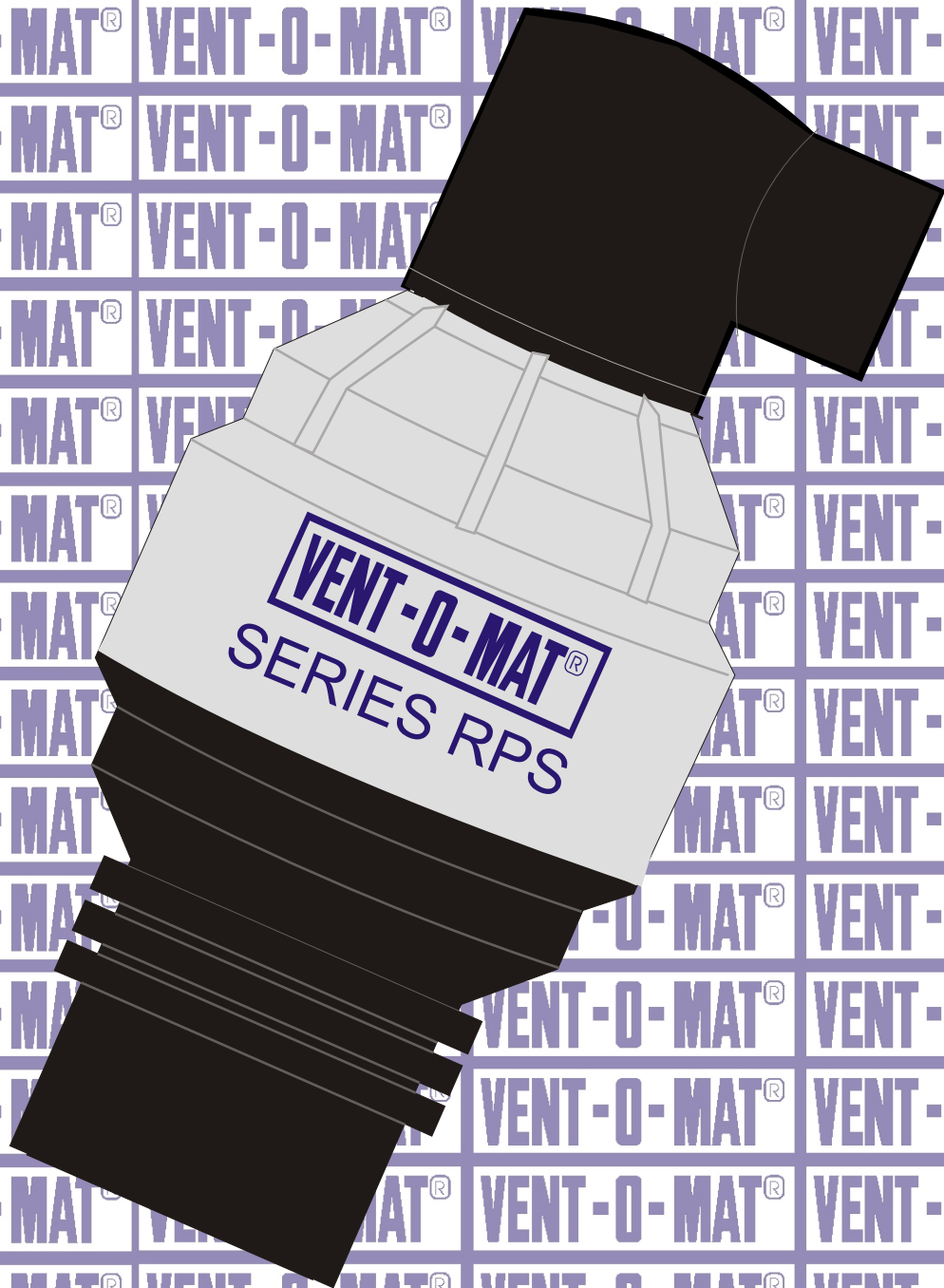
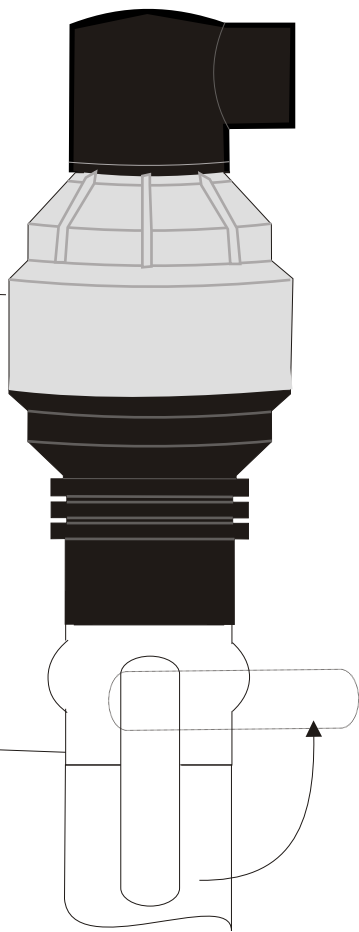


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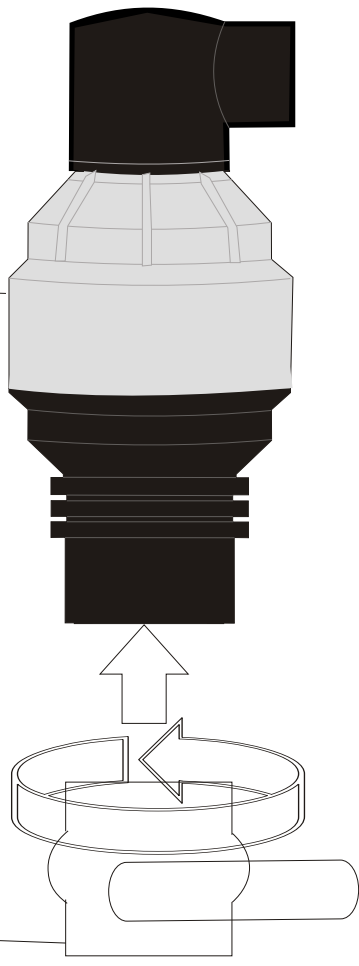
Isolator



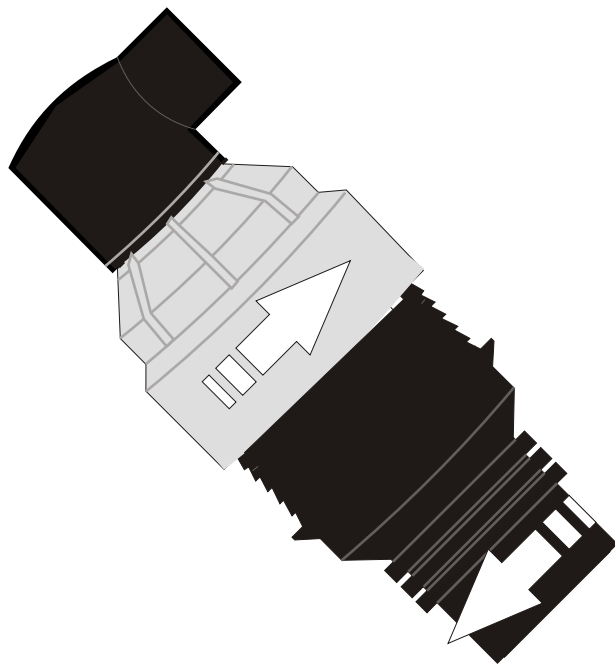
Before removing the valve remember to Isolate the air valve

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Isolator

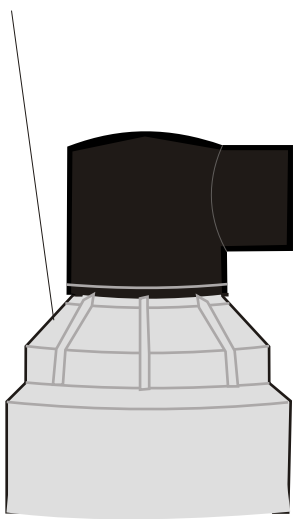


Remove the Air valve from the Isolator

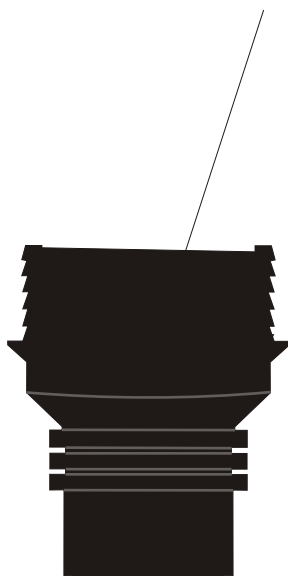


Unscrew body halves carefully making sure not to drop the internals.

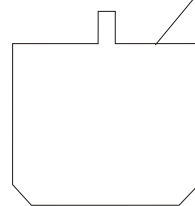
Valve Upper Body



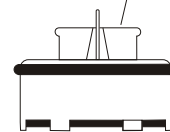
Valve Lower Body



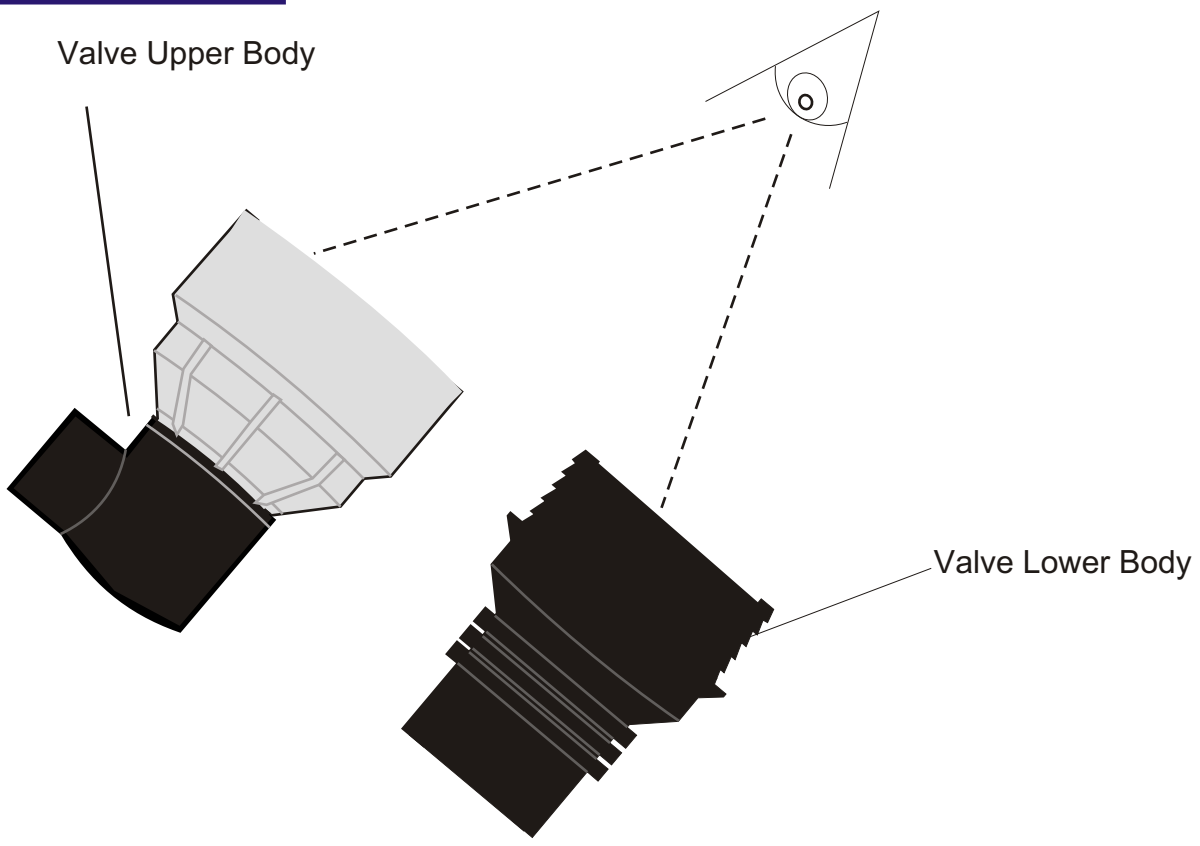
Control Float



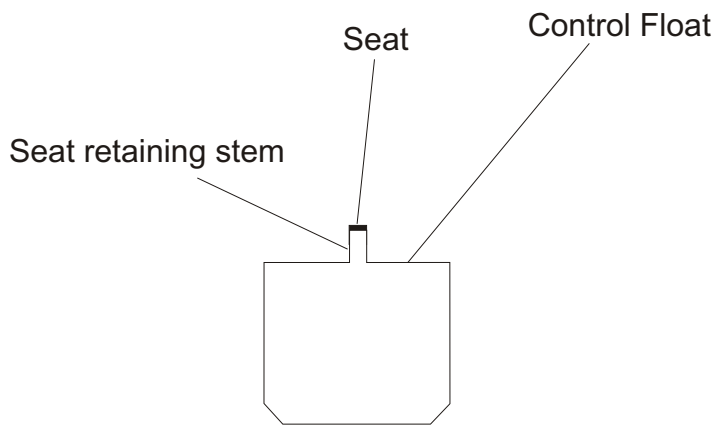
"Anti-Shock" Cartridge



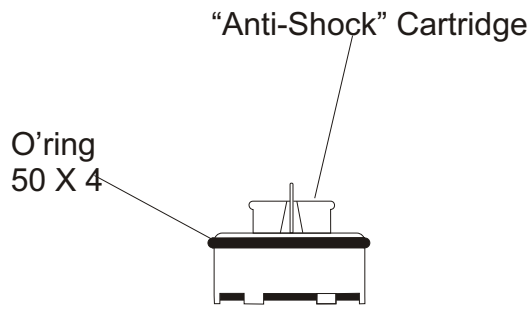
Separate components



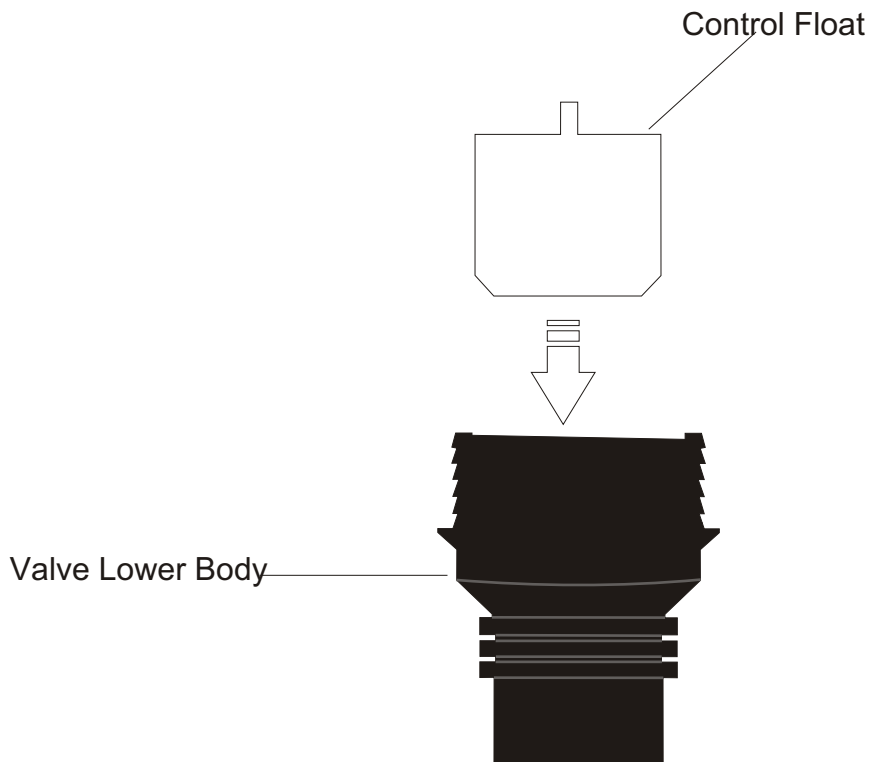
Check body components for obstructions.



Check seat and seat retaining stem for damage.

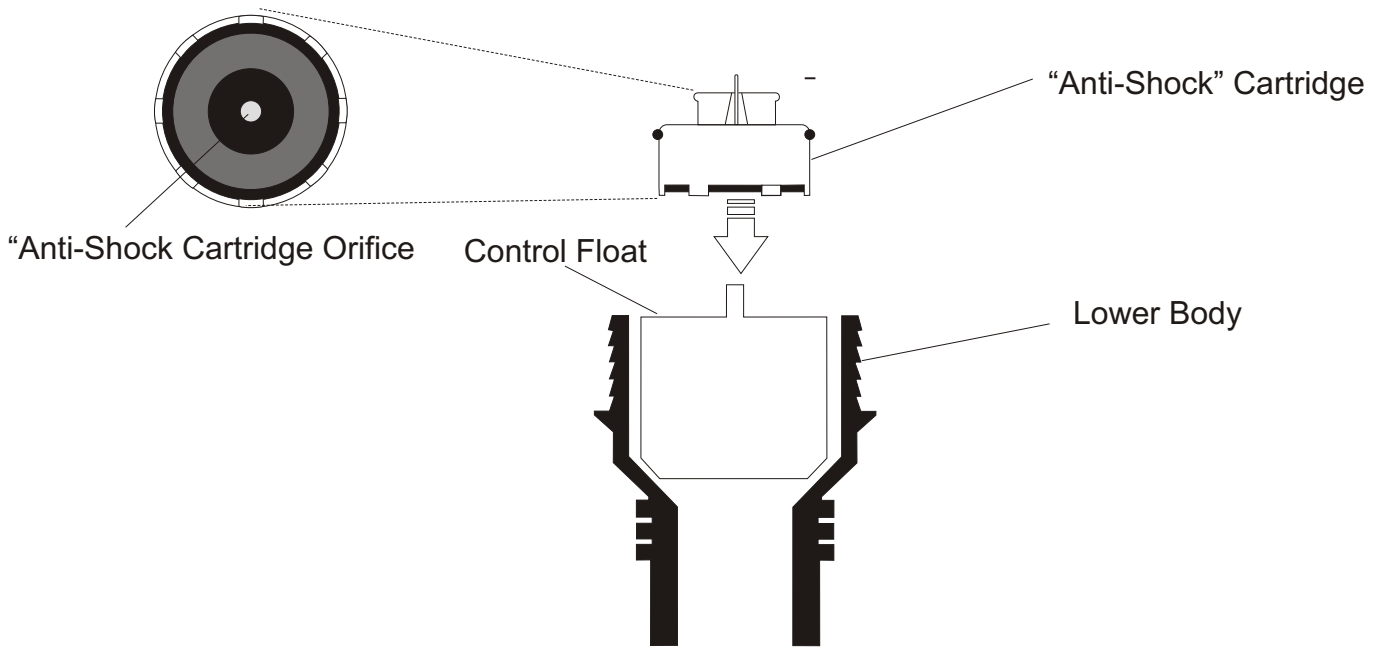


Check the O'ring for damage. Should there be no damage and leakage of any nature persists through the "Anti-Shock" Cartridge then the entire cartridge will have to be replaced.

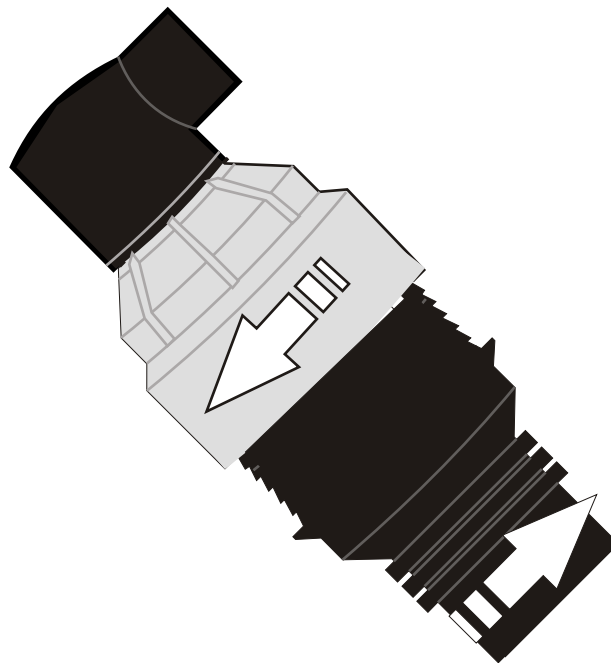


Place Control float into lower body with the seat retaining stem facing upward.

Bottom view of “Anti-Shock” Cartridge

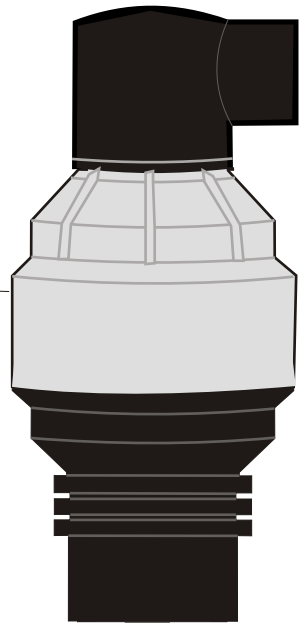


Place “Anti-Shock Cartridge” onto seat retaining stem by lining up the orifice on the underside of the cartridge and the seat retaining stem which fits into the cartridge orifice.

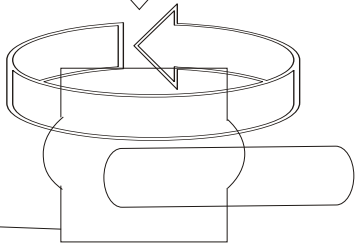


Screw upper body back onto lower body taking care not to dislodge the internals. Make sure both halves are screwed back all the way, tightly and that there is free movement of the floats within the body.

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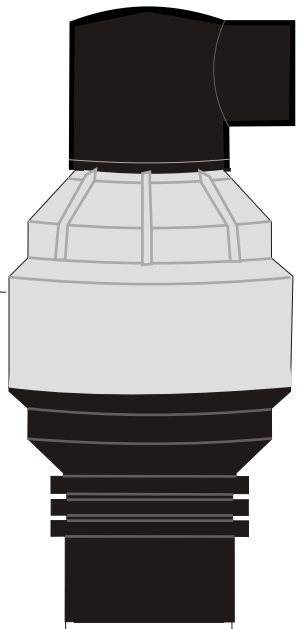


Isolator

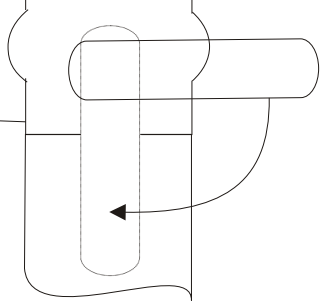


Re-attach the valve to the isolator

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Isolator



Open the Isolator