

FLR OILER REGULATOR AND BRACKET

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INSTALLATION

1. Shut off trailer air pressure. Install filter/regulator in air line –
 - vertically (bowl down),
 - with air flow in direction of arrow on body,
 - upstream of lubricators and cycling valves,
 - as close as possible to the device being serviced.
2. Connect piping to proper ports using pipe thread sealant on male threads only. Do not allow sealant to enter interior of unit. Hold port inlet with wrench when tightening fittings.

AIR PRESSURE ADJUSTMENT

1. Before applying inlet pressure to filter/regulator, pull up then turn adjustment knob (1) counterclockwise to remove all force on regulating spring (12).
2. Apply inlet pressure, then turn adjustment (1) clockwise to increase and counterclockwise to decrease pressure setting.
3. Always approach the desired pressure from a lower pressure. When reducing from a higher to a lower setting, first reduce to some pressure less than that desired, then bring up to the desired pressure.

NOTE

With non-relieving filter/regulators, make pressure reductions with some air flow in the system. If made under no flow (dead-end) conditions, the filter/regulator will trap the over-pressure in the downstream line.

4. **KNOB ADJUSTMENT.** Push knob down to lock pressure setting. Pull knob up to release.

SERVICING

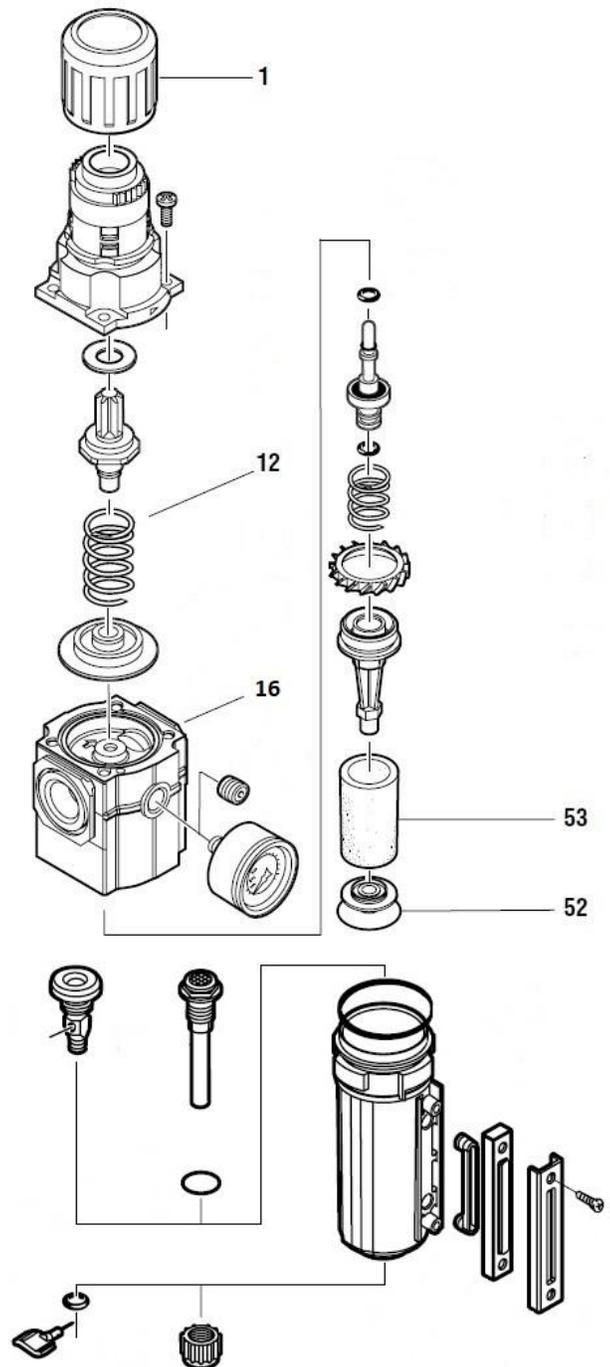
1. Open manual drain to expel accumulated liquids. Keep liquids below baffle (52).
2. Clean or replace filter element when dirty (53).

DISASSEMBLY

1. Filter/regulator can be disassembled without removal from air line.
2. Shut off inlet pressure. Reduce pressure in inlet and outlet lines to zero.
3. Turn adjustment (1) fully counterclockwise.
4. Remove bowl - push into body and turn counterclockwise.
5. Disassemble in general accordance with the items on exploded view. Do not remove the drains unless replacement is necessary. Remove and replace drains only if they malfunction.

CLEANING

1. Clean parts with warm water and soap.
2. Rinse and dry parts. Blow out internal passages in body (16) with clean, dry compressed air. Blow air through filter element (53) from inside to outside to remove surface contaminants.
3. Inspect parts. Replace those found to be damaged.



RECOMMENDED LUBRICANTS

Fill reservoir with a good quality, light, misting type oil for compressed air tools. See Norgren publication N/ AL.8.900.935. Fill to maximum fill line on transparent reservoirs. Oil level must always be visible in lens on metal reservoirs. **DO NOT OVERFILL.**

FILL RESERVOIR (OIL-FOG LUBRICATORS)

Remove fill plug (2), add oil, and reinstall fill plug. Fill plug can be removed and oil added without shutting off air pressure to the lubricator.

NOTE: Oil fill plug (2) seals easily. Tighten finger-tight only.

Alternatively you may also add oil by removing the oil fill bowl by pushing the bowl upward, turning counter-clockwise then pulling downward to remove.

OIL ADJUSTMENT

1. Turn on system pressure.
2. Adjust lubricator drip rate only when there is a constant rate of air flow thru the lubricator. Monitor drip rate thru sight feed dome (6).
3. Oil-Fog Lubricators - Determine the average rate of flow thru the lubricator. Turn red hex rotator in sight feed dome (6) with a 5/32" or 4mm hex key to obtain one drop per minute for each 5 dm³/s (10 scfm). For example, if the average flow is 19 dm³/s (40 scfm), set the drip rate at 4 drops per minute. Turn rotator counterclockwise to increase and clockwise to decrease the drip rate. Total travel of rotator is 320°.
4. Standard value: 1-2 drops/min (qv = 1000 NI/min) for air hammer hopper trailer applications.
5. Monitor the device being lubricated for a few days following initial adjustment. Adjust the drip rate if the oil delivery at the device appears either excessive or low.

