

1995 BALANCED DIAPHRAGM (DX2) FIRST STAGE

TROUBLE SHOOTING		
SYMPTOM	POSSIBLE CAUSE	TREATMENT
<p>* Restricted airflow and inhalation resistance through complete system.</p>	<ol style="list-style-type: none"> 1. Cylinder valve not completely opened. 2. Cylinder valve requires service. 3. Cone filter(5,13) is contaminated. 	<ol style="list-style-type: none"> 1. Open valve completely. 2. Connect regulator to a different cylinder. 3. Replace with new and perform a complete service.
<p>* Air leakage detected from beneath the adjustment cup, inside the end cap.</p>	<ol style="list-style-type: none"> 1. End cap(37,42) is loose. 2. Diaphragm(35) is worn or damaged. 3. Diaphragm washer(36) is damaged or incorrectly seated. 4. Seating surface inside body(32) is damaged. 	<ol style="list-style-type: none"> 1. Tighten end cap onto body, using prescribed torque value in reassembly procedure. 2. Replace with new. 3. Reseat or replace with new. 4. Replace body with new.
<p>* Air leakage detected from receiver.</p>	<ol style="list-style-type: none"> 1. Receiver o-ring(25) is damaged or worn. 	<ol style="list-style-type: none"> 1. Replace with new.
<p>* Insufficient intermediate pressure.</p>	<ol style="list-style-type: none"> 1. End cap(37,42) loose. 2. First stage improperly adjusted. 3. Ambient spring(39) is weakened. 4. Seating surface of body(32) beneath diaphragm is damaged. 	<ol style="list-style-type: none"> 1. Tighten end cap onto body, using prescribed torque value in reassembly procedure. 2. Readjust according to procedure specified in reassembly procedure. 3. Replace with new. 4. Replace body with new.
<p>* Excessive intermediate pressure/ Intermediate pressure creeps.</p>	<ol style="list-style-type: none"> 1. First stage improperly adjusted. 2. HP seat(30) damaged or worn. 3. HP seat o-ring(31) damaged or worn. 4. Seating surface of HP piston(29) cone damaged. 5. Piston spring(28) is weakened or damaged. 	<ol style="list-style-type: none"> 1. Readjust according to reassembly procedure. 2. Replace with new. 3. Replace with new. 4. Replace with new. 5. Replace with new.

DISASSEMBLY PROCEDURE

△ NOTE: Be sure to check and record the intermediate pressure and perform the Leak Detection Test outlined in the Initial Inspection Procedures prior to disassembling the regulator. Review the troubleshooting section to gain a better idea of which internal parts may be worn, and to better advise your customer of the service that is needed.

1. Before disassembling the first stage, remove the low pressure second stage hoses with a 9/16" open end wrench, the high pressure hose(s) with a 5/8" open end wrench, and the low pressure inflator hose with either a 9/16" or 1/2" open end wrench.
2. Remove and inspect the o-rings now visible on all these items for any signs of decay. Discard if found.

△ NOTE: Balanced Diaphragm regulators produced by OCEANIC prior to 1995 require conversion to meet with current standards, and achieve optimum performance. When servicing these regulators, use the Balanced Diaphragm Conversion Kit (40.6103.1). Pre-95 Balanced Diaphragm regulators that have not been converted may be identified by the presence of an end plug with a 1/8" hex key fitting located in the center of the receiver(24). (Fig. 1)

△ NOTE: It is important to remove the receiver end components first to avoid damage of the HP cone located inside the main body.

3. Using an Adjustable Face Spanner turn the receiver(24) in a counter clockwise direction to remove from the body(32). (Fig. 2)
4. Remove the pin shaft(33), piston(29), piston spring(28) and piston spring washer(27) from the receiver(24). Inspect the seating cone of the piston carefully with the use of a magnifier to ensure that it is perfectly free of any scoring or nicks. (Fig. 3) Discard if found and DO NOT attempt to reuse.

△ NOTE: If cleaning is necessary, use caution to avoid nicking or scratching the piston by keeping the part isolated when cleaning.

5. Using the magnifier, closely examine the piston spring(28) for any signs of corrosion. Discard if found and DO NOT attempt to reuse.
6. Remove the receiver o-ring(25) from the receiver, and the piston o-ring(26) from inside the receiver. Discard these items and DO NOT attempt to reuse.



Fig. 1



Fig. 2

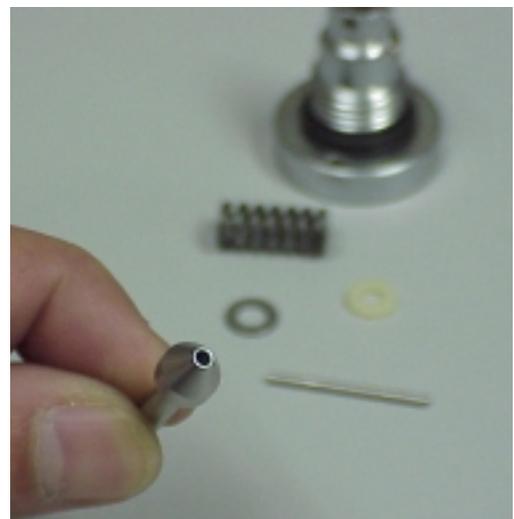


Fig. 3

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7. Gently insert the threaded end of an HP Seat Extractor tool directly into the HP seat(30), which is held inside the main body(32), and turn the tool clockwise to engage 2-3 threads into the seat. Pull the tool straight out to remove the seat from the main body. (Fig. 4) Remove the HP seat o-ring(31) from the main body, being very careful to avoid touching the delicate brass seating surfaces. Discard the seat and o-ring, and DO NOT attempt to reuse.

△ NOTE: Perform step 8 only if an Environmental Protection Kit has been installed.

△ NOTE: Balanced Diaphragm regulators produced by OCE-ANIC prior to 1995 with an Environmental Protection Kit installed used a liquid filled kit. The current model Environmental Protection Kit is a dry kit which utilizes a transfer piston to transmit ambient pressure. When servicing regulators with the old model environmental kit installed, replace the old kit with the current Environmental Protection Kit (40.4045.95). Pre-95 Environmental Protection Kits that have not been replaced may be identified by the narrow wrench seating surface on the environmental end cap. (Fig. 5)

8. Environmental Protection Kit Disassembly:

A. Hold the end cap(42) secure using a 1-1/4" open end wrench and turn the plastic environmental cap(46) counterclockwise by hand to loosen and remove.

B. Gently peel the lip of the environmental seal(45) away from the rim of the end cap(42) and lift out to remove. Examine the condition of the seal, checking for any signs of wear, distortion, corrosion, or perforation. Discard if found.

C. Turn the first stage on its side and remove the transfer piston(44), spacer ring(43) and transfer piston shims(47). Check for any signs of wear, distortion, or corrosion. Discard if found.

9. Place the first stage on the repair bench, situated with the yoke screw, or DIN connector, facing farthest away, vertically. Holding the yoke, or DIN connector, firmly in place, apply a 5/16" hex key to the adjustment cup(41), and turn counter clockwise to remove. (Fig. 6)
10. Remove the spring washer(40) and spring(39). Inspect the washer for any signs of wear or distortion. Discard if found.
11. Using a magnifier, closely inspect the spring(39) for any signs of corrosion. Discard if found and DO NOT attempt to reuse.



Fig. 4

Environmental End Cap from Pre-95 Environmental Protection Kit (Wet Kit)



Fig. 5



Fig. 6

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12. Continue to hold the yoke, or DIN connector, securely in place and apply a 1-1/4" open end wrench to the end cap(37 or 42). Turn the end cap counter clockwise to remove from the main body(32). Lift out the diaphragm washer(36) and diaphragm plate(38), and inspect for signs of wear or distortion. Discard if found.
13. Using a 5/32" hex key, install HP port plugs(20) into the open HP ports, and LP port plugs(22) into all but one of the LP ports. Check to ensure that 1 of the 4 LP ports is open, and all other ports are sealed. Tighten the yoke screw to ensure that the protector cap(2) is securely sealed over the yoke retainer(7).
14. Remove the diaphragm(35) from the main body(32) by covering the receiver opening in the body with the palm of your hand and directing short blasts of low pressure air through the open LP port. (Fig. 7) Lift the diaphragm out carefully and discard, regardless of its condition, and DO NOT attempt to reuse.



Fig. 7

⚠ CAUTION: DO NOT attempt to remove the diaphragm with the use of a metallic instrument. Doing so will seriously damage the brass seating surface of the body.

15. Remove the button(34) and inspect for signs of wear or distortion. (Fig. 8) Discard if found.
16. Remove all port plugs(20 & 22) with a 5/32" hex key. Remove and inspect the port plug o-rings(21 & 23) for any signs of decay. Discard if found.

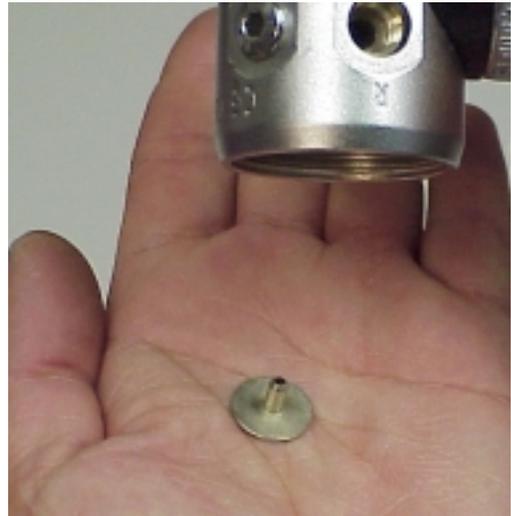


Fig.8

⚠ NOTE: For units received with Yoke connectors perform step 17Y, for units received with DIN connectors perform step 17D.

17Y. Yoke connector disassembly:

A. Remove the yoke screw(1) from the yoke(3), and the dust cap(2) from the yoke screw.

B. Secure the first stage body in a soft jawed or well padded vise and apply a thin wall, or modified, 1" box wrench to the yoke retainer(7). Using firm steady force, turn the yoke retainer counterclockwise to remove. DO NOT use impact to loosen.

⚠ NOTE: It is important that the wrench is properly seated over the entire hex portion of the yoke retainer to prevent any damage to the part. (Fig. 9)

⚠ CAUTION: Tighten the vise only as needed to hold the first stage secure, and DO NOT overtighten. Doing so will result in permanent damage, rendering it inoperable.



Fig. 9

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C. After removing the yoke retainer(7), remove the yoke(3) and saddle(19) and set these aside. Remove the saddle o-ring(18) from the yoke retainer and inspect for any signs of decay. Discard if found. Remove and discard the main seal o-ring(8). (Fig.10) DO NOT attempt to reuse.

D. Using Internal Circlip Pliers, remove the retaining clip(4) that retains the cone filter(5). The cone filter should drop out freely into your hand. Discard, and DO NOT attempt to reuse. Remove and inspect the filter o-ring(6) for any signs of decay. Discard if found.

17D. DIN connector disassembly:

A. Secure the first stage in a soft-jawed or well padded vise, with the DIN connector facing up. Apply a 1/4" hex key to the filter retainer(11) and loosen in a counter clockwise direction to remove by lifting straight out. (Fig. 11) Remove the DIN face o-ring(10) and filter retainer o-ring(12) and inspect for any signs of decay. Discard if found. (Fig. 10)

⚠ CAUTION: Tighten the vise only as snug as is needed to hold the first stage secure, and DO NOT overtighten. Doing so will result in permanent damage, rendering it inoperable.

B. Lift the coupler wheel(14) straight off the filter housing(16) and set aside. Apply a 1" open end wrench to the flange at the base of the filter housing. (Fig. 12) Using firm, steady force, loosen in a counter clockwise direction to remove. DO NOT use impact to loosen.

⚠ NOTE: It is important that the wrench is deep enough to seat entirely over the flange to avoid any damage to the seating surface.

C. After removing the filter housing from the main body, turn it over and tap lightly to drop out the conical filter(13). Discard the filter and DO NOT attempt to reuse. Remove and inspect the filter o-ring(15) and saddle o-ring(18) for any signs of decay. Discard if found. Remove and discard the main seal o-ring(17) and DO NOT attempt to reuse.

18. Inspect the saddle(19), checking for any signs of stress cracks or other distortions. Discard if found.

19. Use a dental instrument to remove any thread locking adhesive found in threads of the yoke retainer(7), or DIN filter housing(16), and main body(32). It is important to do this prior to cleaning.



Fig. 10



Fig. 11



Fig. 12

REASSEMBLY PROCEDURE

△ **NOTE:** Prior to reassembly, it is necessary to inspect all parts, both new and those that are being reused. Check to ensure that o-rings are clean and supple, and that every part and component has been thoroughly cleaned.

⚠ **WARNING:** Use only genuine Oceanic parts, subassemblies, and components whenever assembling Oceanic products. **DO NOT** attempt to substitute an Oceanic part with another manufacturer's, regardless of any similarity in shape, size, or appearance. Doing so may render the product unsafe, and could result in serious injury or death of the user.

△ **NOTE:** For units received with Yoke connectors perform step 1Y, for units received with DIN connectors perform step 1D.

1Y. Yoke connector reassembly:

A. Lubricate and install the filter o-ring(6) into the yoke retainer(7), at the base of the filter cavity in the body.

B. Install the conical filter(5) into the yoke retainer(7) and install the retaining clip(4) into the groove above it, using internal circlip pliers. (Fig. 13)

△ **NOTE:** Close examination of the retaining clip will show that one side is slightly rounded and the other is flat. Install with the flat side facing out of the yoke retainer to ensure greater holding strength.

C. Lubricate and install the saddle o-ring(18) onto the yoke retainer(7) at the base of the threads, and the main seal o-ring(8) into the groove on the end.

D. Insert the threaded end of the yoke retainer(7) through the yoke(3), facing opposite the end which holds the yoke screw(1). Place the saddle(19) onto the yoke retainer, with the flat side mating to the base of the yoke. (Fig. 14)

E. Holding the yoke retainer, yoke, and saddle together between thumb and forefinger, mate the yoke retainer into the main body, so that the threads seat properly. Hand tighten in a clockwise direction until secure.

F. Secure the first stage body in a soft jawed or well padded vise with the yoke facing up. Using a thin-wall, or modified, 1" crow's foot wrench that is properly seated over the entire hex portion of the retainer, tighten to a torque of 17 ft-lbs. (Fig. 15)

⚠ **CAUTION:** Tighten the vise only as snug as is needed to hold the first stage secure, and **DO NOT** overtighten. Doing so will result in permanent damage, rendering it inoperable.



Fig. 13



Fig. 14



Fig. 15

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G. Install the dust cap(2) onto the yoke screw(1) and the yoke screw into the yoke(3).

1D. DIN connector reassembly:

A. Lubricate and install the saddle o-ring(18) onto the filter housing(16), at the base of the threads, and the main seal o-ring(17) into the groove on the end.

B. Secure the first stage body in a soft jawed or well padded vise with the HP inlet bore facing up.

⚠ CAUTION: Tighten the vise only as snug as is needed to hold the first stage secure, and DO NOT overtighten. Doing so will result in permanent damage, rendering it inoperable.

C. Hold the filter housing between the thumb and forefinger and insert the housing into the main body, so that the threads seat properly. Hand tighten in a clockwise direction until secure. Using a thin-wall, or modified, 1" crows foot wrench that is properly seated over the entire seating surface of the filter housing flange, tighten **to a torque of 17 ft-lbs.** (Fig. 16)

D. Lubricate and install the cone filter o-ring(15) into the filter housing(16), at the base of the cone filter cavity. Install the conical filter(13) into the filter housing.

E. Install the coupler wheel(14) down over the stem of the filter housing(16), with the threaded end facing up.

F. Lubricate and install the DIN face o-ring(10) and filter retainer o-ring(12) onto the filter retainer(11).

G. Insert the threaded end of the filter retainer(11) through the coupler wheel(14), into the filter housing(16), and tighten until secure. Apply a 1/4" hex socket and tighten **to a torque of 125 in-lbs.** (Fig. 17)

2. Place the stem of the button(34) directly onto the center hole in the body, ensuring that it enters without any restriction.

3. Position the diaphragm(35) flat, directly over the opening of the body. Gently push the edges of the diaphragm down inside the internal threads of the body, one thread at a time. Rotate the body while doing this, to facilitate an even seating of the diaphragm, and closely inspect to ensure it is well seated at the base of the threads. (Fig. 18)

⚠ CAUTION: DO NOT force the diaphragm into the body in a manner which will damage either the lip or surface of the diaphragm, or the threads of the body. The use of a sharp instrument, such as a screwdriver, is to be strictly avoided.

4. Place the diaphragm washer(36) into the body on top of the diaphragm(35) with the collar facing up.



Fig. 16



Fig. 17



Fig. 18

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5. Lay the diaphragm plate(38) into the center of the diaphragm washer(36), with its flat surface against the diaphragm(35).
6. Thread the standard end cap(37), or environmental end cap(42), into the body, turning clockwise by hand until secure.
7. Apply a very light film of lubricant to both ends of the diaphragm spring(39), and place it on the diaphragm plate(38).
8. Place the spring washer(40) directly onto the upper end of the spring(39) and install the adjustment cup(41) into the end cap(37 or 42). Using a 5/16" hex key, turn the adjustment cup(41) clockwise only until it makes contact with the spring(39) inside.

⚠ CAUTION: Prior to proceeding with step 9, ensure that the HP seat(30) will fit loosely on the Installation Tool. Forcing the seat onto the tool will damage the inner surface of the seat.

9. Lubricate and install the HP seat o-ring(31) onto the smooth, flat side of the HP seat(30), and place the seat on the Installation tool taking care not to damage the inner surface of the seat as this is done.
10. Guide the seat(30) with o-ring(31) into the high pressure chamber of the body, taking care not to damage the seat and o-ring as they move past the inlet opening. (Fig. 19) Carefully press the seat completely into place and withdraw the tool, pulling it straight out.
11. Apply a very light film of lubricant to both ends of the piston spring(28), the receiver o-ring(25) and piston spring o-ring(26). Install the receiver o-ring(25) onto the receiver(24).

⚠ NOTE: It is important to protect the cone of the piston at all times to prevent damage to its delicate seating surface.

12. Holding the HP piston(29) by the barrel, carefully insert the pin shaft(33) into the opening on the conical end of the piston.
13. Hold the pin shaft vertically with the piston (29) on top and using a plastic syringe generously lubricate the outer rim of the piston cone and the end portion of the piston barrel.
14. Slide the piston spring(28), piston spring washer(27) and piston spring o-ring(26) onto the barrel of the piston(29). Insert the piston assembly into the receiver(24). (Fig. 20)
15. Hold the body(32) at a slight angle with the LP port, identified by the letter 'R' stamped into the body above it, facing you. While looking into the LP port, insert the piston/receiver assembly directly into the center of the body and guide the pin shaft(33) into the diaphragm button(34). (Fig. 21)



Fig. 19



Fig. 20



Fig. 21

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16. While holding the body secure, turn the receiver(24) clockwise to engage the threads and using an Adjustable Spanner, tighten the receiver(24) into the body until completely secure. (Fig. 22)

17. Secure the first stage body in a soft jawed or well padded vise with the end cap facing up. Using a 1-1/4" crows foot attachment on a foot-pounds torque wrench, tighten the end cap(37), or environmental end cap(42), into the body **to a torque of 20-22 ft-lbs.** (Fig. 23)

⚠ CAUTION: Tighten the vise only as snug as is needed to hold the first stage secure, and DO NOT overtighten. Doing so will result in permanent damage, rendering it inoperable.

18. Using a 5/16" hex key, turn the adjustment cup(41) clockwise into the end cap(37), or environmental end cap(42), until resistance of the spring is noticed. One or two threads should be showing.

19. Lubricate and install port plug o-rings(21 & 23) onto port plugs(20 & 22) and install the port plugs into the body, tightening clockwise with a 5/32" hex key **to a torque of 35-40 in-lbs.**

21. Lubricate and install all hose o-rings onto hoses and install the hoses into the body. Tighten the low pressure second stage hoses clockwise with a 9/16" open end wrench, the high pressure hose(s) with a 5/8" open end wrench, and the low pressure inflator hose with either a 9/16" or 1/2" open end wrench, **to a torque of 35-40 in-lbs.**

⚠ NOTE: It is important to connect the primary second stage to the LP port identified by the letter 'R' stamped into the body above it for optimum performance.

⚠ CAUTION: Be certain not to install any low pressure hose into a high pressure port via an adaptor.

FINAL ADJUSTMENT

1. Connect a recently calibrated low pressure test gauge to a low pressure hose, and connect the first stage to a pure breathing gas source of 500 PSI. Slowly open the valve to pressurize the regulator, and check the test gauge to determine that the intermediate pressure holds stable at 142-148 PSI. (Fig. 24)

2. Connect the first stage to a pure breathing gas source of 3,000PSI. Adjust the intermediate pressure, if necessary, to read 142-148 PSI by turning the adjustment cup(41) clockwise to increase the pressure or counter clockwise to decrease it.

⚠ NOTE: Turn the adjustment cup no more than 1/8 of a turn at a time, pausing to purge the second stage several times to gain an accurate reading of the intermediate pressure before adjusting further.



Fig. 22



Fig. 23

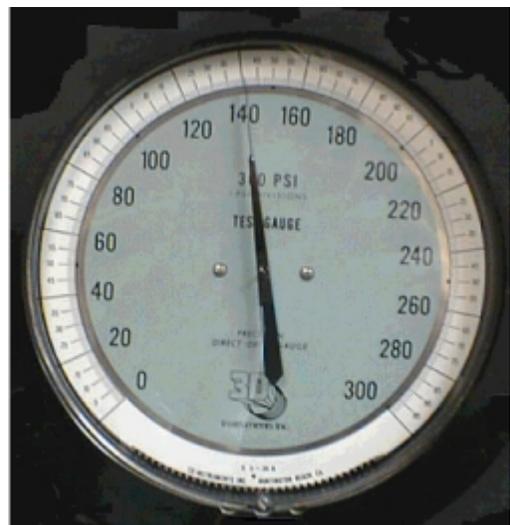


Fig. 24

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△ NOTE: Ensure that the intermediate pressure holds stable at 142-148 PSI, and does not creep or fluctuate after the second stage has been purged several times. If creeping is detected, refer to the troubleshooting section to determine possible cause and treatment.

△ NOTE: Perform the following steps only if an Environmental Protection Kit is being installed.

ENVIRONMENTAL KIT REASSEMBLY

1. Insert the spacer ring(43) and transfer piston(44) into the environmental end cap(46).
2. If the top of the transfer piston(44) is more than .020" below the top edge of the spacer ring(43), add shims(47) as necessary to reduce the space to less than .020" (one shim thickness).
3. Turn the air supply off and bleed off intermediate pressure. Ensure that all shims are within the spacer ring(43), and insert the environmental seal(45) over the top of the end cap with the thin perimeter seal facing down. (Fig. 25)
4. Thread the plastic environmental cap(46) onto the end cap(42), being very careful to avoid cross threading, and tighten clockwise by hand until secure.
5. Turn on the air supply and purge the second stage several times, and check once more to ensure proper intermediate pressure of 142-148 PSI.



Fig. 25

SPECIFICATIONS

Torques

P/N 3450	Yoke Retainer	16 to 18 ft-lbs
P/N 4544	DIN Filter Retainer	120 to 140 in-lbs
P/N 4543	DIN Filter Housing	16 to 18 ft-lbs
P/N 3462	HP Port Plug	35 to 40 in-lbs
P/N 3463	LP Port Plug	35 to 40 in-lbs
P/N 4973.3	Receiver	80 to 100 in-lbs
P/N 4904.3	End Cap	20 to 22 ft-lbs
P/N 6386.3	Environ. End Cap	20 to 22 ft-lbs
	HP Hose into First Stage Body	35 to 40 in-lbs
	LP Hose into First Stage Body	35 to 40 in-lbs
	Inflator Hose into First Stage Body	35 to 40 in-lbs

Specialty Tools

P/N 40.9313	5/32" Allen Key
P/N 40.9311	Filter Circlip Pliers
P/N 40.9308	Adjustable Face Spanner
P/N 40.9317	Dia. Seat Insert/Extract Tool
P/N 40.9314	5/16" Allen Key
P/N 40.2302	Christo-Lube MCG111 - 2 oz
P/N 40.9520	O-ring Tool Kit
P/N 40.9320	1/4" Allen Key (for DIN model)
P/N 40.9315	Intermediate Press. Gauge

Intermediate Pressure

Preferred	142 to 148 psi
Acceptable	139 to 151 psi

R

R

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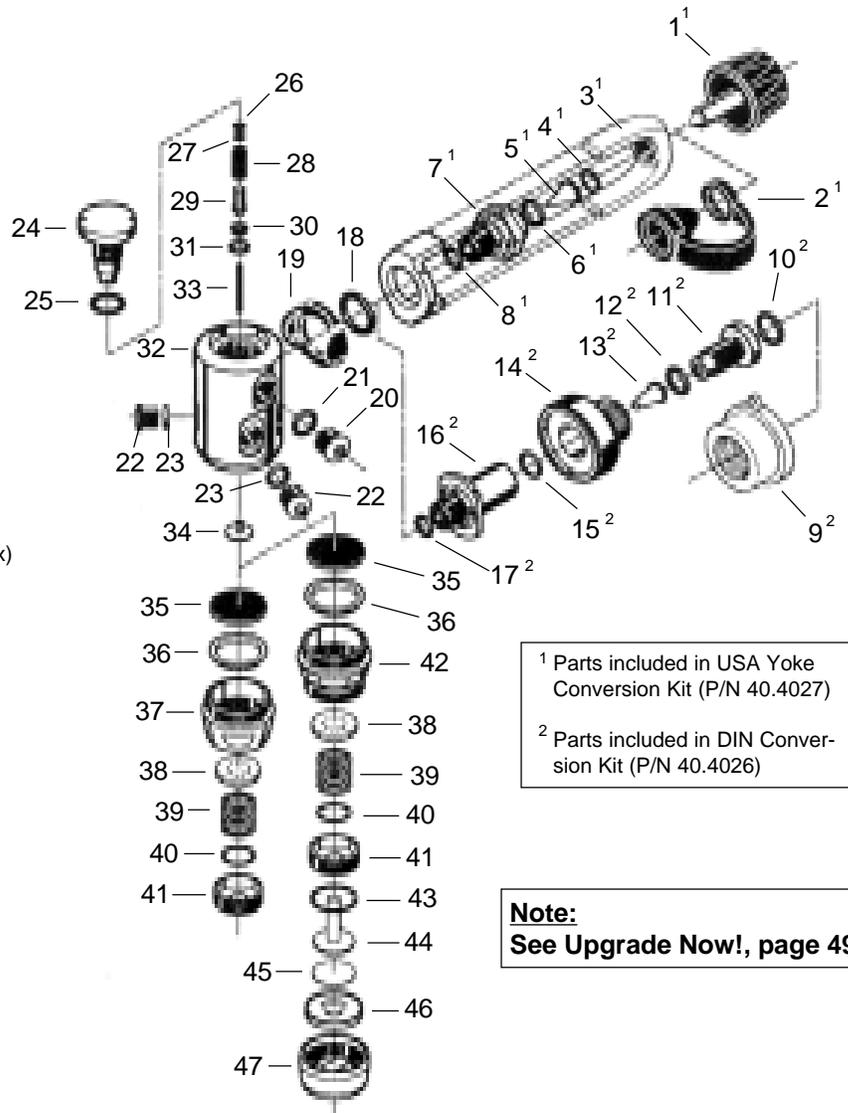
Dia. No.	Part #	Description
Yoke Version		
1c	6307	Knob Assembly
	6307.13	Knob Assembly (Nitrox - Yellow)
2c	3877	Cap - Protector
3c	6316.3	Yoke (satin finish)
4c	3530	Clip - Retaining
5aD	3545	Filter - Conical
6aD	2.013	O-ring - Conical Filter
	2.013V	O-ring - Filter Viton (Nitrox)
7c	3450	Retainer - Yoke
8aD	2.011	O-ring - Yoke Retainer
	2.011V	O-ring - Retainer (Nitrox)
n/s	6317	Yoke Decal (Oceanic)
n/s	6493	Yoke Decal (Nitrox)

DIN Version		
9c	4547.07	Cap - Protector (Black)
	4547.13	Cap - Protector (Nitrox - Yellow)
10c•	6374	O-ring - DIN Face Urethane (Nitrox)
11c	4544	Retainer - DIN Filter
12a•	2.012	O-ring - Filter Retainer
	2.012V	O-ring - Retainer Viton (Nitrox)
13a•	4546	Filter - DIN Conical
14c	4545	Wheel - DIN Coupler
15a•	2.011	O-ring - Filter
	2.011V	O-ring - Filter Viton (Nitrox)
16c	4543	Housing - DIN Filter
17a•	2.011	O-ring - Filter Housing
	2.011V	O-ring - Filter Hsg Viton (Nitrox)

Yoke & DIN Versions		
18b	2.115	O-ring - Saddle
19c	4918.07	Saddle
	4918.21	Saddle (Nitrox)
20c	3462	Plug - HP Port
21b	3.904	O-ring - HP Port Plug
	3.904V	O-ring - HP Plug Viton (Nitrox)
22c	3463	Plug - LP Port
23b	3.903	O-ring - LP Port Plug
	3.903V	O-ring - LP Plug Viton (Nitrox)
24cD	4973.3	Receiver (satin finish)
25cD	2.112	O-ring - Receiver
	2.112V	O-ring - Receiver Viton (Nitrox)
26aD	6498	O-ring - Piston Urethane (Nitrox)
27bD	6406	Washer - Piston
28cD	6405	Spring - Piston
29cD	4975	Piston
30aD	6526	Seat - HP
31aD	2.010	O-ring - HP Seat
	2.010V	O-ring - HP Seat Viton (Nitrox)
32c	4901.3	Body (satin finish)
33cD	4976	Shaft - Pin
34cD	6442	Button
35aD	4913	Diaphragm
36bD	4917	Washer - Diaphragm
37c	4904.3	Cap - End (satin finish)
38cD	6450	Plate - Diaphragm
39c	4915	Spring - Diaphragm
40b	4916	Washer - Spring
41c	4905.3	Cup - Adjustment (satin finish)

Dia. No.	Part #	Description
Environmental Kit Version (P/N 40.4045.95)		
42c	6386.3	Cap - Environmental End (satin finish)
43c	6313	Ring - Spacer
44c	6314	Piston - Transfer
45c	6451	Shim - Transfer Piston
46c	4921	Seal - Environmental
47c	6302	Cap - Environmental

ANNUAL SERVICE PARTS KITS	
40.6103	Service Kit - Regulator (Includes all Bold items.)
40.9349	Nitrox Conversion/Service Kit
40.6103.1	Pre-95 to 95 Model Conversion Kit (Includes all D items)
40.6144	Service Kit - DIN assembly (Nitrox compatible) (Includes all • items)



1 Parts included in USA Yoke Conversion Kit (P/N 40.4027)
2 Parts included in DIN Conversion Kit (P/N 40.4026)

Note:
See Upgrade Now!, page 49.