

## PRIMING SYSTEM CHECKS

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- a) Drain Valve and plugs**
  - ◆ Insure drain valve is shut and plugs are secure.
- b) Non - Return Valve**
  - ◆ Discharge non return valve should be checked to see if it seats properly and is not obstructed or damaged.
- c) Compressed Air Line**
  - ◆ Insure that the hoses are free from kinks, crushing and internal obstructions.
  - ◆ Removal and internal visual inspection is recommended to check for carbon buildup.
  - ◆ If internal restriction is suspected blast with compressed air.
- d) Check Valve**
  - ◆ If the unit is fitted, check the internal spring for operation and check the body of the unit for carbon buildup.
- e) Compressor**
  - ◆ See section #3 for details on compressor internals and rebuilding.
- f) Compressor Air Filter (s)**
  - ◆ Standard checks are for canister and element damage and filter element cleanliness.
  - ◆ If the filter is damaged it should be replaced, if dirty it can be cleaned with compressed air *blasted from the inside of the filter to the outside.*
- g) Compressor Pressure Relief Valve (Pop - off)**
  - ◆ The pressure relief valve is set to release at 125 psi.
  - ◆ The unit can be easily checked by pulling the ring with a light force to check that the internal plunger operates freely.
  - ◆ If the unit appears to be damaged or malfunctions it should be replaced.
- h) Venturi Jet and Nozzle**
  - ◆ The reference chart in the appendices details the correct combinations by model.
  - ◆ If incorrect jets or nozzles are fitted then they should be traded.
  - ◆ Evidence of internal wear on the jet should be checked, as this will seriously affect priming performance.
  - ◆ “O - rings” should be checked for wear and damage.
- i) Separation Tank Cover / Ball Seat Fit**
  - ◆ The threads fit here is a potential source of leakage and inability to hold prime in the pump.
- j) Separation Tank Cover Ball**
  - ◆ Damage to the 1” priming ball will adversely affect priming performance.

**IF NONE OF THE ABOVE ARE FOUND TO BE THE CAUSE OF THE PROBLEM THEN THE COMPRESSOR SHOULD BE CHECKED.**