

OIL MIST LUBRICATOR

Dear Customer,

Thank you for your confidence in our product.

In the following pages you will find the technical data required for the trouble-free installation and maintenance of these pneumatic components. Please read the instructions fully to ensure that the product will give you long, trouble-free service.

Warning: Servicing and repair work must only be carried out by a qualified technician.



1. TECHNICAL DATA

<i>Characteristics</i>			Pressures are gauge pressure	
Port size			G3/8	G1/2
Oil/air mixture ratio			degressive (No. of drops per minute is roughly constant)	
Max. oil capacity		cm ³	112	
Oil refilling			manual - also during operation	
Installation			vertical	
Medium and ambient temperature range	ϑ_{\min}	°C	-20	(other temperatures on request)
	ϑ_{\max}	°C	+50 at 10 bar	
Weight (mass)		kg	0,55	
<i>Pneumatic Characteristics</i>				
Operating pressure range inlet	$p_{1\min}$	bar	0	
	$p_{1\max}$		16	
Recommended flow rate ①	Q_n	l/min	850	1900
		m ³ /h	51	114
Maximum flow rate ②	Q_{\max}	l/min	5000	5300
		m ³ /h	300	318
Most favourable flow rate range	Q_n	m ³ /h	2-50	2-120

① at $p_1=6$ bar and 25 m/s

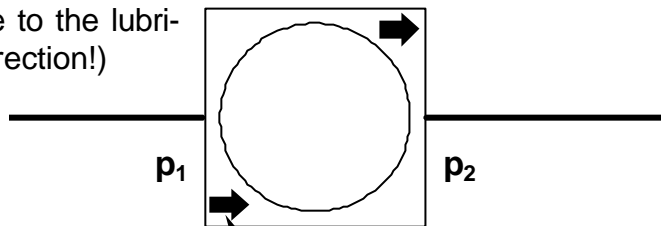
② at $p_1=6,3$ bar , $\Delta p=1$ bar

2. INSTALLATION INSTRUCTIONS

Warning: The unit must only be used in industrial applications for compressed air.
To avoid danger of injuries, the compressed air system must be fully depressurized while pneumatic components are being installed.

Note: The bowl and standard sight glass must not come into contact with the following materials (whether in liquid or gaseous form): acetone, benzene, brake fluid, chloroform, acetic acid, glycerine, methanol, carbon bisulphide, tri-, tetra- and per-compounds, toluene, xylene (cellulose thinners) and high flash-point synthetic oils (e.g. phosphoric ester base, etc.). If in doubt, please consult your sales contact.

1. Carefully clean rust particles or other dirt out of the air line.
2. If the distance from lubricator to user exceeds 5 metres, wet the air line first with a little pneumatic oil.
3. Fit a mounting bracket, if applicable.
4. Connect the air line to the lubricator (check flow direction!)
5. Turn on the compressed air supply.

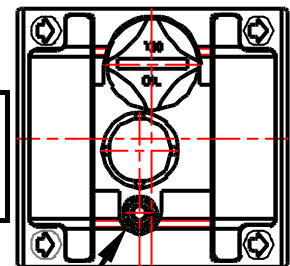


Check the flow direction arrows on the top of the unit.

3. SETTING

The oil addition rate is set by turning the oil throttle screw while watching the oil droplets in the sight glass.

Note: Minimum addition rate is 3 drops per minute.
Check whether oil is still being conveyed even by the smallest actual air flow volume.



More oil:
Turn screw to the left.

Less oil:
Turn screw to the right.

Oil throttle screw

4. MAINTENANCE

4.1. Filling

Refill the oil reservoir with pneumatic oil of viscosity class VG32 to ISO3448 (32mm²/s at 40°C). Never let the oil level fall below the minimum mark. Maximum oil level is ca. 5 mm below the bottom edge of the housing.

4.2. Cleaning the Lubricator

The bowl and other plastic parts should only be cleaned with warm water and normal washing-up liquid.

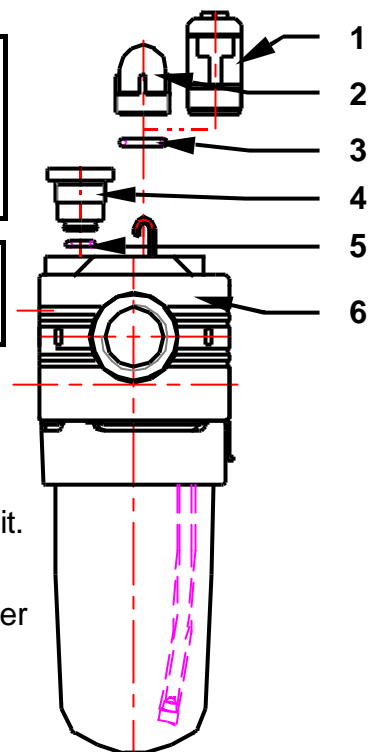
4.3. Replacement of Parts

For safety reasons we recommend replacement of the plastic oil reservoir and the sight glass every 5 years approximately.

5. DISMANTLING AND REASSEMBLY

Warning: To avoid danger of injuries, the unit must only be dismantled with the pneumatic system completely depressurized!

Note: If new seals are fitted during reassembly, grease these thoroughly before fitting.



5.1. Sight Glass Removal and Refitting

1. Loosen the sight glass ② carefully and unscrew it.
2. Remove O-ring $\varnothing 12 \times 2$ ③ from housing ⑥.
3. Reassembly is carried out in the reverse order (tighten the sight glass carefully).

5.2. Replacing the Standard Sight Glass with a Chemically Resistant Sight Glass

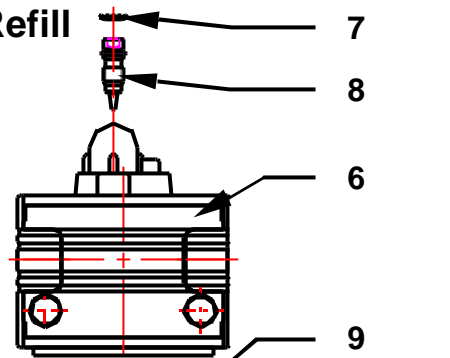
1. Loosen the sight glass ② carefully and unscrew it.
2. The O-ring ③ must remain in its correct position in the housing ⑥.
3. Screw in the chemically resistant sight glass ① by hand and tighten it carefully with a screwdriver.

5.3. Removing and Refitting the Oil Setting Screw

1. Lever the toothed ring ⑦ out of the housing ⑥ with a small screwdriver.
2. Unscrew the oil setting screw ⑧ and remove from housing.
3. Screw in the oil setting screw ⑧ until the screw head is level with the first step of hole.
4. Press the toothed ring ⑦ into the hole with a small screwdriver.

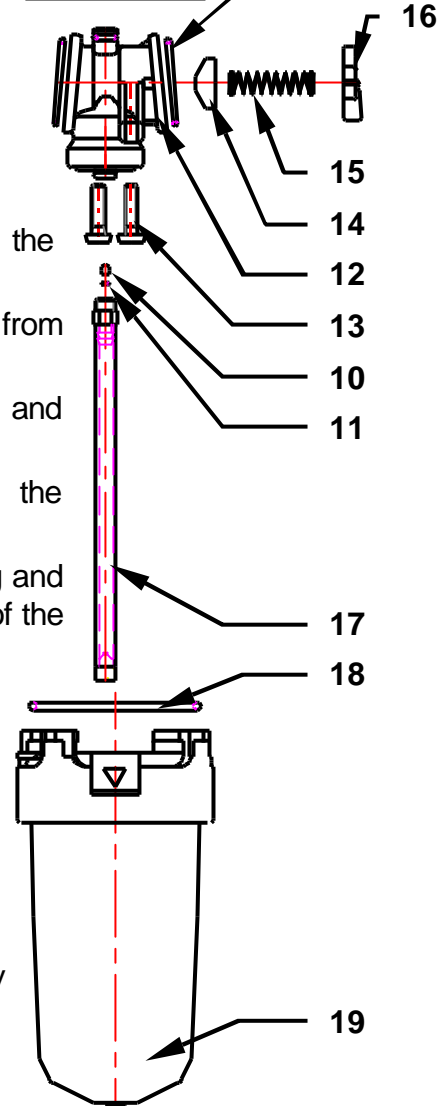
5.4. Removing and Refitting the Oil Refill Screw O-Ring

1. Unscrew the oil refill screw ④.
2. Roll the O-ring $\varnothing 8 \times 2$ ⑤ off the screw.
3. If fitting a new O-ring ⑤, oil it and roll it carefully on to the screw.
4. Screw in the oil refill screw ④ and tighten it hand-tight with a screwdriver.



5.5. Internal Parts

1. Remove oil reservoir ⑩.
2. Loosen the two mounting screws ⑬ of the function insert.
3. Remove the function insert ⑨...⑰ carefully from the housing.
4. Remove the control cone ⑭, spring ⑮ and pressure plate ⑯ from the function insert.
5. Remove the O-rings $\varnothing 23 \times 1,5$ ⑧ from the function insert.
6. Unscrew the rising pipe ⑱ from the housing and take the ball ⑲ and O-ring $\varnothing 1,8 \times 1$ ⑲ out of the rising pipe.
7. Remove the O-ring $\varnothing 48 \times 2$ ⑲ from the housing ⑥.
8. The internal parts are reassembled as follows:
 - a) Insert the O-ring $\varnothing 1,8 \times 1$ ⑲ from above into the opening of the rising pipe. Make sure that the O-ring lies correctly at the bottom of the hole.
 - b) Lay the ball ⑲ on this O-ring.
 - c) Screw the rising pipe ⑱ into its hole.
 - d) Lay the O-rings $\varnothing 23 \times 1,5$ ⑧ in the recesses of the function insert.
 - e) Insert the control cone ⑭, spring ⑮ and pressure plate ⑯ into the function insert.
9. Reinstall the function insert ⑨...⑰ in the housing. (Note: make sure that the O-ring ⑧ is correctly positioned!)
10. Lay the O-ring $\varnothing 48 \times 2$ ⑲ in the housing ⑥.
11. Reinstall the oil reservoir ⑩.



6. FITTING THE BOWL GUARD

The bowl guard kit consists of:

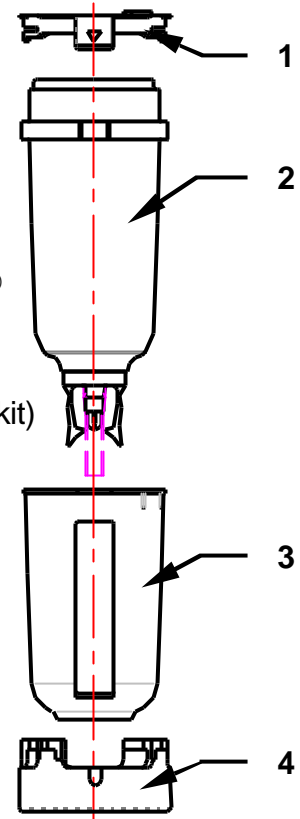
- locking ring
- bowl guard and
- bayonet ring

Fitting:

First remove the bowl, then proceed as follows:

1. Take the locking ring ① out of the bayonet ring ④ (using some force if necessary).
2. Pull the bayonet ring ④ off the bowl ②.
3. Fit the bayonet ring ④ and bowl guard ③ (from the kit) together.
4. Insert the bowl ② into the bayonet ring ④.
5. Insert the locking ring ① into the bayonet ring ④.

Note: The unlocking latch (arrow) must line up with the recess in the bayonet ring.



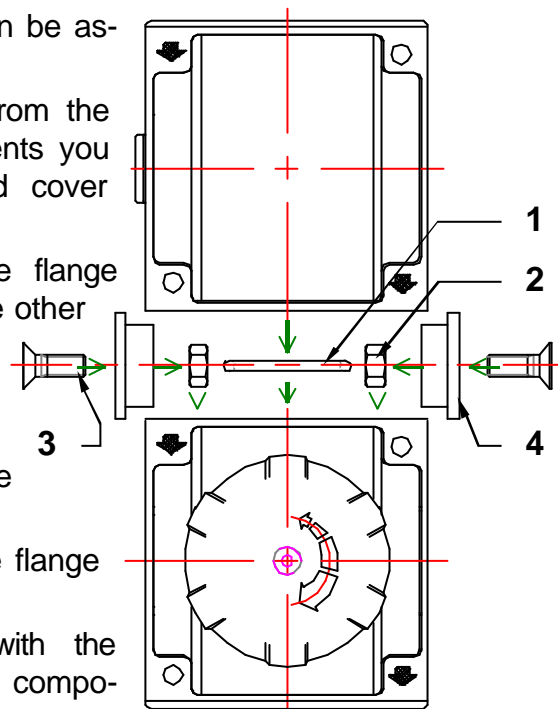
7. DISPOSAL

The method of disposal of packaging and discarded parts must comply with local regulations.

8. ASSEMBLY OF SEVERAL COMPONENTS

Only components of the same size can be assembled into combined units.

1. Remove the black cover plates from the inlets and outlets of the components you wish to assemble. The coloured cover plates remain in place.
2. Turn the component so that the flange surface which is to be joined to the other component is on top.
3. Lay the O-ring ① from the coupling kit on the flange surface.
4. Place the hexagon nuts ② in the recesses on the component.
5. Place the other component on the flange surface.
6. Place the clamping cones ④ with the screws ③ in the recesses on the components.
7. Tighten the clamping screws.



9. FITTING THE MOUNTING BRACKET

1. Remove the prestamped parts which cover the through-holes on both sides of the unit.
2. Fit the mounting bracket and secure it with the screws provided. Tighten them with a screwdriver.

Note: The mounting bracket can be fitted with the mounting strap either upwards or downwards.

