



The AutoFlow Dual Hose Meter Kit is designed for use with SuperSeal™ pressure/temperature ports or standard pressure ports.

## Kit Contents

Each Autoflow Dual Hose Meter Kit comes complete with:

- A 4 1/2" Gauge with three ball valves  
Calibrated @ 150 psi & 1000 kpa
- Two 10' hoses with shut-off valves
- A Pair of GA18 std. P/T adapters
- A Pair of GA30 long P/T adapters
- Plastic Bleed Hose
- Carrying case

## Instructions

### Hook-up & Purging

- 1) Close all five valves, two on hose and three on meter.
- 2) Attach hoses as shown, red upstream (high), yellow downstream (low). Attach the clear plastic hose to the bleed ball valve.
- 3) Open the two upstream (high) valves on the red hose.
- 4) Slowly open the bleed valve. Leave open until all air is removed and a steady stream of water runs from the plastic hose.
- 5) Close the bleed valve.
- 6) Close the high side ball valve.
- 7) Open the two downstream (low) valves on the yellow hose.
- 8) Repeat 4 & 5.
- 9) Close the low side ball valve.

### Measurement

- 10) Open the upstream (red) ball valve and record the pressure. Close upstream ball valve.
- 11) Open the downstream (yellow) ball valve and record pressure. Close upstream ball valve.
- 12) Subtract the two readings. The result should be within the flow control valve psi operating range (2-32, 5-60, 3-18, 5-32, or 7-52). If the reading does not fall within the operating range, refer to the troubleshooting instructions on the reverse side.

### Move To New Location

- 13) Close high and low side hose shut-off valves on the hose.
- 14) Remove hoses and reattach at new location.
- 15) Open hose shut-off valves.
- 16) No air purging is necessary. Repeat steps 10-12.

**Troubleshooting Guide**

**Possible Cause**

**Possible Solution**

• *PROBLEM: Low Water Flow*

- |                                      |  |
|--------------------------------------|--|
| 1) Strainer clogged                  | 1) Back-flush or manually clean the coil strainer.   |
| 2) Wrong location                    | 2) Check tagging on the AutoFlow valve to insure it is in the proper location with the correct GPM.  |
| 3) Low system pressure               | 3) If possible, check the pressure at the hook-up supply and return valves. The drop through the coil and ATC valve may be too large for the available head. |
| 4) Balance valve plugged             | 4) The AutoFlow valve may have debris. Remove cartridge, clean and replace.  |
| 5) ATC valve port closed or wrong Cv | 5) Make sure the ATC is wide open and has proper Cv.   |
| 6) System valve is partially closed  | 6) Open all manual system valves.  |

• *PROBLEM: High Water Flow*

- |                             |   |
|-----------------------------|---|
| 1) Wrong location           | 1) Check tagging on the AutoFlow valve to insure it is in the proper location with the correct GPM.   |
| 2) System pressure too high | 2) Check the differential pressure across the AutoFlow valve. If larger than 32 psi, close the return-side ball valve until the difference is less than 32 psi. The spring range on the cartridge could be changed to 5-60 psi which will also solve the problem. |
| 3) AutoFlow valve backward  | 3) Check the flow arrow and reverse valve if necessary.   |

• *PROBLEM: Noise or Vibration*

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|-------------------------------------|--|
| 1) AutoFlow valve clicking or noisy | a) Check the Delta P across the AutoFlow valve. If at or near the maximum, it may be necessary to replace the cartridge with a different spring range. |
|                                     | b) Make sure the air is purged from the system. Air can cause a clicking noise. WS valves require air purging on each side of the mid-plate.           |
|                                     | c) Two AutoFlow valves close coupled in series can cause pulsing.  |