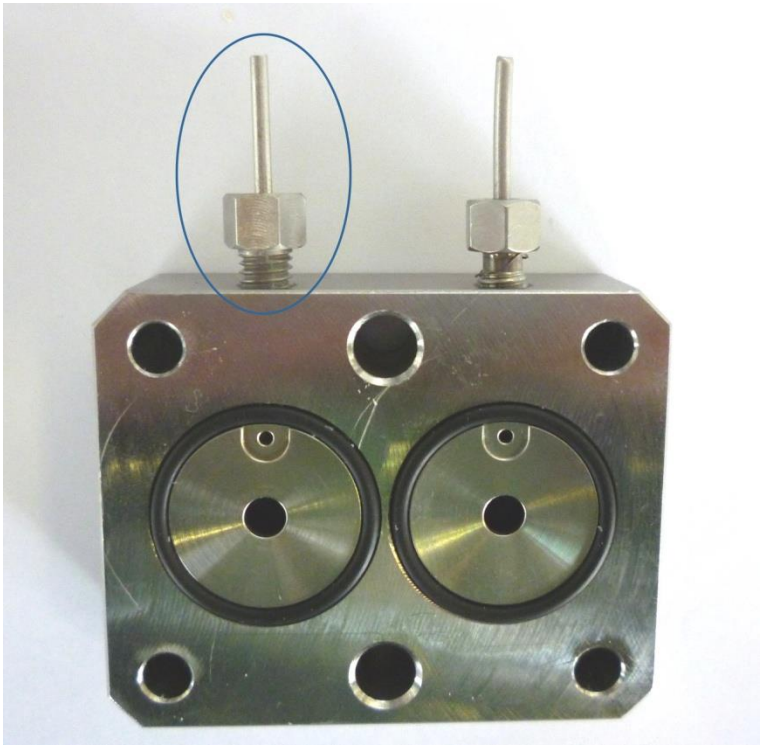
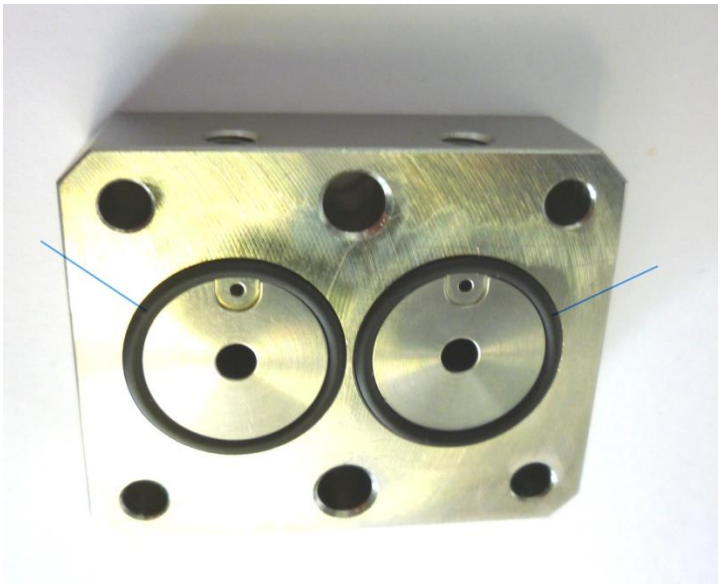
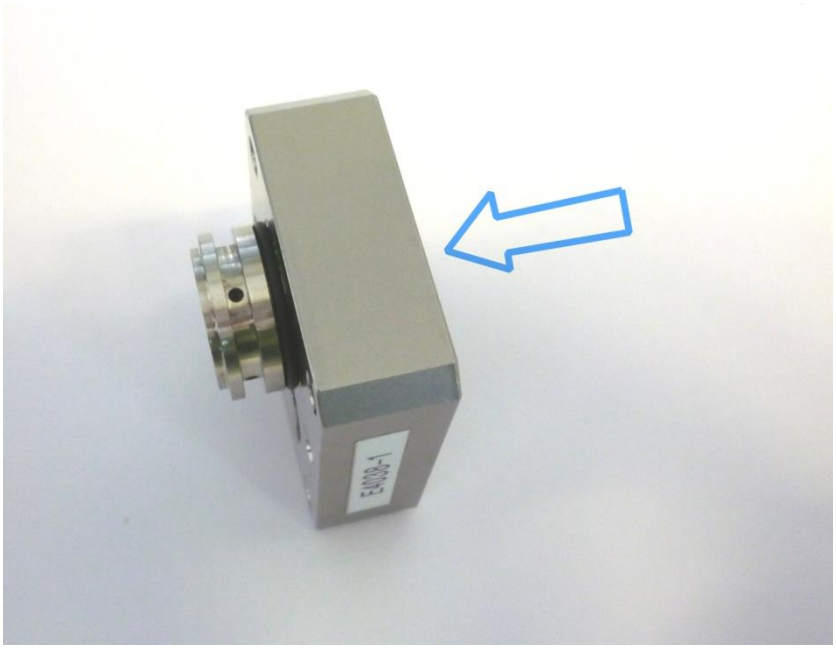
Directions with respect to disassembly and assembly piston wash inlays LC 110



1. Remove the stainless steel tubings on top of the piston wash block, by turning the nuts counter-clockwise with the appropriate wrench. When the piston wash inlays are removed with the tubing connected, both tubing and the inlays can be damaged.



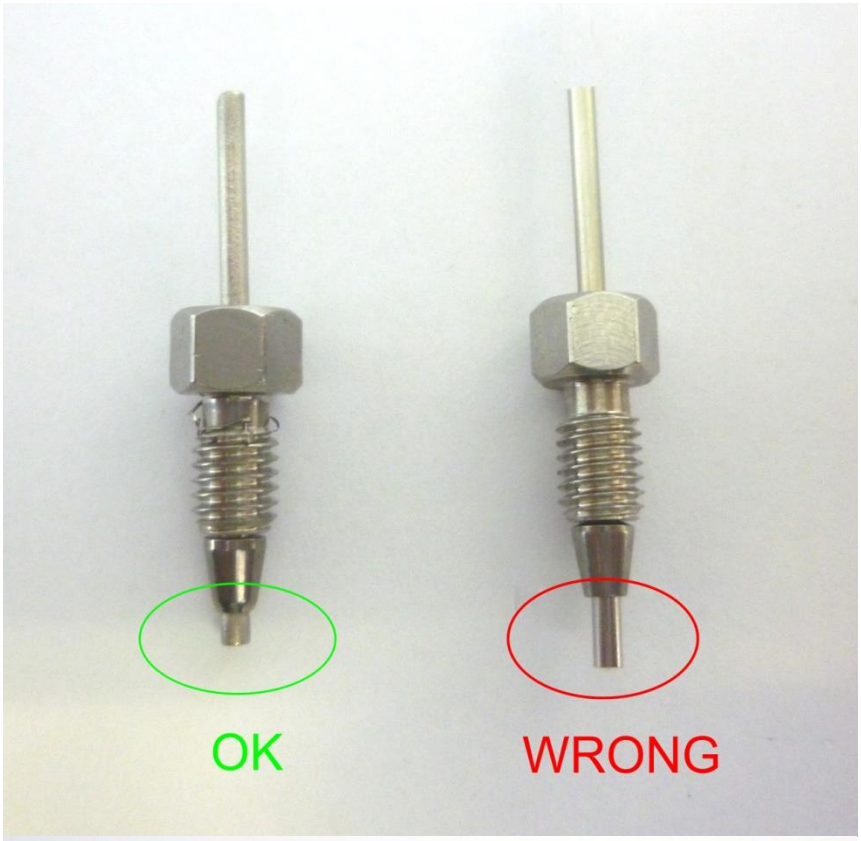
2. Remove the black O-rings from the grooves in the piston wash block.

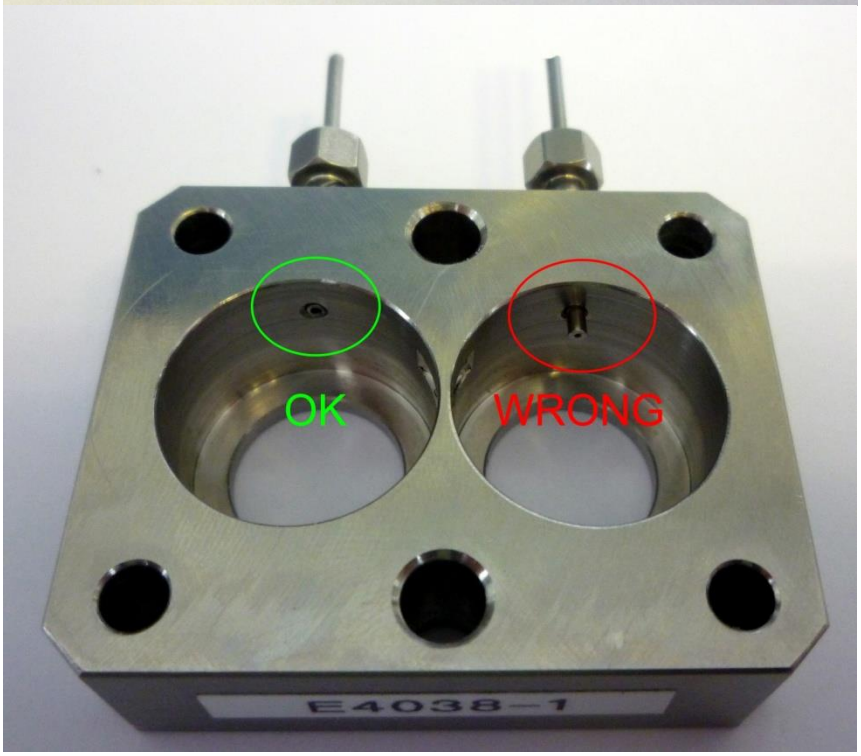


3. Remove the piston wash inlays from the housing by pushing them out of the housing from the side where the pistons wash seals are located (so opposite side of where the black O-rings are mounted).

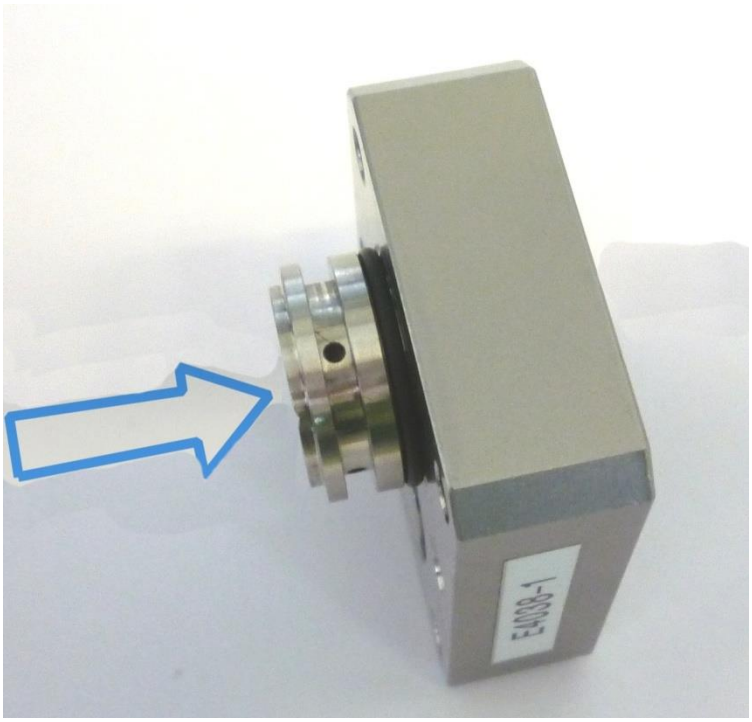
After removal of the piston wash inlays the inner O-ring of the piston wash inlays are accessible for service. Remove the inner o-ring and inspect the inlays carefully on damage.

4. When replacing the inner O-ring make sure that they are positioned in the right groove. This is the smallest groove without small flush holes to accommodate transport of the piston wash liquid to the piston itself. Obstruction of the flush holes will severely impede the piston wash operation or possible block piston wash fluid delivery completely.

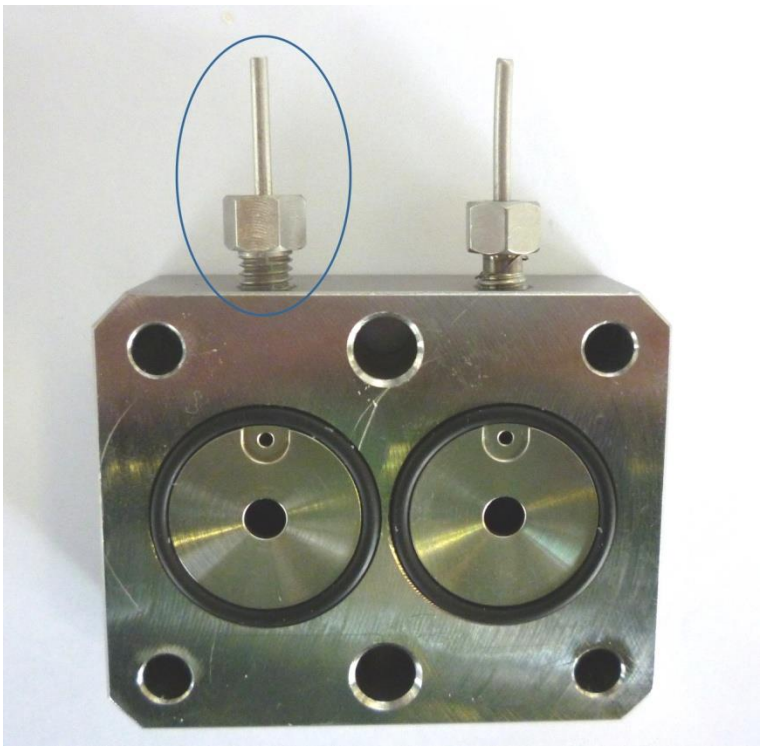




5. Before inserting the inlays again check if the stainless steel tubing assemblies are still ok and undamaged en not blocked. Make absolutely sure that the ferrule is crimped/secured sufficiently around the tubing and the tubing is not protruding too much out of the ferrule. If the latter is the case replace it by a new tubing assembly, because it can cause serious damage to the inlay or block the flow of the piston wash partly or completely. After the check remove the tubing assemblies again.



6. Make sure that you removed the stainless steel inlet and outlet tubing again before inserting the inlay. Insert the piston wash inlays by pushing them in manually into the holes in the piston wash block. Make sure that the marker/opening on the front side of the inlay is aligned with the inlet/outlet holes on the top side of the piston wah block (see right side picture above).



7. After insertion of the inlays, connect the tubing assemblies again and place the o-rings. Do not overtighten the tubing assemblies it can cause serious damage to the piston wash block.