

Clarke®

air



AIRLINE LUBRICATOR

MODEL NO: CAT162

PART NO: 3120176

FITTING & MAINTENANCE INSTRUCTIONS

ORIGINAL INSTRUCTIONS

GC0417:ISS1

INTRODUCTION

Thank you for purchasing this CLARKE Airline Lubricator.

Clarke airline lubricators are designed to deliver an oil mist to the compressed air which drives an air-powered tool. This lubricates the interior moving parts of the tool, extending the working life. The CAT162 is equipped with a drip rate adjustment and an oil feed sight-glass for visual indication of the oil drop rate.

Before attempting to use this product, please read this manual thoroughly and follow the instructions carefully. In doing so you will ensure the safety of yourself and that of others around you, and you can look forward to your purchase giving you long and satisfactory service.

SPECIFICATION

| Model Number | CAT162 |
|-----------------------|---|
| Max Supply Pressure | 213 psi/14.7 bar |
| Max Outlet Pressure | 140 psi/9.7 bar |
| Air Inlet/Outlet Size | 1/2" BSP male inlet with 1/4" BSP converter |
| Operating rate | Variable (by hand) |
| Bowl Capacity | 130 cc |

GUARANTEE

This product is guaranteed against faulty manufacture for a period of 12 months from the date of purchase. Please keep your receipt which will be required as proof of purchase.

This guarantee is invalid if the product is found to have been abused or tampered with in any way, or not used for its intended purpose.

Faulty goods should be returned to their place of purchase, no product can be returned to us without prior permission. This guarantee does not effect your statutory rights.

GENERAL SAFETY RULES



CAUTION: FAILURE TO FOLLOW THESE PRECAUTIONS COULD RESULT IN PERSONAL INJURY, AND/OR DAMAGE TO PROPERTY.

WORK ENVIRONMENT

1. Keep the work area clean and tidy.
2. Dress appropriately - do not wear loose clothing or jewellery. Tie long hair out of the way.
3. Keep children and visitors away - do not let children handle the tools.
4. Do not operate air tools where there are flammable liquids or gases.

USE OF AIRLINE EQUIPMENT

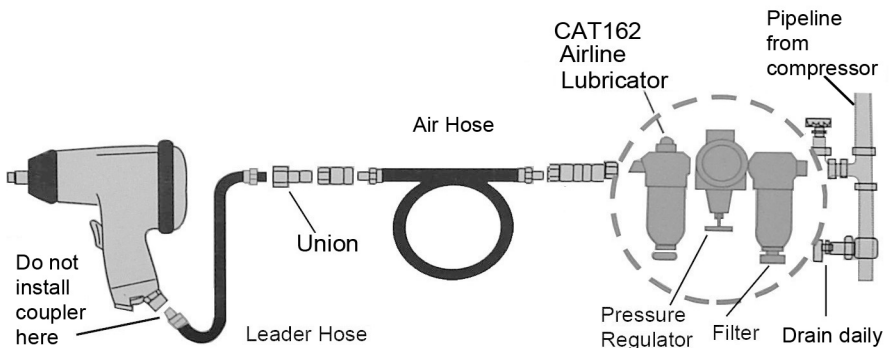
1. Stay alert and use common sense - do not operate an air tool when you are tired or under the influence of alcohol, drugs or medication.
2. Do not overreach - Keep proper footing and balance at all times.
3. Never use oxygen, carbondioxide, combustible gasses or any type of bottled gas as a source of power for air tools.
4. Do not exceed the maximum pressure for the airline component stated in the specification.
5. Check airline hoses for leaks or worn condition before use and ensure that all connections are secure.
6. Keep the air supply hose away from heat, oil and sharp edges.
7. Avoid damaging the component for example by applying excessive force of any kind.
8. Always maintain the air tool with care. Keep it clean for the best and safest performance.

COMPRESSED AIRLINE REQUIREMENTS



WARNING: COMPRESSED AIR CAN BE DANGEROUS. ENSURE THAT YOU ARE FAMILIAR WITH ALL PRECAUTIONS RELATING TO THE USE OF COMPRESSORS AND A COMPRESSED AIR SUPPLY.

- Use only clean, dry, regulated compressed air.
- Air compressors must comply with the appropriate European Community Safety Directives.
- A build-up of moisture in the air compressor will accelerate wear and corrosion in the air tool. Ensure any moisture is drained from the compressor daily and the airline filter is kept clean.
- If an unusually long air hose is required, (over 8 metres), the line pressure or the hose inside diameter may need to be increased.
- The air hose must be rated at least 150% of the maximum operating pressure of the air tool.



- A typical air line layout is shown above. When an in-line filter & regulator are used they will keep the air tool(s) in good condition and the lubricator should be regularly checked and topped up with oil.
- Ensure that air pressure does not exceed that stated in the specification for either the tool or lubricator when running. Higher pressures and contaminated air will shorten the life of the air tool due to faster wear and is a possible safety hazard.

IMPORTANT! The airline lubricator must always be fitted downstream of the filter/regulator.

BEFORE USE



WARNING: COMPRESSED AIR CAN BE DANGEROUS. ENSURE THAT YOU ARE FAMILIAR WITH ALL PRECAUTIONS RELATING TO THE USE OF AIR COMPRESSORS AND COMPRESSED AIR SYSTEMS.

MOUNTING THE UNIT

This lubricator is supplied with a bracket for mounting it to a wall or any suitable framework. It should ideally be connected to a fixed airline or be mounted on the outlet of the compressor.

- Airflow direction is marked with an arrow on the lubricator body.

Ensure sufficient free space above the lubricator for future adjustments.

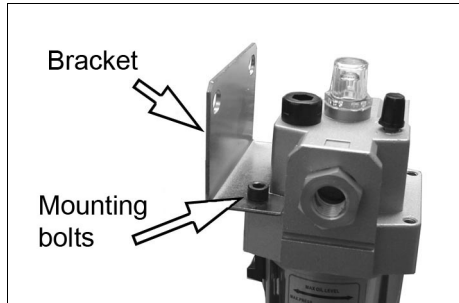
Take care not to overtighten when connecting the airline unions.

Make sure that the compressed air is not contaminated with solvents to such an extent as to cause damage to internal components.

Ensure the compressor is turned off when making connections.

After connection, turn on the air supply and check for air leaks. Rectify any found before starting work.

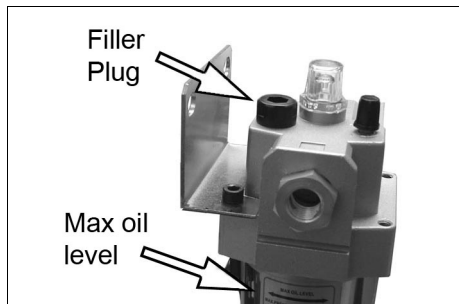
- PTFE tape may be useful for sealing threaded connections.



FILLING THE OIL CONTAINER

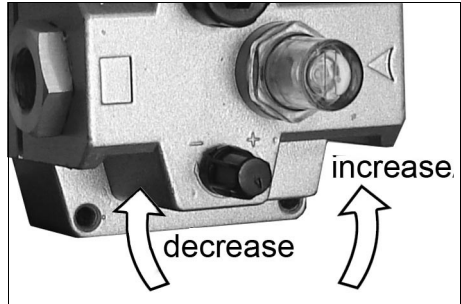
1. Unscrew the filler plug using an 8 mm allen key and fill the lubricator with oil up to the "Max Oil Level" mark on the side of the bowl. Do not overfill.

- This can be done without shutting off air pressure to the lubricator. Use good quality, light, misting type of oil for air-powered tool/motors.
- Suitable oil should be used such as Clarke Airline Oil (part no 3050825).



SETTING THE OIL FLOW

1. Adjust the oil delivery rate as required, by twisting the regulator knob in the direction shown by the +/- symbols.
 - + and - are marked on the casting.
2. Adjust the drip rate only when there is a constant rate of air flow through the lubricator. Monitor the drip rate through the sight-glass.
3. Monitor the air tool being lubricated for a few days following the drip rate adjustment and see how well the device works, then determine whether the drip rate at the lubricator should be adjusted for more or less oil. Typically, the lubricator should be adjusted to approx 2 drops per minute.
 - If the air tool is excessively lubricated, the reservoir will quickly become depleted and oil mist may be noticed being expelled from the air tool exhaust port.
 - Never use lubricated compressed air when using a paint spray gun, since oil mixed with paint will spoil the finish of the work being sprayed.



CARE AND MAINTENANCE

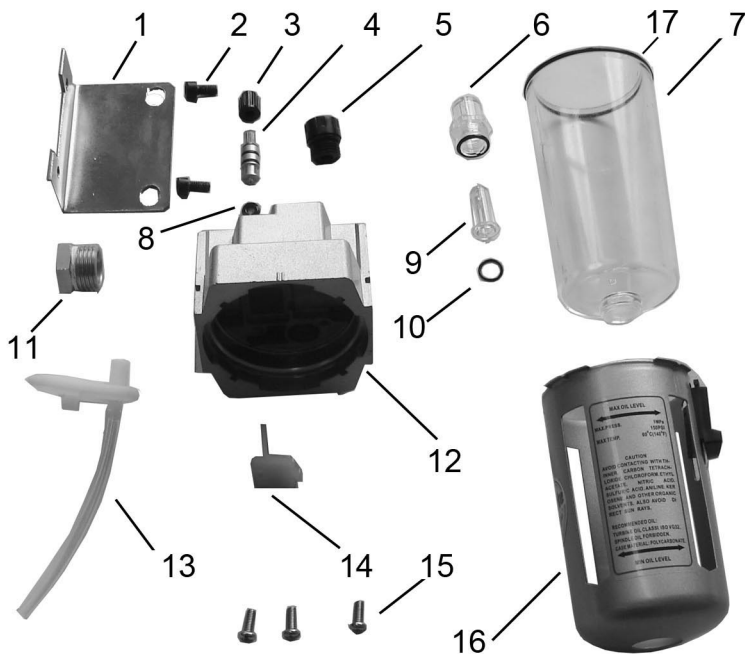
With prolonged use the lubricator may become foul and require cleaning out before further use. It should be removed and cleaned as follows:

1. Shut off the air compressor and vent any remaining air from the airline.
2. Remove the bowl housing by releasing the spring catch, pushing into the body and twisting the bowl housing free. The oil pick-up and sight-glass parts can then be removed for cleaning.
3. Gently clean the internal components and body using dishwashing liquid and allow to dry.
4. Reassemble, taking care not to overtighten plastic items.

IMPORTANT: Over tightening will permanently damage the sealing o-rings.

Your lubricator has been designed to give long and trouble free service. If, however, having followed the instructions in this booklet carefully, you encounter problems, take the unit to your local CLARKE dealer.

COMPONENT PARTS



| No | Description |
|----|-----------------------------|
| 1 | Mounting Bracket |
| 2 | Mounting Bolt |
| 3 | Adjusting Knob |
| 4 | Flow Valve |
| 5 | Filler Plug |
| 6 | Sight Glass Top with o-ring |
| 7 | Polycarbonate Bowl |
| 8 | O-Ring |
| 9 | Inner Sight Glass |

| No | Description |
|----|-----------------------|
| 10 | O-Ring |
| 11 | 1/4" BSP Adaptor |
| 12 | Main Body |
| 13 | Pickup Tube assembly |
| 14 | Baffle |
| 15 | Pick-up fixing screws |
| 16 | Bowl Housing |
| 17 | O-ring |

Clarke Airline Oil is available from your Clarke dealer: Part no 3050825.

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