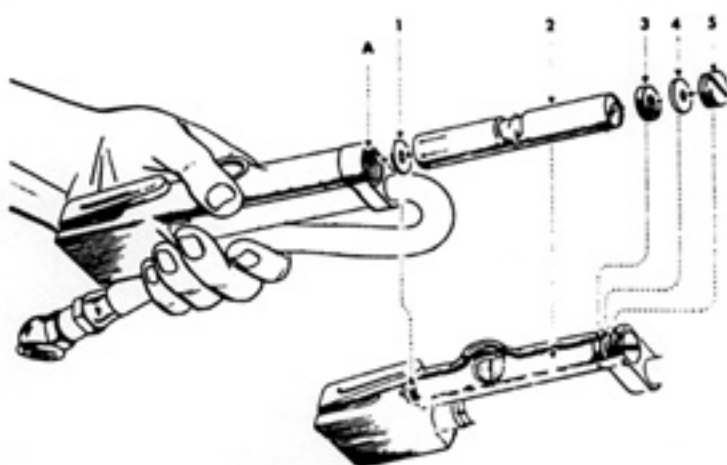


SERVICE DATA FOR MILTON INFLATOR GAGE

**TO REPLACE GAGE CARTRIDGE--
FOLLOW SEQUENCE AS ILLUSTRATED BELOW**



PARTS IDENTIFICATION

A-GAGE 3-BLACK WASHER
1-RED WASHER 4-FIBRE WASHER
2-CARTRIDGE 5-NUT

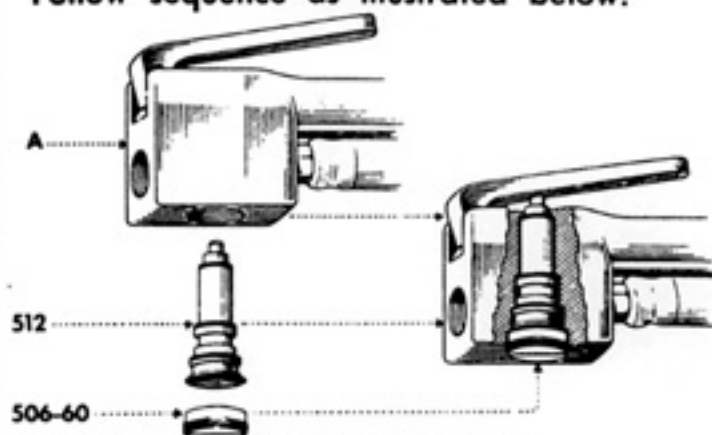
REMOVE OLD WASHERS—Use NEW washers furnished with NEW replacement cartridge.

RED WASHER No. 1 MUST BE IN POSITION AS ILLUSTRATED.

TIGHTEN No. 5 NUT FIRMLY TO INSURE POSITIVE SEAL ON RED WASHER

IMPORTANT NOTE . . . No. 512 Valve Cartridge for use starting with "C" series gages—Serial No. C 00001 and up.

**TO REPLACE VALVE CARTRIDGE —
Follow sequence as illustrated below.**



PARTS IDENTIFICATION

A.....Gage
512.....Valve Cartridge
506-60.....Valve Retainer Screw

TURN OFF AIRLINE . . . Insert single unit valve cartridge as illustrated.

TIGHTEN VALVE RETAINER SCREW FIRMLY TO INSURE "POSITIVE SEAL" ON ALL WASHERS.

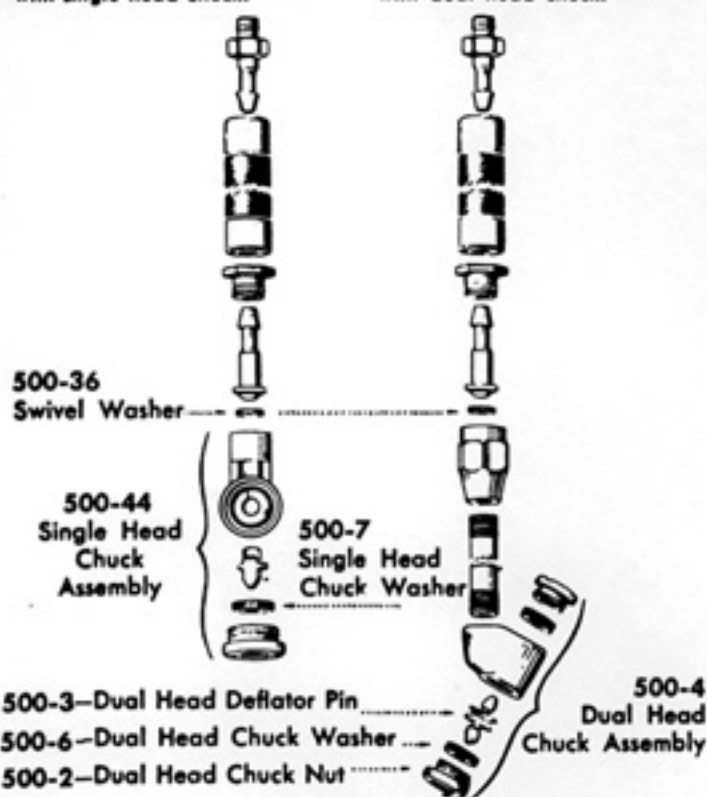
ASSEMBLY DIAGRAM FOR MILTON HOSE WHIP ASSEMBLIES

No. 508

Hose whip assembly complete with single head chuck.

No. 509

Hose whip assembly complete with dual head chuck.



HINTS FOR LONGER LIFE AND BETTER SERVICE FROM YOUR MILTON INFLATOR GAGE

*Use Only Genuine Milton Factory Packaged
Units for Replacement*

Keep air lines free from DIRT, WATER, and OIL . . . Drain your compressor tank regularly.

Screen trap in the threaded opening that attaches to the air line should be cleaned at regular intervals—accumulated dirt at this point slows up passage of air into the tire.

Never use gage to check pressure on tires filled with any puncture-proof liquids, chemicals, anti-static powders, or anti-freeze liquids as used on farm tractor tires.

Your Milton Inflator Gage should never be TAMPERED WITH, OILED, or dipped in any cleaning solution.

Replace air chuck washers periodically — worn chuck washers cause inaccurate readings.

NOTE . . . IMPORTANT . . . Use only bleeding type (open) free flowing chuck assemblies . . . ONE PIECE deflator pin for dual head chucks . . . Sealing Face Cut-Away pin for single head chucks — SEE ILLUSTRATION ON DIAGRAM OF HOSE WHIP ASSEMBLIES.

Do NOT use End of The Line Sealing Type Chucks . . . They trap the moisture and dirt from the air line and compressor into the gage hose. This moisture and dirt then backs-up into the gage itself, corrosion sets in causing premature failure. When the valve lever is depressed, a free flowing chuck head passes air whether or not the chuck is applied to the tire valve.

HANG UP YOUR GAGE WHEN NOT IN USE