

Oil Separator (Muffler)

Function and Operation:

The Masport Oil Separator is designed as a dual-function separator to remove the oil from the Vacuum Pumps exhaust and as a muffler to reduce the operating sound level of the vacuum system.

To ensure effective operation oil should be drained from the Oil Separator through the ball valve at least twice daily, or every time switching the Vacuum Pump from vacuum to pressure mode.



Warning! Do not open the ball valve when the tank is under vacuum or pressure. Doing so will allow contaminants into the pumping system that could cause damage to the Vacuum Pump or expel liquid waste onto the ground and operator.

Oil removed from the Oil Separator should be disposed of at an appropriate recycling site.



Warning! Do not reuse the oil drained from the Oil Separator in the pump.

Positioning:

The Masport Oil Separator should be positioned on the truck in such a way as to be in a vertical position. It should also be mounted high enough to allow the operator to drain it at the end of each pumping operation and between switching the Vacuum Pump from vacuum to pressure mode.

It is recommended that it should also be mounted on the opposite side of the truck from the Vacuum Pump. This is because the Oil Separator is connected to the exhaust of the Vacuum Pump and it is therefore desirable to have in this location to improve the working conditions for the operator away from potentially foul odors and exhaust fumes.

When determining the final location of the Oil Separator, consideration should be given to the location of the Vacuum Pump. By carefully considering the placement of these components before installation, a reduction in plumbing, maintenance and operation costs can be achieved.

Plumbing:

As shown in the Recommend System Component Diagram, the Oil Separator has an inlet and an outlet.

Whatever the configuration of the vacuum system on your truck or trailer, all components and plumbing must be of adequate size or the system will not operate correctly.



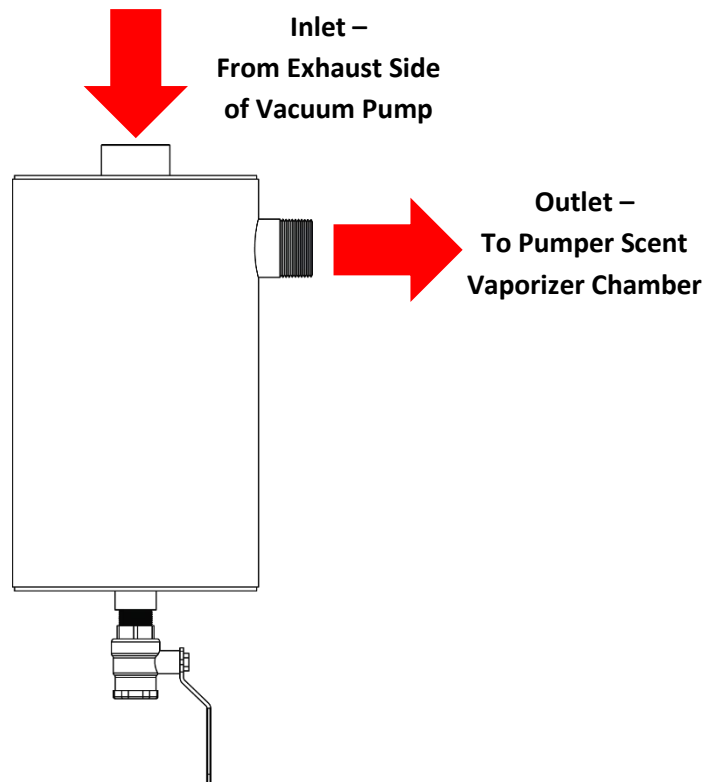
Warning! Do not use a hose smaller than the porting size of the vacuum pump or the airflow will be restricted and the pump may overheat and be damaged.

Demister Pad Oil Separator:

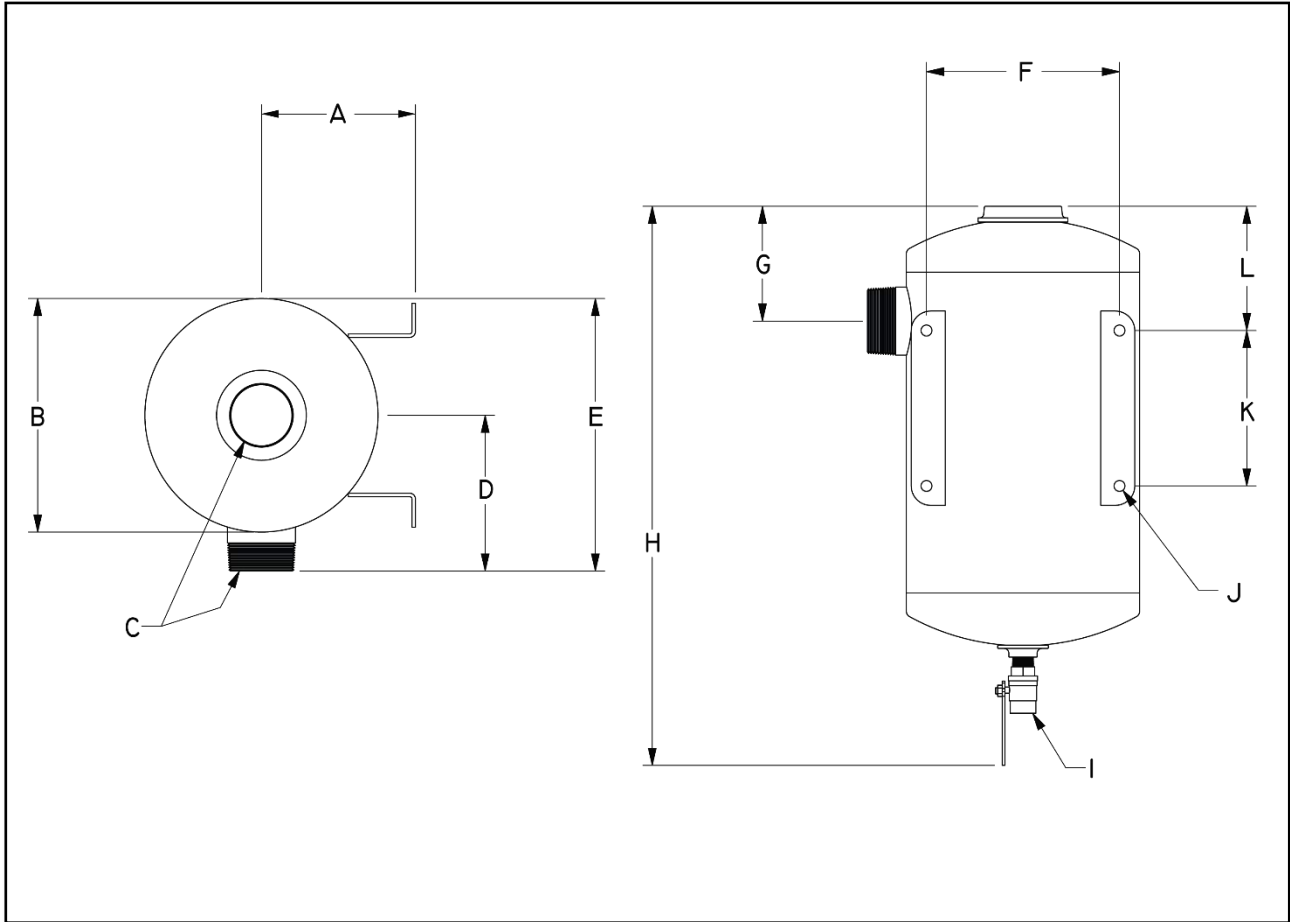
Masport offers two choices of Oil Separators. The first of these, and the recommended choice, is a high efficiency Oil Separator with Demister Pads. For configurations using this Oil Separator the inlet is on top of the Oil Separator and is to be plumbed to the exhaust side of the pump. The outlet is on the side of the body of the Oil Separator and is to be plumbed either to a Pumper Scent Vaporizer Chamber or to a plumbing configuration to direct the exhaust as desired.



Warning! When using plumbing off the outlet of the Oil Separator, ensure that a minimum distance of 12" is left between the outlet of the plumbing and the ground. If closer particulate matter can be drawn back into the pump when operating under pressure, and potentially damage the pump.



Dimensional Data – Vertical Demister Pad:



Ref	1 1/2" NPT/BSP			2" NPT	3" NPT		3" BSP	4" NPT
	Aluminum 15477	Painted 15472	OEM 15469	Aluminum 15479	Painted 15466	OEM 15466-1	Painted 15466-5	OEM 15467
A		4"			7 15/16"		7 15/16"	
B	8"	8"	8"	8"	12"	12"	12"	12"
C	1 1/2" NPT	1 1/2" NPT	1 1/2" NPT	2" NPT	3" NPT	3" NPT	3" BSP	4" NPT
D	5 3/4"	5 3/4"	5 3/4"	5 3/4"	8"	8"	8"	9 1/2"
E	9 3/4"	9 3/4"	9 3/4"	9 3/4"	14"	14"	14"	14 1/2"
F		6 7/16"			9 15/16"		9 15/16"	
G	3 3/8"	4"	4"	3 3/8"	5 15/16"	5 15/16"	5 15/16"	6"
H	20 7/8"	22 9/16"	22 9/16"	15 3/16"	28 3/4"	28 3/4"	28 3/4"	33 1/2"
I	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"
J		9/16"			9/16"		9/16"	
K		8"			8"		8"	
L		3 7/16"			6 3/8"		6 3/8"	

* OEM and Aluminum Versions Supplied Less Mounting Brackets