



FORCE CARBONATE

After cold crashing, your tank will still be cold and still have your gas manifold attached holding 1-2psi of pressure. Attach your cleaned and sanitized carb stone to the racking port using a clamp and gasket.

Pro Tip: We recommend keeping your carb stone soaking in ABW for 12-24 hours and then rinsing thoroughly with water to clean before using it to force carbonate.

1. Ensure that your CO2 tank is OFF
2. Connect your CO2 tank to the carb stone.
3. Use the Spike Carb Chart to determine the amount of CO2 pressure needed based on your conical temperature and desired carbonation level.

Pro Tip: When using the Spike Carbonation Chart, ensure that the PSI from the chart matches the pressure gauge attached to the conical and not the CO2 regulator. The wetting pressure of your carb stone is about 4psi, so your CO2 regulator will be about 4psi higher than your conical pressure gauge.

4. Set your CO2 tank regulator about 4psi higher than the target pressure for your conical. This will account for the carb stone's wetting pressure.
5. Open your racking valve to allow pressure to start flowing. It usually takes about 5 minutes for the tank to reach full pressure. Leave your CO2 tank attached for 12-24 hours to achieve full carbonation.
6. Once fully carbonated, close your racking valve, turn off the CO2 tank and remove the carb stone. Clean the carb stone and spray the outside of the valve with sanitizer.

CAUTION: Always ensure your PRV is installed and opens properly before adding pressure. This will prevent your conical from ever over pressurizing.

CAUTION: Our gas manifold is not meant to be used as a spunding valve/for use during pressure fermentation. Our gas manifold with pressure release valve is a safety device; not a spunding valve. Pressure fermentation is dangerous as you are sealing a vessel that is creating additional pressure. We recommend using a standard blow off during primary fermentation and using the gas manifold after primary fermentation is completed.

CAUTION: Never place a valve or obstruction before the pressure release valve. This won't allow for gas to escape through the PRV and can cause an over pressurized situation.