

BUDDY



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BUDDY



Auto Air

INSTRUCTION MANUAL

**IT IS EXTREMELY IMPORTANT THAT YOU
READ THIS MANUAL AND MAKE THE
APPROPRIATE ADJUSTMENTS TO THE
AUTO AIR BEFORE USE**

- The Auto Air **MUST** be adjusted to the maximum intermediate pressure of your first stage for it to work correctly. Easy to follow instructions can be found on **page 8**. If you require assistance at all, please contact us at the factory.
- Please read this booklet before connecting and operating the Auto Air. Failure to do so may cause harm to both user and equipment.
- Do familiarise yourself with the controls and their functions before entering the water.

Tested to EN 250:2000

EC Type Examination by:
SGS United Kingdom Ltd.

Weston-Super-Mare
Somerset
BS22 6WA

Notified Body No. 0120



CE0088

WARRANTY

All A.P. Valves products are sold only on the understanding that only British Law applies in cases of warranty claims and product liability, regardless of where the equipment is purchased or where used. The Auto Air is warranted against faulty materials and workmanship for a period of one year from the date of purchase. If a fault occurs A.P. Valves will repair or replace at their own discretion and so all claims must be referred directly back to A.P. Valves. A.P. Valves reserves the right to verify all claims. If a fault occurs, firstly contact the factory for advice and, if necessary, the product should be returned directly to the factory, postage and insurance pre-paid.

Due to the harsh nature of the diving environment, mis-use or neglect renders all warranties null and void.

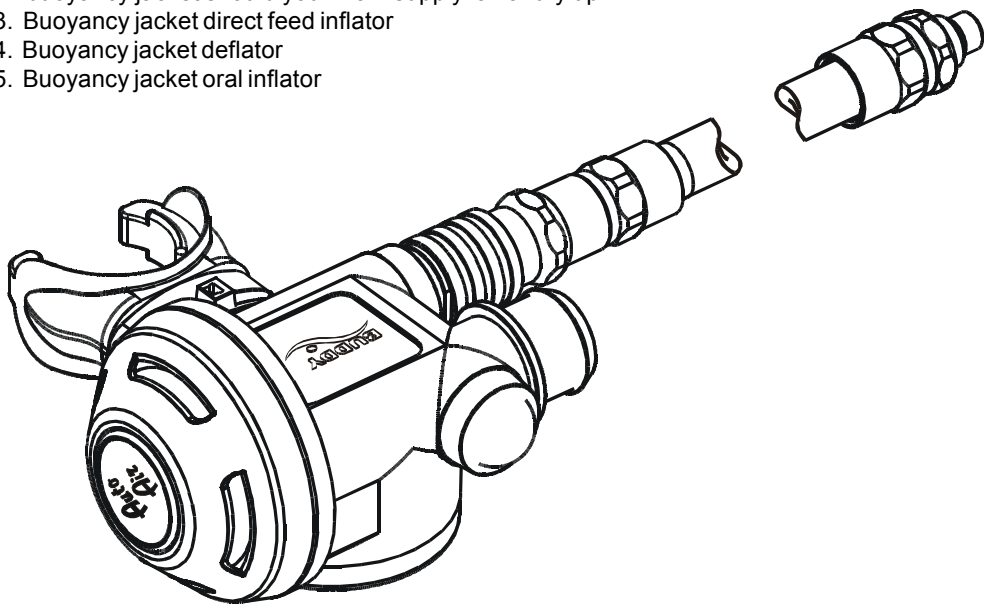
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INTRODUCTION

The Auto Air is a multi-functional valve which incorporates all of the following features in a single, compact unit :-

1. High performance demand valve which acts as an "octopus" 2nd stage.
2. Emergency breathing valve which allows the breathing of air from inside the buoyancy jacket should your main supply fail or dry up
3. Buoyancy jacket direct feed inflator
4. Buoyancy jacket deflator
5. Buoyancy jacket oral inflator



The Auto Air is located in the ideal place at the front of the diver where it is visible and easily accessible throughout the dive for increasing buoyancy via the direct feed inflator button. This familiarity means that, unlike a conventional octopus set-up with its clumsy extra hose and various storage locations, the Auto Air is readily accessible to the wearer and/or their buddy in the event of an emergency. The press button controls of the Auto Air allow for direct feed inflation, jacket deflation, valve purging and oral inflation of the jacket. The Auto Air has been designed so that each of these buttons are located on a different plane to reduce the possibility of operating two buttons simultaneously.

This manual explains all the functions and set-up requirements of the Auto Air. Please ensure that your Auto Air is correctly set to **your** first stage. See pages 8 and 9 for guidelines.

If you have any questions regarding the Auto Air, please contact the factory for advice.

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CAUTION

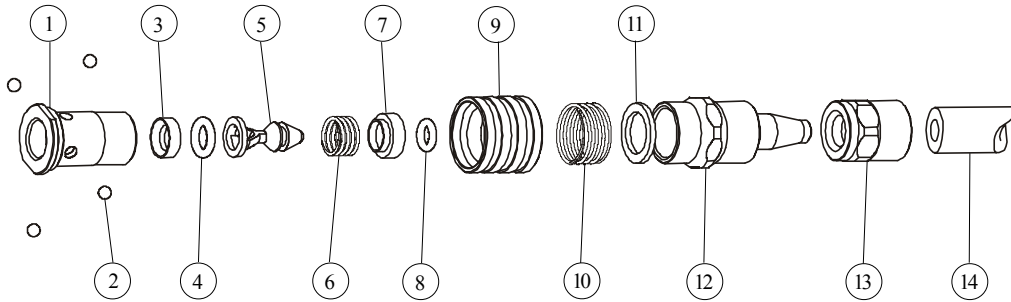
The use of compressed air underwater breathing equipment, which includes the Auto Air, is potentially dangerous for the untrained user. Instruction in the use of such equipment from a qualified instructor should be received before venturing into deep or open water. Maximum certified depth using air (to EN132 annex A) is 50m at 62.5 litres RMV and water temperature +10°C.

- DO:** read the instruction manual in its entirety prior to use.
- DO:** realise that different makes of regulators supply low-pressure air at different pressures which affects the performance of the Auto Air. Even 1st stages of the same make and model can be different, make sure that your Auto Air is correctly adjusted to your 1st stage.
- DO:** the pre-dive check for each and every dive.
- DO:** the post-dive maintenance after every dive, including swimming pool dives.
- DO :** have your Auto Air serviced at least annually, the same as your standard regulator/demand valve.

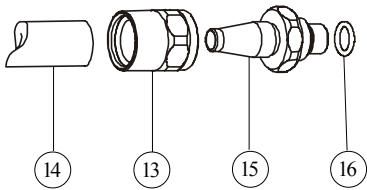
- DO NOT :** use the Auto Air on any Buoyancy Compensator with CO₂ inflation.
- DO NOT :** add excessive amounts of air to the BC while submerged. This can cause a dangerous rate of ascent.
- DO NOT :** be insufficiently buoyant or excessively weighted when submerged. This can cause a dangerous rate of descent.
- DO NOT :** connect the Auto Air snap connector hose to any 1st stage regulator port providing over 400psig (28BAR).
- DO NOT :** connect your Auto Air to any jacket not fitted with an independent emergency air cylinder. If you do you must accept the fact that the "dual air source" feature of the Auto Air has limited use.
- DO NOT :** connect the Auto Air to another brand of snap connector hose. Even though it may appear to fit, the flow rates will not be compatible and the air flow will be restricted at depth.
- DO NOT :** use the Auto Air on "collar style" jackets. If you do you must accept the fact that more frequent servicing will be required. This is due to water entering the demand valve when the snap connector hose is dis-connected after every dive.

Hose Assembly (AP150)

Snap Connector End (AP150/B)



3/8" UNF End (AP150C)



No.	Product Name	Product Code
1	Valve Sleeve	AP150/14
2	Stainless Steel Ball Bearings x 4	AP150/13
3	Guide Washer	AP150/10
4	O-Ring	BS109N70
5	Valve Float	AP150/6B
6	Spring	AP150/8
7	Funnel Seat	AP150/5
8	O-Ring	BS5.6.2.4N70
9	Sliding Collar	AP150/12
10	Spring	AP150/11
11	Modular Washer	AP150/18
12	Coupling Body	AP150/4
13	Hose Collar	AP150/2
14	Hose Large Bore (AP150B)	AP150/17
15	3/8" UNF Hose Colar	AP150/1
16	O-Ring	BS.903N70

HOW THE AUTO AIR WORKS

Emergency Breathing

Provided that it is fitted to a jacket equipped with an independent emergency air cylinder such as a BUDDY, the Auto Air enables the wearer to be completely self-sufficient in an out-of-air situation. The Auto Air functions as an alternative 2nd stage or "octopus", which regulates the flow of air from the main cylinder on demand. However, should this air supply fail, the Auto Air allows you to continue breathing by AUTOMATICALLY switching over to the jacket breathing valve, drawing air from inside the jacket. As the jacket breathing valve has a higher inhalation resistance to the demand valve, it only operates when the demand valve fails to supply air.

1: Using the Auto Air as an alternative 2nd stage or "Octopus".

If your partner's air supply fails, you can make available your own demand valve or your Auto Air, whichever appears to be the simplest. Both of you can then continue to breathe normally from your main cylinder and ascend at the normal rate, monitoring each other and the air supply as you rise. See fig. 1.

2: Breathing from the "jacket breathing valve".

If your air supply fails, you should raise the Auto Air above your head to allow any water in the convoluted tube to drain into the jacket. DO NOT PRESS ANY BUTTONS - if air is exhausted, water will enter the corrugated hose! Then insert the Auto Air into the mouth and press the purge or exhale to expel water. Breathe in, drawing air from inside the jacket - see fig 2. There will be no buoyancy change until the air is exhaled but this can be counteracted by allowing more air to enter the jacket from the emergency cylinder ready for the next breath. With practice you can allow the air into the jacket in breath-sized bursts and, thereby, maintain your buoyancy AND your ability to breathe from the jacket. During the ascent, due to reducing ambient pressure, your main cylinder may supply air again for a short time in which case the Auto Air feeds this air to you. If the air supply from your main cylinder is then used up again, the Auto Air will supply air from the jacket. This automatic alternating from jacket breathing valve to demand valve is noticeable by different inhalation efforts and is governed simply by the availability of air in your main cylinder.

Fig. 1 Breathing From The Cylinder

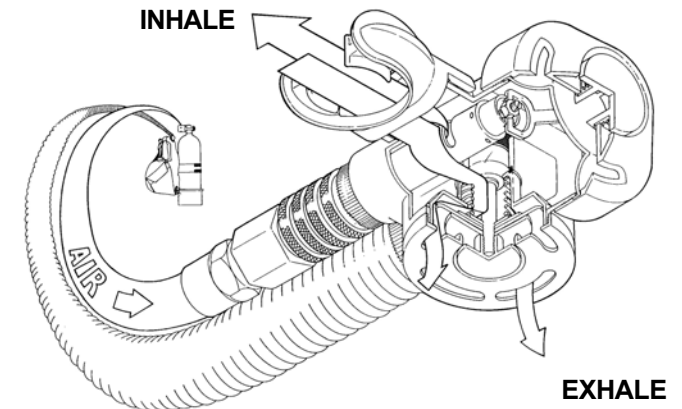
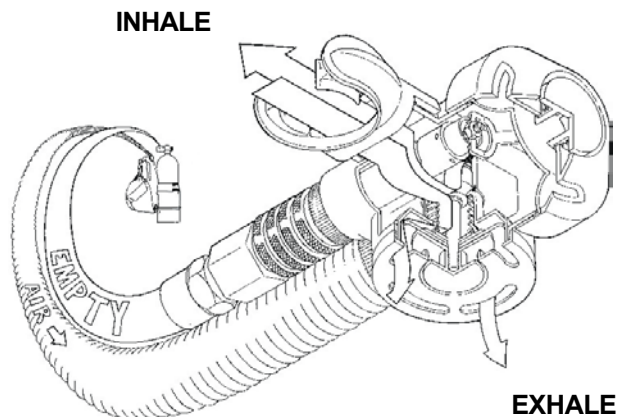


Fig. 2 Breathing From The Jacket



BUOYANCY CONTROL

Direct Feed Inflator

The direct feed inflator is capable of totally filling a jacket in approx. 5 seconds. It is operated by pressing the blue flexible button on the side of the housing. Accurate control of buoyancy can be achieved by allowing air into the jacket in short bursts.

Oral Inflation

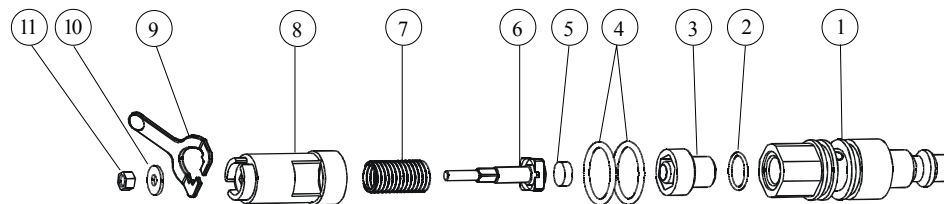
If needed, the buoyancy jacket can be orally inflated via the Auto Air. This is achieved by blowing into the mouthpiece whilst depressing the large button (AP100/31) in the centre of the jacket breathing valve.

Venting Air - NOTE !

If the large button (AP100/31) in the centre of the jacket breathing valve is depressed whilst the convoluted hose is held above the head, air will be vented from the jacket. To prevent water entering the Auto Air, this form of buoyancy trimming should only be used in an emergency. For routine buoyancy control use one of the two AP5 dump valves fitted as standard on all BUDDY jackets.

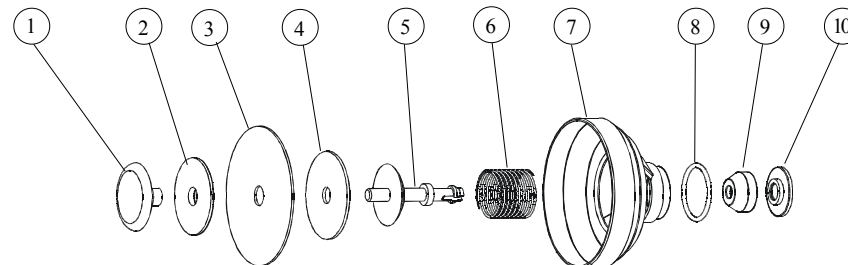
INSIDE YOUR AUTO AIR

Demand Valve Unit AP100/2



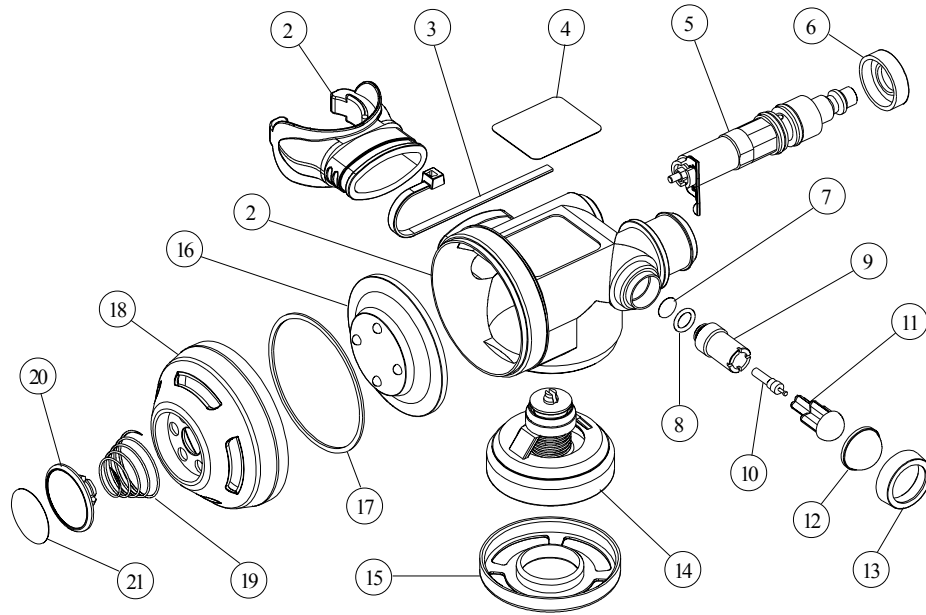
No.	Product Name	Product Code
1	Valve Body	AP100/21
2	O-Ring	BS 9.5 x 1
3	Valve Seat	AP100/21A
4	O-Ring	BS016N70
5	Poppet Seal	AP100/23
6	Poppet	AP100/24
7	Spring	AP100/25
8	Valve Chamber	AP100/26
9	Lever	AP100/27
10	Washer	AP100/28
11	M3 Nut	AP100/28A

Jacket Breathing Module AP100/3



No.	Product Name	Product Code
1	Button	AP100/31
2	Diaphragm Washer	AP100/32
3	Diaphragm	AP100/33
4	Washer	AP100/34
5	Stem	AP100/35
6	Spring	AP100/36
7	Body	AP100/37
8	O-Ring	BS. 18.1.1.6N70
9	Back End Rubber	AP100/38
10	Back End Washer	AP100/39

AUTO AIR COMPONENTS

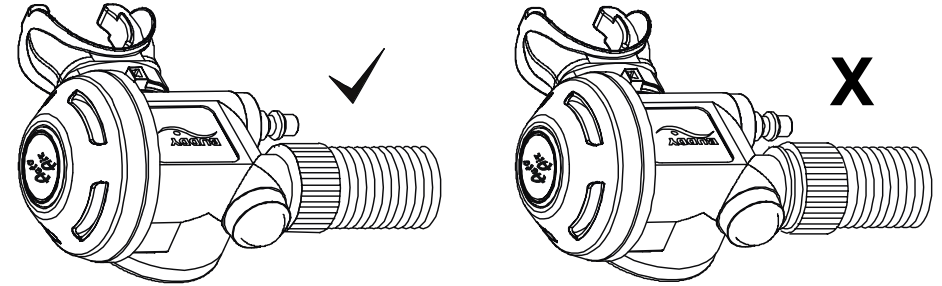


No.	Product Name	Product Code
1	Main Body	AP100/1
2	Mouthpiece	AP16
3	Ty-Wrap	AP21
4	Auto Air Label	AP100/11
5	Demand Valve Assembly	AP100/2
6	Valve Screw Retaining Ring	AP100/12
7	Mesh Filter	AP100/41
8	O-Ring	BS011N70
9	Direct Feed Insert	AP100/19N
10	Schreder Valve	AP100/44
11	Plunger	AP100/15N
12	Inflator Cap	AP100/14
13	Cap Retainer	AP100/13
14	Jacket Breathing Module	AP100/3
15	AP1 Cap	AP100/10
16	Diaphragm	AP100/5
17	Skid Disk	AP100/6
18	Diaphragm Guard	AP100/7
19	Purge Spring	AP100/8
20	Purge Button	AP100/9
21	Buddy Sticker	AP100/11A

PREPARING THE AUTO AIR

Connection to the Buoyancy Jacket

BUDDY jackets have re-usable convoluted hose connectors which can only be used with AP Valves fittings. Unscrew the outer collar and remove the inner split mouldings and remove the mouthpiece from the hose. Fit the Auto Air into the hose and refit the securing fittings, making sure that the convolutions of the split ring match those of the hose and the small lip on the inside of the split ring hooks over the large flange on the mouthpiece body.



Other makes of jacket will need another means of attachment, such as a ty-rap. When connecting, leak check the assembly after fitting

Connecting the Medium Pressure Hose to the 1st stage.

Attach the low/medium pressure hose to an auxiliary low pressure port on the first stage of the regulator. Ensure the hose is not accidentally attached to one of the high pressure ports, which are clearly marked on most regulators. If you cannot determine which port is low pressure, first test by attaching a submersible pressure gauge to the port and connecting the regulator to a fully charged cylinder. If the gauge is connected to a low pressure port it will indicate less than 400 psi (28BAR). DO NOT ATTACH THE INFLATOR HOSE TO ANY PORT PROVIDING A PRESSURE GREATER THAN 400 PSI (28 BAR) - higher pressure may cause damage or personal injury.

Setting up your Auto Air

The adjustment of the Auto Air prior to initial use is fully described on page 8. This should be carried out by a competent person. If in any doubt, consult with your instructor/Regulator Technician/Dive Shop/AP Valves.

USING YOUR AUTO AIR

Pre Dive Check

1. Visually inspect hoses and hose connections for cuts, abrasions and any other signs of damage. Check the Auto Air, especially in the mouthpiece area. Make sure that there are no holes in the mouthpiece. Make sure that the mouthpiece is firmly attached to the body of the assembly and that the "bites" for the teeth to grip are intact.

2. Turn on the air and listen for leaks. Depress the purge button two or three times to blow out dust and grit. The air flow should stop completely when the purge button is released. If air continues to flow, the unit needs servicing and/or re-setting. The problem could be:-

- a. Incorrect setting of the Auto Air (see pages 8 and 9 for detailed instructions).
- b. A foreign body lodged in the poppet seal (AP100/23). Try soaking the valve (with the air on) in fresh luke warm water
- c. A damaged poppet seal - please contact the factory for a replacement.
- d. A damaged valve seat (AP100/21A) - please contact the factory for a replacement.

Note: The Auto Air is also a pressure relief valve. If the 1st stage seat is leaking the intermediate pressure will increase until the Auto Air leaks air. Check your interstage pressure as is may be too high and your 1st stage may need servicing.

3. Inhale and exhale through the Auto Air and make sure that air is being supplied via the direct feed and not from the jacket. Turn off the cylinder and carry on breathing. As the air in the direct feed line is used up, the Auto Air will automatically change to drawing air from inside the jacket. Empty the jacket of air and try to inhale. If you can draw any air into the Auto Air, there is a leak in the system and it needs to be serviced before use. If the problem is simply debris holding open the exhaust diaphragm, rinsing in fresh water should effect a cure. If the problem persists it could be a damaged diaphragm and it is essential that the Auto Air should then be serviced by a competent operator before you dive with it.

USEFUL TIPS:

- a) The medium pressure hose's quick-release coupling is easier to connect with the main air supply turned off. This technique also extends the life of the coupling seal (AP150/9).
- b) The medium pressure hose has re-useable fittings which allow in service adjustemnt and repair. The standard length of hose is 24 inches(61 cm) but this is relatively easy to change if required (contact the factory for advice).

Post Dive Maintenance

After each dive, carry out the following procedure:-

With the air still turned on and the direct feed inflator hose connected, thoroughly rinse the Auto Air in fresh water. Depress the jacket exhaust button(AP100/31) to allow water to wash over the seat and back end rubber.

Clear any water from the Auto Air by depressing the purge buttons and then the direct feed button. If water is allowed to enter the medium pressure inlet, more frequent servicing will probably be needed.

The Auto Air should be serviced at least annually, at the same time as the main regulator.

FAULT	REASON	CURE
Jacket inflates when the Auto Air is not inserted in the mouth.	1. Air is bypassing the O ring on the AP100/19N insert. 2. Air is bypassing the Core Valve(AP100/44).	1. Check the O ring. Clean or replace. 2. Depress the direct feed button two or three times to remove any dust or grit. If this does not cure the problem, replace Core Valve.
Auto Air rapidly free flows during the dive.	This is a sure sign of a faulty seat in your regulator's 1 st stage.	Monitor the inter stage pressure as you slowly turn the air on. You'll see the intermediate pressure rises very rapidly past the designed pressure. Turn the air off before the pressure reaches 200 psi! Service the 1 st stage. Monitor the intermediate pressure again, ensuring it is stable and follow the Auto Air Fitting Procedure.
Jacket is deflating.	1. Air could be leaking either through or past the jacket breathing module. 2. Air could be leaking through (if punctured) or past the blue direct feed button cover (AP100/14). 3. Air could be leaking, slowly, past or through the direct feed insert (AP100/19N) and through the Air Inlet if the quick release coupling is disconnected.	First, immerse unit in water and find where the valve leaks: 1. (a) Unscrew the diaphragm cover (AP100/10) and pull the jacket breathing module out [AP100/3]. This is best done by pushing it out from the inside. First check the O ring, [BS.18.1.1.6N70], is not distorted and is correctly located on the back end of the module body, [AP100/37]. Replace O ring if necessary; (b) The above, 1(a), is the usual cause of leaks, but if this does not cure it then ensure the seat in the back end of the module body, and the back end rubber, [AP100/38], are clean and undamaged. Replace any damaged components; 2. Replace the blue direct feed button. 3. (a) Check the O ring on the [AP100/19N]. (b) Depress the direct feed button two or three times to remove any dust or grit. If this does not cure the problem, replace the Core Valve.
On the surface, the jacket breathing valve opens on inhalation, with the air turned on.	1. Large cylinder valve not completely turned on and so causing restriction. 2. The Auto Air is incorrectly adjusted or an over strong spring (AP100/25) is fitted.	

If, after using the Auto Air Trouble Shooter the problem is still apparent, please contact A.P.Valves direct for further help and advice.

AUTO AIR TROUBLE SHOOTER

Use this table to solve any Auto Air problems you may have.

FAULT	REASON	CURE
Auto Air leaks on a full cylinder.	1) The Auto Air is incorrectly adjusted or a too-weak spring is fitted. 2) the interstage pressure of the 1st stage is too high.	1) See 'How to adjust your Auto Air' (page 8 - 9) 2) Adjust intermediate pressure.
Auto Air starts to leak once the cylinder pressure drops	1) This is a characteristic of an unbalanced diaphragm 1 st stage, i.e: intermediate pressure increases as the cylinder pressure drops. 2) There may be dirt in the valve chamber or a damaged valve rubber or damaged seat.	1) Place the regulator on a cylinder with a pressure of 30 BAR and measure the regulator's intermediate pressure. Ensure the correct spring is used, see the Auto Air Fitting Procedure, and adjust the Auto Air at that cylinder pressure. Be careful when changing the spring so as not to damage the poppet seal, AP100/23, and 2) ensure there is no dirt in the valve chamber and replace damaged components. The poppet seal is reversible for a temporary cure.
Auto Air becomes stiff to breathe as the cylinder pressure falls	This is a characteristic when fitted to an unbalanced piston 1 st stage.	As this is a limitation caused by the 1 st stage, it may not be possible to eliminate this problem entirely. The problem can be reduced by fitting a lighter spring and ensuring the Auto Air is finely adjusted on a full cylinder. Place the regulator on a full cylinder and measure the intermediate pressure. Ensure the correct spring is used, see the Auto Air Fitting Procedure and adjust the Auto Air at full cylinder pressure. Be careful when changing the spring so as not to damage the poppet seal, AP100/23, and ensure there are no foreign bodies.
Jacket inflates slightly as the diver breathes from the Auto Air.	1. The Auto Air is not correctly set up; it may have too strong a spring fitted. 2. If this only occurs at low cylinder pressure then this may be a characteristic when fitted to an unbalanced piston 1st stage. 3. If this only occurs at high cylinder pressure then this may be a characteristic when fitted to an unbalanced diaphragm 1st stage. 4. Air cylinder valve may not be fully open, causing a restriction.	1. See 'How to adjust your Auto Air' (page 8 - 9). 2. & 3. As this fault may be attributable to the type of 1st Stage to which the Auto Air is fitted, the diver must be aware of the possibility of this fault arising. The increase in buoyancy is gradual and therefore controllable allowing the diver to complete the dive. If the primary air source fails then the Auto Air will switch over and the diver will breathe the air from the jacket. 4. Open cylinder valve fully.

BALANCED AND UNBALANCED FIRST STAGES

It is important to remember that the Auto Air has to be adjusted to the highest intermediate pressure of your first stage. If this is not done, the Auto Air will leak when the 1st stage delivers maximum intermediate pressure.

It is vital that you ascertain the characteristics of your first stage before making the final adjustment. Different types of 1st stage deliver maximum intermediate pressure at different cylinder pressures.

Points to bear in mind when fitting the Auto Air to modern BALANCED first stages:

This is the most stable type of first stage and is the best type to fit the Auto Air to. This is because the intermediate pressure varies very little as the cylinder pressure drops. Adjust the Auto Air with a full cylinder (see page 8). BUT beware, some manufacturers claim that their 1st stage is balanced but the intermediate pressure still varies as the cylinder pressure drops, in this case the maximum intermediate pressure (i.e. the pressure at which you should set your Auto Air), will have to be ascertained by trial; that is, by firstly checking the Auto Air for leaks with a full cylinder and then again with the cylinder nearly empty as for an unbalanced diaphragm 1st stage - see below.

Points to bear in mind when fitting the Auto Air to UNBALANCED first stages:

There are two types of unbalanced 1st stage: the unbalanced diaphragm 1st stage (eg. the Poseidon Cyclon 300) and the unbalanced piston 1st stage (e.g. Scubapro Mk2 or R190).

Unbalanced diaphragm 1st stage

A general rule with an unbalanced diaphragm 1st stage is that the intermediate pressure rises as the cylinder pressure drops. Therefore the Auto Air needs to be adjusted with only 30 BAR in the cylinder.

Unbalanced piston 1st stage

With an unbalanced piston 1st stage the opposite happens i.e. the intermediate pressure drops as the cylinder pressure drops. Therefore, the Auto Air needs to be adjusted with a full cylinder as in the case of a balanced 1st stage.

The user should also be aware that, when fitted to an unbalanced 1st stage, the breathing characteristics of the Auto Air will change as the cylinder pressure drops, just as it does with the primary 2nd stage valve fitted to this type. When fitted to an unbalanced piston 1st stage, the inhalation effort will increase as the cylinder pressure drops. With the unbalanced diaphragm 1st stage, the inhalation effort will be higher at the start of the dive and decrease as the cylinder pressure drops.

HOW TO ADJUST YOUR AUTO AIR

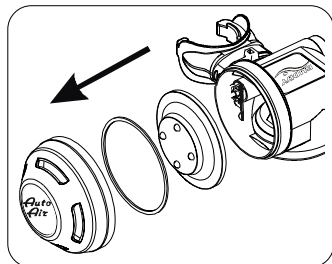
(see page 12 for part numbers)

YOU WILL NEED EITHER A 5.5MM BOX SPANNER, 5.5MM SOCKET OR A SMALL SPANNER

step 1 : attaching to the first stage

The Auto Air MUST be adjusted to the MAXIMUM intermediate pressure of your regulator. This is achieved by attaching the Auto Air via the intermediate pressure hose to your regulator 1st stage and fitting to a full cylinder before carrying out the adjustment.

(NB : Exception - if you have an "unbalanced" regulator e.g. the Poseidon Cyclon 300, the Auto Air should be adjusted with only 30 BAR in the cylinder - see page 7).



step 2 : dismantling the Auto Air

Unscrew the large diaphragm cover (AP100/7), remove both the blue skid disc (AP100/6) and diaphragm [AP100/5] .

You will now see the nut (AP100/28A), washer (AP100/28) and lever (AP100/27)

step 3 : setting the Auto Air

Adjust the Auto Air by turning the adjustment nut (AP100/28A) CLOCKWISE until the valve leaks and then back ANTI-CLOCKWISE until it just stops.

Check for leaks in a bowl of water. If the Auto Air is leaking, turn the nut anti-clockwise about 1/8 of a turn and re-test. If there is still a leak, you could need a higher pressure spring, a red spring, (please contact the factory). Steps 6 to 9 on page 9 show you how to change your spring. If, according to the manufacturer's instructions for your regulator, you do not need a red spring (i.e. if your intermediate pressure is less than 10 BAR), but there is still a leak, check your intermediate pressure is correctly adjusted at the first stage at your dive shop. Also check whether it is balanced or unbalanced (see page 7)

step 4 : re-assembling the Auto Air

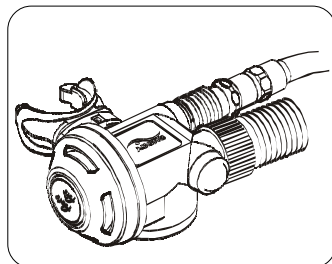
Re-fit the diaphragm [AP100/5] to the Auto Air body ensuring it fits correctly around the edges.

Balance the blue skid disc (AP100/6) on top of the diaphragm and push on the diaphragm cover (AP100/7). Turn back anti-clockwise to find the start of the thread and then tighten clockwise.

Re-test for leaks.

step 5 : testing the set-up

Test the Auto Air by inhaling. The Auto Air demand valve will be easy to breathe from and the jacket breathing valve will not pull in. Turn the air off and continue breathing. As the air pressure in the hose drops the inhalation effort rises and the jacket breathing valve pulls in, allowing air to be drawn from the jacket. Turn the air back on and the inhalation effort drops as air is again supplied from the regulator.

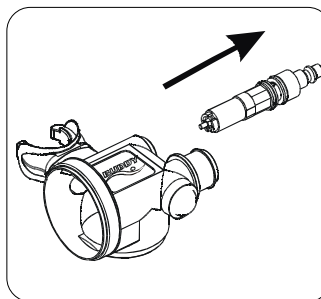


DO YOU NEED TO CHANGE YOUR SPRING ?

If the intermediate pressure of your first stage is higher than 10.5 BAR you will need a red spring in your Auto Air. Steps 6 to 9 below show how to change a spring.

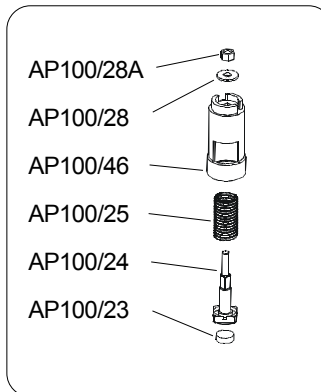
step 6 : pressure check

Check the 1st stage characteristics, is it balanced or unbalanced - see page 7- and what is the intermediate pressure? The standard spring is for pressures between 8.5 BAR and 10.5BAR , so if your pressure is higher, (i.e between 10.5 BAR and 12.5 BAR), you will need the red spring.



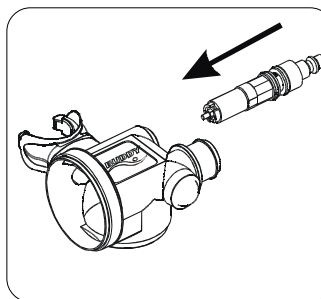
step 7 : exchanging the spring

To fit the correct spring firstly remove the diaphragm cover (AP100/7), skid disc (AP100/6) and diaphragm (AP100/5). Unscrew the nut and remove lever. Replace the washer and nut, screwing the nut clockwise until it stops - (this lifts the poppet clear of the valve seat and prevents scuffing and damage as the valve chamber is rotated). Remove locking ring (AP100/12) and pull valve out of the Auto Air body. Unscrew the chamber, (AP100/26). Pick out the grey seal, (AP100/23). Next unscrew the nut and exchange spring.



step 8 : re-assembling the valve body

When re-assembling, ensure that the square on the poppet is aligned with the square in the chamber. This is easy to achieve by balancing the poppet on the blunt end of a pen to compress the spring and lining the squares up. The square on the poppet must enter the square in the chamber so that it locks and does not turn. Next replace the washer, (radius down), and screw the nut down - keeping the spring compressed. Replace the poppet seal (AP100/23). Screw the chamber back onto the valve body.



step 9 : re-assembling the Auto Air

Make sure the flat on the white valve chamber is in line with a flat on the valve assembly body (AP100/21). **Do NOT overtighten in an attempt to align the flats, simply unscrew the valve chamber back to line up with the previous flat on the Valve Assembly Body.** To insert the assembled unit back into the Main Body, (AP100/1), line up the flats on the white valve chamber, unit with the flat in the inside of the Valve Assembly Body (AP100/21). Replace [AP100/12]. Undo nut until it is possible to place the lever under the washer and tighten leaving the lever loose. Refit valve retainin screw ring [AP100/12]

If you are having any problems adjusting your Auto Air consult the Trouble Shooter (pages 11 - 12). Alternatively contact us direct at the factory : 01326 561040