

## **Brass Style Pumps**

### **Installation**

The pumps were primed before being shipped from the factory. However, the prime may have been lost during shipping and it may be necessary to perform the following steps to prime the applicator again.

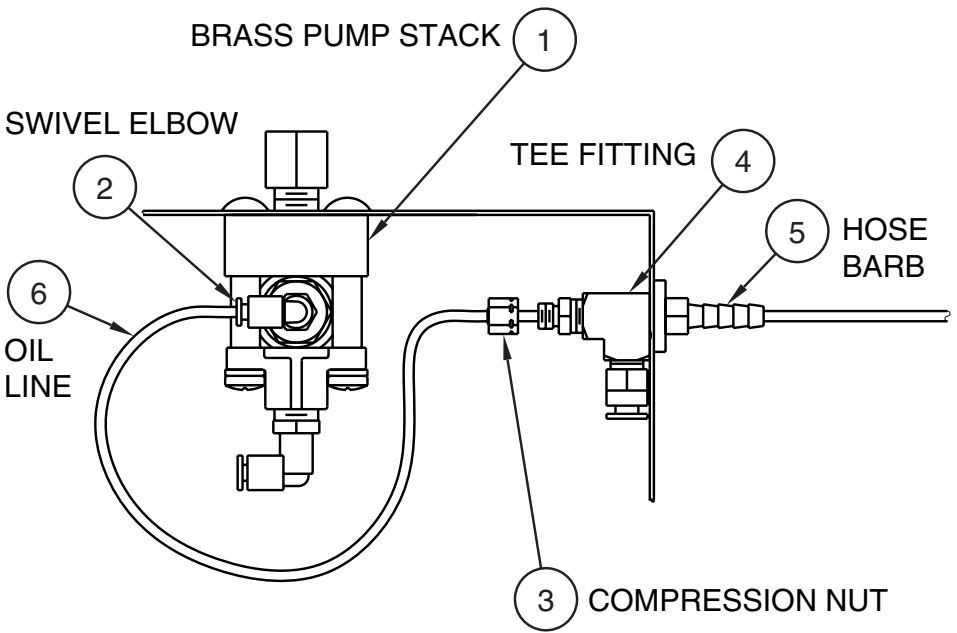
1. Fill the reservoir with Accu-Lube lubricant.
2. Turn the oil adjustment knobs clockwise until they stop, then back 2 clicks. This setting provides maximum oil flow.
3. Attach the applicator to an air supply providing 80-150 PSI. Turn the selector switch to the “on” position, if using a manually operated applicator. For a solenoid operated applicator, depress and hold the manual override button, located in the center of the coil.
4. To aid in removing air from the pumps, tilt the pumps (or applicator) to a 45° angle (pump outlet pointing up). Let the pumps cycle in this position until no air is visible in the oil line at the outlet of the pump. Return pumps (or applicator) to normal position and let the applicator cycle for 2-3 minutes or until you see fluid coming out of the nozzle.
5. Increase pulse of frequency generator to one pulse per second.
6. After priming, turn the adjustment counterclockwise 36 clicks (a total of 38 clicks – refer to step 2 above.) This is your initial setting for the pumps.

### **Maintenance**

If new hoses are required, the following steps apply:

*NOTE: Refer to the oil-line installation drawing on reverse side.*

1. Cut the appropriate length of oil tubing and air hose.
2. Remove old air hoses.
3. Loosen the compression nut (3) on the tee fitting and pull the old line. Push in the ring on 1/8” tube swivel elbow (2) and pull out oil-line.
4. Insert new length of oil-line into barb (5). Be sure there is sufficient tubing inside the applicator box to make a loop (do not allow the tubing to kink) slide new compression sleeve/nut (3) over tubing. Insert tubing into swivel elbow (2). It is important that the tubing is installed properly to assure a leak-free system.
5. Tighten compression nut (3) until tubing can not be moved. Do not over-tighten.
6. Reinstall the air hose over the oil tube and push over the barb (5). Re-prime the pumps.



## **Trouble Shooting**

1. Manual override button stays “in” at all times.
  - a- Foreign particles may be wedged between the metering pin (#9312) and the oil-metering chamber.
  - b- If the adjusting knob on the pumps is rotated too far clockwise, the manual override button may stick “in”, not allowing the piston to stroke.
  - c- Frequency generator may have failed, causing a continuous pressure source. Pull the supply hose off bottom of pump stack, turn the system on and see if steady stream of air is coming out or pulse cycle. This should cycle with the air pulse being generated from the frequency generator.
2. Manual override button does not go “in”.
  - a- Air pressure is less than the required 80 PSI.
3. Injector functions, but does not pump oil.
  - a- Adjustment knob may be rotated counterclockwise more than 50 clicks.
  - b- May need to be primed, see “Priming the Pumps”.