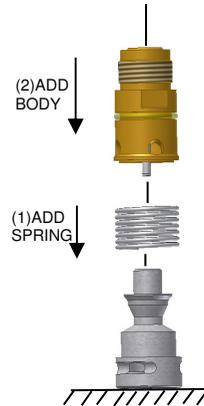


# REBUILD INSTRUCTIONS

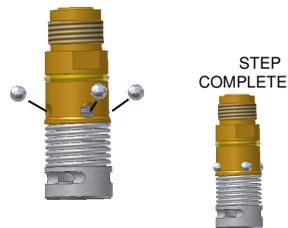
## REASSEMBLE:

Use all the new seals provided and lubricate lightly with an oil compatible with your system / process during assembly. Replace pins with new pins as provided in the rebuild kit.

- 1) Place piston with end facing down on solid surface and add the piston spring.



- 2) With the piston seal and sleeve o-ring already replaced, slide the front body over the back of the piston. This will require some force but if properly lubricated, it will slide over without damaging the seal.



- 3) Continue to compress the front body over the piston and add the 4 balls into their respective holes. Do not release the pressure until step 4 is complete.

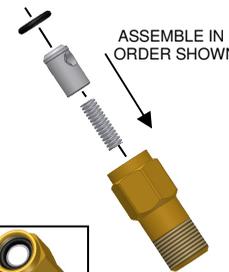
- 4) Slide the sleeve over the compressed assembly up to the grip pin slots.



- 5) Flip the connector over and inset the latch pins. Slide the sleeve over the pins to retain.



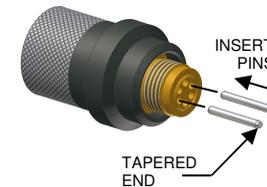
- 6) Insert the spring and poppet into the back body.



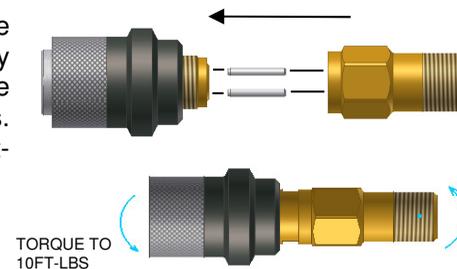
- 7) Lightly lubricate the poppet seal and insert into the back body above the poppet.



- 8) Insert the poppet pins into the back of the front body. Make sure the poppet pins have the tapered side toward the poppet. Pins are not required to be placed in any specific holes but they must be placed opposing.



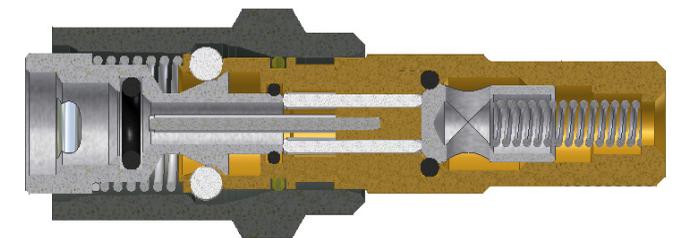
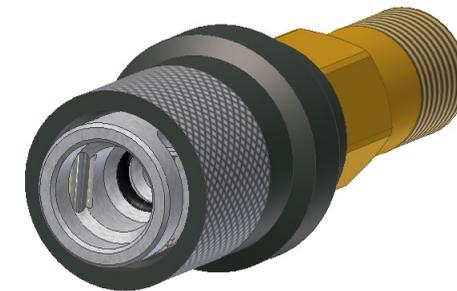
- 9) Use a drop of Loctite 242 on the body threads and assemble the two body halves. Tighten threads to 10ft-lbs.



## SCPR50 Rebuild Kit *SnapMate* Valved In-Line

### DESCRIPTION:

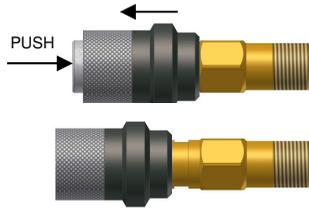
Rebuild kit for internally valved, in-line *SnapMate* with pin grip.



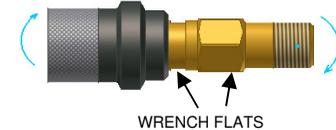
# REBUILD INSTRUCTIONS

## DISASSEMBLY:

1) Push against the piston and slide the sleeve forward. Similar movement as actual connection. This will expose the wrench flats on the front body.



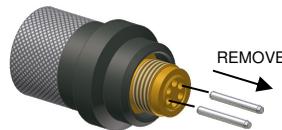
2) Thread apart the two halves of the body by counter rotating the wrench flats. Use caution when taking apart body as internal components may fall out.



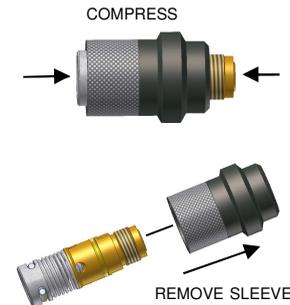
3) Once the two halves of the body are apart, remove the poppet seal using a repair pick, or similar tool. If the seal remains below the poppet, remove poppet by pushing through from termination end. It may not be necessary to remove the poppet and spring if the seal is easily accessible. Exercise caution so as not to scratch or deform the seal groove. This could cause a potential leak path.



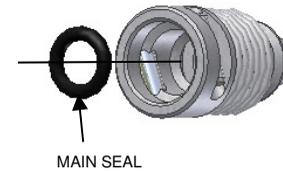
4) Remove the poppet activation pins. If the pins are not easily removed, the connector could require repair and should be inspected for unusual wear.



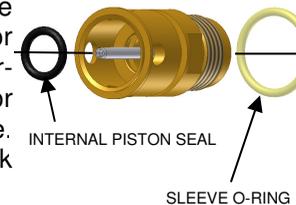
5) Remove the front sleeve. To remove the sleeve, the front assembly must be compressed. (Can be finger compressed.) Once compressed, the sleeve will slide off the back of the assembly. Hold compression while removing the sleeve. Once compression is removed, the internal balls will be forced out of their respective holes. Use caution when taking apart the assembly as internal components may fall out. A catch basin or cloth is recommended.



6) Remove the main seal from the piston. Using a repair pick, or similar tool, remove the main seal. Exercise caution so as not to scratch or deform the seal groove. This could cause a potential leak path.



7) Remove the internal piston seal and the external sleeve o-ring from the front body. Using a repair pick, or similar tool, remove the seal. Exercise caution so as not to scratch or deform the internal seal groove. This could cause a potential leak path.



## FastTest, Inc. Product Warranty

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