OPERATING INSTRUCTIONS

NO MO' FLATS PNEUMATIC TIRE FILLING SYSTEM

I. PUMP SETUP

1. Before using the pump, it is necessary to install the sealant delivery hose on to the pump (Sealant delivery hose is located for shipping purposes inside the 15 gallon plastic tank).

2. Close the air-line valve.

3. Attach a 100 - 125 psi compressed air line to pump.

4. Adjust the pressure regulator valve on the pump to a maximum of 125 PSI. Turn clockwise to increase pressure and counterclockwise to decrease pressure.

5. Open the sealant hose valve. Open the air line valve. A clicking sound should be heard. This indicates that the pump is working. Close the air line valve to stop the pump.

6. Prime the system as follows. Fill the small measuring cylinder approximately half full. Turn the arrow on the 3-way valve handle towards the small cylinder. Open the air line valve and then slowly crack open the sealant hose valve. (Opening the valve full open will allow unnecessary splashing of the sealant. Discharge the sealant back into the reservoir. Allow the pump to run until the pump speed increases and stabilizes at the higher rate (Approximately 10 seconds after the first high frequency strokes.) This indicates that you have pumped all the sealant in the cylinder. However, a small amount of sealant will be left clinging to the cylinder bottom. Close the sealant hose valve to stop the priming operation. The pump will cycle a few more times before it shuts off. Alternately, you can shut off the pump at once by closing the air inlet line. Either way, the cylinders, the pump and hose are now primed and ready for service. Note: if you will be using the large cylinder to fill the tires, you can prime with this cylinder, however, you only need to fill it to the bottom of the clear tube.

II. MEASURE THE CORRECT VOLUME OF SEALANT TO FEED

CAUTION: The pump must not be running when you begin measuring sealant into the graduated tube. If the pump is not stopped, you will over feed the sealant. If you close the valve in the sealant delivery hose, the pump will continue to run for a few more strokes. So, be sure that the pump has stopped cycling. By closing the air inlet line you can ensure that the pump is not running. Either method of stopping the pump is acceptable.

1. Using the Application Chart, determine the volume of sealant for the tires you intend to fill.

2. Pour enough sealant into the reservoir tank to fill the anticipated need. You do not have to fill the reservoir but should use enough to treat all tires if possible.

3. Please note that there are two measuring cylinders under the reservoir. The large cylinder contains a maximum of 256 ounces marked in 8 ounce increments. The small cylinder contains a maximum of 56 ounces marked in 4 ounce increments. Each cylinder has its own fill line and valve from the reservoir. A 3-way valve connects the measuring cylinders to the pump and limits the system so that only one cylinder can be used at a time.

4. Determine the volume of sealant for the specific tire you want to fill. Fill the appropriate cylinder to the ounce mark on the gauge. This is the correct volume of sealant for the tire and you should not put more sealant in the cylinder than called for. For those tires that use 56 ounces or less, you should use the small cylinder. This will maximize efficiency and be the most economical for these dosages.

III. SEALANT INSTALLATION

Actual installation of **NO MO' FLATS** is easier than you might think and will become second nature after you have done it a few times. Get together an air pressure gauge, valve core remover/installer, spare valve cores, a rag and safety glasses or face shield. If you are treating a tire with a large bore valve stem, get a large bore installation tool as well. Set up the pump as described in section I above. Fill the appropriate cylinder as described in section II above. Put on safety glasses or a face shield and follow the next few steps:

1. Pour **NO MO' FLATS** into the reservoir as described above and push the cart/ pump assembly to the work area. Be sure the valve at the end of the sealant fill line is closed. Open the air line valve.

2. Fill the correct cylinder with sealant as described in Section II, Paragraphs 3 & 4. Open the 3-Way valve by pointing the arrow on the handle to this cylinder.

3. Attach the proper quick connect installation tool to the sealant hose end. (Note: If you have a large bore valve stem be sure to use the large bore quick connect.) Check the tire pressure. If necessary, bleed tire pressure down to 30-40 PSI (this can be done after removing the valve core if desired).

4. Carefully remove the valve core or large bore adapter if one is present.

5. Attach the quick connect fitting to the valve stem and open the sealant hose valve. This will start sealant flow.

6. Allow the pump to run until the pump speed increases and stabilizes at the higher rate (Approximately 10 seconds after the first high frequency strokes.) A small amount of sealant will be left clinging to the cylinder bottom. Do not worry about this. The cylinders have been calibrated to account for this residue.

7. Close the valve at the end of the sealant hose to stop the pump. Note that the pump will continue for two or three strokes until it shuts off. This is normal.

8. It is helpful to drape a rag over the valve stem and hose end assembly. This will catch the small amount of **NO MO' FLATS** that will blow out when the quick connect is removed.

9. Disconnect the hose and replace the valve core or large bore adapter.

10. Adjust air pressure to manufacturer's specifications.

11. Fill the cylinder for the next tire to be treated. Repeat steps 1-9.

IV. PUMP STORAGE

When you are have finished installing sealant and will not be using the pump for more than a week, you should clean it. This is accomplished by filling cylinders that have been used with clean water. Pump water from the cylinders to waste. Repeat if needed until clean water appears at the hose end. Continue pumping in order to purge system of water. Disconnect the air line and close all valves for storage. Be sure that the lid is replaced on the reservoir. Store the pump/cart assembly in a clean dry area with all valves closed and reservoir lid in place.

V. GLOSSERY OF PARTS LOCATION

PART	LOCATION
AIR LINE VALVE	Between the pump body and the pressure regulator.
MEASURING CYLINDER	Clear vessels underneath the sealant reservoir
SEALANT RESERVOIR	Large tank mounted above the clear cylinders
SEALANT HOSE VALVE	Quarter turn valve located at the far end of the sealant hose.
3 WAY VALVE	Between the measuring cylinders and the pump