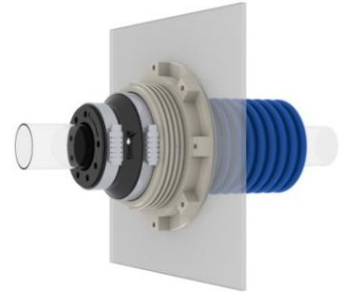


# Icon Repair Instruction for TCI and Similar Design \*IRF TCI\*. \*F” Non-Split Filled Repair Part Numbers

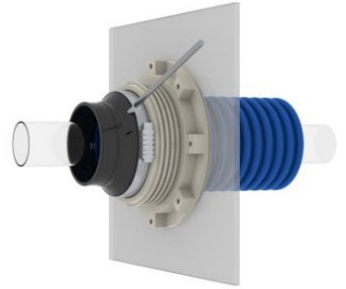
STEP 1

It is possible that seal is gone between the TCI (or similar type fitting) housing flange on the backside of the sump wall and the compression nut due to sump wall deflection. It is a good practice to loosen the nut and apply a gasket sealant to the sump entry seam area around the threaded cuff. Then retighten the nut to reseal that potential leak area.



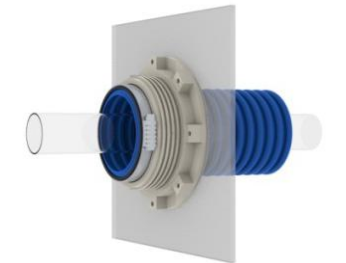
STEP 2

Using a sharp blade, cut the existing boot along the edge of the clamp that secures the boot to the corrugated pipe. Be careful not to damage the pipe.



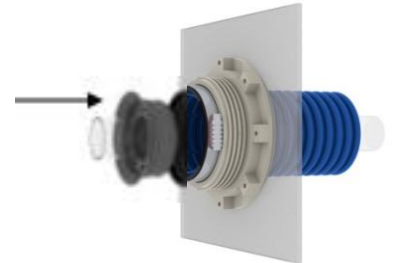
STEP 3

Remove the other clamp, the cut portion of the boot, and the old insert carefully from the pipe and discard.



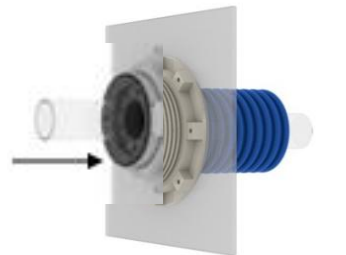
STEP 4

Install the split dam stop around the pipe. This fitting part is does not require any glue or bonding to work for its intended purpose, which is to keep the boot filler from leaking back into the corrugated pipe/ducting.



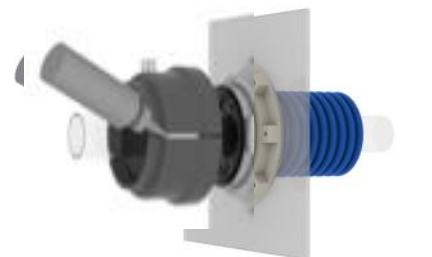
STEP 5

Push the dam stop into the corrugated pipe until it snaps into the first “rib” of the corrugated pipe. This will prevent the boot filler from running into the corrugated pipe cavity during the filling stage.



STEP 6

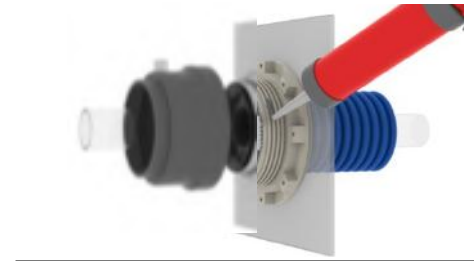
Install the split TCI repair boot around the pipe (off of the cuff) and apply a liberal bead of FastFuse along both sides of the split. After 10-20 seconds, hold the seam together for a minimum of 2 minutes. FastFuse will typically cure enough to hold the fitting together at that point. Leave the fitting hanging on the pipe for another minimum 30 minutes until fully cured.



# Icon Repair Instruction for TCI and Similar Design \*IRF TCI\*. \*F” Non-Split Filled Repair Part Numbers

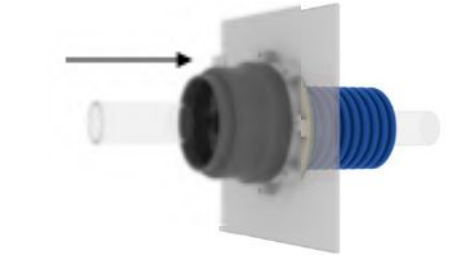
STEP 7

Apply a bead of gasket sealant around the threads of the fitting cuff, and thread or “pop” the repair boot onto the threaded cuff.



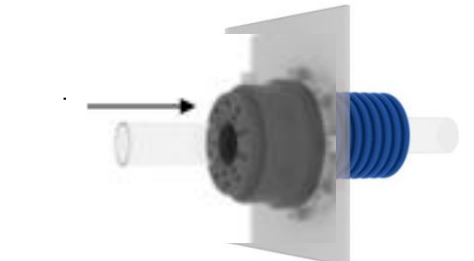
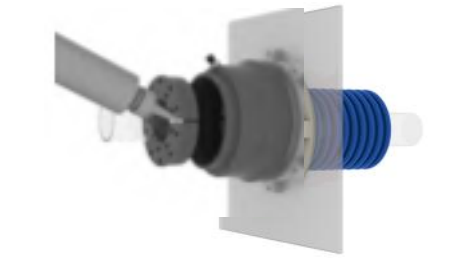
STEP 8

Index or rotate the repair boot so that the vent tube is at the 12:00 position.



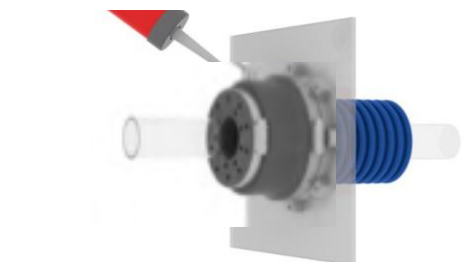
STEP 9

Apply FastFuse glue on the insert and in the mouth of the repair boot where they make contact and push the insert into the boot. There is no need for any cure time as previously required for the split boot bonding process. Keep moving forward with the process.



STEP 10

Install the band clamps and tighten securely. Fill the entire boot cavity through one of the tubes with a filler material, like FastFill, until the material begins to come out of the vent tube. Allow for some gravity and settling to occur and then add any additional filler as necessary.



STEP 11

Clean up any excess sealant in preparation for any testing that may follow. When completed, you may immediately start any hydrostatic testing to confirm a successful repair. The fill and sealant may not yet be completely cured, but there is sufficient cure at this point that testing is feasible. There is no requirement to wait any longer if done properly. The quickly gelled nature of the sealants and fillers allows for testing immediately afterwards.

