

# AutoFlow Dual Hose Meter Kit



**Operating Instructions**

*Engineering  
GREAT Solutions*

# Dual Hose Meter Kit

## 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

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## 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

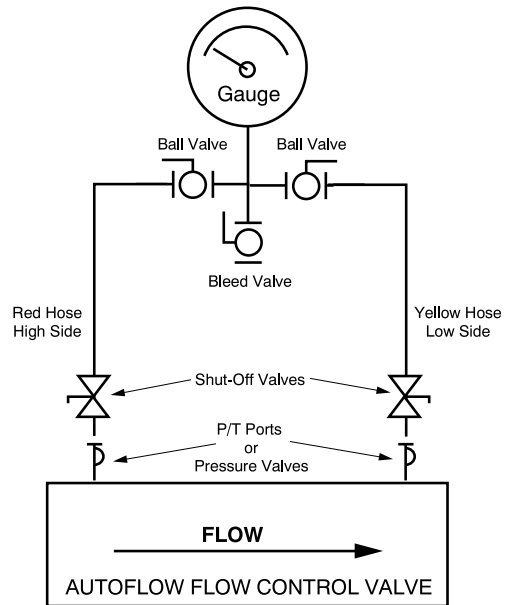
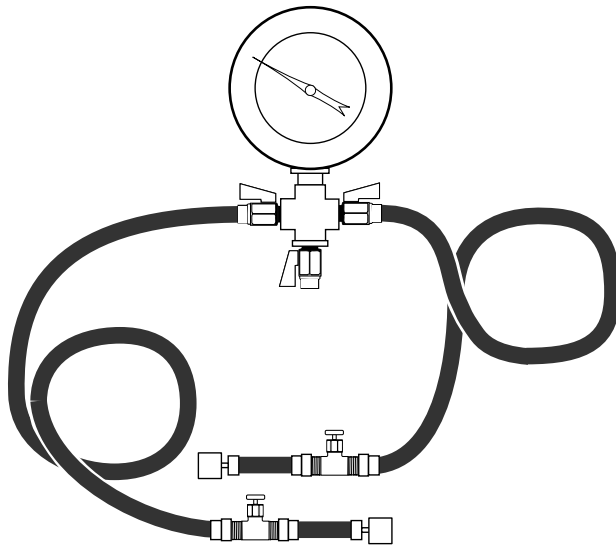
10. Open the upstream (red) ball valve and record the pressure. Close upstream ball valve.
11. Open the downstream (yellow) ball valve and record pressure. Close downstream ball valve.
12. Subtract the two readings. The result should be within the flow control valve psi operating range (2-32, 5-60, 3-18,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

### 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.



## Instructions



## Troubleshooting

Possible Cause	Possible Solution
<b>PROBLEM: Low Water Flow</b>	
Strainer clogged	Back-flush or manually clean the coil strainer.
Wrong location	Check tagging on the AutoFlow valve to insure it is in the proper location with the correct GPM.
Low system pressure	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.
Balance valve plugged	The AutoFlow valve may have debris. Remove cartridge, clean and replace.
ATC valve port closed or wrong Cv	Make sure the ATC is wide open and has proper Cv.
System valve is partially closed	Open all manual system valves.

<b>PROBLEM: High Water Flow</b>	
Wrong location	Check tagging on the AutoFlow valve to insure it is in the proper location with the correct GPM.
System pressure too high	Check the differential pressure across the AutoFlow valve. If larger then 32 psi, close the return-side ball valve until the difference is less then 32 psi. The spring range on the cartridge could be changed to 5-60 psi which will also solve the problem.
AutoFlow valve backward	Check the flow arrow and reverse valve if necessary.

<b>PROBLEM: Noise or Vibration</b>	
AutoFlow valve clicking or noisy	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.
	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.
	Two AutoFlow valves close coupled in series can cause pulsing.

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**Notes:**

