

REBUILD INSTRUCTIONS

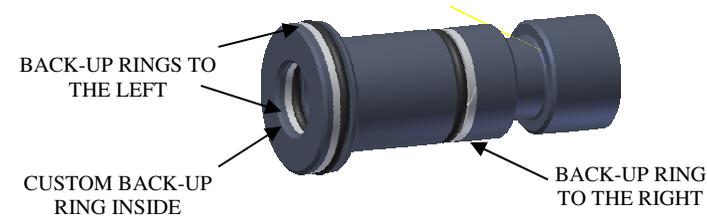
REASSEMBLE:

Use all the new parts provided. Lubricate all seals with petroleum jelly.

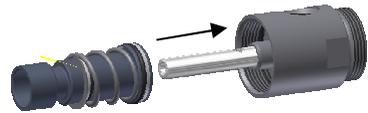
1. Install largest o-ring inside back body. As well as exterior o-ring over the threads.



2. Install o-rings into inner piston, making sure that o-rings and back-up rings are located as shown. **NOTE; CUSTOM BACK-UP RING ON BODY SIZE 1 CONNECTORS.**



3. Slide new spring over inner piston.
4. Slide inner piston back onto the center post of the back body.



5. Thread the pressure cap back into back body until you feel a hard stop, do not try and over tighten. This will expose the collet groove.



6. Install main seal o-ring, back-up ring and o-ring onto piston. Slide/push piston into inner piston.



7. Install and align collets per the spiral groove, collet numbering or both. Place around the connector in the collet groove. Installing the collets in the proper order is of great importance for operation of the connector. Once collets are in place install the urethane o-ring into the groove around collets.



8. Thread sleeve onto pressure cap until hand tight.



9. **Lever connector:** install new dowel pins. Install new wear band onto actuator. Slide these parts onto the back body, then thread the lever housing back onto the back body.



10. With the **Thumb Valve Connector** you just thread the valve housing onto the back body.



11. **Pneumatic Pilot Connector,** follow steps 1-8 to reassemble.



RFXxxxx Rebuild Kit for FX Style Connectors

DESCRIPTION: Rebuild Procedure for FX, *FasMate* Series Connectors.

FX with Thumb Valve Control



FX with Lever Control



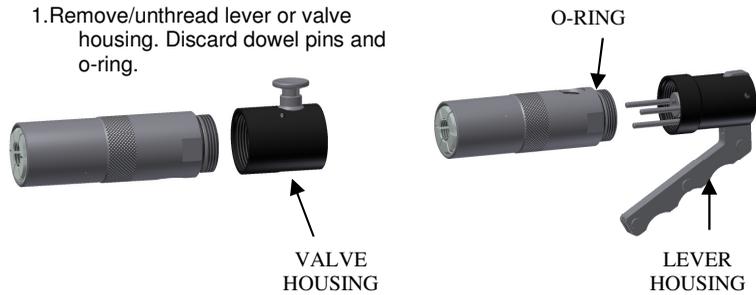
FX with Pneumatic Pilot Control



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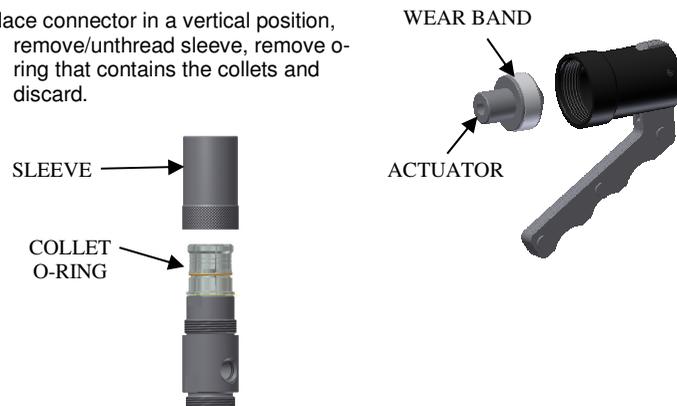
DISASSEMBLY LEVER & VALVE UNITS:

1. Remove/unthread lever or valve housing. Discard dowel pins and o-ring.

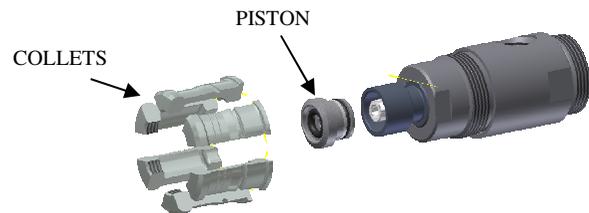


2. Remove actuator from lever housing and discard delrin wear band.

3. Place connector in a vertical position, remove/unthread sleeve, remove o-ring that contains the collets and discard.



4. Remove collets and piston. Remove all o-rings and back-up ring from piston and discard.



5. Using an adjustable wrench, remove/unthread the pressure cap from back body.



6. Remove inner piston and spring from back body. Discard spring. Remove all o-rings and back-up rings from inner piston and discard.

7. Remove o-ring from inside back body.



DISASSEMBLY PNEUMATIC PILOT:

1. Follow steps 3-7 to disassemble the pneumatic pilot connector.



CONNECTOR FUNCTIONAL CHECKS AFTER REASSEMBLE:

- Position lever or valve housing in desirable position.
- Depending on which connector control you have (LEVER, VALVE or PNEUMATIC PILOT), make sure collets extend and retract properly prior to the introduction of test media pressurization.
- Pilot pressure reminder for the valve or pneumatic control is 75-120psi.

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