



AVIATION

PRODUCT INSTRUCTIONS

Model Number: 19M-HX

Revised January 30, 2019



Bogert Aviation HX Strut Pump Instruction Manual

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.

HX Strut Pump Instructions



Before starting, let me impress upon you that servicing landing gear struts with high pressure air or nitrogen is as safe as YOU make it. Any time you have high pressure, you also have a certain amount of danger.



Use Caution, stay clear, do not sit under the wing of a low wing aircraft when you are servicing the struts.



WARNING: Wear safety glasses. You are dealing with high pressure air and oil. Protect yourself!

| Part Number | Quantity | Description |
|-------------|----------|-----------------------------|
| A | 1 | HX Strut Pump Handle |
| B | 1 | HX Strut Pump Body Assembly |

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.

Assembling the HX Strut Pump

The HX Strut Pump is assembled and tested prior to packaging and shipping. To aid in shipping, the handle may have been removed. The handle is usually strapped to the pump body along with the hoses and inlet air fitting.

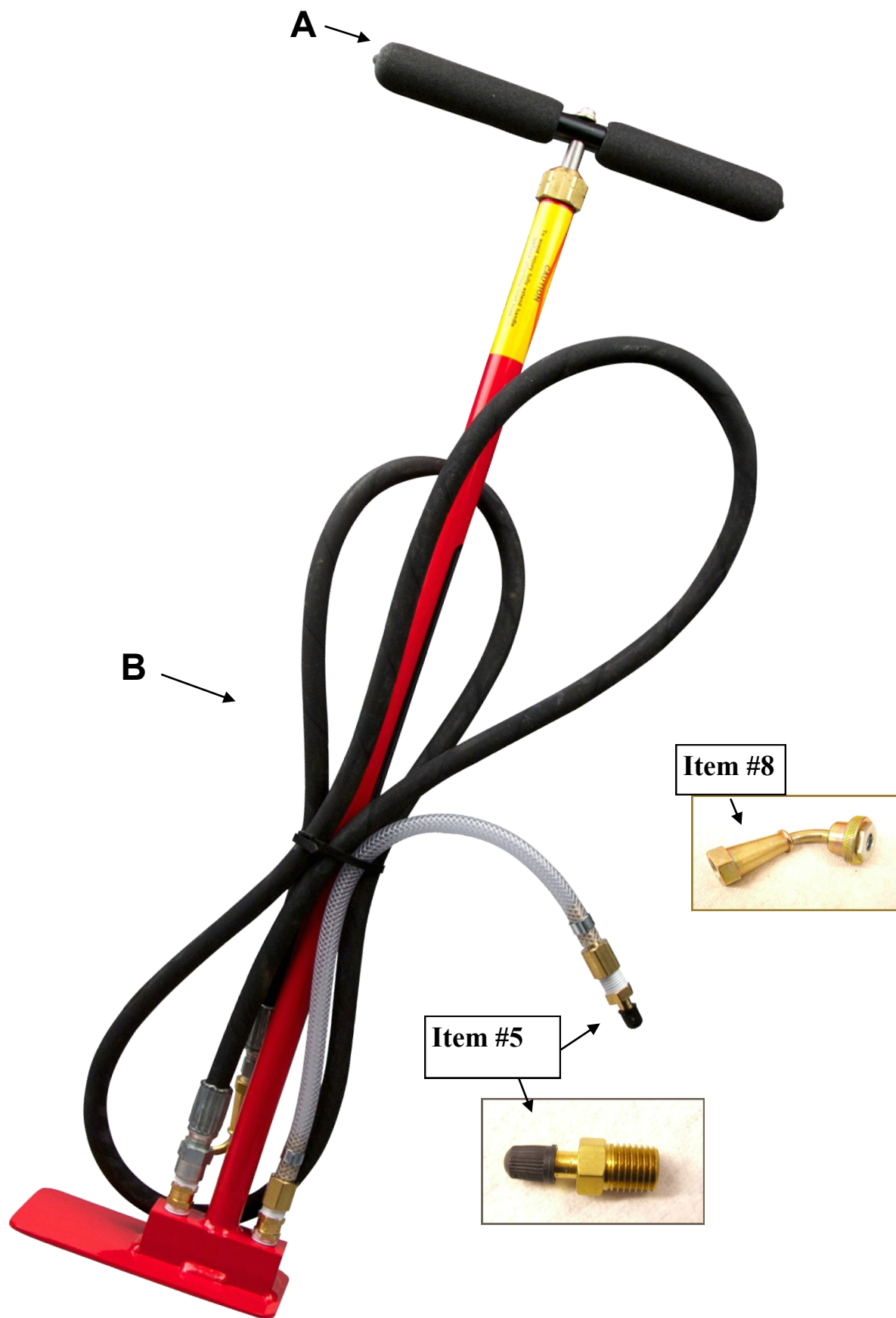
1. Cut the Zip-Tie that holds the hoses to the pump.
2. Remove the screw and washer from the top of the pump shaft.
3. Place the large hole of the handle over the top of the shaft.
4. Place the washer over the screw and place the screw into the small hole in the top of the pump handle and thread into the shaft. Tighten with hex wrench.
5. Choose air inlet fitting matching the air source (see table below) and install on the short inlet air hose.

NOTE: The fitting **must** have 1/4 pipe male threads.

MAX AIR INLET PRESSURE 150 PSI

Note: Add several drops of Strut Fluid or #30 engine oil into inlet port, or fitting to lubricate

| | AIR SOURCE | SUGGESTED FITTING | NOTES: |
|-----|--|--|--|
| (a) | Air compressor with quick disconnect coupler | Your fitting (not supplied) on air inlet hose | This fitting is not included, due to numerous types and sizes. Use size that matches the source coupler. |
| (b) | Tire Inflator | Supplied tank valve on air inlet hose. | Attach the inflator or tire pump to the tank valve. |
| (c) | Spare Tire | Supplied tank valve, with optional 8ft clear adapter hose. | Optional hose is \$25.00 USD PN: 19M-HOSE |



Using the HX Strut Pump

1. Attach the high pressure fitting (Item #8) to the strut you intend to service.
NOTE: Make sure the fitting is attached firmly!
Hand tighten until solid contact with the strut seal is made. Then, if needed, use tool to turn NO MORE THAN a 1/4 of a turn. No leakage is permitted!

2. Extend the pump shaft to the full up position!



NOTE: This is to protect you and the plane from injury or damage from the sudden extension of the pump piston and shaft.

3. Connect air inlet to source.

4. Operation as follows for air source:

(a) Air compressor with quick disconnect—Attach the air supply to the HX inlet port with an appropriate coupler and proceed with pumping up the strut.

(b) Tire inflator/bicycle tire pump—Attach the tire pump hose to the air inlet (Item #5) of the HX pump. Raise the handle of the HX pump. Using the bicycle pump, pump five or more pumps of air into the HX pump. Press down fully to displace air, forcing it into the strut.

NOTE: *The more air you pump into the HX pump with the bicycle pump, the more efficient the HX pump becomes.*

(c) Spare Tire—Attach the low pressure supply hose to the pump inlet fitting (Item #5). Next, attach the hose to the air fitting on the tire, air tank or other similar air supply. You are ready to proceed. Pump the pump as you would a standard tire pump. When the desired strut extension has been reached, disconnect the hoses in REVERSE order, disconnecting the inlet source first. This will conserve the air supply in the source tank or tire.

MAX AIR INLET PRESSURE 150 PSI

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

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Since 1983*



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