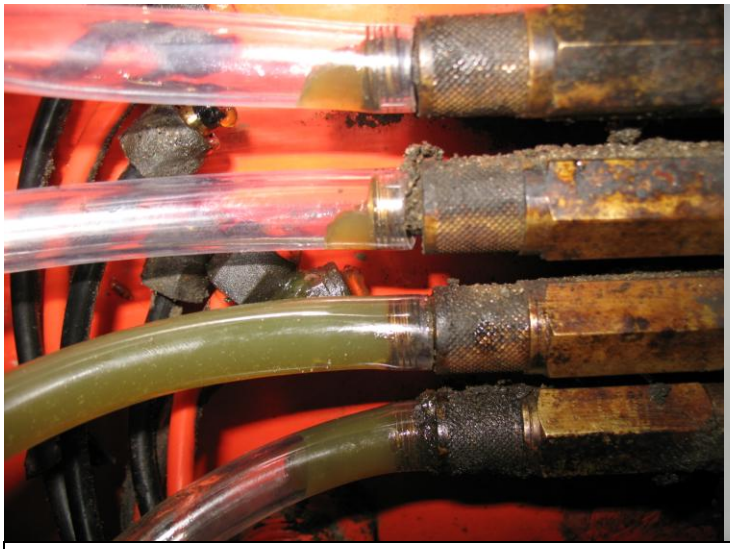
Lubecore Communication

LCC10.006

Variables Which Could Cause EP0 Injectors To Function Improperly



Lubecore EP0 injectors are simple, yet functional within all environmental situations. Fewer moving parts within our injectors mean less problematic situations arising during their lifetime of use. That said there are a few situations that could cause injectors from functioning improperly:

1. Delivering too little grease to their intended grease point
2. Over lubrication of intended grease point.
3. Failure to lubricate the intended grease point.

These are a few of the observed behaviors of the injector when:

1. Foreign material has been introduced into the injector from improper cleaning and pump filling procedures.
2. Air has been trapped within the injector due to improper purging of the system mainline and manifolds.

To prevent the above issues from arising within your automated lubrication system there are few guidelines to follow to ensure that your lubrication system works as it has been designed to.

A. Always make sure that the bottom of the follower plate does not pass the top of the "Automated Lubrication System " sticker located at the bottom of the grease reservoir.
B. Inspect the quick connect filler spout and cover for foreign material and clean them if needed. Inspect the Female quick connector on your grease pump for foreign material. Such as sand, metal filings, plastic, etc.
C. When the filling of the pump with grease has been achieved ensure that the filler spout on the pump, is clean and free of foreign material that may damage the pump and injectors. Always cover the filler spout with the provided cover.
D. Never leave the shop pneumatic filler pump in such a position as to allow foreign material from entering its quick connecter port. (Wrap a clean rag or plastic bag around its opening)
E. When using the ***Lubecore*** hand filler pump always return the connector to its male receiver spout on the lid of the hand filler pump lid.

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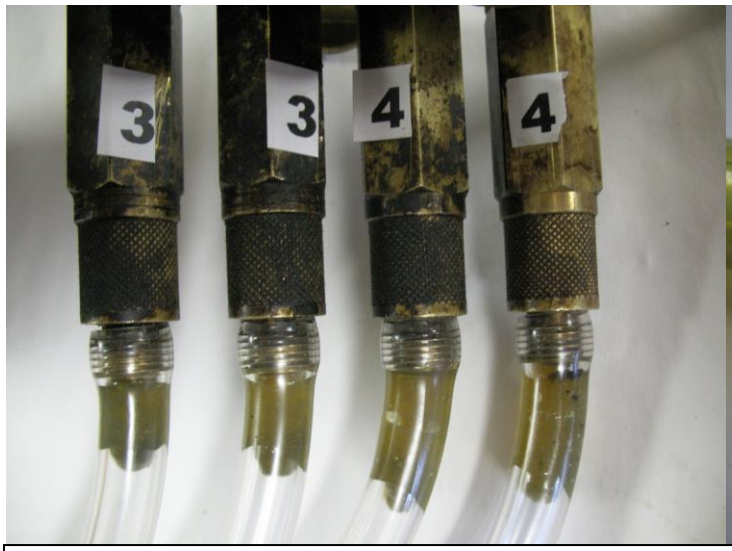

The following procedures should be followed to rectify this situation if it already exists in your system.

1. Remove the filler spout from the pump and clean out the content.
2. Using a small magnet remove the three spacer bushings located directly behind the filler spout that you have previously removed from the pump.
3. Using a pick and small needle nose pliers gently and carefully remove the internal filter screen from the filler spout bore.
4. Clean all parts in solvent and wipe dry. Reassemble and install back in pump.

Note: If using Lubecore's optional external cartridge style filter (00.000) steps 1-4 can be avoided. This filter should be disassembled and cleaned periodically.

1. Locate the two farthest manifold locations. Generally front right corner and by the rear drive axle.
2. Remove one plug from the end of the manifold. Install an appropriate fitting to accomidate a 1/2" clear plastic tube approximately 5' long. Place one end of the clear tube in a garbage can or pail, the other end should be attached to the injector manifold end plug port. The clear tube will assist you in seeing any dirt and/or air bubbles that are ejected from the mainline and manifold during a manual pump cycle. The pump should be manually cycled repeatedly until no air pockets or dirt can be seen through the clear tubing.
3. Remove clear tubing and reinstall manifold plug.
4. Repeat same process on last manifold.
5. Same as #3
6. Trace secondary line from suspected dry spot(s) on the piece of equipment back to the appropriate injector. Remove secondary compression nut from injector and remove the line, careful not to introduce any dirt. Take a 6' long piece of 3/8" clear hose and gently install on the injector compression nut threads.
7. Manually cycle pump until grease is seen in the clear tubing. No air pockets should be present. Keep cycling until you have a section that is free from air and large enough to inspect for dirt approximately 4". Remove clear tubing from injector threads and hold tubing up to the light or use a flashlight to inspect the grease for debris. If any foreign materials are present the injector will have to be disassembled cleaned out. After re-assembly re-install the injector and repeat process again. It may take a few cycles before you see grease.