

tecnosir

TECNOSIR s.n.c. di MELLA M. & C.
Via Asiago, 5 • 31030 CASTELLO DI GODEGO (TV) ITALY
Tel. 0423 760075 r.a. • Fax 0423 760055

C 720 - C 740 VALPREX 2000

INSTALLATION INSTRUCTIONS

VALPREX 2000 is a kit in three versions suitable for the following types of motor-cars:

DIAMETER 7 DS only for motor-cars with two hemisphere spheres.

DIAMETER 7 for motor-cars manufactured up till 1979 (sphere cap mm. 14).

DIAMETER 9 for all the motor-cars manufactured after 1979.

The installation of VALPREX 2000 is a very simple operation but requests great care and attention.

By following the few instructions that we will give you, you will be able to carry out the work without problems and loss of time, this will give you satisfaction and will give you the possibility of making greater profits from your work.

The pressure is delivered from the **AZOTE** cylinders that you will find at your technical gas retailer.

THE USE OF OTHER GAS IS FORBIDDEN

FIRST OPERATION is the loosening of the original caps of the sphere; this operation must be carried out with the motor-car in normal position (hydraulic oil circuit in pressure).

The loosening is carried out with a stud unscrewing spanner or another suitable tool.

IMPORTANT the unscrewing must be limited to 1/4 turn.

LIST the motor-car with a 2 column bridge - the wheels must remain free - and release the hydraulic circuit from the pressure.

After having checked that the pressure has dropped and that the spheres are mobile, complete the unscrewing of the closing cap of the sphere.

PAY ATTENTION to the outlet of the gas present in the sphere; the outlet of gas guarantees the efficiency of the membrane.

If there is no gas it is suitable to remove the sphere and carry out the operation on the work bench.

SCREW ON in place of the closing cap VALPREX 2000 after having fixed in the correct seat the OR-grommet held with a little grease.

The tightening of VALPREX 2000 is made with a 2 or 3 Kgm. spanner.

APPLY the charge union on VALPREX 2000, turn in a clockwise direction the valve opening control wheel (yellow colour), proceed to the filling to the pressure indicated on the table; do not exceed the values but respect them as much as possible.

TURN in an anti-clockwise direction the valve opening control wheel, release the pressure from the pipes by opening the tap on the left and remove the charge union.

SCREW ON VALPREX 2000 the fibre conical dowel with the aim of sealing up the tiny charge hole; at its limit stop it must be closed for a 1/4 turn.

APPLY the dustproof cap.

FOR THE REAR SPHERES it is suitable to proceed in the following way: charge a sphere to a pressure of 15/20 atmospheres charge the other sphere to the requested pressure, add the pressure missing to the first. This way of proceeding expels the oil from inside the spheres and pushes it into the tank.

DURING THE CHARGE the left gauge (the one which indicated the pressure of the sphere) must rise slowly and, once closed the delivery tap, it must remain at the indicated value for a few seconds.

ONCE CARRIED OUT the operation on all the suspension spheres and on the conjunctive sphere, make sure that the by-pass screw of the high pressure circuit is closed and start the motor-car.

As soon as the pressure has risen the motor-car will lift and the suspensions have returned to their original efficiency.

PERIODICAL CHECKING OF THE PRESSURE

The checking of the sphere pressure is carried out at intervals not greater than 12 months.

In carrying out the pressure checking one part of gas goes to fill the tubings and the gauge brings consequently an inferior reading value of about 10% of the original pressure existing in the sphere (for example: reading value 50 - original effective value 55; then add the missing 5 atmospheres).

TAKE CARE OF THE EQUIPMENT protect it from falls and violent strokes, replace the nylon point of the charge union when you need excessive screwing strength for the holding.

APPLICATIONS

2000 9

Kit for all the motor-cars manufactured after 1979

Mod. GS - CX - BX - XM - XANTIA excluded REAR BREAK CX

External Diameter of the sphere cap mm. 19

(Photo A)

2000 7

Kit for motor-cars manufactured before 1979

Mod. GS - CX

External Diameter of the sphere cap mm. 14

(Photo B)

2000 7 DS

Kit for only motor-cars with two hemisphere spheres

Mod. DS - SM - REAR BREAK CX

(Photo C)

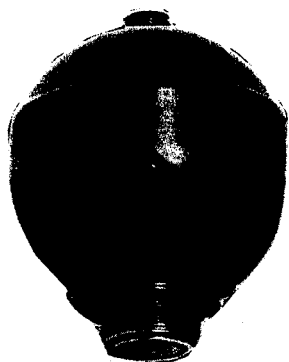


Photo A

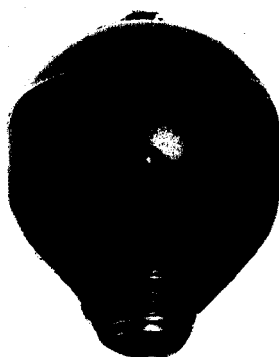


Photo B

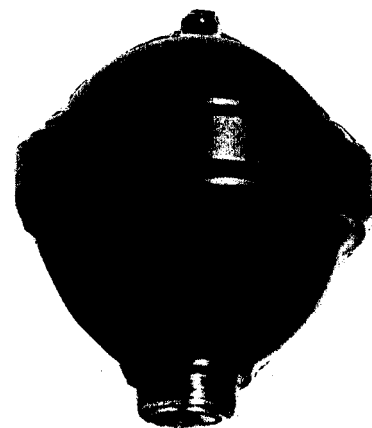


Photo C

C 720 VALPREX 2000

The suspensions represent for the motor car a component of maximum importance.

To be able to count on their full efficiency at any moment results determinant for the safety and the riding comfort.

This is the concept that inspired Tecnosir, leading company in the sector, to examine the causes of wear, the processes of regeneration and the application of the high technology to offer as a final result **C 720 Valprex 2000**.

The application of C 720 allows to maintain the suspension spheres of the Citroën motor car in perfect efficiency, just like when the motor car was new, for the rest of its life.

THE HYDROPNEUMATIC SUSPENSIONS

Four suspension spheres and a fifth accumulator-sphere are the "heart" of the hydropneumatic suspension system.

These spheres contain azote in pressure enclosed by a rubber membrane that acts as a separator (photo 1).

The opposing force of the oil in pressure bends the membrane and the azote compressing itself absorbs the stress.

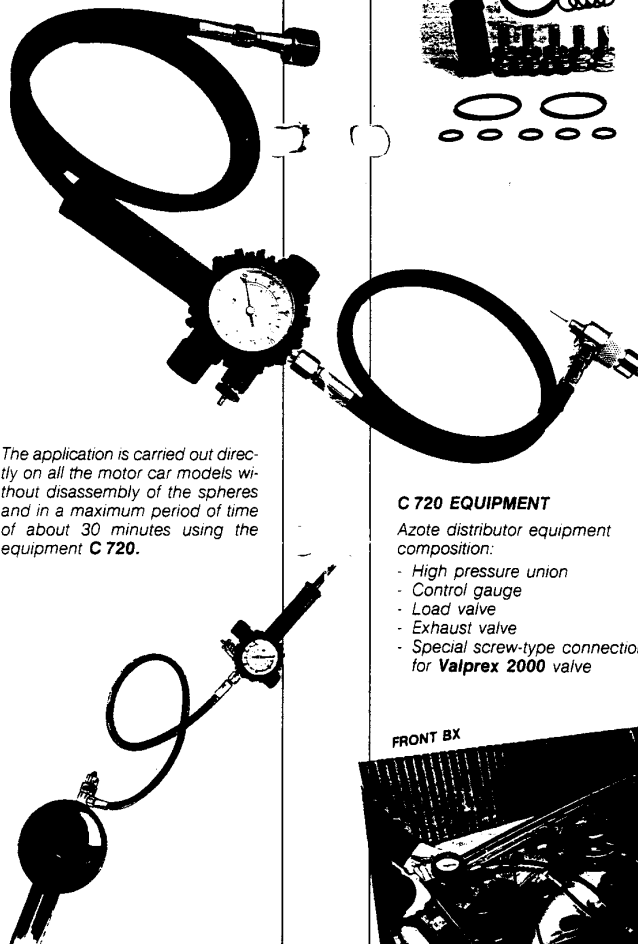
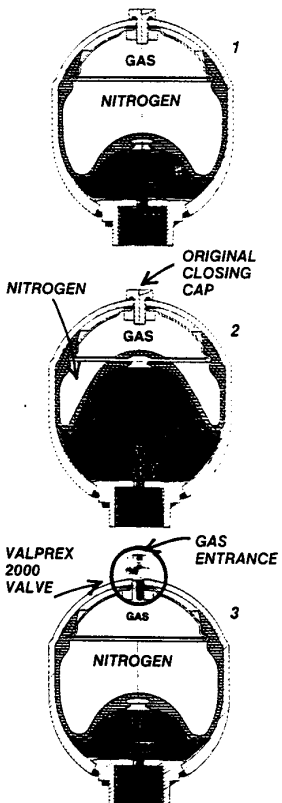
From researches carried out in laboratories one has verified that these membranes after 10 years do not present traces of wear.

This demonstrates that the only cause of reduction of the absorption capacity of the spheres is the continuous loss of azote through the intermolecular spaces of the constructive material.

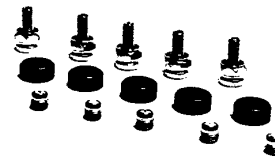
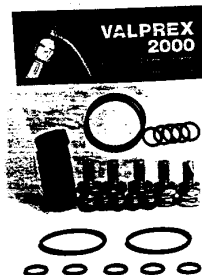
The reduction is slow and gradual till the complete exhaustion (photo 2).

The only way to bring the motor car to its initial performance up till now was the replacement of the spheres.

Today you only have to restore the original pressure by replacing the original closing cap with the **Valprex 2000 valve** (photo 3).



The application is carried out directly on all the motor car models without disassembly of the spheres and in a maximum period of time of about 30 minutes using the equipment C 720.



C 720 EQUIPMENT

Azote distributor equipment composition:

- High pressure union
- Control gauge
- Load valve
- Exhaust valve
- Special screw-type connection for Valprex 2000 valve

GUARANTEE

The product is guaranteed for one year (but many years of experience and thousands of applications are the best guarantee).

SUGGESTION

We advice you to apply **Valprex 2000** starting from the second year of life of the motor car and to then check annually the pressure of all the spheres even if the motor car doesn't seem to need it.

ADVANTAGES

- Rapid service and easily programmable
- New customers
- Cheap investments
- Interesting profits
- Faithfulness of the customers

