



INSTRUCTIONS FOR:  
**PROFESSIONAL AIR LINE GAUGE**  
 Models: **SA37/93 & SA37/94**



**IMPORTANT: PLEASE READ THESE INSTRUCTIONS CAREFULLY. NOTE THE SAFE OPERATIONAL REQUIREMENTS, WARNINGS AND CAUTIONS. USE THIS PRODUCT CORRECTLY AND WITH CARE FOR THE PURPOSE FOR WHICH IT IS INTENDED. FAILURE TO DO SO MAY CAUSE DAMAGE AND/OR PERSONAL INJURY AND WILL INVALIDATE THE WARRANTY. KEEP THESE INSTRUCTIONS FOR FUTURE USE.**

## 1. SAFETY INSTRUCTIONS

- ✓ Disconnect the gauge from the air supply before changing accessories, servicing or performing any maintenance.
- ✓ Maintain the gauge in good condition (use an authorised service agent), and keep the gauge clean for best and safest performance.
- ✓ Replace or repair damaged parts. *Use recommended parts only. Unauthorised parts may be dangerous and will invalidate the warranty.*
- ✓ Locate gauge in a suitable work area, keep area clean and tidy and free from unrelated materials and ensure there is adequate lighting.
- ✓ Keep children and unauthorised persons away from the work area.
- x **DO NOT** direct gauge outlet at yourself or at other persons or animals.
- x **DO NOT** carry by the hose, or yank the hose from the air supply.
- x **DO NOT** use the gauge for a task which it is not designed to perform.
- x **DO NOT** operate the gauge when you are tired, under the influence of alcohol, drugs or intoxicating medication.
- x **DO NOT** operate the gauge if any parts are missing or the gauge is damaged, as this may cause failure and/or personal injury.

## 2. SPECIFICATIONS

### Both Models:

**Supply Pressure:** Maximum 13.8 bar (200psi)  
 Min. recommended 6.9 bar (100psi)

**Supply Connection:** 1/4" BSP (female) connection port.

**Body Construction:** Die-cast aluminium with steel operating lever and impact absorbing rubber bumper.

**Tyre Pressure Range:** 0-9.6 bar (0-138psi) standard.

**Gauge:** Linear, with magnifying viewing window. Accuracy to 86/217/EEC.

### Model SA37/93:

**Hose Length:** 500mm rubber hose

**Tyre Connector:** Twin push-on air connector

### Part No:

144/RHA2031  
 SA37/C/O (open) or  
 SA37/C/C (closed)

### Model SA37/94:

**Hose Length:** 2.75m hose

**Tyre Connector:** Air connector

144/RHA2121  
 144/C02E0 33

## 3. INTRODUCTION & INSTALLATION

### 3.1. Introduction.

The SEALEY SA37/93 & SA37/94 Professional Air Line Gauges are designed for strength and durability, for use on garage forecourts and in tyre fitting bays. For trouble-free operation it is essential that the gauge is correctly installed and periodically checked for correct operation.

### 3.2. Installation for both models.

#### 3.2.1. Air supply - maximum pressure 13.8 bar (200psi).

The supply must be clean and dry - use a suitable filter/water trap if necessary. The supply pressure at the gauge inlet should ideally be 10.5 - 12.5 bar (150 - 180psi). The gauge will function correctly with supply pressures down to 7 bar (100psi), but inflation times will be increased. **Note:** Maximum tyre inflation pressure cannot exceed the supply pressure.

#### 3.2.2. Pipe work.

Copper or galvanised steel tube is recommended for the supply line from the compressor. The number of bends in the line should be kept to a minimum and no pockets or low points should be present to allow water to accumulate. Blow the line clear of any debris and drain off any accumulated water before making the final connection to the gauge.

#### 3.3. Flexible hose - Model SA37/93.

The flexible line to the gauge should be properly rated for the duty and supply pressure - hose to BS5118 class 2 is recommended. A 1/4" BSP Taper (male) connection is required to connect to the gauge. **Note:** Before connecting the gauge, please ensure that the centred brass inlet filter is correctly positioned inside the connection port - there is no need to remove the 'O' ring which secures the filter in transit.

#### 3.4. Flexible hose - Model SA37/94 (supplied - 2.75 metres).

Supplied hose meets required standards for assembly. If an additional extension hose is required it must be properly rated for the duty and supply pressure - hose to BS5118 class 2 is recommended. A 1/4" BSP Taper (male) connection is required to connect to the gauge. **Note:** Before connecting the gauge, please ensure that the centred brass inlet filter is correctly positioned inside the connection port - there is no need to remove the 'O' ring which secures the filter in transit.

## 4. OPERATION

### 4.1. Tyre pressure.

Hold the gauge with the thumb on the operating lever and place the tyre connector onto the tyre valve. Momentarily depress the lever fully, then release to display tyre pressure. When reading the pressure, hold the gauge "flat" with respect to the eye to minimise error. Ensure top and bottom red lines are exactly aligned to give an accurate reading.

### 4.2. To inflate.

Fully depress lever for an appropriate period: release lever to display new pressure.

### 4.3. To deflate.

Depress lever half-way (until air can be heard escaping) for an appropriate period. Fully depress lever momentarily then release to display new pressure.

**IMPORTANT - ALWAYS FULLY DEPRESS LEVER MOMENTARILY BEFORE READING TYRE PRESSURE.**

## 5. FAULT FINDING GUIDE

This air line gauge has been engineered to give years of trouble-free service. Major faults are often due either to prolonged mistreatment or to a dirty, excessively wet air supply. The following guide will enable the operator or service engineer to diagnose and cure any problems which may arise.

### 5.1. Air leaks from tyre connector.

The seals should be replaced when it becomes difficult to obtain an easy, positive airtight seal on a tyre valve. Spare seal kits are available from distributors.

**5.2. Damaged flexible hose (gauge to tyre connector).** The complete hose assembly should be replaced immediately if any sign of deep chafing or cracking appears. Ensure that the centred filter in the gauge outlet port does not become dislodged during replacement.

### 5.3. Erratic high gauge readings or stiff, jerky lever operations.

Caused by a stiff or damaged valve assembly. If not cured by oiling the valve mechanism then replace the valve assembly.

### 5.4. Slow tyre inflation.

Caused by:.....Low supply pressure, or .....blocked inlet filter, or.....damaged valve mechanism.

### 5.5. Erratic low gauge readings and/or sluggish gauge operation. Gauge does not return to zero.

Caused by stiff or damaged gauge mechanism. The gauge must be returned to an authorised repair centre as special equipment is required to re-check the calibration of the gauge after repair.

## 6. MAINTENANCE & SERVICE

### Periodic checks and maintenance.

For long service and accuracy, the following actions should be carried out at the recommended intervals.

#### 6.1. Weekly - check operation.

The gauge should be checked weekly for correct operation. Look for smooth lever operation and fast, smooth gauge movements. Check for leaks from tyre connector seals, and for chafing or wear of the flexible hoses. Any problems should be immediately rectified to ensure calibration is not affected.

#### 6.2. Quarterly - check calibration.

We recommend the accuracy of the gauge be checked against a calibrated 'master' gauge every 3 months, or at shorter intervals depending on operator's own quality procedures manual.

**NOTE: It is our policy to continually improve products and as such we reserve the right to alter data, specifications and component parts without prior notice.**

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