

Operating Instructions

This unit has been drained for shipment

*******Do not attempt to operate without first adding oil*******

In order to make the best use of your investment, familiarize yourself with the new features and operating instructions before starting pump. With just routine care your high vacuum pump will give you years of reliable service by following proper maintenance guidelines.

Important: Use oil specifically refined for high vacuum pumps. For best results, use Fischer Technical Company High Vacuum Pump Oil.

Part #'s

Quart Size: #OIL12

\$99.00 for a case of 12

Use of oil not refined for high vacuum pumps and or operating the pumps with contaminated oil will void your warranty.

- Oil Capacity: LAV3 26.4 oz. (780cc)
- Remove brass oil fill plug on pump and insert spout into fill port.
- Slowly add oil until oil rises to top of OIL LEVEL line. Replace oil fill plug.
- Checking oil level. Start with vacuum pump intake (top of hosebarb) capped. After running, oil should be even with OIL LEVEL line.

OPERATING YOUR HIGH VACUUM PUMP

It is important that solids and liquid contaminants are kept from entering your vacuum pump. Clearances within your pump are less than .001 inch and solids of any size could close block and jam your vacuum pump. Operate the pump on a clean system or provide an intake filter to prevent solids from entering.

Moisture and corrosive chemicals can also damage your vacuum pump. To prevent these from entering, frequently cold traps or molecular sieves are used. Most important however is to change the oil whenever your vacuum pump has been contaminated. Left sitting in the pump, contaminated oil will form sludge, rust, and erode the internal surfaces.... Shortening your pump's life.

Note: Your vacuum pump is designed to operate at high vacuum continuously. Operating the pump at or near atmospheric pressures for a prolonged period of time will result in excessive smoke to emanate from the pump exhaust (thru the handle) and can cause overheating. Further, since these type of pumps are oil sealed, prolonged use and especially frequent cycling or operation at high pressures will cause oil to coalesce around the exhaust port. This is not a sign of a defective pump. There are exhaust smoke eliminators available which can eliminate this problem. Consult your dealer.

The vacuum pump is not a check valve. Releasing the vacuum without first isolating the pump from your system can allow atmospheric air to leak through the pump into the system. This can also cause oil to backup into your system and create a big mess. When releasing the vacuum in your system we recommend first isolating the vacuum pump intake with a shut-off valve and second "bleed" the system with a bleeder valve.

GAS BALLAST VALVE

The gas ballast valve, located next to the intake fitting is designed to help purge moisture (water vapor) from the pump oil by permitting a controlled amount of atmospheric air to enter the exhaust stage of the pump. Whenever you evacuate a system containing moisture it is recommended to open the valve a 1/4 turn. When a vacuum of 1000 to 2000 microns has been reached, close the valve and continue to evacuate. Note: One cannot attain the ultimate vacuum with the gas ballast valve open.

PUMP MOTOR

Pump and oil must be above 30 F. Line voltage must be equal to motor nameplate +/- 10%. Normal operating temperature is approximately 160 F, which is hot to the touch. Line voltage ambient condition and operating pressures will affect this somewhat. The motor has automatic resetting thermal overload protection. If the motor will not restart pump after shut off, it may have opened the thermal protection. Disconnect the pump from the system, wait about 15 minutes for the motor to cool and start it again.

WARRANTY

These vacuum pumps are warranted to be free from defects in workmanship and materials for a period of one year. Our liability is limited to repair or replacement of these products if these products are found to be defective by us. In no case shall we allow charges for labor, expense, or consequential damage.

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