FACTORY INSTRUCTIONS

1. CUT LEAD WIRES ON I/P TO 0.50 INCHES BEFORE ASSEMBLING PIN RECEPTACLES. APPLY 0.50 INCHES OF SHRINK TUBING OVER PIN RECEPTACLES AND LEAD WIRES.
2. INSTALL ELBOW AND BARB FITTINGS INTO I/P CONVERTER PORTS WITH ORIENTATIONS SHOWN IN VIEW. INSTALL ELBOW BEFORE INSTALLING ITEM 2, I/P BRACKET. SCREWS FOR BRACKET ARE SUPPLIED WITH I/P CONVERTER.
3. CUT ITEM 1, TUBING, USING SHARP KNIFE. MAKE SURE ENDS ARE SQUARE AND INSERT INTO ELBOW FITTING. TUBING WILL BE CUT TO FINAL LENGTH DURING INSTALLATION.
4. PACKAGE TO PREVENT SHIPPING AND HANDLING DAMAGE.

FIELD INSTALLATION INSTRUCTIONS

TOOLS REQUIRED:
- T15 TORX SCREW DRIVER
- FLAT BLADED SCREW DRIVER
- SHARP KNIFE OR SCISSORS

1. SHUT OFF AIR SUPPLY TO AV POSITIONER.
2. REMOVE COVER FROM AV POSITIONER. REMOVE THE RED AND BLACK LEADS FROM THE I/P THAT CONNECT TO THE TERMINATION ASSEMBLY (PINS 4 AND 5).
3. LOOSEN THE THREE (3) TORX HEAD RETAINING SCREWS THAT SECURE THE I/P BRACKETS TO THE POSITIONER HOUSING. IT IS ONLY NECESSARY TO LOOSEN THE SCREWS. SLIDE THE I/P AND BRACKETS OUT FROM UNDER THE RETAINING SCREWS. REMOVE THE SMALLER BRACKET FROM THE I/P. LABEL THE OUT AIR LINE AND REMOVE THE TUBING FROM THE STRAIGHT BARB FITTING ON THE I/P.
4. REMOVE THE HAIRPIN THAT SECURES THE CAM FOLLOWER ARM TO THE HOUSING. REMOVE THE CAM FOLLOWER ARM FROM THE HOUSING.
5. REMOVE THE SUPPLY TUBING FROM THE QUICK DISCONNECT TUBE FITTING LOCATED BELOW THE PILOT VALVE. IF NECESSARY REMOVE THE FITTING FROM THE HOUSING IN ORDER TO REMOVE TUBING.
6. REMOVE THE TORX HEAD SCREWS THAT SECURE THE REGULATOR TO THE HOUSING AND REMOVE THE REGULATOR. THE REGULATOR AND THE SUPPLY TUBING MAY BE DISCARDED.
7. RE-INSTALL THE SMALLER OF THE TWO I/P BRACKETS ONTO THE NEW I/P SUPPLIED WITH THE KIT.
8. USING A SHARP KNIFE OR SCISSORS, SQUARELY CUT 1/2 INCH FROM THE END OF THE OUTLET TUBING. RE-INSTALL THE OUTLET TUBING INTO THE OUT PORT ON THE I/P. THE KIT IS SUPPLIED WITH THE TUBING ALREADY ATTACHED TO THE I/P'S INLET PORT. IT WILL BE CONNECTED IN STEP 11.
9. SLIDE THE NEW I/P ASSEMBLY INTO THE HOUSING SO THAT THE BRACKET SLOTS FIT UNDER THE THREE (3) TORX HEAD RETAINING SCREWS. TIGHTEN THE RETAINING SCREWS.
10. ROUTE THE INLET AND OUTLET TUBING UNDER THE SPRING. SECURE THE TUBING USING THE CABLE STRAP ATTACHED TO THE I/P SUPPORT BRACKET. MAKE SURE THE LINES ARE NOT KINKED OR STRETCHED EXCESSIVELY.
11. ROUTE THE SUPPLY TUBE TO THE QUICK DISCONNECT FITTING LOCATED UNDER THE PILOT VALVE. CUT THE TUBING TO LENGTH, ALLOWING ADEQUATE SLAG, AND INSERT INTO THE FITTING.
12. CONNECT THE LEAD WIRES FROM THE I/P TO THE TERMINATION CIRCUIT BOARD. RED TO PIN 4 AND BLACK TO PIN 5.
13. RE-INSTALL THE CAM FOLLOWER ARM AND SECURE USING THE HAIRPIN.
14. RE-INSTALL POSITIONER COVER.
15. INSTALLATION IS COMPLETE.