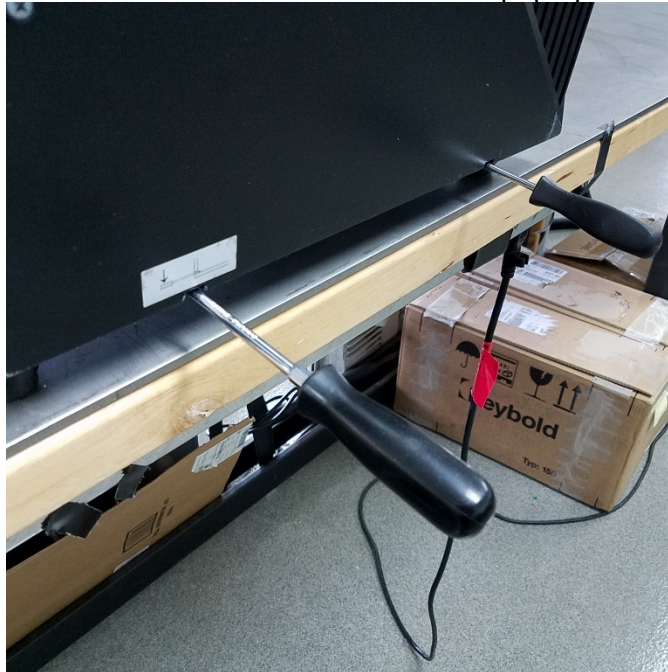


## How to remove a TL7 calibrated leak standard from a XL300 or L300i leak detector

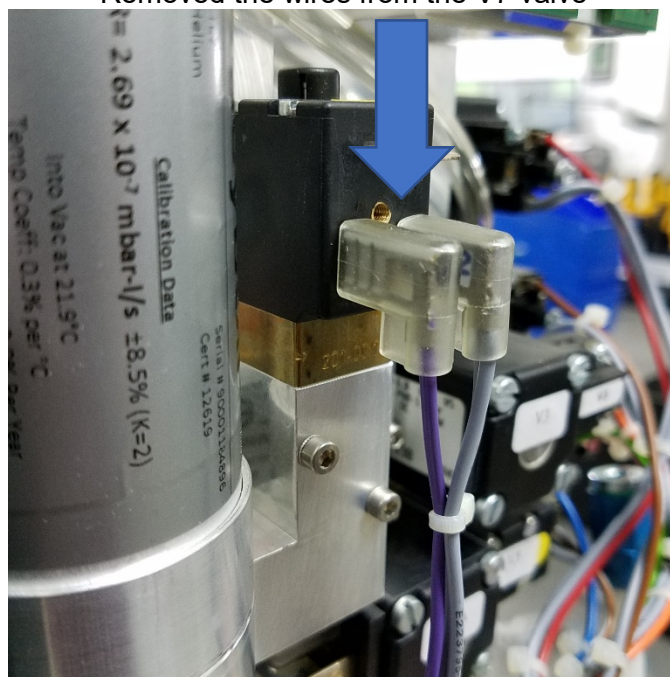
Ensure the unit is powered off and the turbo pump has not been running for at least 3 minutes.  
Removed any attachments or clamps that might be on top of the unit.



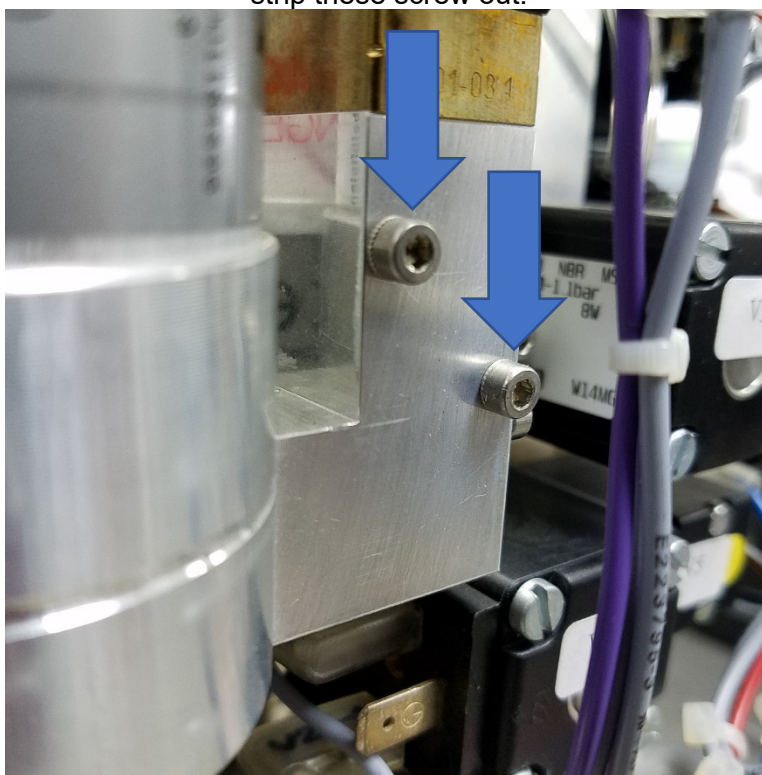
Insert two flat blade screwdrivers into the slots on the back cover and push the screwdriver hands down. The cover should pop up



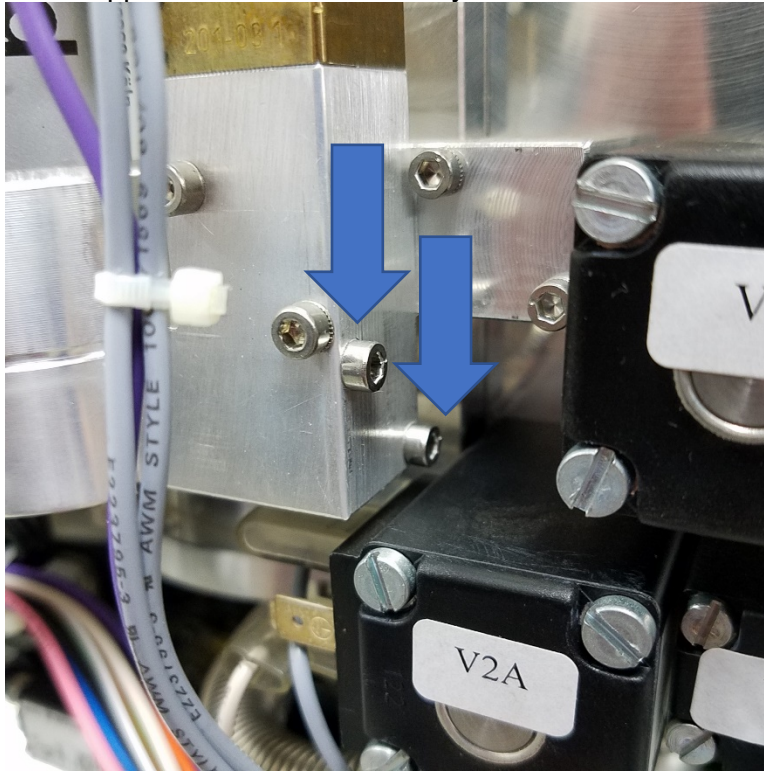
Removed the wires from the V7 valve



Use a 2.5mm Allen wrench to remove these screws. When reinstalling the leak be careful not to strip these screw out.



Remove these screws on the side to take the V7 valve and adaptor block off. We do not want that shipped with the leak. We only want the leak canister.



Please properly package just the leak canister below. We recommend double boxing the leak for shipping, it is very fragile and has a breakable membrane inside.



Once they get it back they need to install it and then go into the menu and press menu/settings/vacuum setting/ leak rate internal/ yes to change. Enter the new value and save. Turn the unit on and let it run for 20 minutes. Run a cal by pressing cal. The old cal factor and new should not be that different. They should also spray some helium around the V7 valve once finished to make sure it is leak tight.

Call **603-284-6306** if you  
have any questions.