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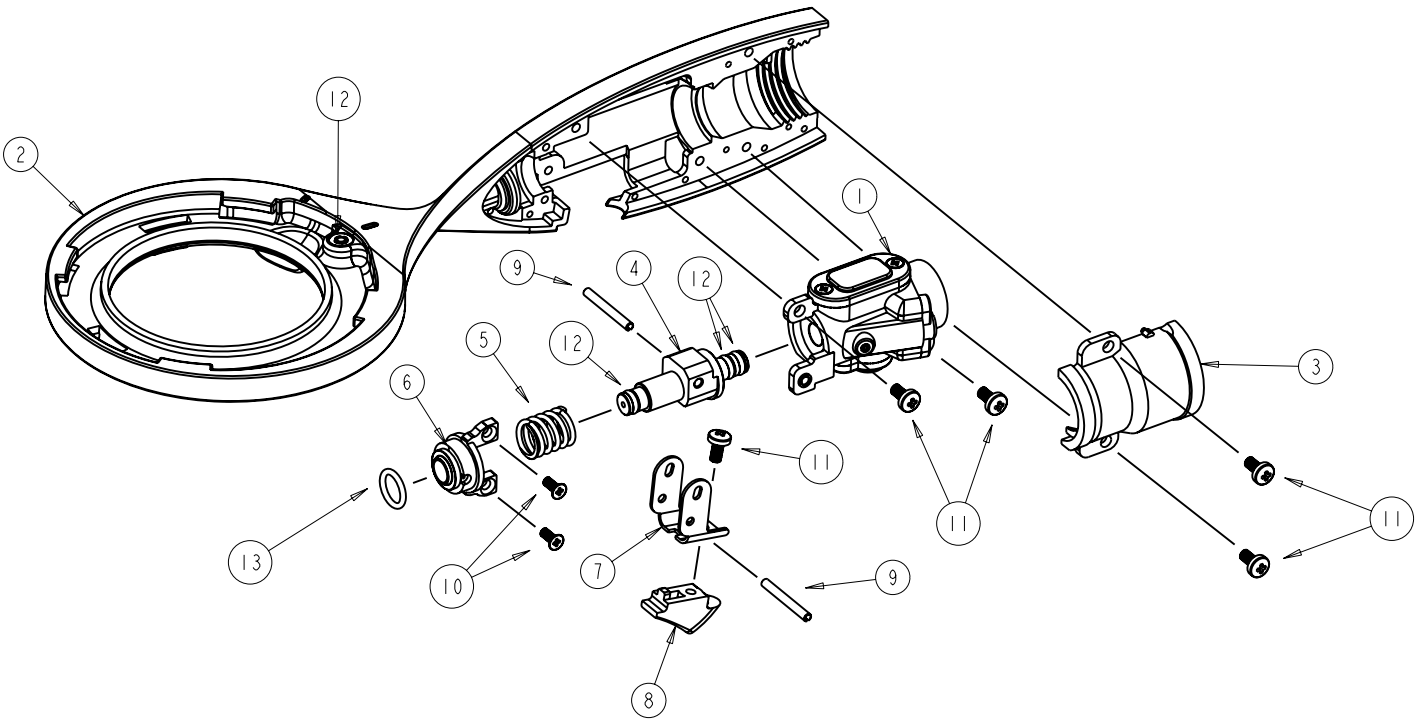
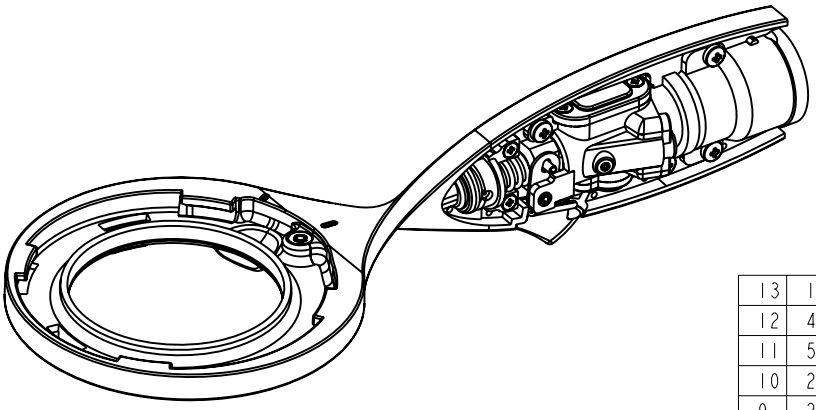
Cartridge Seal Replacement

Ver 1.1

October, 2012

Require Further Support?
Please email support@mypressi.zendesk.com and we'll respond to you as quickly as possible.





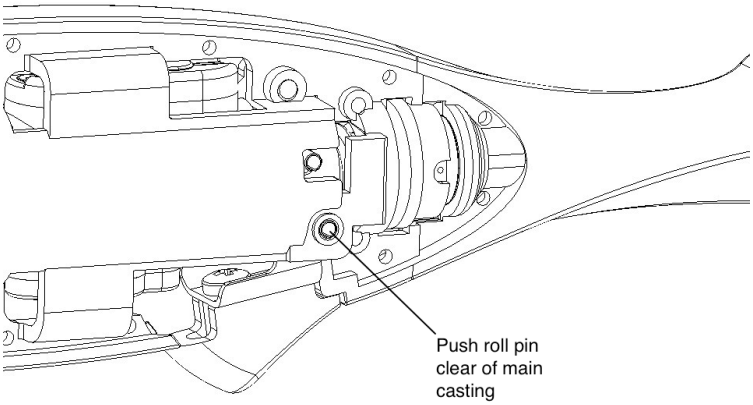
Itm	Qty	Description	P/N
13	1	O-RING, 8.0 ID X 1.5 THK	
12	4	O-RING, 3.5 ID X 1.5 THK	
11	5	SCREW - M3 X 6mm, PH, PHIL	
10	2	SCREW - M2.5 X 6mm, FH, PHIL	
9	2	ROLL PIN - 2 X 20mm, SLOTTED	
8	1	TRIGGER - HANDLE	
7	1	LEVER - TRIGGER	
6	1	PRESSURE RELEASE TUBE	
5	1	HANDLE FLOW VALVE SPRING	
4	1	HANDLE FLOW VALVE	
3	1	THREADED CAP CYL OUTER	
2	1	MAIN METAL CASTING	
1	1	ASSEMBLY - PRESSURE ENGINE	

Tools and Materials Required

1. Phillips head screw driver (Size 2)
2. 2mm Nail Punch
3. 5 Minute Epoxy
4. 2 x Clamps with Ppdded head grips
5. Circlip pliers
6. Parker Super O-Lube or similar food grade silicon lubricant

Disassembly

1. Remove the plastic handle covers by prising them off gently within the trigger area. Then discard. Use a small nail or round file to ensure all plastic material has been removed from the handle cover's pin holes in the metal frame. Clean away any dried glue around the holes.
2. Remove the two threaded cap cyl outer retaining screws (11).
1. Remove the two pressure release tube retaining screws (10).
2. Remove the two engine retaining screws (11).
3. Use the nail punch to push roll pin (2) into and clear of its retaining socket in the right side of the main metal casting (2).



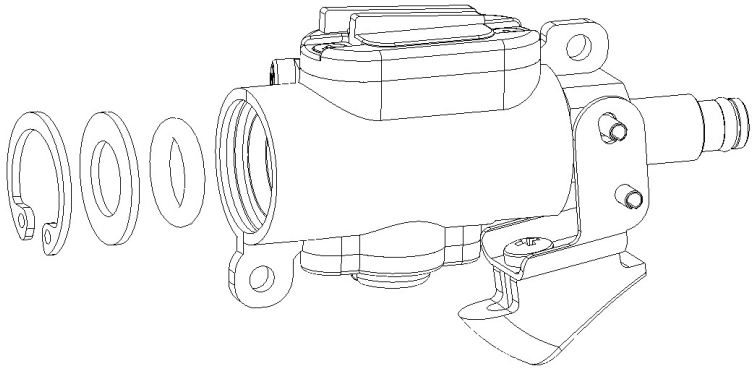
CAUTION: Do not use a Phillips head screwdriver or other implement with a tapered tip to push the roll pin as this push the sides of the roll pin against the socket making its removal very difficult. Always push it thorugh using a tool with a flattened head.

4. Gently ease the combined engine (1), trigger (8) and flow valve assembly (4) out of the main casting. If removal is difficult loosen slightly loosen the pressure release tube (6) screws (10) a couple of turns.

Repacing the Engine O-Ring

1. Use circlip pliers to remove the circlip retaining ring from the back of the engine assembly.
2. Remove the o-ring washer.
3. Lubricate a new o-ring (Buna-N or EPDM, 8.5mm ID, 2.5mm thick) and insert around the cartridge piercer.

4. Replace the washer and circlip. Press the circlip in firmly to ensure it is poperly held behind the lip of the engine housing.



Reinstalling the Engine Assembly

1. Place the trigger return spring around the flow valve and reinstall the flow valve and engine assembly into the main casting. Ensure the lower roll pin (2) is aligned with its original slot in the right-hand side of the main handle casting. Screw down the two engine retaining screws (11) and tighten the pressure release tube screws (10) if they were previously loosened.
2. Push the flow valve roll pin from the left hand side into the main handle casting so that it becomes flush with the left hand side of the engine housing and extends into its slot in the main casting. It can be gently tapped into position with a wooden block. Do not “hammer” into position as this may risk cracking the main handle casting.
3. Check the trigger for full and free movement. When fully depressed the tip of the rigger should still be clear of the engine housing. If it is impacting the housing then use a small file to grind down the end of the trigger a little more until it can move along its full travel length unimpeded.
4. Reattach and tighten down the cartridge housing cover.

Replacing the Handle Covers

1. Gently insert the pins of the right-side handle into the main handle casting. Some small realignment of the pins may be required. Use gentle pressure only to ensure the pins do not get damaged during the test insert.
2. Remove the handle cover and use the bare end of a match or similar small implement to apply a small amount of glue to each of the pins. Reinsert into the handle ensuring a snug fit.
3. Apply a small amount of glue to each of the femal pin holes in the lefts-side handle cover, align the cover with the pins and gentle push closed.
4. Lightly clamp across both sides of the handle covers and leave until full hardness has been reached (typically 2 to 6 hours).