DISPLACER INSPECTION FOR REFURBISHMENT

Remove gaiter at bottom and inspect boot at bottom for signs of wear. If it looks like first picture with evidence of a split and ripples in the surface, it’s no good for refurbishing, and if there is extensive perishing, it also probably won’t be able to go again. Small damage to casing in this picture would otherwise be ok. If it’s as rusty as the second picture, it’s probably gone past re-using, but we have rescued some that have portions rusted that we can repair with a section cut from another

In the third picture of the top, the rubber parting from the metal doesn’t present a problem, but the connection from the hose to the displacer is always suspect. The casing should be reasonably rust free but is acceptable with a degree of rust in the middle section but not at the top or bottom. The top lugs that locate it should be intact, but can be partially corroded as they only hold the in it in when depressurized. The last picture shows a test that it is possible to do yourself up to a low amount of pressure; Fill the top of the displacer with water or put into tank and lightly supply air down the hose. Badly corroded ones will leak instantly. The one shown took an hour before it started to leak, so if in doubt, have the hose replaced.

