

Regin Premier Gauge -

Emptying & Cleaning

Things you will need:

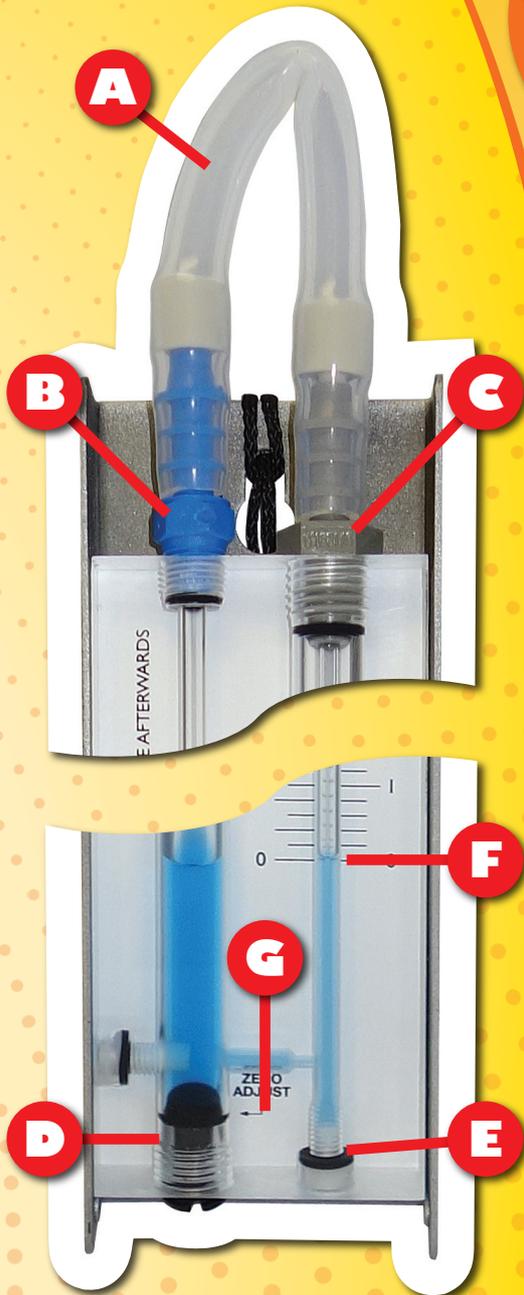
Slotted Screwdriver

Premier Fluid

Silicone Grease



**REGU33,
REGU35 &
REGU40**



- A** Silicone Stopper
- B** Blue Nozzle
- C** Grey Nozzle
- D** Adjustment Screw
- E** Sealing screw
- F** Zero Point
- G** Zero Adjust

IMPORTANT – BEFORE YOU START

This is a precision made instrument which includes delicate parts and plastic components that can easily become cross threaded. This work is best carried out on a clear flat surface with plenty of spare time.

DRAINING AND CLEANING

1. Remove the silicone stopper **A** tube from the top of the gauge.
2. Carefully remove the adjustment screw **D**, taking care not to damage the O-ring. Tip out any fluid from that section.
3. Remove the Sealing screw **E** and tip out any fluid from that section.

If you are refilling the gauge, go to step 7.

If the gauge needs cleaning, continue to step 4.

! The grey nozzle **C**, should only be removed if absolutely necessary. It is the hardest part to seal and overtightening WILL damage the gauge beyond repair. If removed, apply a smear of silicone sealant to the thread and stop tightening as soon as any significant resistance is felt – Never bottom the thread to the end.

DRAINING AND CLEANING *continued*

4. Connect a hose to the grey nozzle **C** and flush through with low pressure water - a syringe or squeeze bottle may be useful here. Blocking the bottom of this tube with your finger will let the water flow through the small bridging tube and remove any debris in there.
5. Next, connect the hose to the blue nozzle **B** and repeat the flushing process.
6. The gauge must now be dried completely. Any water, fluid or even condensation left in the gauge, even the smallest amount, will cause incorrect readings when the gauge is refilled.

We would recommend a combination of the following procedures:

- a. Low pressure air being blown down the channels, either from an Air Duster or from a low-pressure compressor.
- b. Placing the gauge in a warm place (e.g. airing cupboard) for 24 hours or until the moisture and condensation has all gone.

REASSEMBLY

7. Select the black adjustment screw, smear of small amount of silicone grease on the O-ring and carefully reinsert into hole **D**. Tighten until the O-ring is level with the small 'Zero' arrow **G** – take particular care not to snag the O-ring against the perspex when inserting.
8. Select the white adjustment screw, smear of small amount of silicone grease on the O-ring and carefully reinsert into hole **E**. Take care not to overtighten (we do not sell this as a spare so take extra care not to strip the thread).
9. Next put a small amount of REGU70 manometer fluid down the blue nozzle **B**. Hold the gauge upright and allow the fluid to settle for 10-15 seconds. If the fluid is below the Zero mark **F**, repeat this step allowing 10-15 seconds for the fluid to settle.
10. Any fine adjustment can be achieved by screwing in or out the adjustment screw **D**. DO NOT overtighten as you risk damage to the O-ring or the gauge itself and the gauge will leak.

The gauge should now be ready to use.



NOTES

ONLY USE GENUINE REGIN REGU70 PREMIER FLUID – ANY OTHER FLUID (OR WATER) WILL CAUSE THE GAUGE TO MIS-READ AND MAY DISCHARGE FLUID WHEN USED.

1 x bottle of REGU70 Premier Fluid will completely refill the REGU33 and REGU35 gauges.

2 x bottles are needed for the REGU40 gauge.

Be careful not to put too much fluid in at a time - it is much harder to get out than put in!