

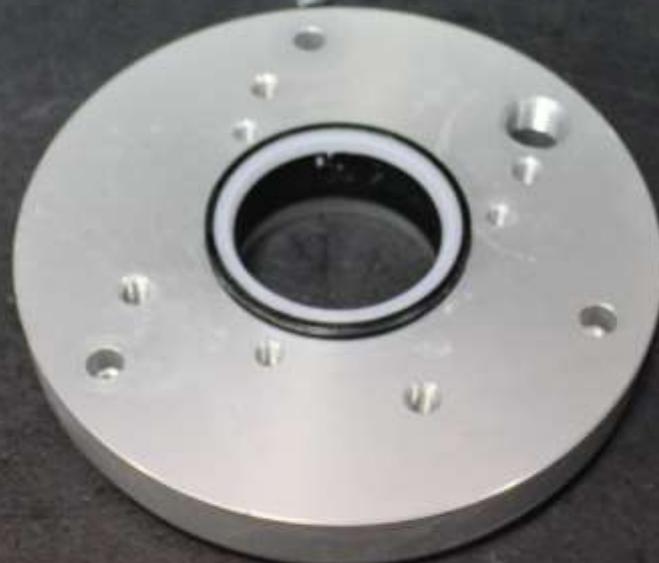
Rebuild Your 14:1 AAA Pump's Air Motor



Add petroleum jelly on the 98-7035 O-ring and place on 75-135 guide assembly.



Place 75-135 guide assembly (with O-ring) in 75-112 motor base as shown.



Place 75-121 seal retainer over guide assembly and line up the holes.



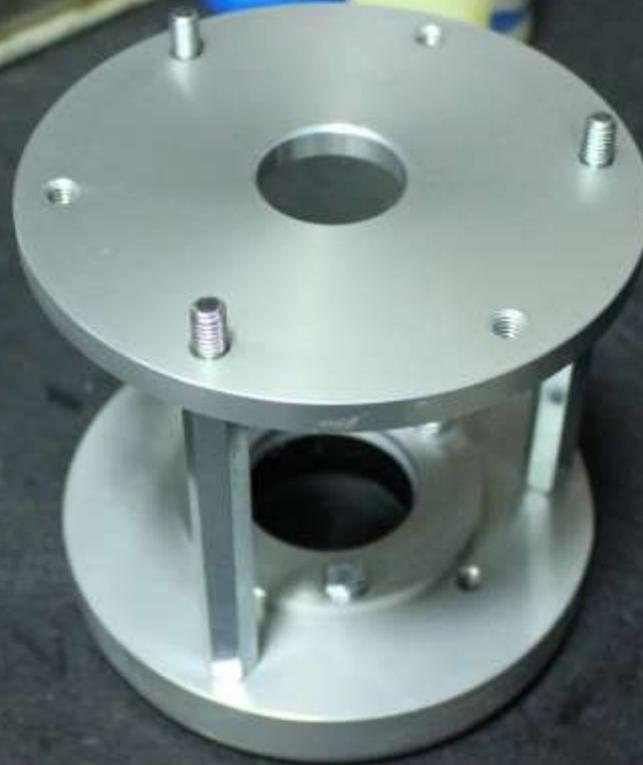
Place 98-0200 washer followed by 98-0189 hex bolt as shown and tighten.



Place 74-129 tie rods and 74-128 mounting plate as shown.



Add lock nuts to ends and tighten to hold in place. You will then flip this over to start assembling the air motor.



Insert 75-116 motor rod into the center as shown.



Insert 75-128 spring spacer with smaller end towards the top.



Insert 75-126 spring.



Insert 75-168 Trip rod assembly.



Insert 75-126 Spring.



Insert 75-127 trip spacer.



(Should look like this when pulled out)



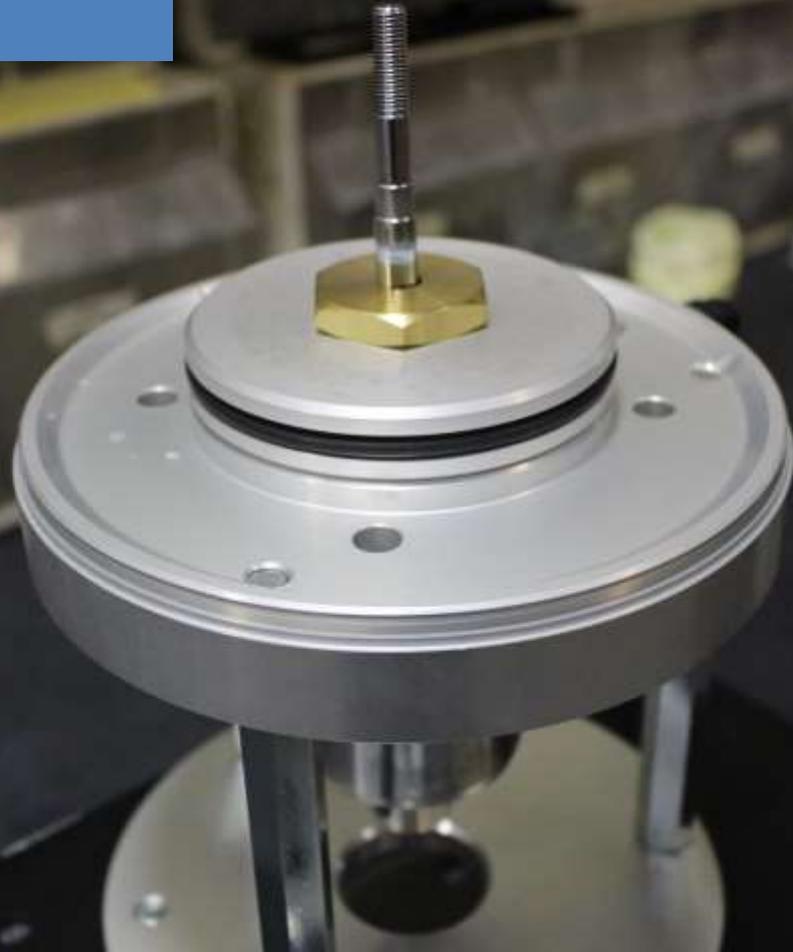
Add 75-114 Piston with center bevel side facing down as shown (98-7234 o-ring should be installed as on the piston).



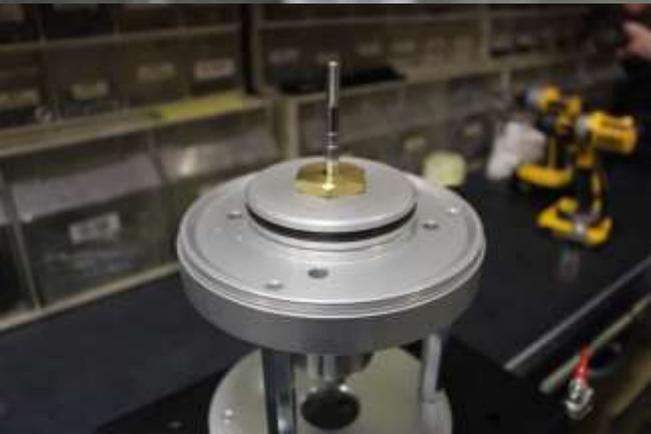
Hand tight 75-120
piston retainer.



Push the assembly down so all items are flush with each other.



With one wrench on the flats of the 75-116 Motor rod, and another wrench on the 75-120 piston retainer, tighten the 75-120 piston retainer in a clockwise motion.



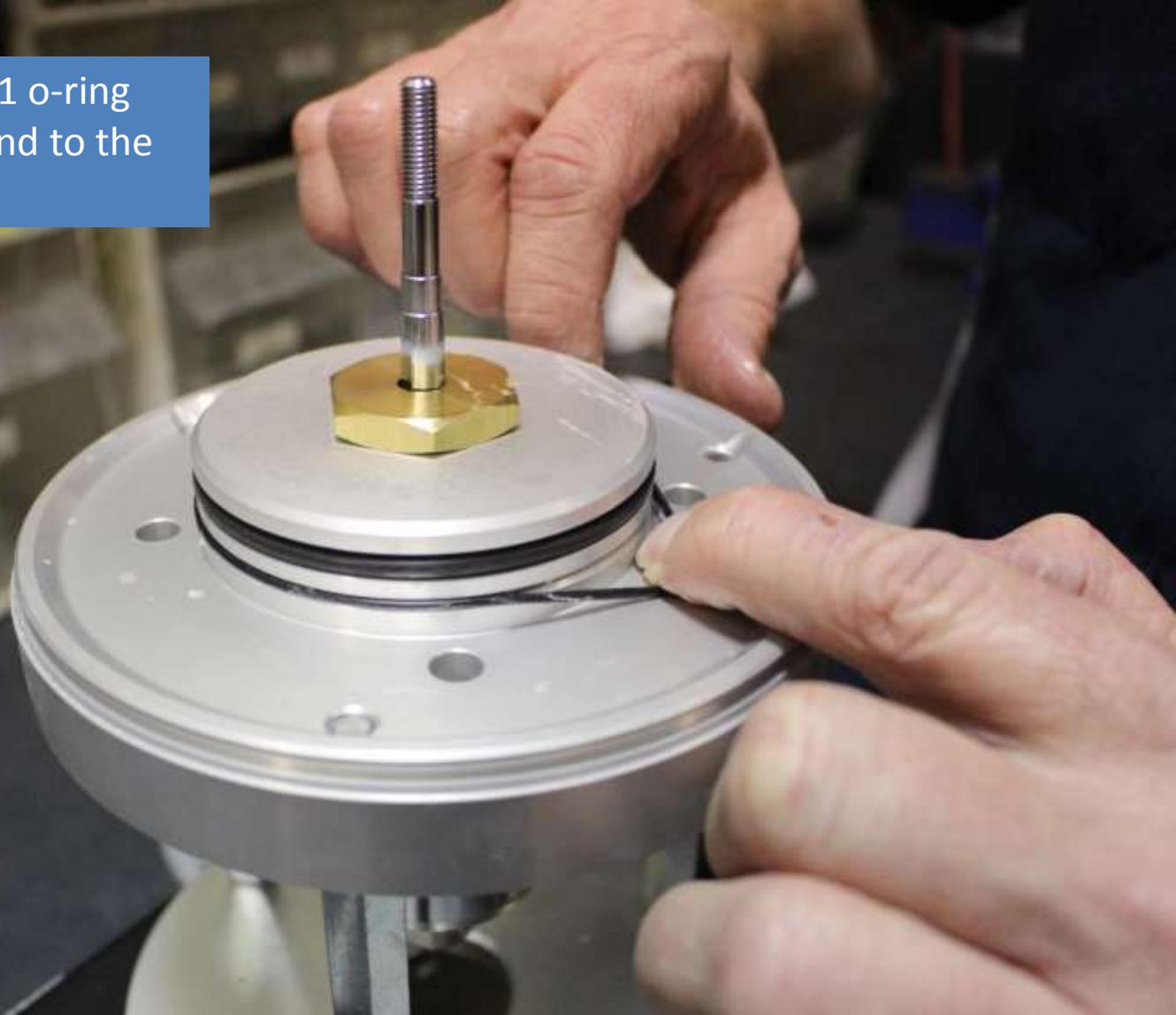
Next, lubricate the inside of the 75-111 cylinder head with petroleum jelly. Make sure the inside is fully coated.

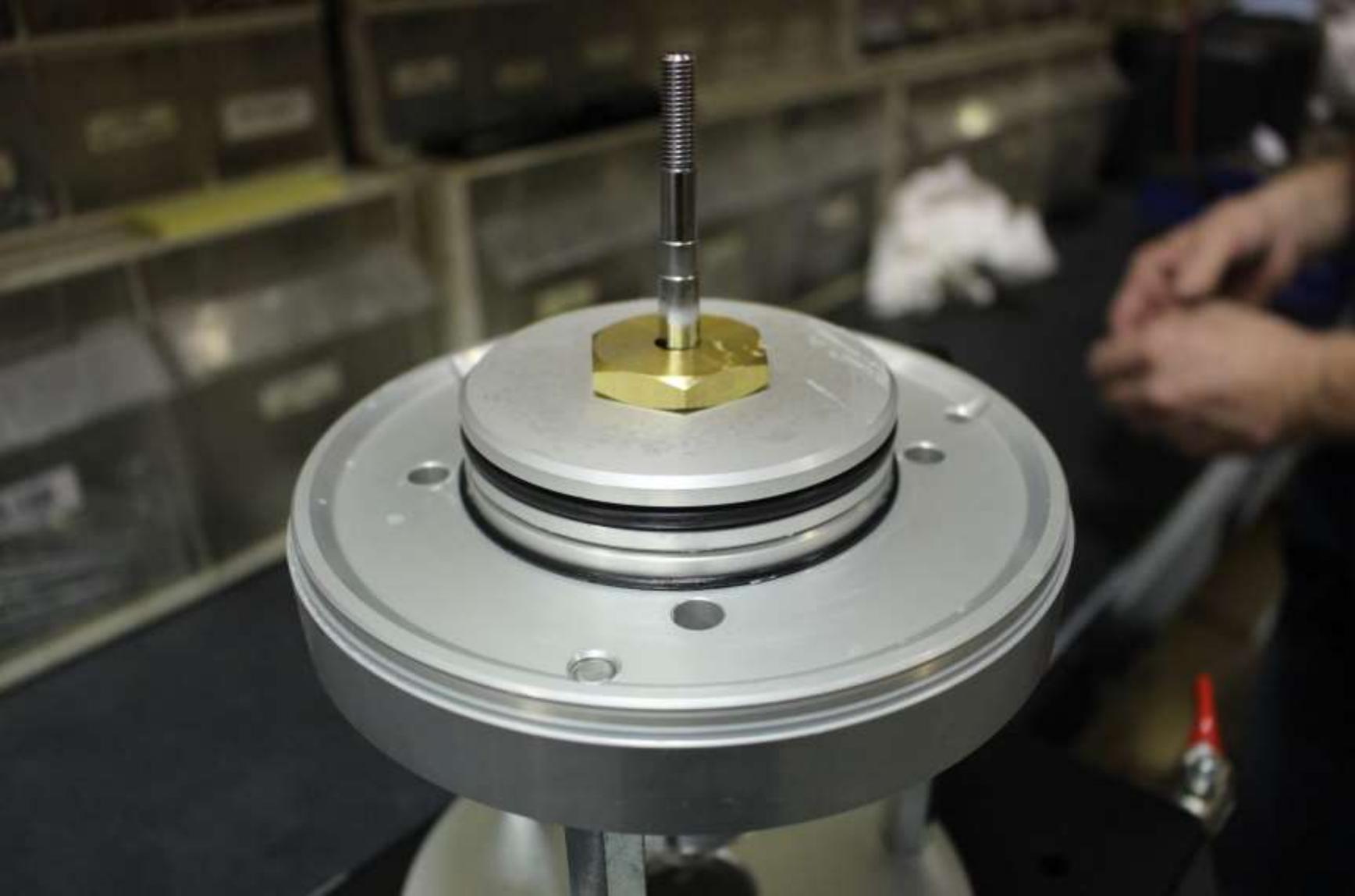


Place a light film of petroleum jelly on (2) 98-6041 and (2) 98-7013 o-rings.



Place the 98-6041 o-ring past the piston and to the cylinder base.





Place the second 98-6041
on the 75-113 cylinder
head as shown.

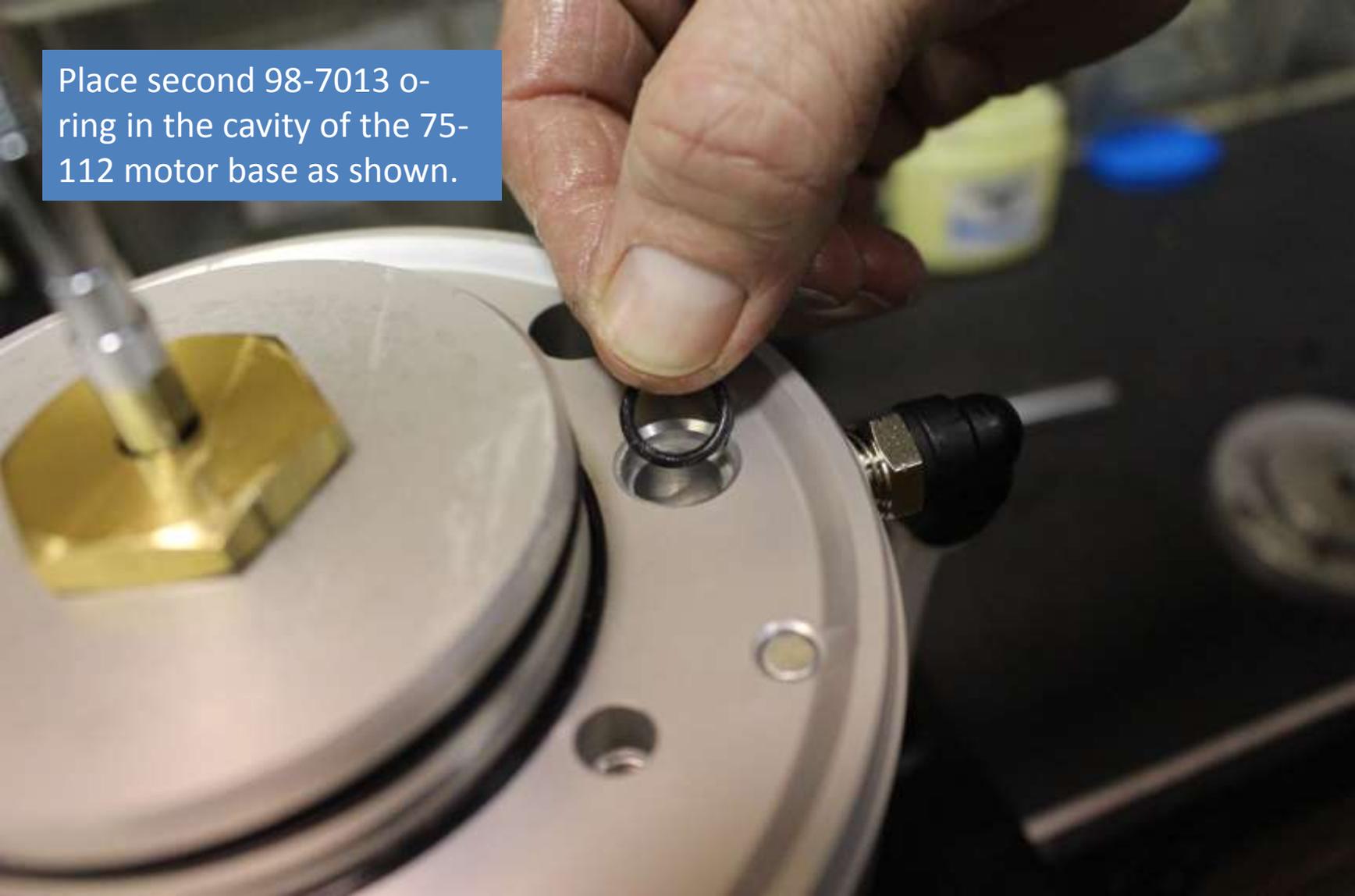




Insert 98-7013 o-ring inside the 75-113 cylinder head cavity as shown.



Place second 98-7013 o-ring in the cavity of the 75-112 motor base as shown.



Add petroleum jelly to the larger piston o-ring.



Next, add the 75-111 cylinder.



Place even pressure to fully secure the 75-111 cylinder.



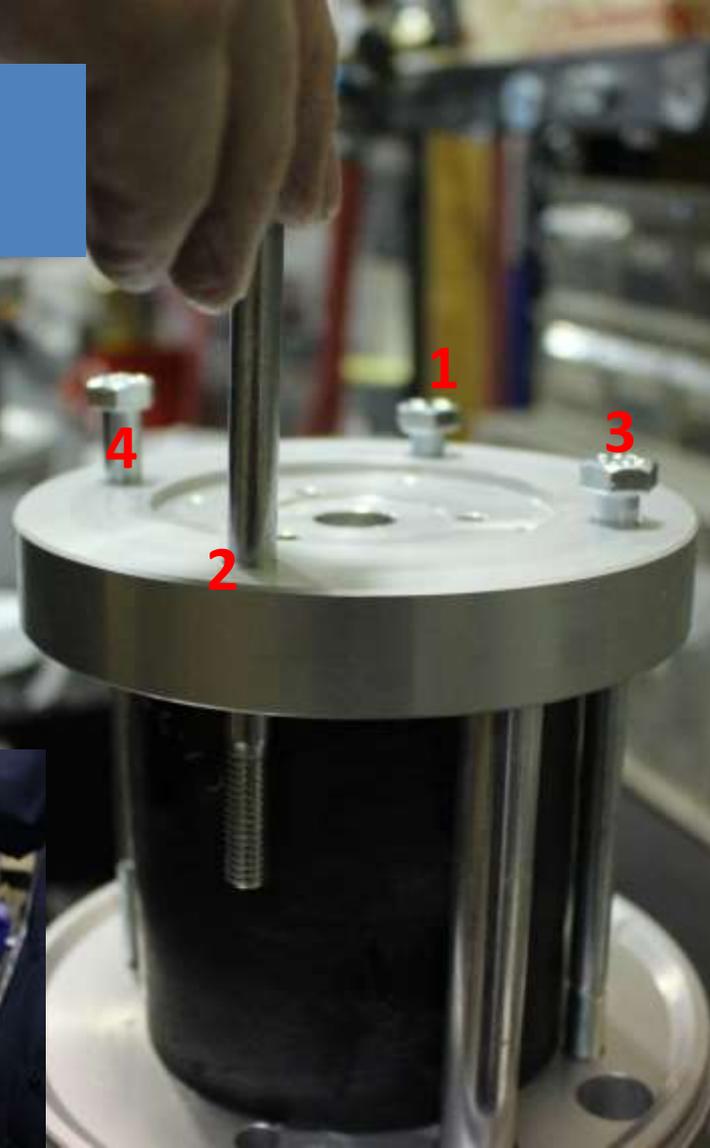
Add 75-125 transfer tube onto the o-ring installed in the 75-113 cylinder head.



Install the cylinder head with transfer tube as shown.



Add 98-0198 bolts and tighten evenly in a cross pattern. (1, 2, 3, 4).



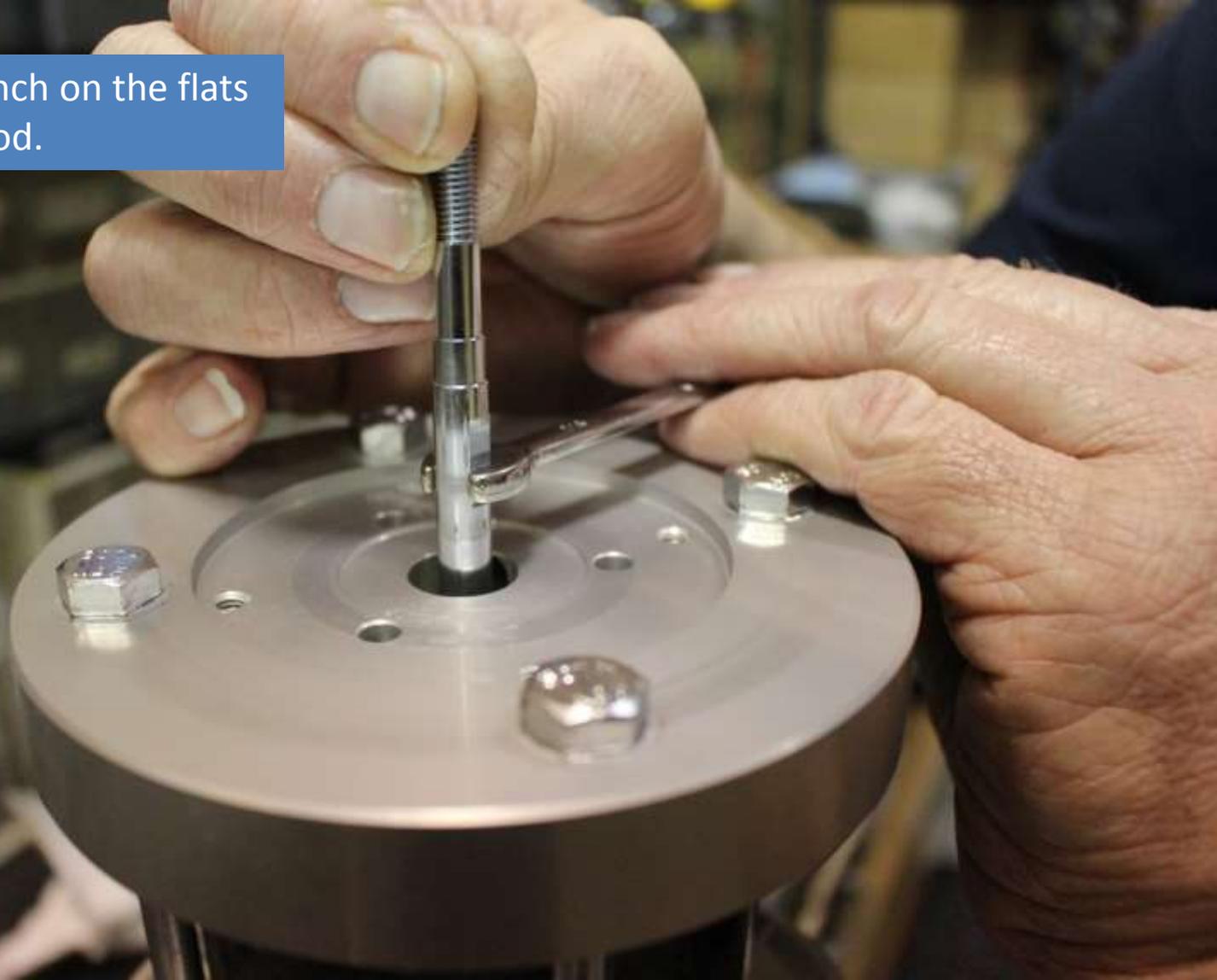
Push the Motor Rod up so
the trip rod assembly pops
up.



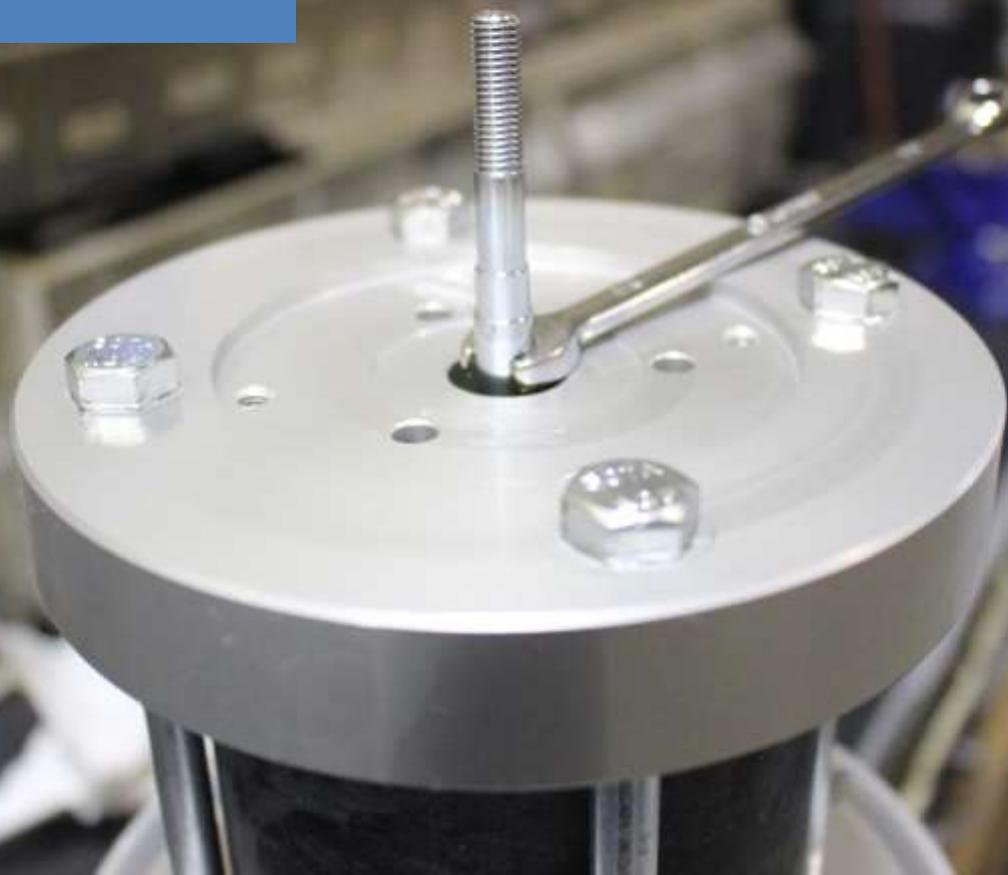
Note the flats on the trip rod.



Place a wrench on the flats of the trip rod.



When the trip rod is released, the wrench should hold it in place as shown.



Apply petroleum jelly to the 75-119 servo piston with 98-7013 o-ring installed.



Place servo piston on the trip rod.



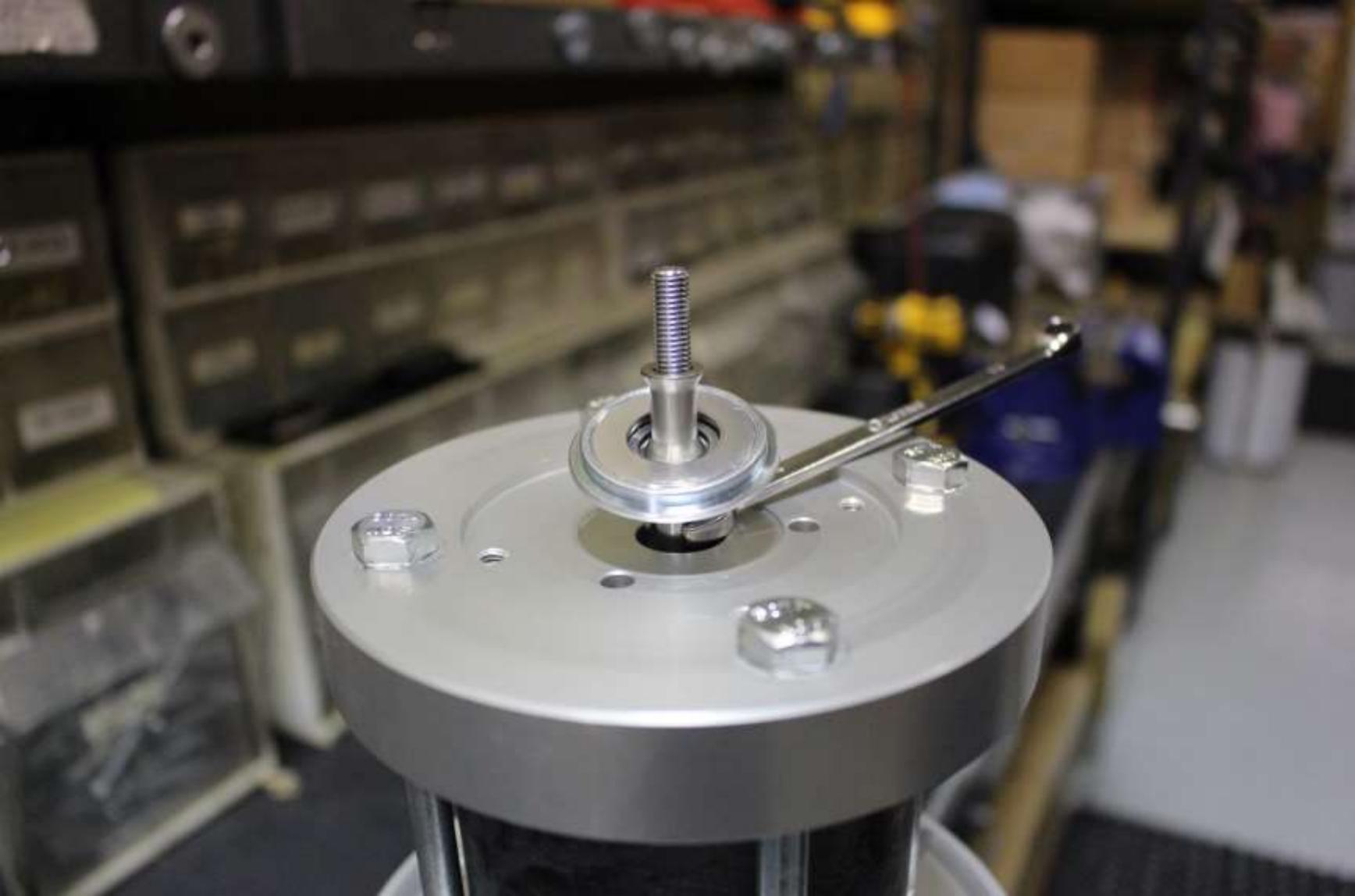


Place the 75-164 spacer on top of the servo piston.



Place the 75-169 magnet half on the center as shown.





Apply loctite to the threads
of the trip rod.



Make sure the 98-6109 o-rings are installed on the 75-161 pole shuttle, and add to the trip rod..



Tighten the 75-161 pole shuttle assembly.



Add 75-147 washer over the pole shuttle assembly.



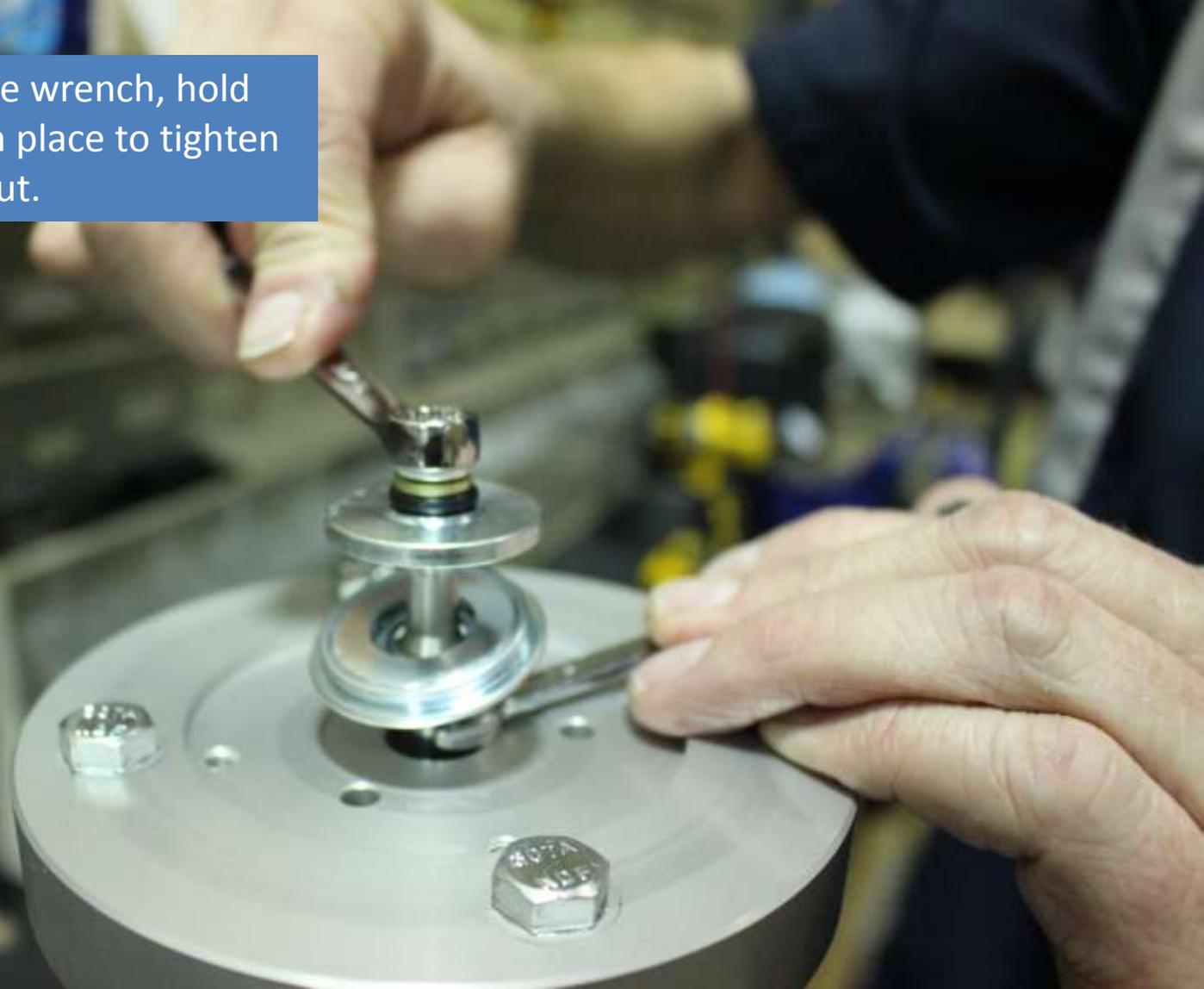
Apply loctite to threads.



Place 98-0380 locknut and hand tight.



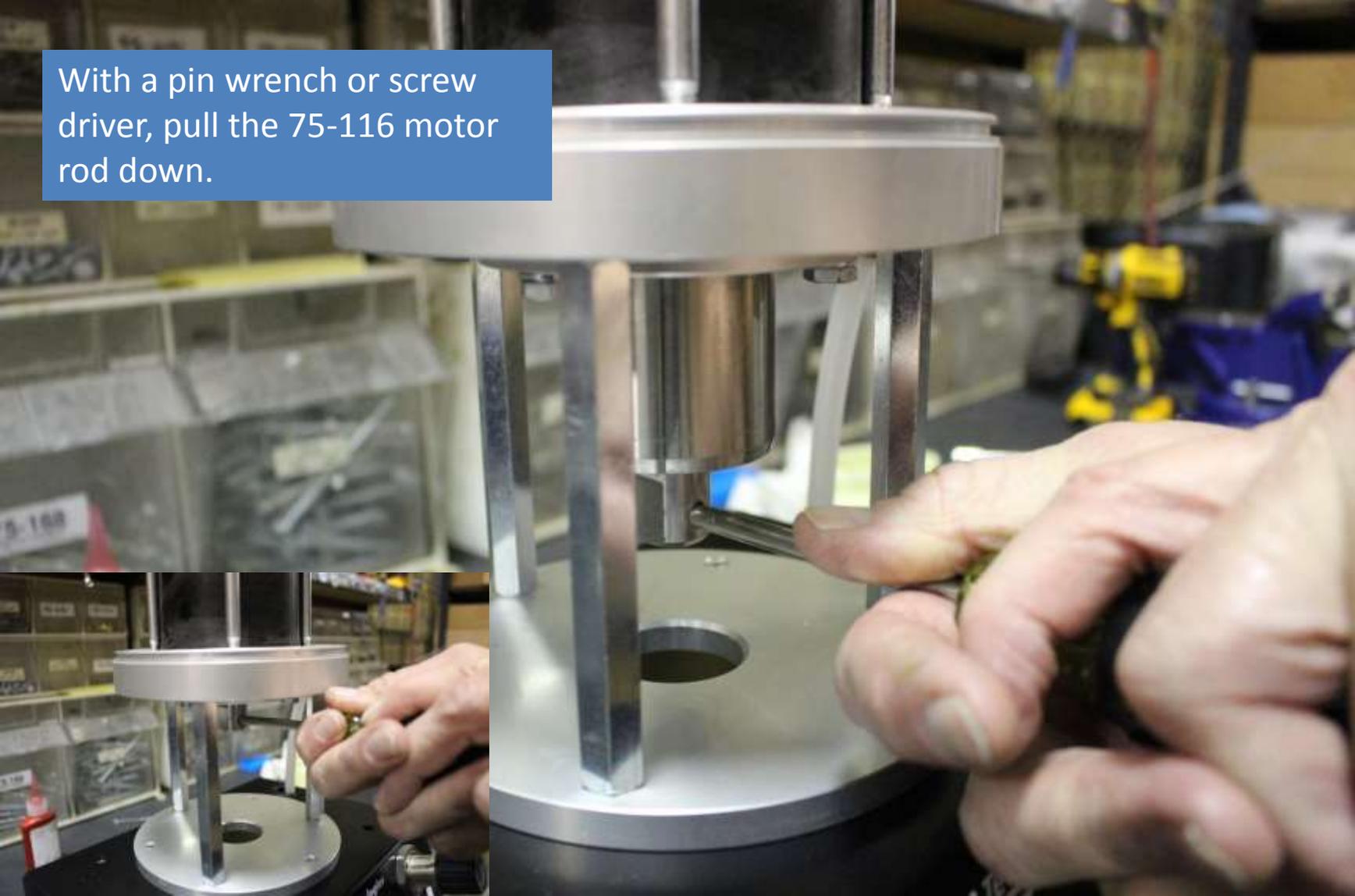
Using the base wrench, hold the trip rod in place to tighten the top locknut.



You are now free to pull the wrench holding the trip rod up.



With a pin wrench or screw driver, pull the 75-116 motor rod down.



Upper assembly should look as shown.



Add petroleum jelly to the 98-7034 o-rings.



Place 98-7034 o-rings on both sides of 75-129 exhaust spacer.



Place 75-129 exhaust spacer on top around the magnet assembly.



Place second 75-169 magnet assembly over the trip rod as shown. Please note orientation.



Place 75-115 exhaust cap with the holes facing the left and right of the pump.



Add 98-0197 allen bolts and tighten evenly in a cross pattern. (1, 2, 3, 4).



Add 98-6160 o-ring to the motor base.





PEAK

C.A. Technology

Last of all, install the exhaust cap and tighten the 98-0199 allen bolt to secure the cap.



Your pump is now at “Peak performance”



If you have any questions, please don't hesitate to call us at **888-820-4498** for assistance.