



## MAIN VALVE AND METER MAINTENANCE

### Technical Bulletin

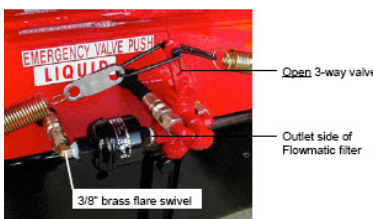
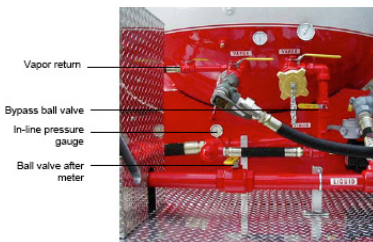
Lin's has found that maintenance to the Flowmatic valve is one of the most neglected parts of the tanker, causing unnecessary down time at the most inopportune moments.

The Flowmatic valve filter, Rego part #A7884-201, should be changed at least once a year. For the do-it-yourselfer, a replacement filter costs less than \$60.00 and it is well worth including this filter replacement with your other annual maintenance chores. Lin's recommends changing the filter with each VK test.

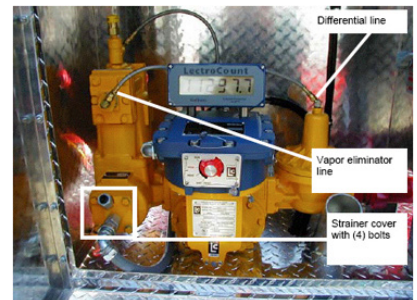


The directions for changing the Flowmatic filter follow.

The first job is to depressurize the piping system after the main valve. Shut off the prime screw on the Flowmatic valve, to the left of the indicator, by turning it counter clockwise until it stops. Next, shut the ball valve before the meter, shut the 3/4" vapor return to the meter, and shut the ball valve after the external bypass on the back of the truck. Crack the Flowmatic filter line with the 3-way valve OPEN. As the propane vents from the cracked line, monitor the in-line pressure



gauge. If the pressure gauge doesn't show a substantial decrease in pressure over time, something is wrong and end the procedure. The truck should be brought to a propane repair shop. If the pressure in the line does decrease, when the pressure gauge reads zero AND there is no evidence of gas in the lines, it is safe to remove the Flowmatic filter. Unthread and remove the old filter. Apply pipe dope to the threads of the new filter and place 2.5 wraps of Teflon tape clockwise on the inlet and outlet. Refit the 3/8" brass flare fitting to the inlet side of the filter, then attach the filter to the piping.



To repressurize the system, open the prime screw on the main valve. The in-line pressure gauge will begin to rise. When 2/3 of the tank pressure is reached, reopen the valve after the bypass, the vapor return valve to the meter and the valve before the meter. **It is important to re-pressurize the piping system slowly to avoid leaks.**

**WARNING:** The use of this system is inherently dangerous. Only those trained and experienced with the safe handling of propane, and those with full knowledge of the truck's piping, should attempt to perform this task. Every recommended and otherwise reasonable safety precaution must be followed at all times, including but not limited to the requirement that this operation must be performed in a safe location that is well away from any potential hazards. Lin's Propane Trucks, Inc. accepts no responsibility whatsoever for the adverse consequences of any work that might be performed on or in the presence of its equipment, it being presumed that all such adverse consequences were the fault of those performing the work.