

00GSE-1050-00
FBO GSE TRANSFILLER KIT
INSTRUCTION & SAFETY MANUAL

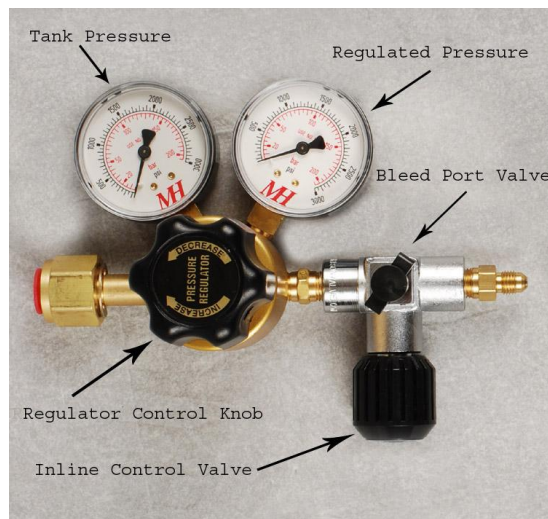
Safety Precautions

You should be familiar with the Hazards of high pressure oxygen and Transfilling.

Always wear eye protection when filling oxygen cylinders or systems.

Check the DOT hydro-test date of the supply cylinder(s) and cylinder(s) you are refilling to be sure they are within the test date requirement.

1. Before connecting the Regulator, make sure the Supply Tank(s) outlet fittings are clean, free from oil and dirt before attaching the pressure regulator to the Supply Tank. Connect the CGA-540 nut & nipple of the regulator assembly to the supply tank outlet and tighten connection with suitable wrench.
2. Make sure the **In-line Control Valve** and its **Bleed Port Valve** is closed by turning clockwise.
3. Back off the Pressure Regulator control knob (counter clockwise) until spring pressure is released and knob spins freely.



4. Connect the appropriate oxygen fill adaptor to the -4 jic end of the flex hose and tighten using the proper fitting end wrenches.
5. Connect the fill adaptor to the cylinder or oxygen fill port of the aircraft. Note: **BE AWARE OF THE PROPER FILL PRESSURE OF THE CYLINDER OR SYSTEM YOU ARE REFILLING!**

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00GSE-1050-00 (2/12)

00GSE-1050-00
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6. Pre-setting the regulator.

Using the highest pressure supply tank, slowly open the valve.

Adjust the desired regulated pressure by turning the regulator knob clockwise.

Be sure at this point not to exceed the pressure of the system or slave cylinder.

If using a cascaded system you will want to close this tank now after setting the regulator, as we will start the filling from the tank with the lowest pressure.

BE SURE THE REGULATED PRESSURE DOES NOT EXCEED THE PRESSURE OF THE SYSTEM YOU ARE SERVICING.

7. SLOWLY open the Supply Tank, or with a cascaded system, the lowest supply pressure tank first. Note the supply tank pressure when the valve is opened.

8. SLOWLY open the Inline Control Valve with the large round black knob counter-clockwise. You should hear the O2 moving down the high pressure flex hose.

If you are filling a portable Slave Cylinder this valve will need to be opened at this time also.

The systems gauge will start to show an increase in pressure.

Note: The outlet side of the regulator has a metered orifice that prevents filling to fast.

When the pressure equalizes close the valve on the first tank and open the valve of the second tank.

Repeat this process through all the supply tanks until the desired set pressure is reached.

Once the system is filled...point 8

8. Once the Aircraft system or Slave Cylinder is filled shut off all valves.

This includes the Supply Tank, Inline Control Valve and Cylinder Valve. (Clock-wise)

When filling Aircraft you will only need to shut of the supply Tank and inline valve, as the aircraft will have a one way check valve at the fill port.

9. SLOWLY open the Bleed Valve on the Control Valve to bleed the gas from the fill hose.

10. Back off the Pressure Regulator control knob, (counter clockwise) until spring pressure is released and knob spins freely.

The regulator **should not** be stored with the regulator spring under pressure.

11. The adapter can now be removed from the slave cylinder or aircraft.

“Caution” Attempting to unscrew any of the "O" ring fittings while under pressure will cause damage to the "O" rings.

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2244 SE Airport Way, Redmond, Oregon 97756 (800)-468-8185 (541)-923-4100 Page 2

00GSE-1050-00 (2/12)