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

Characteristics			Pressures quoted as gauge pressure		
Port size			G1/8	G1/4	G3/8
Oil/Air mix ratio			Degressive (number of drops per minute remains constant)		
Maximum oil capacity		cm^3	45		
Oil refilling			Manual - also during operation		
Installation			Vertical		
Medium and ambient temperature range	ϑ_{min} ϑ_{max}	°C °C	-20 +50 bei 10 bar	(other temperatures on request)	
Weight (mass)		kg	0,25		
Pneumatic Characteristics					
Operating pressure range Inlet	p_{1min} p_{1max}	bar	0 16		
Recommended flow rate ①	Q_n	l/min m^3/h	**300** **18**	**550** **33**	**850** **51**
Maximum flow rate ②	Q_{max}	l/min m^3/h	1260 76	1830 110	1880 113
Best operating range	Q_n	m^3/h	0,2 … 30		0,2 … 54

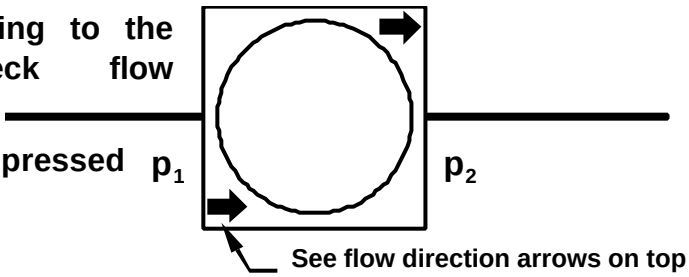
① at p_1=6 bar and 25 m/s
② at p_1=6,3 bar , Δp=1 bar

2. INSTALLATIONSHINWEISE

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 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.

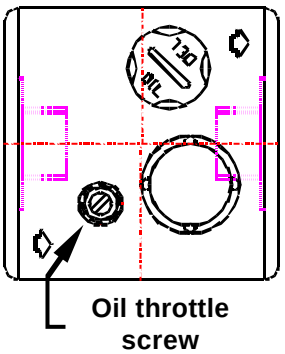
1. **Clean any rust particles or other dirt out of the tubing.**
2. **If there is a distance of more than 5 m between lubricator and user, moisten this line with a little pneumatic oil.**
3. **Fit a mounting bracket, if applicable.**
4. **Connect the tubing to the lubricator (check flow direction!).**
5. **Turn on the compressed air supply.**



3. SETTING

To adjust the oil input rate, turn the oil throttle screw while watching the oil drops in the sight glass.

Note: **Minimum oil input rate should not be less than 3 drops per minute.**
Check that oil is being carried even by the smallest actual air flow rate.



More oil: turn screw to left.

Less oil: turn screw to right.

4. MAINTENANCE

4.1. Refilling

Refill with pneumatic oil (viscosity class VG32 to ISO3448 [32mm²/s at 40°C]). Never let the oil level fall below the minimum mark.
Maximum oil level should be ca. 5 mm below the housing and no higher.

4.2. Cleaning

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

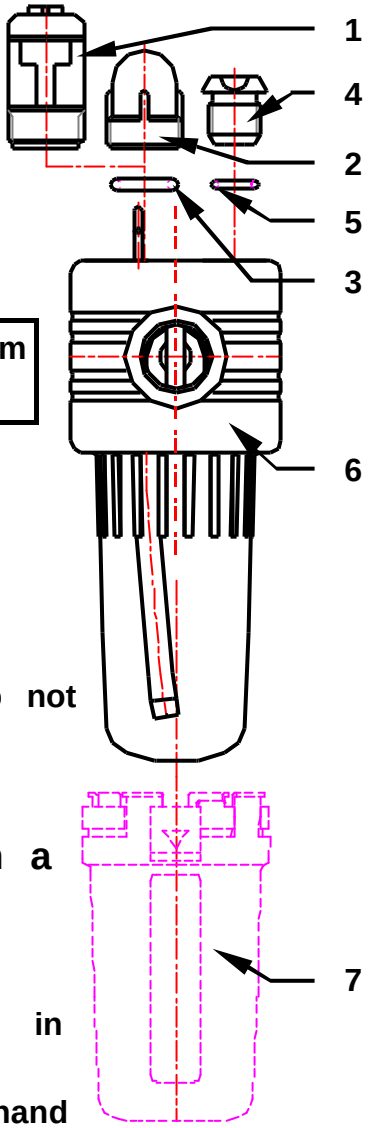
4.3. Replacement of Parts

For safety reasons we recommend replacement of the bowl and 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, grease them thoroughly before fitting.**



5.1. Removing and Refitting the Sight Glass

1. **Loosen sight glass ② carefully and screw it off.**
2. **Remove O-ring ∅11 × 2,5 ③ from housing ⑥..**
3. **Refitting is carried out in reverse order (do not overtighten sight glass).**

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

1. **Loosen sight glass ② carefully and screw it off.**
2. **O-ring ③ must remain in correct position in housing ⑥.**
3. **Screw chemically resistant sight glass ① in by hand and tighten it carefully hand-tight with a screwdriver.**

5.3. Removing and Refitting the Oil Throttle Screw

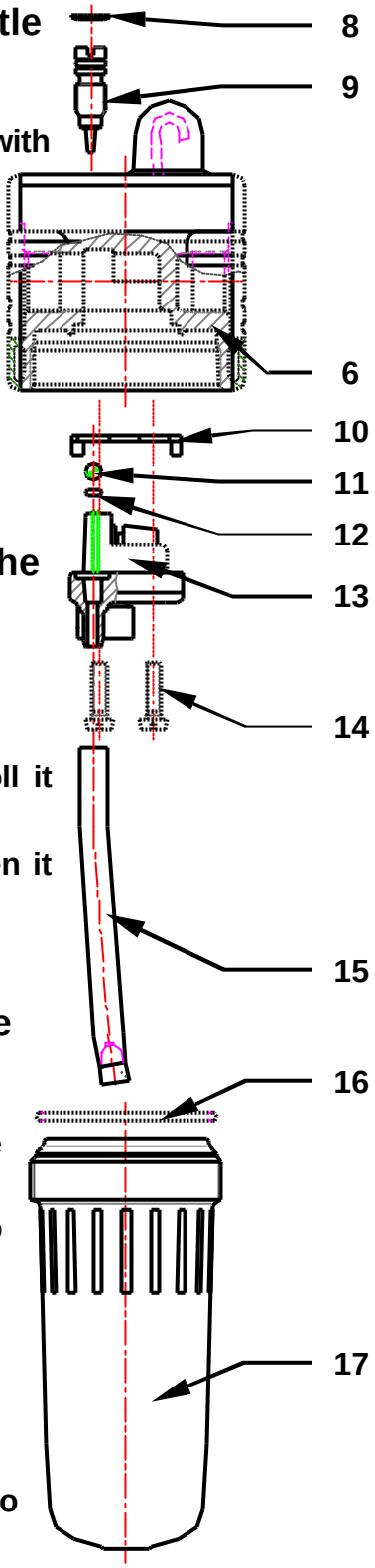
1. Lever the toothed ring ⑧ out of housing ⑥ with a small screwdriver.
2. Unscrew oil throttle screw ⑨ and remove it from housing.
3. Screw oil throttle screw in until top of screw head is level with bottom of recess.
4. Press toothed ring ⑧ into the recess with a small screwdriver.

5.4. Removing and Refitting the O-ring on the Oil Refill Screw

1. Unscrew oil refill screw ④.
2. Roll O-ring ∅9,5 × 1,8 ⑤ off the screw.
3. When fitting a new O-Ring ⑤, oil it and roll it carefully onto the screw.
4. Screw oil refill screw ④ in again and tighten it hand-tight with a screwdriver.

5.5. Removing and Refitting the Check Valve

1. Screw off oil bowl ⑰.
2. Unscrew the two mounting screws ⑭ of the check valve unit.
3. Carefully remove check valve unit ⑩⑪⑫⑬ from housing.
4. Pull riser tube ⑮ off check valve unit.
5. Remove O-ring ∅35 × 2 ⑯ from housing ⑥.
6. Refit the check valve unit as follows:
   a) Push riser tube ⑮ onto its spigot.
   b) Insert O-ring ∅1,8 × 1 ⑫ into the hole to the riser tube from above.
   Make sure that O-ring is positioned correctly at bottom of hole.
   c) Place ball ⑪ onto this O-ring.
   d) Put on the big seal ⑩.
7. Fit check valve unit ⑩⑪⑫⑬ into housing.
8. Place O-ring ∅35 × 2 ⑯ in housing ⑥.
9. Screw oil bowl on hand-tight.



6. FITTING AND REMOVING THE BOWL GUARD

Fitting:

Locate the lugs of the guard ⑥ in the recess of the housing ① and lock it by turning it to the right.

Removal:

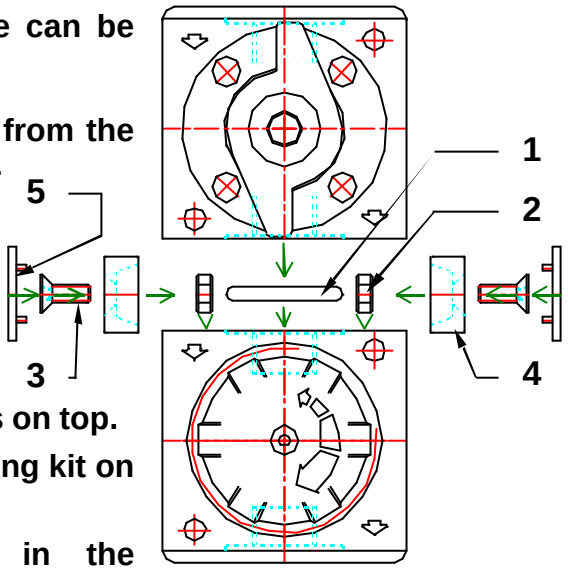
Press the release catch (see arrow) and turn the guard to the left.

7. DISPOSAL

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

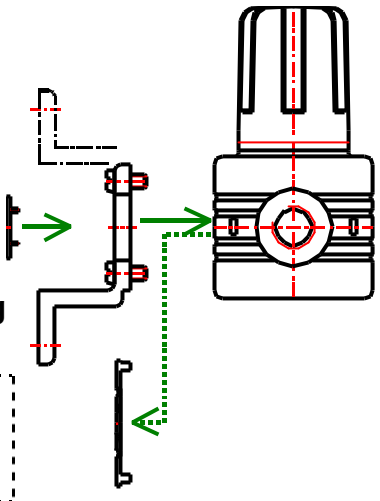
8. ASSEMBLY OF SEVERAL COMPONENTS

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.**
8. **Push the small cover plates ⑤ from the coupling kit on to the clamping cones.**

9. FITTING THE MOUNTING BRACKET



1. **Remove the coloured cover plate from the component.**
2. **Screw the mounting bracket to the component with the screws provided using a Phillips screwdriver.**

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