



# AVIATION

**PRODUCT INSTRUCTIONS**  
**Model Number: 16M-PSF**

Revised July 12, 2019



**Bogert Aviation Pressurized Strut Filler Instruction Manual**

*Dear Customer,*

*Thank you for purchasing one of Bogert's popular Strut Servicing Tools. We believe customer satisfaction is the key to success. For us, this means we honor our commitments and provide quality products.*

*Please take a moment to review our products on our website or leave a comment via social media. We read every one of them; it's great to hear about your positive experiences or how we can improve. We have found that when our customers share their personal experience it may help another person make the right decision for their application.*

*If you have any questions or concerns regarding the use of this product or any of our others, please reach out to us at (800) 627-8088. Thank you again for your business and your continued support of Bogert Aviation.*

*Climbing on Course,*

*Richard W. Bogert*

*Richard W. Bogert, President  
Bogert Aviation Inc.*

## **BENEFITS**

- Totally safe and totally clean! –No clean up. No oil on tire and brakes or the shop floor
- 10X Faster -Save time and money because you don't have to drag the jacks out and lift the airplane
- 10X Safer- the airplane never leaves the ground, the technician doesn't have to be under the aircraft while the strut is being serviced nor does the mechanic have to compress and extend the strut

**3X the Flexibility! Strut service can be done now on the ramp or at remote locations freeing up hangar space and giving maintenance personnel more flexibility**

## **FEATURES**

- It is a convenient, small, compact system, easy to use, and neat to store
- Two tank system. One tank contains clean Strut fluid and the other collects the excess
- Built in pump forces fluid into the strut to top it off and the excess is drained off controlled right from the unit
- Large capacity 5 qt storage tanks are big enough for just about any strut
- Can be used on struts requiring up to 3000 psi strut pressure
- Made in the USA



The warnings, precautions, and instructions discussed in this manual cannot cover all possible conditions and situations that may occur. The operator must understand that common sense and caution are factors, which cannot be built into this product, but must be supplied by the operator.

## **16M-PSF PRESSURIZED STRUT FILLER INSPECTION AND SERVICING**

The 16M-PSF requires minimum inspection and maintenance. As with any tool, the operator must exercise caution and be aware of anything that is damaged, broken or leaking. A damaged tool is an unsafe tool.

The following are guidelines for normal operation. Operations other than strut servicing may require additional maintenance.

### **Before each use:**

- Visually inspect hoses, fittings, couplers and tanks for visible leaks or damage. Correct before use.
- Visually inspect the seal in the Schrader coupler.



### **Annually:**

- Lubricate 3 hinge points of the pump and handle mechanism with a small amount of silicon spray lubricant.
- Inspect the hoses, fittings, couplers and tanks for visible leaks or damage. Correct before use.
- Visually inspect the seal in the Schrader coupler.

Parts and Service are available from Bogert Aviation Inc.  
Please visit our website at [www.BogertAviation.com](http://www.BogertAviation.com)  
Or call us at (800) 627-8088

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## **BEFORE GETTING STARTED**



1. Landing gear struts as with all high pressure systems are potentially dangerous. The contents are under pressure and can cause injury if not treated with respect. Protect your eyes with protective eye wear.



2. These instructions are a guideline. Do not replace the use of the aircraft service manual. The following instructions are typical of most light aircraft air / oil type strut found on Cessna, Piper and Beechcraft, as well as many others.



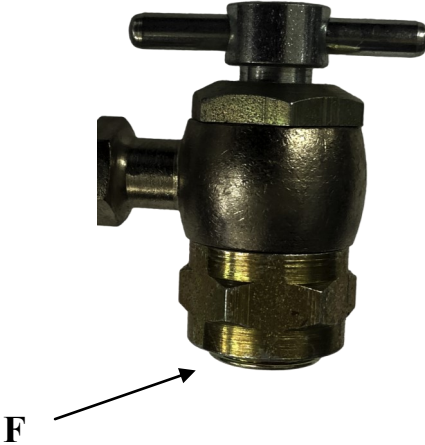
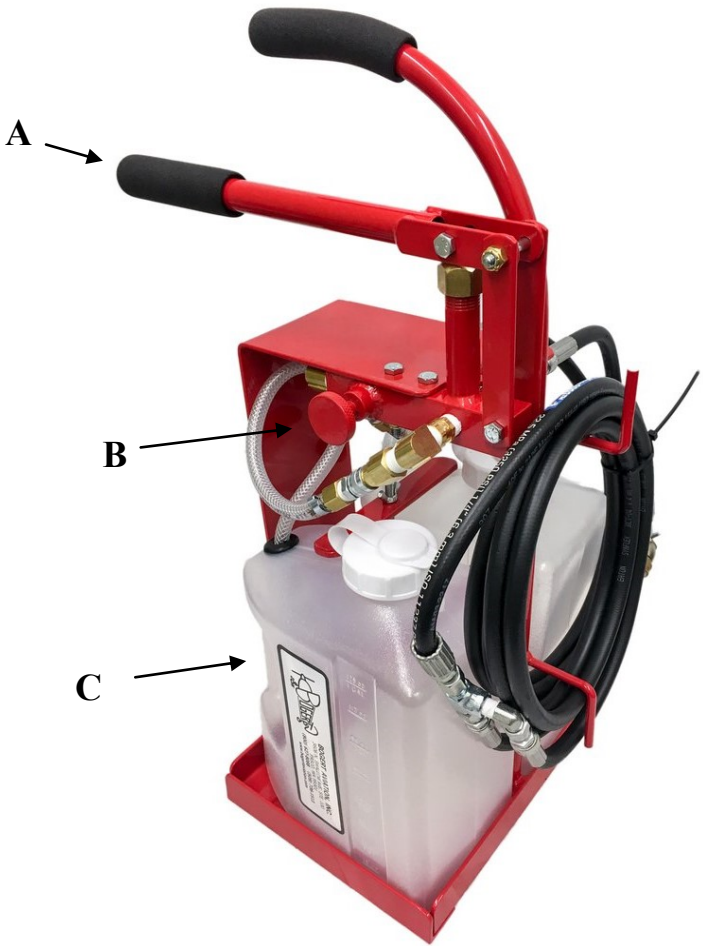
**WARNING: NEVER APPLY A CHARGE WITH OXYGEN**

## **OPERATING INSTRUCTIONS**

1. Add the proper hydraulic fluid to the **Supply Tank (C)**. (Nearest to the pump).
2. Turn the **Release Valve (B)** clockwise to the closed position.
3. Ready the high pressure strut coupler by turning the **T-Valve (E)** counter clockwise to retract the pin that will depress the valve core. (See Photo)
4. Remove the pressure cap from the strut's Schrader Valve (usually yellow).
5. Connect the **High Pressure Strut Coupler (F)** to the Schrader Valve and make sure the connection is snug. No leaks are permitted.
6. Turn the **T-Valve (E)** on the coupler clockwise to depress the valve core until the strut pressure begins to release. (You may hear the pressure escape or see the strut begin to compress.) You do not need to bottom out the valve, this could do damage to the valve core.

Part Number	Quantity	Description
16M-PSF	1	Pressurized Strut Filler

Please ensure you have received all the listed items above. If you are missing any part listed above, please give us a call at 1-800-627-8088.



A	Hand Pump
B	Release Valve
C	Supply Tank
D	Collector Tank
E	T-Valve
F	High Pressure Strut Coupler



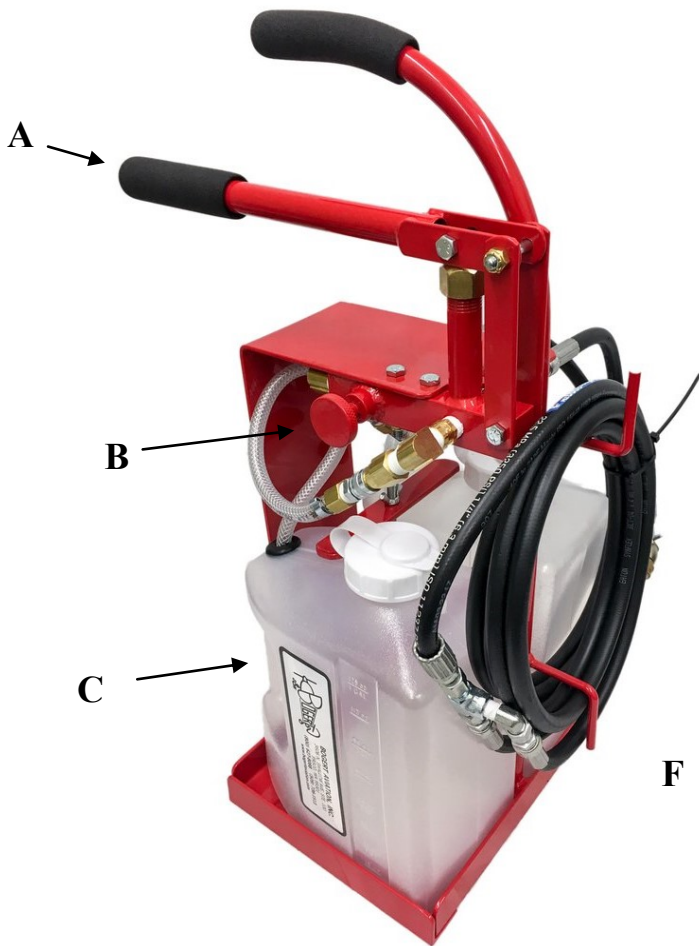
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## **OPERATING INSTRUCTIONS CONTINUED**

7. Turn the **Release Valve (B)** on the 16M-PSF counter clockwise to release the strut pressure. (The strut should compress to its zero pressure state) Any foam or hydraulic fluid expelled from the strut will be collected in the **Collector Tank (D)**.
8. Close the **Release Valve (B)** by turning clockwise.
9. Operate the **Hand Pump (A)** to move fluid under pressure into the strut. You will see the strut extend. Continue until the strut has been extended 2-3 inches.
10. **SLOWLY OPEN** the **Release Valve (B)** by turning counter clockwise (should only be 1/2 turn). You should see the strut compress causing any excess oil to be expelled into the collector tank.
11. If no oil is present in the **Collector Tank (D)**, repeat steps 8, 9 and 10.
12. With the strut in its compressed state and filled with fluid, turn the **T-Valve (E)** of the **High Pressure Strut Coupler (F)** counter clockwise to close the valve core.
13. Remove the **High Pressure Strut Coupler (F)** from the Schrader Valve.
14. Service strut with Nitrogen or Compressed Air as per the aircrafts service instructions. (See Bogert Aviation Strut Pumps)
15. Replace the pressure cap.

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F	High Pressure Strut Coupler

For more information, see our You-Tube Videos at  
<https://www.youtube.com/user/BogertAviation>  
Or search for Bogert Aviation.

*Climbing on Course  
Since 1983*



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