

Product Information News

CUSTOM 4500® BMR/MMR CYLINDER VALVE BURST DISC

MSA has changed its recommended installation procedures for the Custom 4500 Cylinder Valve Burst Disc and Safety Plug for BMR/MMR current and prior designs.

Current Design:

The new installation procedure for the current design reads as follows: Place a thin film of Snoop on the new Custom 4500 Burst Disc. Place the new Burst Disc on top of the new gasket. Be sure the gasket and disc lay flat.

Prior Design:

The new installation procedure for the prior design reads as follows: Place a thin film of Snoop on the new 4500 Burst Disc. Place the new Burst Disc on top of the new gasket. Be sure the gasket and disc lay flat.

MSA has changed its recommended procedures for torquing the Custom 4500 Cylinder Valve Safety Plug for BMR/MMR.

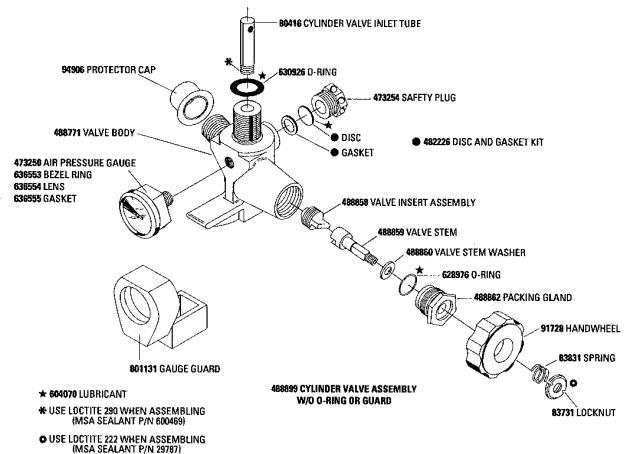
The torque requirement in the chart for the Custom 4500 BMR/MMR Safety Plug was 26-30 ft. lbs. It is now 21-25 ft. lbs.

All changes to the procedures and torque must be made in the BMR/MMR Users Maintenance Manuals (BMR P/N 817372, MMR P/N 817371). All changes shown in the following pages have been shaded.

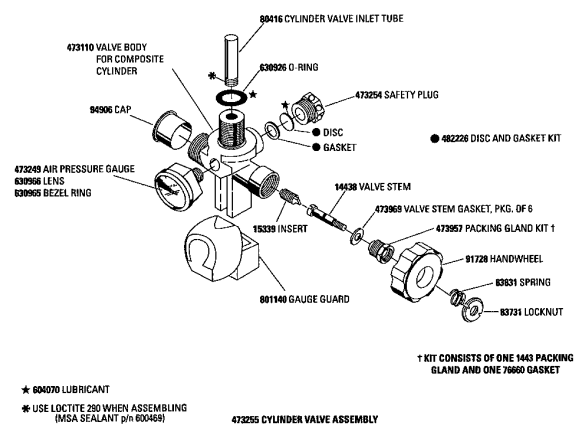
CAUTION

Certified personnel ONLY are authorized to receive this publication. This publication is an extension of the authorized maintenance procedures manual for the apparatus described, and should be kept on file with that manual.

Current Design



Prior Design



Be Sure.
Choose MSA.

MINE SAFETY APPLIANCES COMPANY
PITTSBURGH, PENNSYLVANIA, U.S.A. 15230

CYLINDER VALVE DISASSEMBLY AND REPAIR

Note: The procedures which follow apply only to the cylinder valves listed below. A separate set of procedures for more recently-introduced cylinder valves begins under current cylinder valve disassembly and repair.

(See the Introduction for Required Tools)

Original Cylinder Valves

P/N 473664, 2216 psig Low Pressure and Dual-Purpose

P/N 494883, 3000 psig Low Pressure, P/N 473255

High Pressure and Dual-Purpose

⚠ WARNING

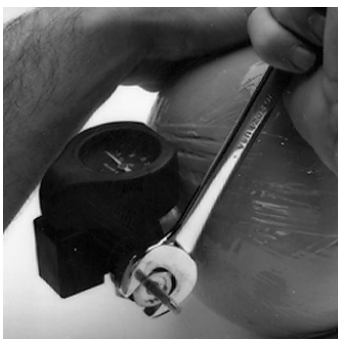
Before repairing the cylinder valve, bleed all air from the cylinder. Open the cylinder valve 1/2 turn and leave it open until all air is exhausted. Wear hearing protection if this is done in an enclosed area to avoid possible hearing damage. Do not attempt to repair the valve if the cylinder pressure gauge shows pressure. If you cannot relieve pressure by opening the cylinder valve handwheel, loosen the safety plug (no more than 1/4 turn). Failure to follow this precaution may result in severe personal injury or death. This warning is for all procedures.

REMOVING AND ADJUSTING THE HANDWHEEL ASSEMBLY

1. Use wrench to remove the locknut, and spring. Remove the handwheel from the top of packing gland.

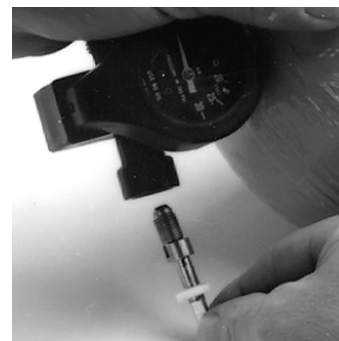


2. Place a 3/4" wrench on the packing gland flats. Turn the gland counter-clockwise several turns and remove it.



3. Replace the handwheel on the valve stem. Turn the handwheel counter-clockwise 10 turns.

4. Turn the valve upside-down and remove the stem, gasket, and nylon insert.



Note: If the insert shows wear, replace it.

REPLACING THE NYLON INSERT

1. Install a new nylon insert into the valve body, using the valve stem. Thread the stem finger-tight (clockwise).



2. Place a new gasket over the valve stem and seat it on the lip in the valve body.
3. Thread the packing gland into the cylinder valve body until lit is finger-tight.
4. Finger-loosen the valve stem counter-clockwise until the stem stops. Be sure that the packing gland does not turn.

5. Use a torque wrench set at 120 to 140 inch-pounds with a 3/4" socket to tighten the packing gland.



6. Place the handwheel on the stem and check the valve for proper motion. The handwheel should move freely, but with some resistance. Remove the handwheel.
7. Replace the handwheel and the spring. Be sure that the valve is fully open to allow the locknut to be installed more easily. The valve stem square must fit into the square hole in the handwheel.

CYLINDER VALVE DISASSEMBLY AND REPAIR

- Using the handwheel locknut wrench, press the locknut against the spring and tighten (clockwise).



- Open and close the valve completely several times to seat the stem, nylon insert, and the valve stem gasket. Perform the Leak- Test to check all connections.

Note: The procedure for replacing burst discs is the same for Low Pressure Air Masks and High Pressure Air Masks, However, wrench sizes, part numbers, and torque specifications are different (as noted).

REMOVING THE BURST DISC

- Place a socket on the safety plug hex flats and turn the plug counter-clockwise to remove the safety plug.



Note: The procedures for removing and installing burst discs are the same for all models of MSA BMR apparatus. However, part number, tools, and torque specifications do vary. Refer to the following chart for specific items.

MSA SCBA Model	Socket Size	Safety Plug	Torque Ft/Lbs.	Burst Disc & Gasket Kit
2216 psig	11/16"	68550	50 - 53	482225
3000 psig	3/4"	495636	26 - 30	494928
4500 psig	9/16"	473254	21 - 25	482226

- Use a jeweler's screwdriver to punch a hole in the burst disc. Use retaining ring pliers to pull the disc out of the cylinder valve body. Discard the disc.



- Use the O-ring removal tool or plastic stick to lift the gasket out of the cylinder valve body.

INSTALLING A NEW BURST DISC FOR 2216 OR 3000 PSIG

- Insert a new gasket into the cylinder valve.

- Place a thin film of Christo-Lube lubricant on the new burst disc.



- Place new burst disc on top of the gasket. Be sure that gasket and disc lay flat.

⚠ WARNING

Be sure gasket, then burst disc, are installed in the order described. Ensure threads of burst disc area and safety plug threads are free of Christo-Lube. Failure to install properly may cause burst disc malfunction, and may result in serious personal injury or death.

⚠ CAUTION

DO NOT re-use the burst disc or the gasket. You may change the burst rating.

- Thread the safety plug into the cylinder valve body.

CYLINDER VALVE DISASSEMBLY AND REPAIR

5. Use a torque wrench with a socket to tighten the plug.



This completes the burst disc repair procedures.

CURRENT DESIGN CUSTOM 4500 PSIG

Installing a New Custom 4500 Burst Disc

1. Insert a new gasket into the cylinder valve body.

⚠ WARNING

Be sure gasket, then burst disc, are installed in the order described. Failure to install properly may cause burst disc malfunction, and may result in serious personal injury or death.

⚠ CAUTION

Do not re-use the burst disc or the copper gasket.

2. Place a thin film of Snoop on the new Custom 4500 Burst Disc. Place the new Burst Disc on top of the new gasket. Be sure the gasket and disc lay flat.

3. Thread the safety plug into the cylinder valve body. Use a torque wrench and socket to tighten the plug to the torque specified.



4. See Leak-Testing. This completes the Burst Disc repair procedure.

CYLINDER VALVE PRESSURE GAUGES

Low Pressure and High Pressure apparatus use an aluminum cylinder valve. The Low Pressure pressure gauges are secured from inside the valve body 2216 psig: P/N 473664; 3000 psig: P/N 494883. To remove the gauge, the cylinder valve must be disassembled. The High

Pressure pressure gauge uses a male thread which is threaded into the cylinder valve body (P/N 473255). The cylinder valve does not have to be disassembled.

Note: To remove an Low Pressure pressure gauge the burst disc must first be removed.

REMOVING THE CYLINDER VALVE GAUGE

1. Remove the rubber gauge guard. Insert a 5/32" Allen wrench into the screw. Turn the wrench counter-clockwise until the screw is completely out of the cylinder valve body.



2. Pull the pressure gauge, out of the cylinder valve body.



3. Use the O-ring removal tool to lift the O-ring and gland ring out of the cylinder valve body.



Discard the O-ring. Be careful not to scratch the surface of the cylinder valve body.

INSTALLING A NEW LOW PRESSURE PRESSURE GAUGE

1. Install a gland ring by pressing it in place using the pressure gauge. DO NOT use a sharp tool or you may damage the gland ring.
2. Apply a thin film of Christo-Lube lubricant to the O-ring, then place the O-ring inside the gland ring and

CYLINDER VALVE DISASSEMBLY AND REPAIR

press them into place using the pressure gauge. DO NOT use a sharp tool or you may damage the O-ring.

3. Check that the two index screws on the back of the pressure gauge are tight. Insert the pressure gauge into the cylinder valve body so that the gauge needle points to the threads of the cylinder valve outlet.



4. Use a 5/32" Allen wrench to insert the screw from the opposite side of the cylinder valve body. Turn the wrench clockwise to tighten the gauge.
5. Install a new burst disc, a new gasket (Burst Disc and Gasket Kit), and the safety plug.

⚠ CAUTION

DO NOT re-use the burst disc or the copper gasket. You may change the burst rating.

REMOVING THE HIGH PRESSURE PRESSURE GAUGE

1. Remove the rubber gauge protector. Unscrew and remove bezel ring and lens. Store the lens in a safe place.
2. Position the cylinder valve so that the gauge is upside-down. If the plastic center-post falls out of the gauge, apply a thin film of Christo-Lube lubricant to the part and re-install it. Place the gauge wrench on the gauge flats. Turn the gauge counter-clockwise and remove it from the cylinder valve body.
3. Clean out the threads in the cylinder valve body to be sure no tape residue remains.



REASSEMBLING OR INSTALLING A NEW HIGH PRESSURE PRESSURE GAUGE (P/N 473249)

1. Apply pipe-sealing tape to gauge threads. (See Note #3).
2. Place the gauge wrench on the gauge flats. Turn the gauge clockwise to tighten. Do not over-tighten.
3. Position the gauge so that the gauge needle points to the threads of the cylinder valve outlet.

4. Replace the lens in the bezel ring and tighten the ring.
5. Replace the rubber gauge protector.
6. Refer to Leak-Testing, and check all connections.

This completes the pressure gauge replacement procedure.

REMOVING THE CYLINDER VALVE BODY FROM THE CYLINDER

⚠ WARNING

Bleed all air from the cylinder. Open the cylinder valve handwheel 1/2 turn and leave it open until all air is exhausted. Wear hearing protection if this is done in an enclosed area to avoid possible hearing damage. Do not remove the valve if the cylinder pressure gauge shows pressure. If you cannot relieve pressure by opening the cylinder valve handwheel, loosen the safety plug (no more than 1/4 turn). Failure to follow this precaution may result in severe personal injury or death.

1. Secure the cylinder in a suitable fixture.
2. Pull off the rubber pressure gauge guard.

3. Place a 7/8" socket (12 point) or wrench on the flats on the top of the cylinder valve. Turn the socket counter-clockwise until the cylinder valve is completely out of the cylinder.



4. To remove the O-ring (P/N 68542 for 2216 psig valves; P/N 633550 for 3000 psig valves; P/N 630926 for 4500 psig valves), roll the O-ring over the threads.



5. If the cylinder valve inlet tube is damaged, the entire cylinder valve must be replaced. The inlet tube is "locked" with a non-removable thread sealant.

CYLINDER VALVE DISASSEMBLY AND REPAIR

INSTALLING THE CYLINDER VALVE BODY IN THE CYLINDER

(Low Pressure 2216 psig: P/N 473664 valve body; Low Pressure 3000 psig: P/N 494883 valve body; High Pressure; P/N 473255 valve body)

1. Secure the cylinder in a suitable fixture.
2. Use a high intensity light. Inspect the inside of the cylinder for contaminants. Remove any loose particles. Be sure that the cylinder interior is completely dry.

⚠ WARNING

DO NOT use the cylinder if it has an odor or is contaminated internally. Failure to follow this precaution may result in severe personal injury or death.

3. Clean the O-ring sealing surface on the cylinder with a clean, dry, lint-free cloth. Be sure this cylinder surface is undamaged and free from contaminants, such as dirt or tape residue.



4. Inspect the cylinder neck area. Do not use the cylinder if it has scratches, cuts, or grooves which may prevent an air-tight seal.

INSTALLING A NEW INLET TUBE

(P/N 80416) in a new cylinder valve:

1. Apply one drop of Loctite 290 to the inlet threads.
2. Thread the tube into the cylinder valve and hand-tighten using pliers. Do not over-tighten.
3. Set the valve aside for 4 hours to allow the sealant to dry.
4. Apply a thin film of Christo-Lube lubricant on a new O-ring.

⚠ CAUTION

Apply Christo-Lube lubricant to the O-ring and the O-ring groove just before installing the cylinder valve. Do not store these parts after lubricating them. Christo-Lube lubricant may collect dirt and/or contaminants.

5. Apply two 1/16" diameter drops of Christo-Lube lubricant in the O-ring groove at locations 180° apart.

6. Place a plastic thread protector or thin piece of paper over the threads, then roll the O-ring to the bottom (male thread) end of the valve body. Rotate the O-ring 1/2 to 3/4 turn to work the Christo-Lube lubricant evenly around the groove. Remove the thread protector.



7. Insert the cylinder valve into the cylinder neck slowly and carefully so that the sealing surface of the cylinder is not damaged by the tube or sharp edge of the valve threads.



8. Use a torque wrench with a 13/16" socket to tighten the cylinder valve according to the following table:

P/N	ITEM	REQUIRED
473255	Al. Cylinder for High Pressure (gray, 4500 psig)	Valve 70-75 ft. pounds
473664	Al. Cylinder Valve for Low Pressure (black) (2216 psig)	70-75 ft. pounds
494883	Al. Cylinder Valve for Low Pressure (3000 psig)	70-75 ft. pounds
93998	Brass Cyl. Valve for 2216 psig Steel Cyl., bright (silver) plated	90-100 ft. pounds
460321	Brass Cylinder Valve for Composite Cyl., 2216 psig, dull, silver, cadmium plated	45-50 ft. pounds

9. Refer to Leak-Testing and check all connections.

This completes the original cylinder valve replacement procedure.

CYLINDER VALVE DISASSEMBLY AND REPAIR

CURRENT CYLINDER VALVE DISASSEMBLY AND REPAIR

⚠ WARNING

Before repairing the cylinder valve, all air must be bled from the cylinder. Open the cylinder valve handwheel 1/2 turn and leave it open until all air has been exhausted. Wear hearing protection if this is done in an enclosed area to avoid possible hearing damage. Do not attempt to repair the valve if pressure is shown on the cylinder pressure gauge. If pressure can-not be relieved by opening the cylinder valve handwheel, loosen the safety plug (no more than 1/4 turn). Failure to follow this precaution may result in serious personal injury or death.

REMOVING THE PRESSURE GAUGE

1. Remove the rubber gauge protector. Unscrew and remove bezel ring and lens. Store the lens in a safe place.
2. Position the cylinder valve so that the gauge is upside-down. If the plastic center-post falls out of the gauge, apply a thin film of Christo-Lube lubricant to the part and re-install it. Place the gauge wrench on the gauge flats. Turn the gauge counter-clockwise and remove it from the cylinder valve body.
3. Clean out the threads in the cylinder valve body to be sure no tape residue remains.

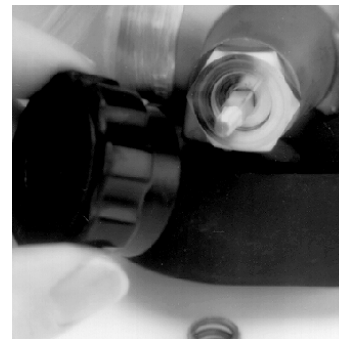
REASSEMBLING OR INSTALLING A NEW PRESSURE GAUGE

1. Apply pipe-sealing tape to gauge threads. (See Note #3).
2. Place the gauge wrench on the gauge flats. Turn the gauge clockwise to tighten. Do not over-tighten.
3. Position the gauge so that the gauge needle points to the threads of the cylinder valve outlet.
4. Replace the lens in the bezel ring and tighten the ring.
5. Replace the rubber gauge protector.
6. Refer to Leak-Testing, and check all connections.

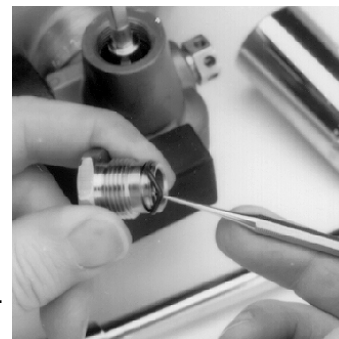
This completes the pressure gauge replacement procedure.

REMOVING THE HANDWHEEL

1. Using the spanner wrench, remove the locknut and spring. Remove the handwheel from the top of the valve stem.



2. Place a 7/8" socket (deep-well) on the packing gland flats. Unscrew the packing gland from the valve body. Pull the stem out of packing gland. Remove the O-ring and valve stem washer from the packing gland.



Note: The O-ring removal tool can be used to remove O-ring from the packing gland.

3. Place the valve stem back in the valve body.



Replace the handwheel on the valve stem. Turn the stem until the slot drops onto the insert. Turn the handwheel counter-clockwise until the insert can be removed.



Note: If the insert shows signs of wear or damage it must be replaced.

CYLINDER VALVE DISASSEMBLY AND REPAIR

INSTALLING THE INSERT

1. Using the valve stem, install the insert in the valve body. Thread the stem clockwise until the insert is finger-tight.



2. Place a thin film of Christo-Lube lubricant on a **new** O-ring. Place the O-ring on the packing gland.



3. Place a **new** washer into the packing gland. Press the washer down to its seat.



4. Insert the stem into the valve body. Turn the stem until the slot drops on the insert. Thread the packing gland into the cylinder valve until it is finger-tight.

5. Turn the valve stem counter-clockwise until the stem stops. Be sure the gland does not turn.
6. Using the inch-pound torque wrench with a 7/8" socket (deep-well), tighten the packing gland to 85 - 105 inch-pound.
7. The valve stem square must fit into the square hole in the handwheel. Place the handwheel on the stem and check the valve for proper motion. The handwheel should move freely.
8. Replace the spring. Be sure that the valve is fully open to allow the locknut to be installed more easily.
9. Put 1 drop of Loctite #222 sealer on the stem threads.

10. Using the locknut spanner wrench, press the locknut against the spring and tighten clockwise until it is flush with the top of the handwheel.



11. Open and close the valve completely several times to seat the stem, insert, and the valve stem gasket.
12. Leak-Test the valve.

REMOVING THE BURST DISC

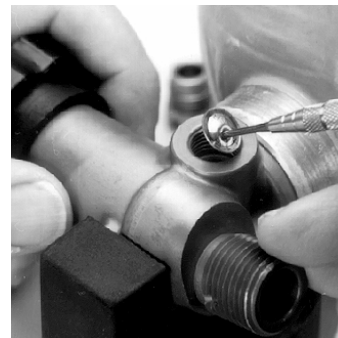
Note: The procedures for removing and installing burst discs are the same for all models of MSA apparatus. However, part number, tools, and torque specifications do vary. Refer to the following chart for specific items.

MSA SCBA Model	Socket Size	Safety Plug	Torque Ft/Lbs.	Burst Disc & Gasket Kit
2216 psig	11/16"	68550	50 - 53	482225
3000 psig	3/4"	495636	26 - 30	494928
4500 psig	9/16"	473254	21 - 25	482226

1. Place a socket on the safety plug hex flats and turn the plug counter-clockwise to remove the safety plug.

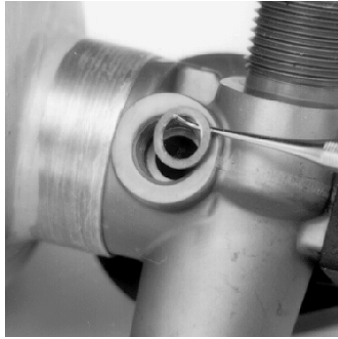


2. Use a smaller screwdriver to punch a hole in the burst disc. Pull the burst disc out of the cylinder valve body. Discard the disc.



CYLINDER VALVE DISASSEMBLY AND REPAIR

3. Use the O-ring removal tool to lift the gasket out of the cylinder valve body. Be careful not to scratch the surface of the cylinder valve body.



INSTALLING A NEW BURST DISC FOR 2216 OR 3000 PSIG

1. Insert a **new** gasket into the cylinder valve body.
2. Place a thin film of Christo-Lube lubricant on the new burst disc. Place the new burst disc on top of the gasket. Be sure the gasket and disc lay flat.

⚠ WARNING

Be sure gasket, then burst disc, are installed in the order described. Ensure threads of burst disc area and safety plug threads are free of Christo-Lube lubricant. Failure to install properly may cause burst disc malfunction, and may result in serious personal injury or death.

⚠ CAUTION

Do not reuse the burst disc or the gasket.

3. Thread the safety plug into the cylinder valve body. Use a torque wrench and socket to tighten the plug to the torque in chart.



4. Leak-Test the assembly. This completes the burst disc repair procedure.

CURRENT DESIGN CUSTOM 4500 PSIG

Installing a New Custom 4500 Burst Disc

1. Insert a new gasket into the cylinder valve body.

⚠ WARNING

Be sure gasket, then burst disc, are installed in the order described. Failure to install properly may cause burst disc malfunction, and may result in serious personal injury or death.

⚠ CAUTION

Do not re-use the burst disc or the copper gasket.

2. Place a thin film of Snoop on the new Custom 4500 Burst Disc. Place the new Burst Disc on top of the new gasket. Be sure the gasket and disc lay flat.



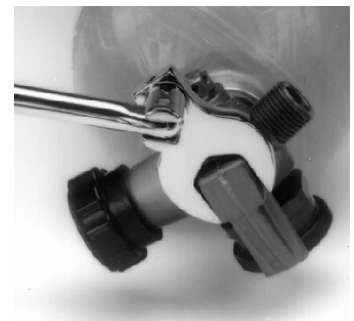
3. Thread the safety plug into the cylinder valve body. Use a torque wrench and socket to tighten the plug to the torque specified.

4. See Leak-Testing. This completes the Burst Disc repair procedure.

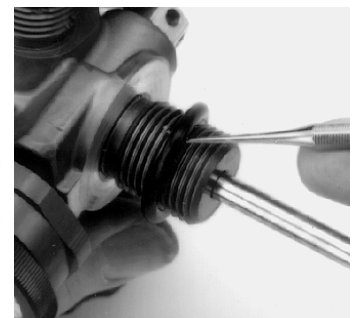
REPLACING THE CYLINDER VALVE BODY

1. To remove the cylinder valve body from the cylinder:
 - a. Secure the cylinder in a suitable fixture.
 - b. Remove the rubber pressure gauge guard.

- c. Place a 13/16" crow's foot wrench on the flats on the end of the cylinder valve. Turn the valve counter-clockwise until the cylinder valve is completely out of the cylinder.



- d. Roll the O-ring (P/N 68542 for 2216 psig valves; P/N 633550 for 3000 psig valves; or P/N 630926 for 4500 psig valves) over the threads.



CYLINDER VALVE DISASSEMBLY AND REPAIR

- e. If the cylinder valve inlet tube is damaged it must be removed using a wrench or pliers.

INSTALLING A NEW INLET TUBE

1. Turn the cylinder valve upside down.
2. Place **one drop** of Loctite #290 on the inlet tube threads.
3. Finger-tighten the inlet tube into the valve body.



4. Allow the sealant to cure for 4 hours.

INSPECTING INSIDE OF CYLINDER

1. Use a high intensity light to inspect the inside of the cylinder for contamination. Be sure the cylinder interior is completely dry.

⚠ CAUTION

Do not use the cylinder if it has an odor, is contaminated internally, or has any visible signs of damage. If the cylinder appears damaged return it to a Certified MSA Air Mask Service Center for repair.

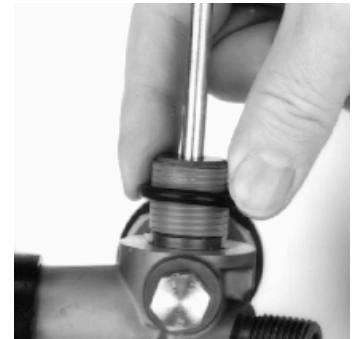
INSTALLING CYLINDER VALVE

1. Clean the O-ring sealing surface on the cylinder with a clean, dry, lint-free cloth. Be sure the cylinder sealing surface is undamaged and free from contaminants, such as dirt or tape residue.
2. Inspect the cylinder neck area. Do not use the cylinder if it has scratches, cuts or grooves which may prevent an air-tight seal.
3. Install a **new** O-ring on the cylinder valve following the steps below:

⚠ CAUTION

Apply Christo-Lube lubricant to the O-ring and the O-ring groove just before installing the cylinder valve. Do not store these parts after lubricating them. Christo-Lube lubricant may collect dirt and/or contaminants.

- a. Place a thin film of Christo-Lube lubricant on the **new** O-ring.
- b. Place two small diameter drops of Christo-Lube into the O-ring groove at locations 180 degrees apart.
- c. Place a plastic thread protector or thin piece of paper over the threads, then roll the O-ring to the bottom (male thread) end of the valve body. Remove the thread protector.



4. Carefully insert the cylinder valve into the cylinder neck so that the sealing surface of the cylinder is not damaged by the tube or sharp edges of the valve threads.
5. Use the foot-pound torque wrench with a 13/16" crow's foot wrench to tighten the cylinder valve to 70 - 75 ft. pounds.
6. Leak-Test the assembly. This completes the cylinder replacement procedure.

CYLINDER VALVE DISASSEMBLY AND REPAIR

Note: The procedures which follow apply only to the cylinder valves listed below. A separate set of procedures for more recently-introduced cylinder valves begins under current cylinder valve disassembly and repair.

(See the Introduction for Required Tools)

Original Cylinder Valves

P/N 473664, 2216 psig Low Pressure and Dual-Purpose

P/N 494883, 3000 psig Low Pressure, P/N 473255

High Pressure and Dual-Purpose

⚠ WARNING

Before repairing the cylinder valve, bleed all air from the cylinder. Open the cylinder valve 1/2 turn and leave it open until all air is exhausted. Wear hearing protection if this is done in an enclosed area to avoid possible hearing damage. Do not attempt to repair the valve if the cylinder pressure gauge shows pressure. If you cannot relieve pressure by opening the cylinder valve handwheel, loosen the safety plug (no more than 1/4 turn). Failure to follow this precaution may result in severe personal injury or death. This warning is for all procedures.

REMOVING AND ADJUSTING THE HANDWHEEL ASSEMBLY

1. Use wrench to remove the locknut, and spring. Remove the handwheel from the top of packing gland.

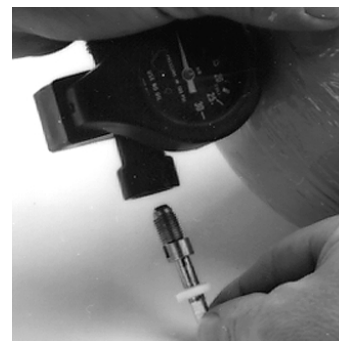


2. Place a 3/4" wrench on the packing gland flats. Turn the gland counter-clockwise several turns and remove it.



3. Replace the handwheel on the valve stem. Turn the handwheel counter-clockwise 10 turns.

4. Turn the valve upside-down and remove the stem, gasket, and nylon insert.



Note: If the insert shows wear, replace it.

REPLACING THE NYLON INSERT

1. Install a new nylon insert into the valve body, using the valve stem. Thread the stem finger-tight (clockwise).



2. Place a new gasket over the valve stem and seat it on the lip in the valve body.
3. Thread the packing gland into the cylinder valve body until lit is finger-tight.
4. Finger-loosen the valve stem counter-clockwise until the stem stops. Be sure that the packing gland does not turn.

5. Use a torque wrench set at 120 to 140 inch-pounds with a 3/4" socket to tighten the packing gland.



6. Place the handwheel on the stem and check the valve for proper motion. The handwheel should move freely, but with some resistance. Remove the handwheel.
7. Replace the handwheel and the spring. Be sure that the valve is fully open to allow the locknut to be installed more easily. The valve stem square must fit into the square hole in the handwheel.

CYLINDER VALVE DISASSEMBLY AND REPAIR

- Using the handwheel locknut wrench, press the locknut against the spring and tighten (clockwise).



- Open and close the valve completely several times to seat the stem, nylon insert, and the valve stem gasket. Perform the Leak- Test to check all connections.

Note: The procedure for replacing burst discs is the same for Low Pressure Air Masks and High Pressure Air Masks, However, wrench sizes, part numbers, and torque specifications are different (as noted).

REMOVING THE BURST DISC

- Place a socket on the safety plug hex flats and turn the plug counter-clockwise to remove the safety plug.



Note: The procedures for removing and installing burst discs are the same for all models of MSA apparatus. However, part number, tools, and torque specifications do vary. Refer to the following chart for specific items.

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3000 psig	3/4"	495636	26 - 30	494928
4500 psig	9/16"	473254	21 - 25	482226

- Use a jeweler's screwdriver to punch a hole in the burst disc. Use retaining ring pliers to pull the disc out of the cylinder valve body. Discard the disc.



- Use the O-ring removal tool or plastic stick to lift the gasket out of the cylinder valve body.

INSTALLING A NEW BURST DISC FOR 2216 OR 3000 PSIG

- Insert a new gasket into the cylinder valve.

- Place a thin film of Christo-Lube lubricant on the new burst disc.



- Place new burst disc on top of the gasket. Be sure that gasket and disc lay flat.

⚠ WARNING

Be sure gasket, then burst disc, are installed in the order described. Ensure threads of burst disc area and safety plug threads are free of Christo-Lube lubricant. Failure to install properly may cause burst disc malfunction, and may result in serious personal injury or death.

⚠ CAUTION

DO NOT re-use the burst disc or the gasket. You may change the burst rating.

- Thread the safety plug into the cylinder valve body.

CYLINDER VALVE DISASSEMBLY AND REPAIR

5. Use a torque wrench with a socket to tighten the plug.



This completes the burst disc repair procedures.

CURRENT DESIGN CUSTOM 4500 PSIG

Installing a New Custom 4500 Burst Disc

1. Insert a new gasket into the cylinder valve body.

⚠ WARNING

Be sure gasket, then burst disc, are installed in the order described. Failure to install properly may cause burst disc malfunction, and may result in serious personal injury or death.

⚠ CAUTION

Do not re-use the burst disc or the copper gasket.

2. Place a thin film of Snoop on the new Custom 4500 Burst Disc. Place the new Burst Disc on top of the new gasket. Be sure the gasket and disc lay flat.

3. Thread the safety plug into the cylinder valve body. Use a torque wrench and socket to tighten the plug to the torque specified.



4. See Leak-Testing. This completes the Burst Disc repair procedure.

CYLINDER VALVE PRESSURE GAUGES

Low Pressure and High Pressure apparatus use an aluminum cylinder valve. The Low Pressure pressure gauges are secured from inside the valve body 2216 psig: P/N 473664; 3000 psig: P/N 494883. To remove the gauge, the cylinder valve must be disassembled. The High

Pressure pressure gauge uses a male thread which is threaded into the cylinder valve body (P/N 473255). The cylinder valve does not have to be disassembled.

Note: To remove an Low Pressure pressure gauge the burst disc must first be removed.

REMOVING THE CYLINDER VALVE GAUGE

1. Remove the rubber gauge guard. Insert a 5/32" Allen wrench into the screw. Turn the wrench counter-clockwise until the screw is completely out of the cylinder valve body.



2. Pull the pressure gauge, out of the cylinder valve body.



3. Use the O-ring removal tool to lift the O-ring and gland ring out of the cylinder valve body.



Discard the O-ring. Be careful not to scratch the surface of the cylinder valve body.

INSTALLING A NEW LOW PRESSURE PRESSURE GAUGE

1. Install a gland ring by pressing it in place using the pressure gauge. DO NOT use a sharp tool or you may damage the gland ring.
2. Apply a thin film of Christo-Lube lubricant to the O-ring, then place the O-ring inside the gland ring and

CYLINDER VALVE DISASSEMBLY AND REPAIR

press them into place using the pressure gauge. DO NOT use a sharp tool or you may damage the O-ring.

3. Check that the two index screws on the back of the pressure gauge are tight. Insert the pressure gauge into the cylinder valve body so that the gauge needle points to the threads of the cylinder valve outlet.



4. Use a 5/32" Allen wrench to insert the screw from the opposite side of the cylinder valve body. Turn the wrench clockwise to tighten the gauge.
5. Install a new burst disc, a new gasket (Burst Disc and Gasket Kit), and the safety plug.

⚠ CAUTION

DO NOT re-use the burst disc or the copper gasket. You may change the burst rating.

REMOVING THE HIGH PRESSURE PRESSURE GAUGE

1. Remove the rubber gauge protector. Unscrew and remove bezel ring and lens. Store the lens in a safe place.
2. Position the cylinder valve so that the gauge is upside-down. If the plastic center-post falls out of the gauge, apply a thin film of Christo-Lube lubricant to the part and re-install it. Place the gauge wrench on the gauge flats. Turn the gauge counter-clockwise and remove it from the cylinder valve body.
3. Clean out the threads in the cylinder valve body to be sure no tape residue remains.



REASSEMBLING OR INSTALLING A NEW HIGH PRESSURE PRESSURE GAUGE (P/N 473249)

1. Apply pipe-sealing tape to gauge threads. (See Note #3).
2. Place the gauge wrench on the gauge flats. Turn the gauge clockwise to tighten. Do not over-tighten.
3. Position the gauge so that the gauge needle points to the threads of the cylinder valve outlet.

4. Replace the lens in the bezel ring and tighten the ring.
5. Replace the rubber gauge protector.
6. Refer to Leak-Testing, and check all connections.

This completes the pressure gauge replacement procedure.

REMOVING THE CYLINDER VALVE BODY FROM THE CYLINDER

⚠ WARNING

Bleed all air from the cylinder. Open the cylinder valve handwheel 1/2 turn and leave it open until all air is exhausted. Wear hearing protection if this is done in an enclosed area to avoid possible hearing damage. Do not remove the valve if the cylinder pressure gauge shows pressure. If you cannot relieve pressure by opening the cylinder valve handwheel, loosen the safety plug (no more than 1/4 turn). Failure to follow this precaution may result in severe personal injury or death.

1. Secure the cylinder in a suitable fixture.
2. Pull off the rubber pressure gauge guard.

3. Place a 7/8" socket (12 point) or wrench on the flats on the top of the cylinder valve. Turn the socket counter-clockwise until the cylinder valve is completely out of the cylinder.



4. To remove the O-ring (P/N 68542 for 2216 psig valves; P/N 633550 for 3000 psig valves; P/N 630926 for 4500 psig valves), roll the O-ring over the threads.



5. If the cylinder valve inlet tube is damaged, the entire cylinder valve must be replaced. The inlet tube is "locked" with a non-removable thread sealant.

CYLINDER VALVE DISASSEMBLY AND REPAIR

INSTALLING THE CYLINDER VALVE BODY IN THE CYLINDER

(Low Pressure 2216 psig: P/N 473664 valve body; Low Pressure 3000 psig: P/N 494883 valve body; High Pressure; P/N 473255 valve body)

1. Secure the cylinder in a suitable fixture.
2. Use a high intensity light. Inspect the inside of the cylinder for contaminants. Remove any loose particles. Be sure that the cylinder interior is completely dry.

⚠ WARNING

DO NOT use the cylinder if it has an odor or is contaminated internally. Failure to follow this precaution may result in severe personal injury or death.

3. Clean the O-ring sealing surface on the cylinder with a clean, dry, lint-free cloth. Be sure this cylinder surface is undamaged and free from contaminants, such as dirt or tape residue.



4. Inspect the cylinder neck area. Do not use the cylinder if it has scratches, cuts, or grooves which may prevent an air-tight seal.

INSTALLING A NEW INLET TUBE

(P/N 80416) in a new cylinder valve:

1. Apply one drop of Loctite 290 to the inlet threads.
2. Thread the tube into the cylinder valve and hand-tighten using pliers. Do not over-tighten.
3. Set the valve aside for 4 hours to allow the sealant to dry.
4. Apply a thin film of Christo-Lube lubricant on a new O-ring.

⚠ CAUTION

Apply Christo-Lube lubricant to the O-ring and the O-ring groove just before installing the cylinder valve. Do not store these parts after lubricating them. Christo-Lube lubricant may collect dirt and/or contaminants.

5. Apply two 1/16" diameter drops of Christo-Lube in the O-ring groove at locations 180° apart.

6. Place a plastic thread protector or thin piece of paper over the threads, then roll the O-ring to the bottom (male thread) end of the valve body. Rotate the O-ring 1/2 to 3/4 turn to work the Christo-Lube lubricant evenly around the groove. Remove the thread protector.



7. Insert the cylinder valve into the cylinder neck slowly and carefully so that the sealing surface of the cylinder is not damaged by the tube or sharp edge of the valve threads.



8. Use a torque wrench with a 13/16" socket to tighten the cylinder valve according to the following table:

P/N	ITEM	REQUIRED
473255	Al. Cylinder for High Pressure (gray, 4500 psig)	Valve 70-75 ft. pounds
473664	Al. Cylinder Valve for Low Pressure (black) (2216 psig)	70-75 ft. pounds
494883	Al. Cylinder Valve for Low Pressure (3000 psig)	70-75 ft. pounds
93998	Brass Cyl. Valve for 2216 psig Steel Cyl., bright (silver) plated	90-100 ft. pounds
460321	Brass Cylinder Valve for Composite Cyl., 2216 psig, dull, silver, cadmium plated	45-50 ft. pounds

9. Refer to Leak-Testing and check all connections.

This completes the original cylinder valve replacement procedure.

CYLINDER VALVE DISASSEMBLY AND REPAIR

CURRENT CYLINDER VALVE DISASSEMBLY AND REPAIR

⚠ WARNING

Before repairing the cylinder valve, all air must be bled from the cylinder. Open the cylinder valve handwheel 1/2 turn and leave it open until all air has been exhausted. Wear hearing protection if this is done in an enclosed area to avoid possible hearing damage. Do not attempt to repair the valve is pressure is shown on the cylinder pressure gauge. If pressure cannot be relieved by opening the cylinder valve handwheel, loosen the safety plug (no more than 1/4 turn). Failure to follow this precaution may result in serious personal injury or death.

REMOVING THE PRESSURE GAUGE

1. Remove the rubber gauge protector. Unscrew and remove bezel ring and lens. Store the lens in a safe place.
2. Position the cylinder valve so that the gauge is upside-down. If the plastic center-post falls out of the gauge, apply a thin film of Christo-Lube lubricant to the part and re-install it. Place the gauge wrench on the gauge flats. Turn the gauge counter-clockwise and remove it from the cylinder valve body.
3. Clean out the threads in the cylinder valve body to be sure no tape residue remains.

REASSEMBLING OR INSTALLING A NEW PRESSURE GAUGE

1. Apply pipe-sealing tape to gauge threads. (See Note #3).
2. Place the gauge wrench on the gauge flats. Turn the gauge clockwise to tighten. Do not over-tighten.
3. Position the gauge so that the gauge needle points to the threads of the cylinder valve outlet.
4. Replace the lens in the bezel ring and tighten the ring.
5. Replace the rubber gauge protector.
6. Refer to Leak-Testing, and check all connections.

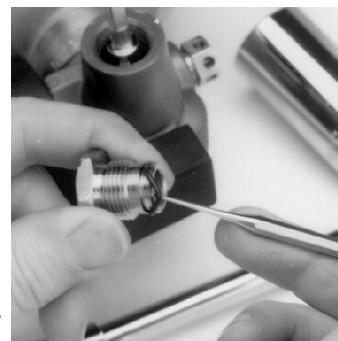
This completes the pressure gauge replacement procedure.

REMOVING THE HANDWHEEL

1. Using the spanner wrench, remove the locknut and spring. Remove the handwheel from the top of the valve stem.



2. Place a 7/8" socket (deep-well) on the packing gland flats. Unscrew the packing gland from the valve body. Pull the stem out of packing gland. Remove the O-ring and valve stem washer from the packing gland.

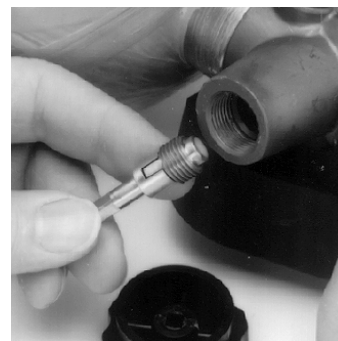


Note: The O-ring removal tool can be used to remove O-ring from the packing gland.

3. Place the valve stem back in the valve body.



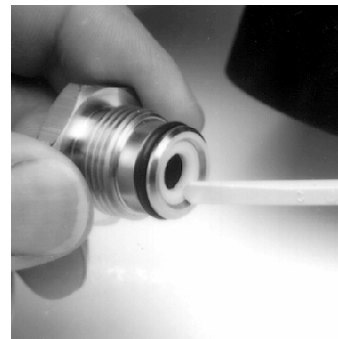
Replace the handwheel on the valve stem. Turn the stem until the slot drops onto the insert. Turn the handwheel counter-clockwise until the insert can be removed.



Note: If the insert shows signs of wear or damage it must be replaced.

INSTALLING THE INSERT

1. Using the valve stem, install the insert in the valve body. Thread the stem clockwise until the insert is finger-tight.



CYLINDER VALVE DISASSEMBLY AND REPAIR

- Place a thin film of Christo-Lube lubricant on a **new** O-ring. Place the O-ring on the packing gland.



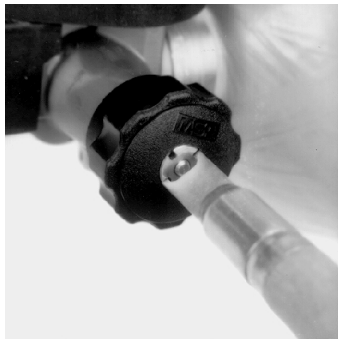
- Place a **new** washer into the packing gland. Press the washer down to its seat.

- Insert the stem into the valve body. Turn the stem until the slot drops on the insert. Thread the packing gland into the cylinder valve until it is finger-tight.



- Turn the valve stem counter-clockwise until the stem stops. Be sure the gland does not turn.
- Using the inch-pound torque wrench with a 7/8" socket (deep-well), tighten the packing gland to 85 - 105 inch-pound.
- The valve stem square must fit into the square hole in the handwheel. Place the handwheel on the stem and check the valve for proper motion. The handwheel should move freely.
- Replace the spring. Be sure that the valve is fully open to allow the locknut to be installed more easily.
- Put 1 drop of Loctite #222 sealer on the stem threads.

- Using the locknut spanner wrench, press the locknut against the spring and tighten clockwise until it is flush with the top of the handwheel.



- Open and close the valve completely several times to seat the stem, insert, and the valve stem gasket.
- Leak-Test the valve.

REMOVING THE BURST DISC

Note: The procedures for removing and installing burst discs are the same for all models of MSA apparatus. However, part number, tools, and torque specifications do vary. Refer to the following chart for specific items.

MSA SCBA Model	Socket Size	Safety Plug	Torque Ft/Lbs.	Burst Disc & Gasket Kit
2216 psig	11/16"	68550	50 - 53	482225
3000 psig	3/4"	495636	26 - 30	494928
4500 psig	9/16"	473254	21 - 25	482226

- Place a socket on the safety plug hex flats and turn the plug counter-clockwise to remove the safety plug.



- Use a smaller screwdriver to punch a hole in the burst disc. Pull the burst disc out of the cylinder valve body. Discard the disc.



- Use the O-ring removal tool to lift the gasket out of the cylinder valve body. Be careful not to scratch the surface of the cylinder valve body.



INSTALLING A NEW BURST DISC FOR 2216 OR 3000 PSIG

- Insert a **new** gasket into the cylinder valve body.
- Place a thin film of Christo-Lube lubricant on the new

CYLINDER VALVE DISASSEMBLY AND REPAIR

burst disc. Place the new burst disc on top of the gasket. Be sure the gasket and disc lay flat.

⚠ WARNING

Be sure gasket, then burst disc, are installed in the order described. Ensure threads of burst disc area and safety plug threads are free of Christo-Lube. Failure to install properly may cause burst disc malfunction, and may result in serious personal injury or death.

⚠ CAUTION

Do not reuse the burst disc or the gasket.

3. Thread the safety plug into the cylinder valve body. Use a torque wrench and socket to tighten the plug to the torque in chart.



4. Leak-Test the assembly. This completes the burst disc repair procedure.

CURRENT DESIGN CUSTOM 4500 PSIG

Installing a New Custom 4500 Burst Disc

1. Insert a new gasket into the cylinder valve body.

⚠ WARNING

Be sure gasket, then burst disc, are installed in the order described. Failure to install properly may cause burst disc malfunction, and may result in serious personal injury or death.

⚠ CAUTION

Do not re-use the burst disc or the copper gasket.

2. Place a thin film of Snoop on the new Custom 4500 Burst Disc. Place the new Burst Disc on top of the new gasket. Be sure the gasket and disc lay flat.

3. Thread the safety plug into the cylinder valve body. Use a torque wrench and socket to tighten the plug to the torque specified.

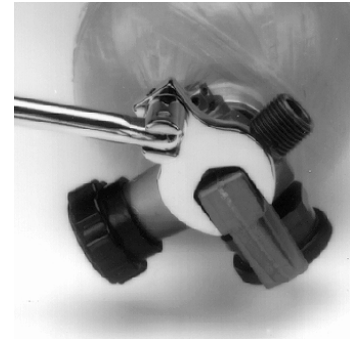


4. See Leak-Testing. This completes the Burst Disc repair procedure.

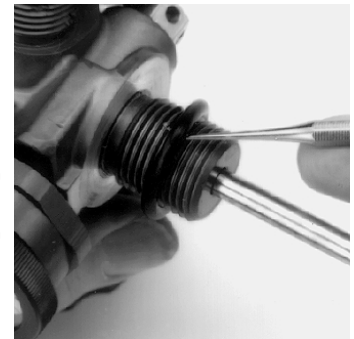
REPLACING THE CYLINDER VALVE BODY

1. To remove the cylinder valve body from the cylinder:
 - a. Secure the cylinder in a suitable fixture.
 - b. Remove the rubber pressure gauge guard.

- c. Place a 13/16" crow's foot wrench on the flats on the end of the cylinder valve. Turn the valve counter-clockwise until the cylinder valve is completely out of the cylinder.



- d. Roll the O-ring (P/N 68542 for 2216 psig valves; P/N 633550 for 3000 psig valves; or P/N 630926 for 4500 psig valves) over the threads.



- e. If the cylinder valve inlet tube is damaged it must be removed using a wrench or pliers.

INSTALLING A NEW INLET TUBE

1. Turn the cylinder valve upside down.
2. Place **one drop** of Loctite #290 on the inlet tube threads.
3. Finger-tighten the inlet tube into the valve body.

CYLINDER VALVE DISASSEMBLY AND REPAIR

4. Allow the sealant to cure for 4 hours.



INSPECTING INSIDE OF CYLINDER

1. Use a high intensity light to inspect the inside of the cylinder for contamination. Be sure the cylinder interior is completely dry.

CAUTION

Do not use the cylinder if it has an odor, is contaminated internally, or has any visible signs of damage. If the cylinder appears damaged return it to a Certified MSA Air Mask Service Center for repair.

INSTALLING CYLINDER VALVE

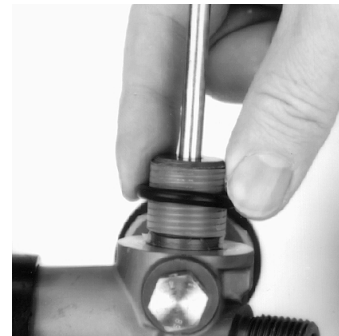
1. Clean the O-ring sealing surface on the cylinder with a clean, dry, lint-free cloth. Be sure the cylinder sealing surface is undamaged and free from contaminants, such as dirt or tape residue.
2. Inspect the cylinder neck area. Do not use the cylinder if it has scratches, cuts or grooves which may prevent an air-tight seal.
3. Install a **new** O-ring on the cylinder valve following the steps below:

CAUTION

Apply Christo-Lube lubricant to the O-ring and the O-ring groove just before installing the cylinder valve. Do not store these parts after lubricating them. Christo-Lube lubricant may collect dirt and/or contaminants.

- a. Place a thin film of Christo-Lube lubricant on the **new** O-ring.
- b. Place two small diameter drops of Christo-Lube lubricant into the O-ring groove at locations 180 degrees apart.

- c. Place a plastic thread protector or thin piece of paper over the threads, then roll the O-ring to the bottom (male thread) end of the valve body. Remove the thread protector.



4. Carefully insert the cylinder valve into the cylinder neck so that the sealing surface of the cylinder is not damaged by the tube or sharp edges of the valve threads.
5. Use the foot-pound torque wrench with a 13/16" crow's foot wrench to tighten the cylinder valve to 70 - 75 ft. pounds.
6. Leak-Test the assembly. This completes the cylinder replacement procedure.

TROUBLESHOOTING

Trouble	Probable Cause	Remedy
Cylinder pressure gauge reads low or high pressure	1. Cylinder temperature may be very low or high.	1. Bring cylinder indoors and let it sit until it comes up to room temperature (approximately 68F), then recheck pressure gauge. ⚠ WARNING Do not attempt to heat cylinder by using a torch or placing in an oven. Attempting to heat the cylinder in this way may cause the cylinder to rupture, resulting in serious personal injury or death.
	2. Cylinder charge may be low.	2. Change the cylinder.
	3. Gauge needle may be stuck.	3. Tap lightly on the gauge lens. If gauge reading does not change, check to be sure indicator needle is not bent or damaged. If operation or accuracy of gauge is still doubtful, replace the gauge.
	4. Cylinder valve assembly may have leaks.	4. Completely leak test cylinder valve assembly.
Audi-Larm Alarm does not ring.	1. Audi-Larm bell is loose.	1. Tighten screws to secure bell.
	2. Dirt or foreign matter may have affected the O-ring seals inside the Audi-Larm or the proper operation of the Audi-Larm striker	2. Return to a Certified MSA Air Mask Service Center for repair.
Audi-Larm Alarm leaks.	1. Audi-Larm insert O-ring is leaking.	1. Try to hand tighten coupling nut further onto the cylinder valve. If this is unsuccessful, the insert O-ring may need to be replaced.
	2. Leakage at the pipe thread fittings.	2. Completely leak test all fittings on the Audi-Larm assembly. Relieve pressure, then tighten if necessary.
High Pressure Hose is leaking.	1. If leak is from the end fittings, O-rings may need to be replaced.	1. See leak testing and repair.
Harness gauge shows different pressure from cylinder valve gauge.	1. Cylinder valve may not be fully opened.	1. Fully open cylinder valve.
	2. Gauge needle may be stuck.	2. Tap lightly on the gauge lens. If gauge reading does not change, check to be sure needle is not bent or damaged.
	3. Gauge accuracy is out of tolerance.	3. Gauges are required by NIOSH to be accurate to $\pm 5\%$ of full scale. If the cylinder valve gauge has a +5% accuracy and the regulator has a -5% accuracy, then a compared reading between the two gauges may differ by 10% (e.g., 220 or 300 psig on Low Pressure; and 450 psig on High Pressure). If the gauges are within this requirement, then they are acceptable. If the gauges are not, one or both should be replaced.
	4. Orifice blocked.	4. Replace hose.
Harness gauge shows unacceptable pressure drop in check procedure.	1. Leak at high pressure hose or coupling nut.	1. Check the hand-tight coupling nut for tightness. If leak continues, leak test the high pressure connections and tighten those that are leaking.
	2. Leak through the regulator.	2. Completely leak test the regulator.
Regulator has low flow performance.	1. Cylinder valve not fully open.	1. Fully open cylinder valve handwheel.
	2. Second Stage Regulator may require adjustment.	2. Return to Certified MSA Air Mask Service Center for repair.
	3. First Stage Regulator may require adjustment.	3. Return to Certified MSA Air Mask Service Center for repair.