



NECK RING/ASSEMBLY

SL 17C, K, 27, KM 37/SS, 47, 57, 77, 97





KIRBY MORGAN DIVE SYSTEMS INCORPORATED MAINTENANCE AND REPAIR TECHNICIAN TRAINING



- Only selected Dive Lab trained Technicians are authorized to teach the Technicians Course
 - Only Dive Lab authorized Technicians may teach the KMDSI Operator/User Course
 - Course curriculum must be presented within the guidelines set-up in the repair technician's guide and slide show
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- Neck Ring/Dam components of the SL17C, K/27, KM-37/SS, 47, 57, 77, and 97 are virtually identical and use the same components
- When performing maintenance or repairs refer to the specific manual for the helmet being serviced



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- Visually inspect all metal parts of the Helmet Locking Collar assembly for damage
- Check the Locking Collar for misalignment and/or loose fasteners





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- Ensure the locking collar smoothly engages the sealed pull pins without binding or rubbing
- Check for excessive side play, side play should be no greater than 5/64 (2.0 mm)





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- Inspect Neck Pad, Washers, and “T”-Washers in the recesses of the Neck Pad
- Ensure screws are not loose or missing
- Guidance O & M Manual





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- Visually inspect the two Sealed Pull Pins to ensure they operate smoothly and engage the Locking Collar Properly
- Ensure the Sealed Pull Pins are not bent or damaged in any way





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CAUTION

The cam angle must be correct for the Pull Pins to operate properly

CAUTION

Angle facing down





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- Very early SL-27 Pins were not oil filled sealed units
- Discontinued in early 90s





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- Current model
- Filled with Dow Corning 550R Silicone oil





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DANGER

If Sealed Pull Pins do not operate correctly, the helmet could come off underwater

OR

DANGER

They do not release properly, could make it difficult to remove the helmet in a timely manner



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CAUTION

- If Sealed Pull Pins stick or do not provide adequate tension, it is essential to return the Helmet to an authorized KMDSI Dealer for service

CAUTION

DO NOT attempt to service the Sealed Pull Pins



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- Damaged or worn Pull Pins must be repaired by a trained technician



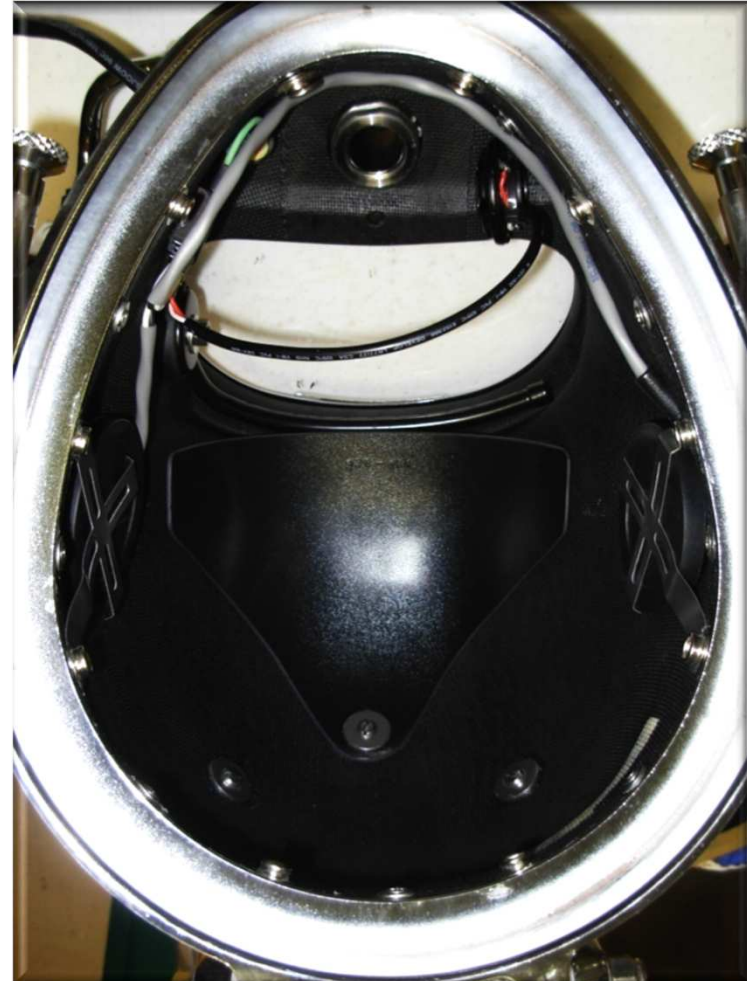


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- Visually inspect the metal ring (Helmet Ring) at the base of the Helmet for damage to the sealing surface





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- If bent or damaged it should only be repaired by an authorized KMDSI repair facility





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- Check the Swing Tongue Catch for proper operation
- Check for loose, worn or damaged parts
- Guidance O&M Manual





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- Test mate, then remove the Neck Dam Ring Assembly / Locking Collar from the Helmet
- Check for proper Pull Pin alignment and smooth operation





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- Inspect Neck Dam Ring, for contamination (Dirt/Mud) and damage





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- Clean and lubricate the O-ring mating surface, then mate Neck Ring / Dam assembly
- Assembly should fit into the Helmet Ring smoothly and should not require extraordinary force, other than what is required to overcome the O-ring friction
- If extra force is required this would indicate a damaged, bent or deformed Neck Ring



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- There should not be portions of the O-ring visibly present on exterior of the Neck Dam Ring once engaged on the Helmet Ring
- If any of the o-ring is visible that would indicate a stretched/damaged Neck Dam Ring O-ring





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- Inspect the Chin Strap to insure it works properly and is not torn or damaged
- Check to insure the fasteners are installed



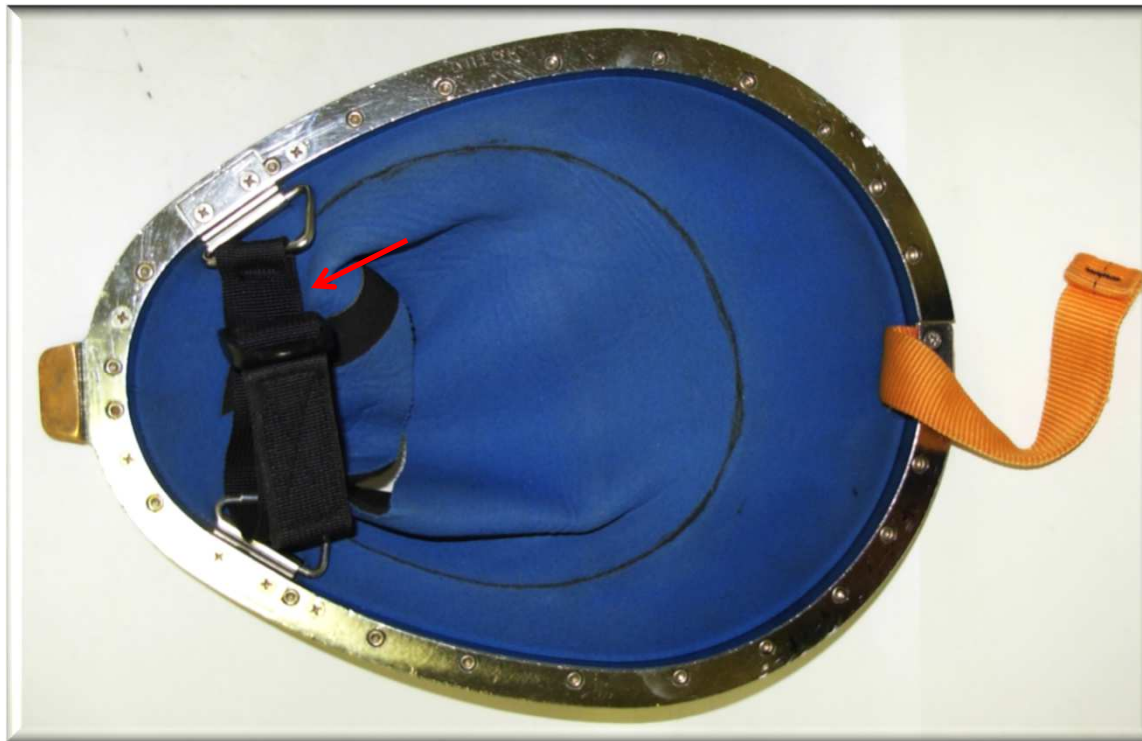


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- Insure all the Neck Dam Components work smoothly
- Old style external chin strap, early SL27 and SL17K no longer in production





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- Inspect and adjust the Neck Slide Locking Collar
- Should be adjusted for the individual using the hat
- Ideally one finger gap between back of neck and locking collar





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