

**Step 1: Unscrew used CO<sub>2</sub> cylinder** in a counter-clockwise direction and immediately discard. **Do not insert new cylinder at this time.** To avoid confusion later in the rearming process, we suggest you throw away the old CO<sub>2</sub> cylinder now.

**Step 2: Close manual inflator arm** within inflator body and carefully insert a new green indicator tab so that it fully covers the red semi-circle on the body.

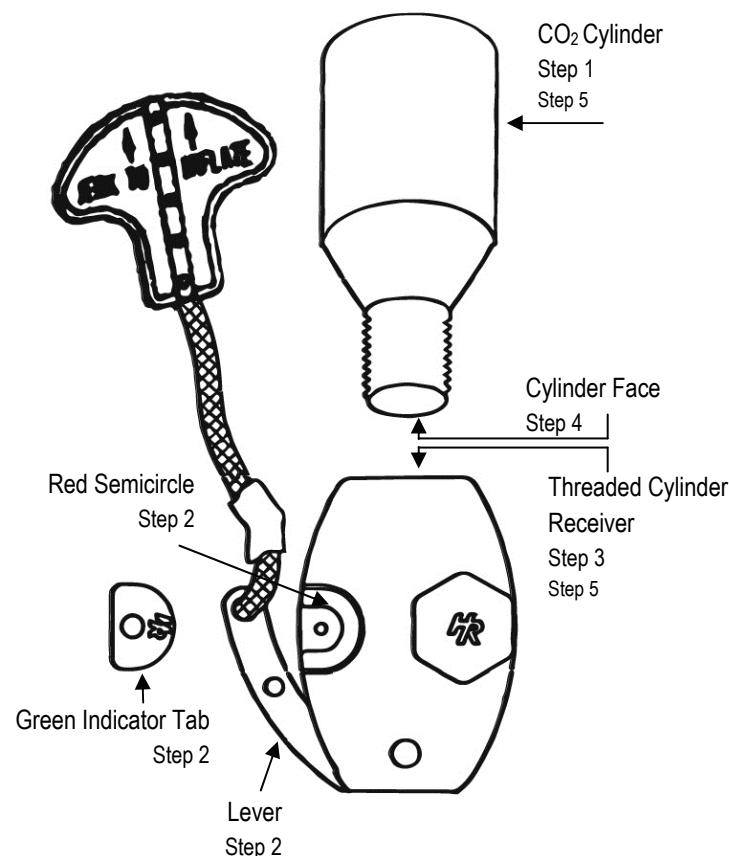
**Step 3: Look into threaded cylinder receiver and view the gasket.** If worn, replace with Halkey-Roberts 849AM gasket for  $\frac{3}{8}$ " receiver or 849AML for  $\frac{1}{2}$ " receiver.

**Step 4: Inspect the face of the new cylinder.** Be sure it is smooth and has no holes or scratches. There is a gross weight on the cylinder. If you have any question about cylinder integrity, weigh the cylinder on a small scale, such as a postage scale. Compare the weight printed on the cylinder to the actual weight. If they do not match, get another cylinder.

**Step 5:** Screw new cylinder in a clockwise direction firmly into the inflator. **Do not over-tighten**, but ensure the fit is tight.

**Step 6: Check the inflator arming indicator every boating trip.** It will tell you if there is a need for service. Check the cylinder face regularly to ensure it is not punctured.

## Halkey-Roberts 840 Series Manual Inflator Rearm Instructions



### Service Indicator — Step 6



If green, unit is operable.



If red, stop and service unit.