cylinder body top cap and pull the piston shaft out of the cylinder body.

6. Unscrew the inner piston ball valve assembly from the piston shaft (**DO NOT LOSE THE BALL VALVE**).

7. Clean the inner piston ball valve assembly ensuring that the ball is free to move within the piston body.

8. Clean any fibres from the piston shaft paying particular attention to the roll pin inside the bottom of the piston shaft.

9. Check all components for excessive wear or damage and spray with a water resistant lubrication such as WD40.

10. Reassemble the pump in reverse order. (Ensure components are only **HAND TIGHT**).
***NOTE**: When screwing the main pump body back onto the "T" handle, ensure the pump cylinder body and inner piston shaft are turned as one assembly (screwing just the piston shaft will have the effect of unscrewing the inner piston ball valve assembly).*

The tyre sealant contains corrosion inhibitors and water – parts of the pump that are submerged within the sealant will not corrode. Parts that are not submerged and are wet may be susceptible to corrosion. The use of a water repellent lubricant will reduce the susceptibility when not in use. When not in service for a period of time, it is advised that the pump is removed from the pail, serviced, and stored in a dry place. The plastic lid should also be re-fitted to the pail.

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