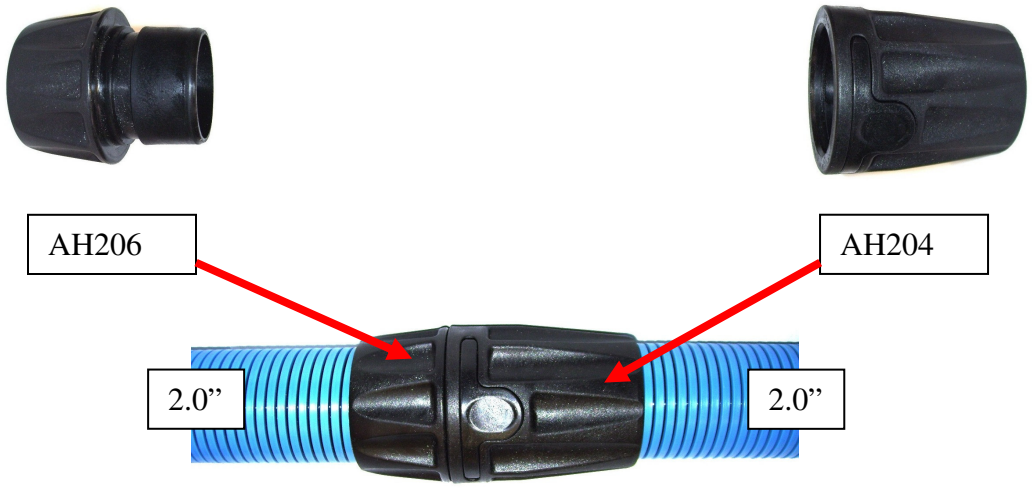
FLASH CUFF USES

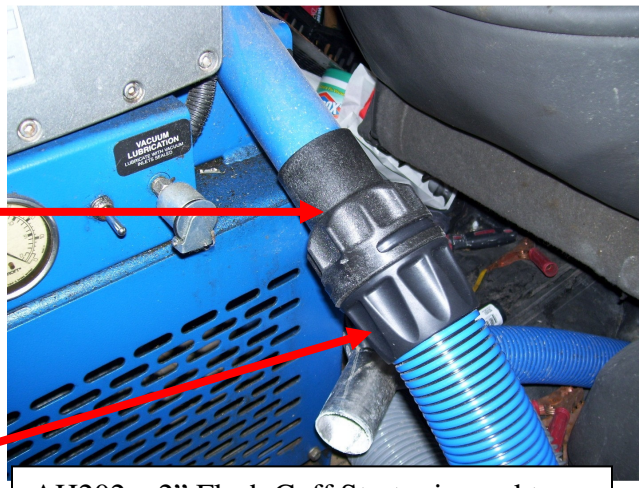


Here is the standard application of the 2” Flash Cuffs to connect two sections of 2” vacuum hose. An AH206 Flash Cuff 2” Male Cuff is connected to one hose and an AH204 Flash Cuff 2” Female Cuff on the other hose. The smooth bore creates less turbulence and resistance to the air flow increasing the velocity of the air flow at the tool.

Here is the standard application of the Flash Cuffs to connect one section of 1-1/2” hose and one section of 2” vacuum hose. An AH200 Flash Cuff 2 -1.5” Reducer Cuff is connected to the 1.5” hose and an AH204 Flash Cuff 2” female cuff to the 2” hose. The smooth bore creates less turbulence and resistance to the air flow increasing the velocity of the air flow at the tool.

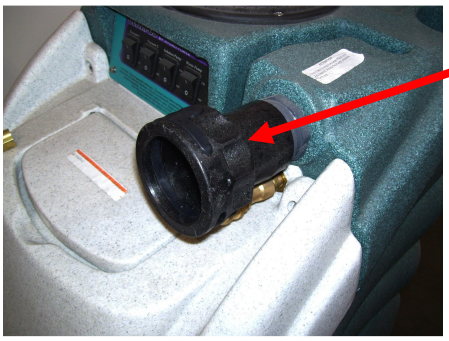
FLASH CUFF USES

AH202



AH206

AH202 – 2” Flash Cuff Starter is used to connect to the 2” barb or pipe on the recovery tank or machine. The AH206 Flash Cuff 2” Male will then allow a 2” vacuum hose to be connected to the starter cuff.

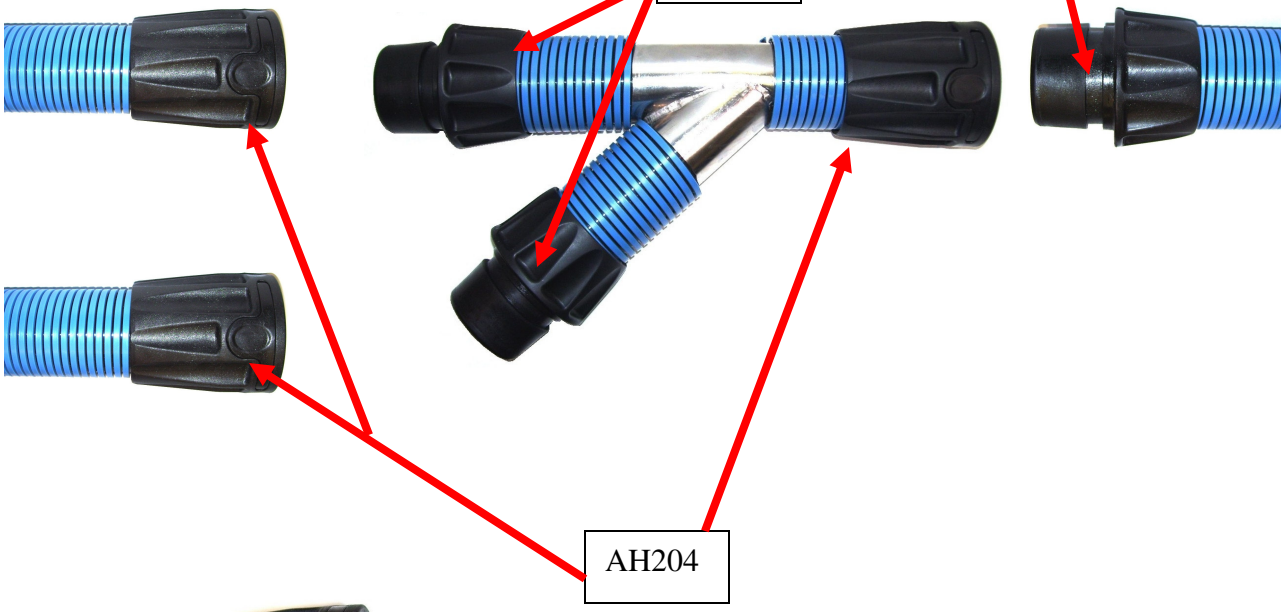


AH202

Reducing turbulence and increasing the air flow with your existing hose configuration is only the first step in maximizing the vacuum potential of your machine.

The next step is to increase size of the hose and the air flow available at the tool. This is done using two 2” vac hose sections from the machine to the house commonly known as “4 to the Door” or by increasing the size of the hose from 2” to 2.5” diameter.

FLASH CUFF USES



AH204

2” Y Assembly Complete

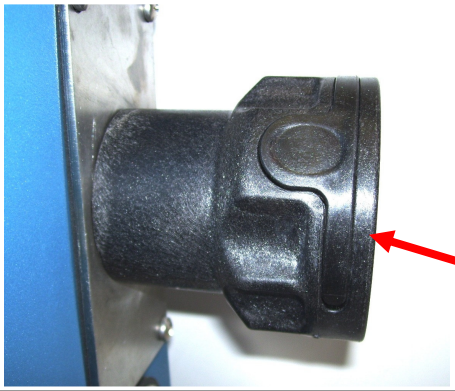
AH206

Y Assembly is used in the “4 to the Door” set up. Two 2” hoses from the truck mount must each have AH204 female Flash Cuffs to connect to the two male Flash Cuffs on the Y assembly. The one 2” hose to the wand must have an AH206 male Flash Cuff to connect to the single female Flash Cuff on the Y assembly.

AH150

FLASH CUFF USES

AH212



AH214

AH206

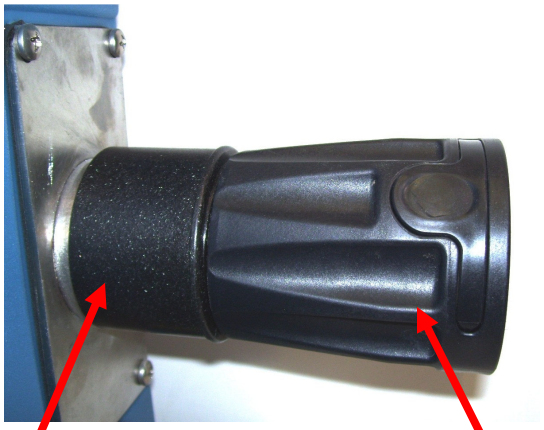
When you have a truckmount with 2-1/2" outlet pipes you can use the AH214 Flash Cuff 2.5" Starter Cuff to connect 2.5" hose directly to the machine. The 2.5" vacuum hose must have an AH218 Flash Cuff 2.5" male to connect to the starter cuff.

If you want to connect 2" hose to the machine use the AH212 Flash Cuff 2.5" External Reducer and a AH204 Flash Cuff 2" female cuff. The 2" vacuum hose must have an AH206 Flash Cuff 2" male to connect to the 2" female cuff.

AH218

AH204

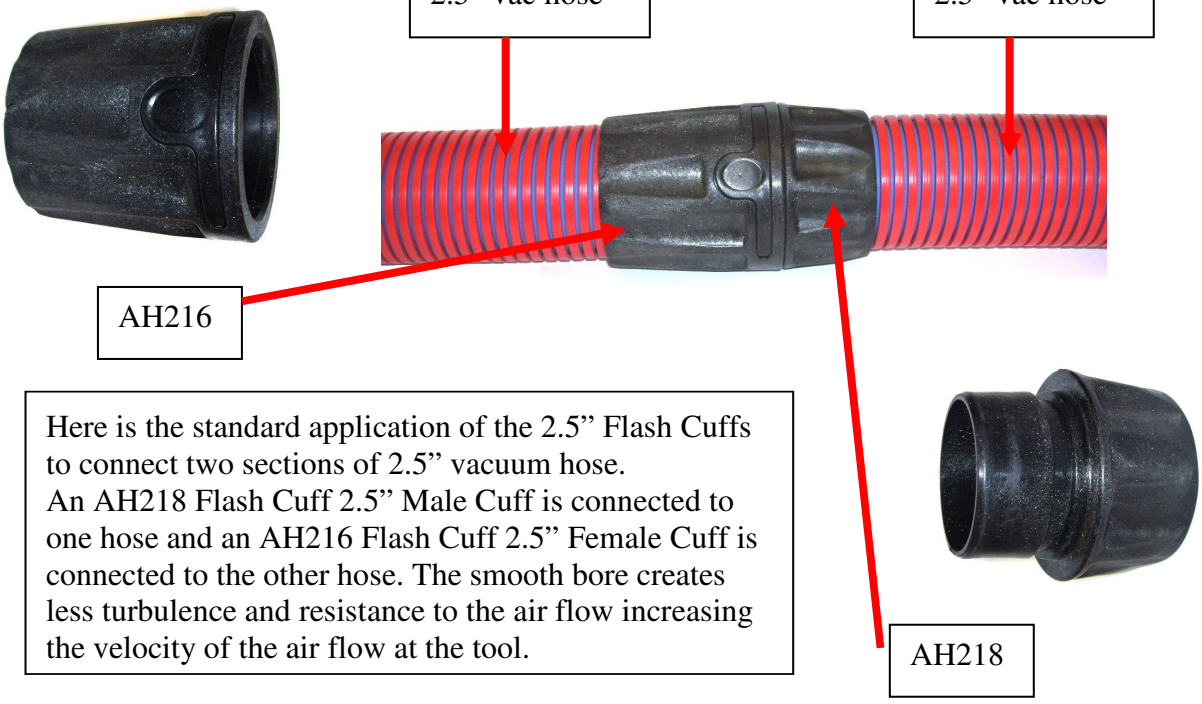
AH216



AH212

AH204

FLASH CUFF USES

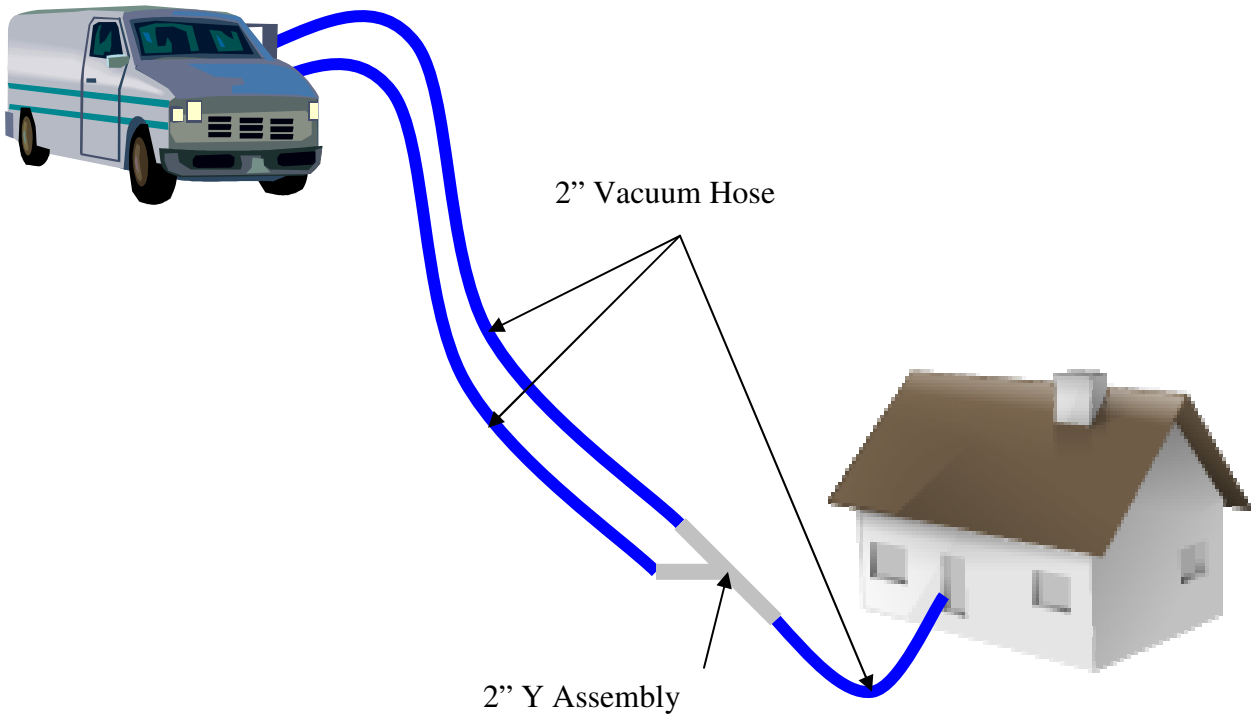


Here is the standard application of the 2.5” Flash Cuffs to connect two sections of 2.5” vacuum hose.
An AH218 Flash Cuff 2.5” Male Cuff is connected to one hose and an AH216 Flash Cuff 2.5” Female Cuff is connected to the other hose. The smooth bore creates less turbulence and resistance to the air flow increasing the velocity of the air flow at the tool.

CONNECTING 2.5” VACUUM HOSE TO 2.0” VACUUM HOSE

AH222 2.5” SS CONNECTOR	AH212 2.5” to 2” REDUCER	AH206 2” MALE CUFF	AH204 2” FEMALE CUFF

FLASH CUFF USES



In this example of the “4 to the Door” set up, two sections of 2” vacuum hose are run from the truckmount to the house. At the house the two hose sections are connected to a 2” Y Assembly and a single 2” hose section is run from the Y Assembly to the wand.

The doubling of the hose between the truck and the hose cuts the internal resistance against the air flow in half and increases the air flow to the Y Assembly. While there is still the normal resistance in the 2” vacuum hose from the Y Assembly to the wand, since this section is only 50 feet instead of 100 feet the total system resistance is less and you will still have as much as a 20% increase in air flow at the tool.

On longer runs of hoses you can get even greater increases over standard hose set ups using longer runs of the double 2” hoses, using 2.5” Y Assembly and running 2.5” vacuum hose after the Y Assembly and connecting a single section of 2” vacuum hose just before the tool for more flexibility at the tool.

A standard vinyl hose cuff can be used to connect the vacuum hose to the wand. A vinyl hose cuff used at this point will not significantly increase turbulence or resistance to the air flow.