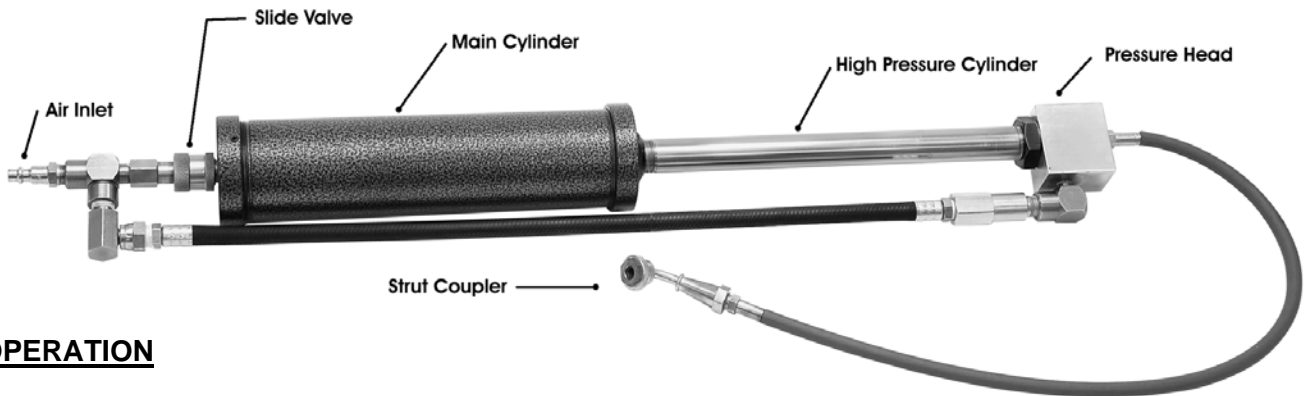




AIRCRAFT TOOL SUPPLY COMPANY

P.O. BOX 370 • 1000 OLD U.S. 23 • OSCODA, MI 48750 • Voice (989) 739-1447 • Fax (989) 739-1448

AIRCRAFT 10X STRUT PUMP (Part Number 675A)



OPERATION

1. To get the best service from your unit, we recommend that prior to each use you add 3 to 4 drops of light Air Oil into each air inlet of the Main Cylinder, connect it to the air supply, and cycle the unit by actuating the Slide Valve a few times to ensure that the main cylinder is well lubricated. During the lubrication process, you may notice small puffs of oil vapor escaping from the upper air inlet. This is by design and aids in the distribution of oil to the Main Cylinder. You may also hear a slight amount of air escaping from the Pressure Head outlet. This is normal and will not affect the operation of your unit.
2. After lubricating your Strut Pump, connect the high pressure coupling to the aircraft strut and supply the Strut Pump with normal compressor air between 80 and 150 PSI. Next, move the Slide Valve forward, which will force the large cylinder forward and expel a one-shot burst of high-pressure air into the strut. The pressure of the air will be exactly ten times the compressor pressure. Move the Slide Valve back to the starting position to re-cycle the cylinder in anticipation of the next stroke.
3. Continue sending shots of high-pressure air into the strut until the desired height has been attained. **NOTE: Do not exceed the manufacturer's specification for strut height at a given load.** Although the "one shot" design of our 10X Strut Pump makes it extremely unlikely that you'll ever over-inflate your strut, you should still use all due caution when inflating an aircraft strut.
4. After inflating the strut, disconnect the coupler and remove the Strut Pump from its air source.



WARRANTY AND REPLACEMENT PARTS

Your Aircraft 10X Strut Pump is warranted for 1 year from the date of purchase. This warranty does not include damage from misuse, or failure to follow the normal maintenance and operating procedures described above. **Aircraft Tool Supply Company** assumes no liability for any damage to aircraft or injury to operator resulting from the incorrect use of this product.

Aircraft Tool Supply

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