

P/N 203296

Run Tee Conversion Kit

Automated Equipment, LLC

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AFD-280 Run Tee Conversion Kit P/N 203296 Procedure

RUN TEE CONVERSION KIT - RAM P/N 203296

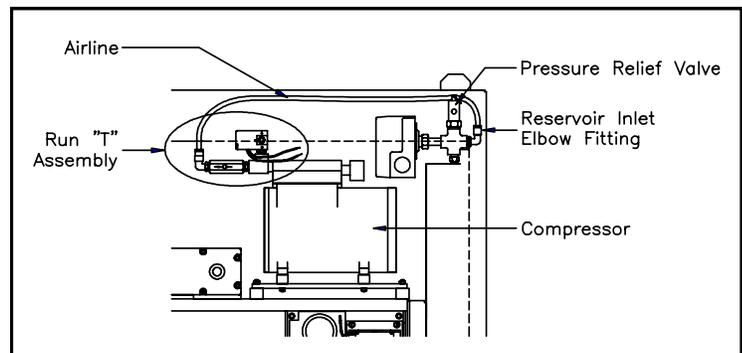
- | | |
|------------------------------------|----------------------------------|
| 1 - 213477 1/4" npt M swivel elbow | 1 - 202243 check valve |
| 1 - 213478 3/8" tube, 1/4" npt M | 1 - 203293 1/4" tube, 1/4" npt F |
| 1 - 202482 3/8" airline | 1 - 202878 1/4" airline |

- This procedure **ELIMINATES** the need for the compressor "Run Tee" assembly. Refer to diagrams shown below.
- You **MUST** install a ramped valve compressor, or upgrade the compressor by installing a ramped valve kit # 203281.
- You **MUST** adjust the compressor pressure switch to turn **ON at 40 psi** and turn **OFF at 60 psi**. Adjust the black screw CCW to decrease the difference between cut in and cut out, and adjust the gold screw to position the operating range. You must increase pressure on the regulator to allow the gauge to monitor the actual tank pressure. Using the relief valve (top of tank) pull the ring to release pressure to check turn on pressure, and let charge until compressor stops to check turn off pressure. **Adjust regulator pressure back to 30 upon completion.**
- You **MUST** have a working check valve (# 202243) between the compressor and the accumulator tank (allows air to enter the tank from the compressor, but prevents it from backing up). It can be located at either end of the connecting airline, but we prefer the tank end. The enclosed check valve is color coded with "white" thread sealant on one end and "orange" thread sealant on the other end. The "white" end of the fitting must be installed in or toward the compressor.
- The enclosed parts kit includes all components necessary to convert any AFD-280 dispenser providing the compressor has been upgraded or replaced.
- The **DATE CODE**, year and month (AFD**9508**C005669P), in your dispenser serial number will help identify the original components which will determine your conversion procedure.

The following **IF:** statements and diagrams represent the original equipment "**before and after**".

IF: your dispenser was manufactured before September 1995, you most likely have 1/4" airline between the compressor and the accumulator tank, and the check valve is located at the compressor within the "run tee" assembly.

1. **Remove** the black 1/4" airline from the elbow fitting at the reservoir, and the "run tee" assembly with all fittings to the compressor.



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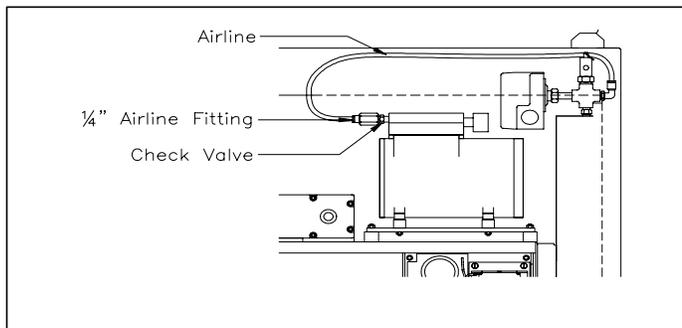
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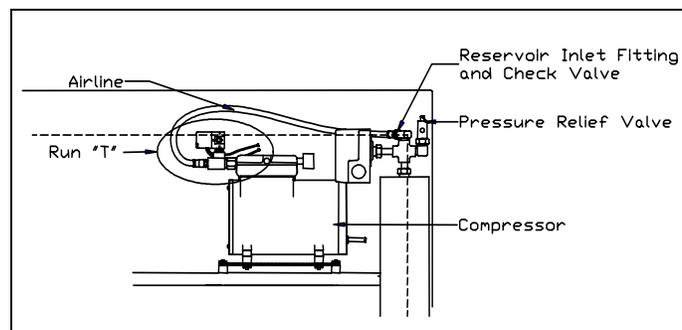


2. Install the gray 1/4" airline into the tank elbow fitting. Mount the check valve (white end) directly in the compressor exhaust port. Mount the 1/4" tube 1/4" npt female to the check valve and connect the gray 1/4" airline from the tank.

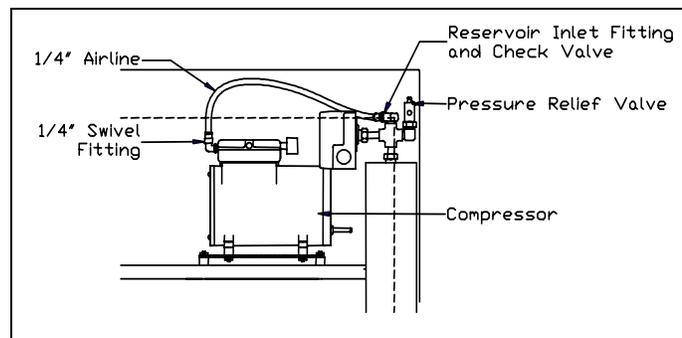
IF: your dispenser was manufactured during September 1995 through August 1996, you most likely have 3/8" (some are 1/4") airline between the compressor and the accumulator tank, and the check valve is located at the tank end.



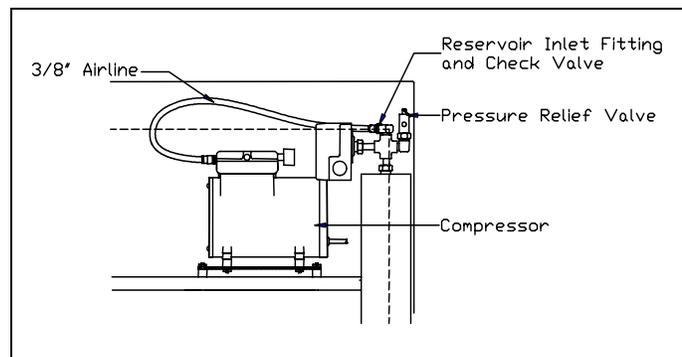
1. Remove the black 3/8" airline from the fitting at the tank, and the "run tee" assembly with all fittings to the compressor.



2. **Note:** If the check valve is leaking, install the replacement check valve (white end toward compressor) and at this time convert to 1/4" airline and fittings. Use the 1/4" swivel fitting on the compressor and the 1/4" straight fitting on the check valve at the reservoir.



3. Install the replacement black 3/8" airline into the 3/8" tube fitting at the tank. Mount the 3/8" straight fitting directly into the compressor exhaust port, and connect the black 3/8" airline from the tank.



IF: your dispenser was manufactured during or after October 1996, **Do not attempt this procedure!** The ramped valve conversion is standard equipment. The "run tee" has already been eliminated. You have 1/4" airline between the compressor and the accumulator tank, and the check valve is located at the tank end.