



## General Description of Operation:

As filtered and regulated air enters the lubricator, a small portion is diverted through the inlet passage to pressurize the lubricator bowl (14). At low flow rates the majority of air passes through the venturi section of the back pressure valve assembly (9.2) and creates a suction to draw oil from the bowl (14), through the capillary drip tube (12) and past the oil check ball (9.3) to the sight dome assembly (2). This is where the oil flow rate is controlled manually by the metering screw (2). When drops are formed, the oil flows through the clearance between the drip spout (5) and sight dome (2) dripping through the point of injection. There, the air stream breaks the oil up into fine particles and mixes it with the swirling air to be carried to the outlet.

Under high flow conditions, the spring loaded back pressure valve (9.2) opens and the excess flow bypasses the venturi section, then blends with lubricated air at a downstream port. The oil check ball (9.3) assures that when there is no air flow, oil in the feed tube (12) is held in place, shortening the time required to resume oil delivery when flow is reestablished. The fill plug (7) at the top of the lubricator provides access to refill the bowl (15) with oil.

### Lubricant -

Lubricants, as recommended by the equipment manufacturer, may be used, provided that they are not heavier than SAE#40 (S.U.V. 800 SEC at 100°F). **We recommend the use of Coilhose nondetergent ATL rustproofing lubricant in temperatures above 40° F. For applications between 45° F and -45° F, we suggest using Coilhose ATLW lubricant.**

### Filling -

Lubricators may be filled through the fill port while under pressure and without shutting down the equipment. After carefully removing fill plug, insert the tip of a long spout oil can into the bottom of the fill port to avoid any blow back. Lubricator bowl should be filled to within 1/2" of the top.

Lubricators may also be filled by removing the bowl after the system has been depressurized. **Once the bowl has been filled and replaced, be sure it is in the locked position before repressurizing the system.**

### Adjustment:

When the adjustment knob is turned completely clockwise, oil is not being delivered through the system and the equipment is not being lubricated. The adjusting knob should be set to the desired drip rate after the air has been turned on and flowing. Turning the adjustment knob in a clockwise direction reduces the oil feed rate. Although proper lubrication is determined through demand and experience, a good starting point is one to two drops per minute. To check lubrication rate, we suggest the following: Hold a piece of cardboard at the exhaust hole of the component in the least favorable position (farthest away from the lubricator or in the highest position). After the unit has run for about 100 strokes, an oil film on the cardboard will indicate that the setting is correct. If the oil film on the cardboard runs, the setting is too high. In order to prevent gumming, it is preferable to add too little rather than too much oil.

### Cleaning and Maintenance:

The lubricator will provide long periods of uninterrupted service as long as both the air and oil supplies are kept clean and the oil level is kept above the end of the tube in the bowl. Failure of oil to drip through the sight dome, regardless of the position of the adjusting knob, indicates that cleaning is required. The lubricator does not need to be removed from the line for cleaning. Depressurize the air line and disassemble the lubricator using the parts drawing on this page as a guide. Cleaning is normally needed only in the oil metering area.

After unscrewing the adjusting knob / sight dome assembly, remove the inner drip spout and clean all components with warm water and mild household detergent only.

The bowl guard is removed by depressing the release tab with the thumb, while turning the guard counterclockwise and pulling downward. The guard will become disengaged when the clasps clear the locking points on the body. The bowl can then be removed by turning it counterclockwise until it is completely unscrewed and free of the body.

### Components:

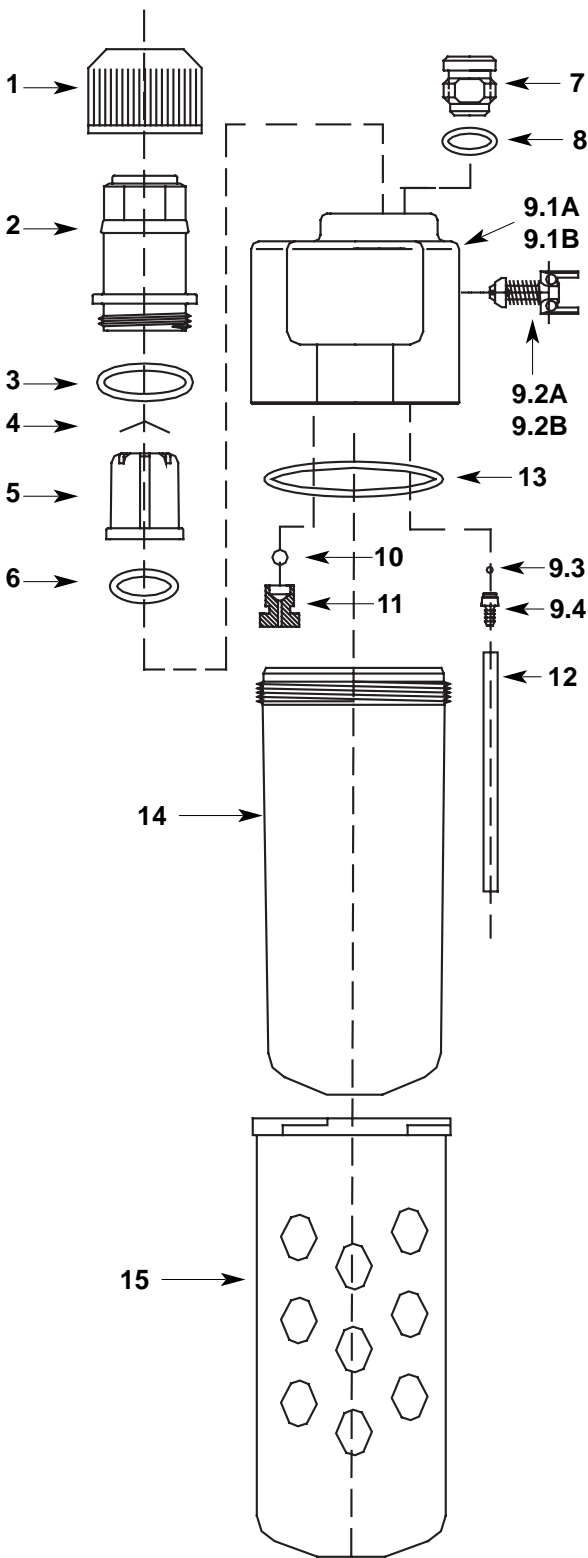
#### Chart

No.	Description	Model No.
1	Tamperproof Cap	8742-31A
2	Sight Dome Assembly	8742-32A
3	Retainer O-Ring	26L-12
4	Spring Washer	8742-42A
5	Drip Spout	8742-33A
6	Drip Spout O-Ring	26L-14
7	Fill Plug	8844-10
8	Fill Plug O-Ring	3294C-8
9A*	1/4" Lubricator Head Ass'y	26L2-55
9B*	3/8" Lubricator Head Ass'y	26L3-55
9.1A	1/4" Lubricator Head	26L2-1
9.1B	3/8" Lubricator Head	26L3-1

#### Chart

No.	Description	Model No.
9.2A	1/4" Back Pressure Valve Assembly	26L-15
9.2B	3/8" Back Pressure Valve Assembly	26L-16
9.3	Oil Check Ball	26L-18
9.4	Drip Tube Barb	26L-17
10	Air Check Ball	26L-19
11	Check Stud	26L-20
12	Feed Tube	8844-5
13	Bowl Gasket	26F-16
14	Polycarbonate Bowl	26L-41L
15	Plastic Bowl Guard	26F-50

\* 9A and 9B include 9.1A or 9.1B and 9.2A or 9.2B, depending on size. 9A and 9B are factory assembled and should be purchased as an assembly.



### Rebuilding Kit:

Lubricator Bowl Repair Kit  
(includes item 13, 14 and 15) .....26LK01

We reserve the right to make engineering changes in design or materials without notification.