



70-600 G420 (Rev. B)

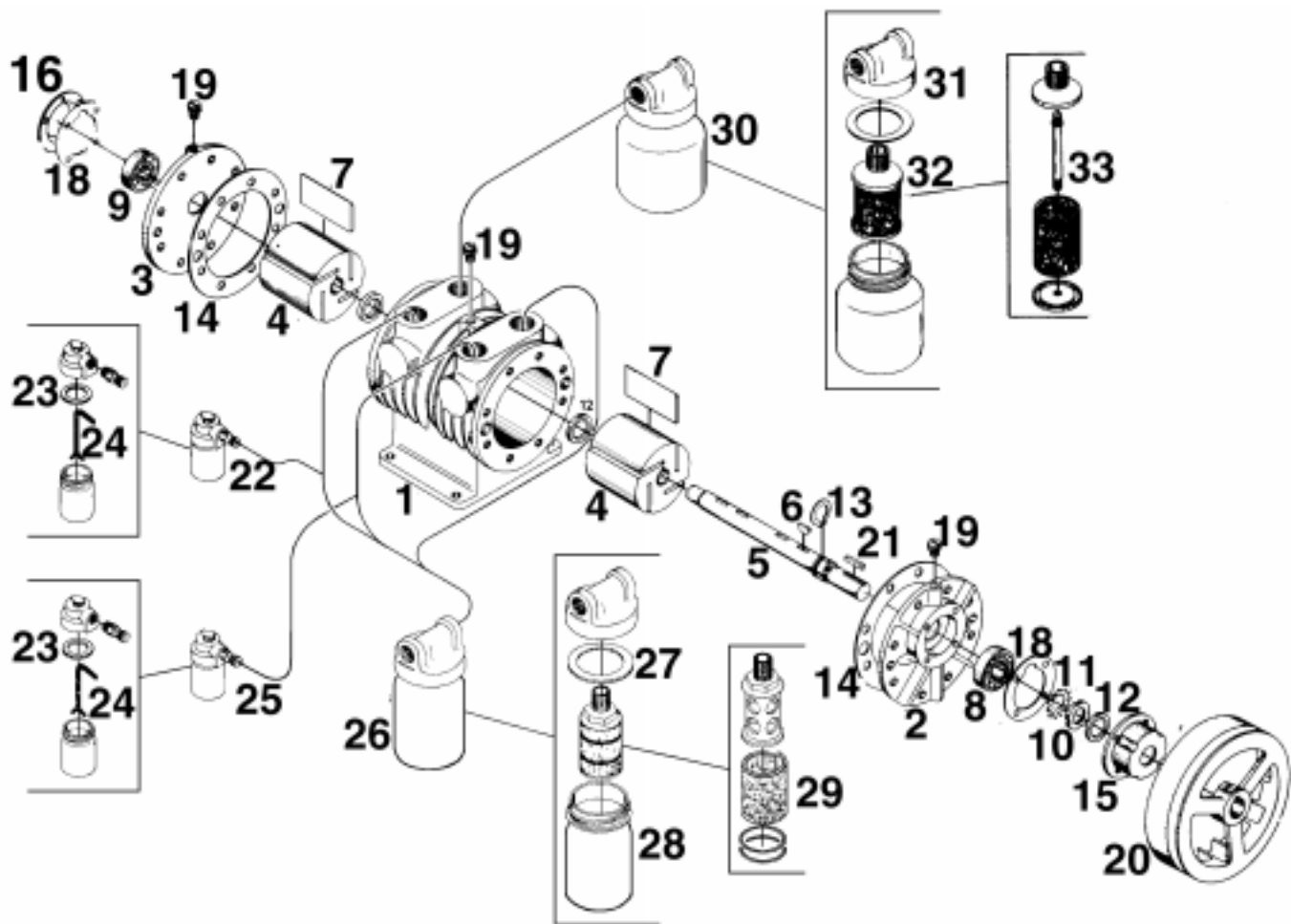
**PARTS LIST and
OPERATING and MAINTENANCE
INSTRUCTIONS FOR MODELS**

**10x1040-2
11x1740-2A**

**LUBRICATED DUAL
CHAMBER AIR PUMPS**

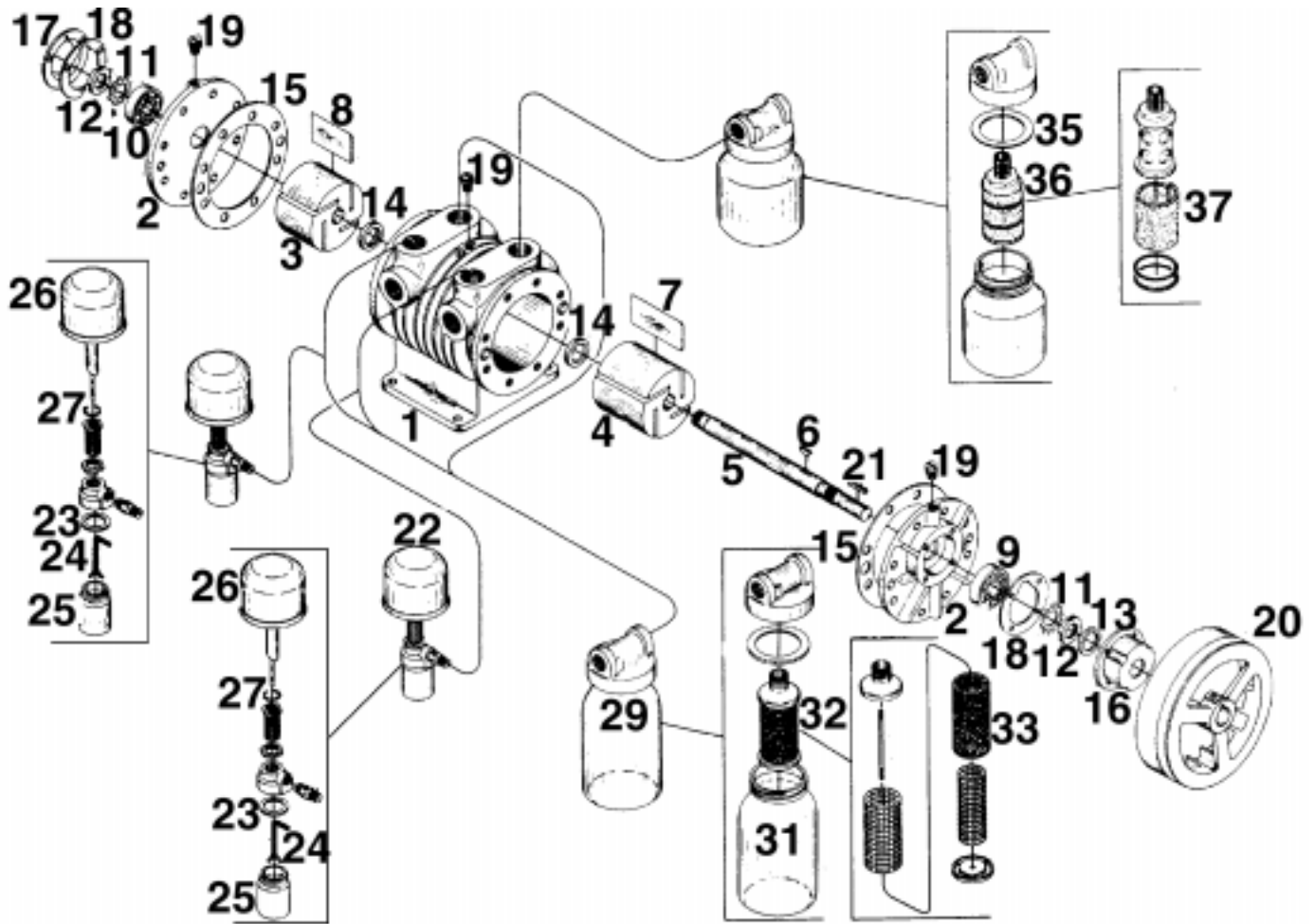


KEEP THIS DOCUMENT FOR FUTURE REFERENCE



REF NO	DESCRIPTION	PART QTY	10X1040-2	REF NO	DESCRIPTION	PART QTY	10X1040-2
1	BODY	1	AC361A	* 18	END CAP GASKET, DEAD	1	AB126A
2	END PLATE, DRIVE	1	AC362	19	OILER CAP	3	AA6-1
3	END PLATE, DEAD	1	AC363	20	FAN PULLEY	1	AC374
4	ROTOR	2	AC365	21	DRIVE KEY	1	AB136D
5	SHAFT	1	AC377	22	SIPHON OILER	1	AA930D
6	SHAFT KEY (ROTOR)	4	AE519	* 23	COVER GASKET	2	AA932
* 7	VANE	8	AB125E	* 24	WICK	2	AA934
* 8	BEARING, DRIVE	1	AB918	25	SIPHON OILER	1	AA930B
* 9	BEARING, DEAD	1	AA755D	26	INTAKE FILTER-MUFFLER	3	AB600
10	LOCK NUT, DRIVE	1	AB920	* 27	COVER GASKET	3	AA405
* 11	LOCKWASHER, DRIVE	1	AB919	28	GLASS JAR	3	AA805
* 12	SHAFT SEAL	3	AC370	* 29	FELT - 50 MICRON	4	AB342
* 13	SNAP RING	1	AG900	30	MUFFLER (METAL JAR)	1	AB665
* 14	BODY SPACER GASKET	2	AC371	* 31	COVER GASKET	1	AA404
15	END CAP, DRIVE	1	AC372	32	GLASS JAR	1	AA75
16	END CAP, DEAD	1	AB127A	33	CARTRIDGE	1	AC393
* 17	END CAP GASKET, DRIVE	1	AC373				

* Denotes parts included in Service Kit K244. If unit is 1279 or older indicate when ordering repair kit.



REF NO	DESCRIPTION	PART QTY	11X1740-2A	REF NO	DESCRIPTION	PART QTY	11X1740-2A
1	BODY	1	AC621C	20	FAN PULLEY	1	AC374B
2	END PLATE	2	AC622	21	DRIVE KEY	1	AB136
3	ROTOR (SHORT 21/2")	1	AC623	22	CONSTANT LEVEL OILER (DRIVE)	1	AD125E-6
4	ROTOR (LONG 31/2")	1	AC624	* 23	COVER GASKET	2	AA932
5	ROTOR SHAFT	1	AC625	* 24	WICK	2	AA934
6	SHAFT KEY	4	AE525	25	JAR	2	AA935A
* 7	VANE (LONG 31/2")	4	AC411	26	OIL RESERVOIR	2	AD117
* 8	VANE (SHORT 21/2")	4	AC412	* 27	O-RING	2	AD157
* 9	BEARING, DRIVE	1	AB917	28	CONSTANT LEVEL OILER (DEAD)	1	AD125D-6
* 10	BEARING, DEAD	1	AB918	29	FILTER/MUFFLER	3	AA900J
* 11	LOCKWASHER*	1	AB919	* 30	COVER GASKET	3	AA405
* 12	LOCK NUT*	1	AB920	31	GLASS JAR (1 QT)	3	AA401
* 13	SHAFT SEAL, DRIVE	1	AC626	32	INNER FILTER ASSEMBLY	3	AA905G
* 14	SHAFT SEAL, CENTER	2	AG627	* 33	FELT	3	D344B
* 15	BODY (SPACER) GASKET	2	AC629	34	EXHAUST MUFFLER	1	AB650
16	END CAP, DRIVE	1	AC630	* 35	COVER GASKET	1	AA404
17	END CAP, DEAD	1	AC631	36	FILTER ASSEMBLY	1	AB340G
* 18	END CAP GASKET	2	AC373	37	FELT	1	AB342
19	OILER CAP	3	AA6-1				

* Denotes parts included in Service Kit K245. If unit is 1279 or older indicate when ordering repair kit.

OPERATION — INSPECTION

Regular inspection and maintenance may prevent expensive repairs. High vacuum or pressure operation will shorten pump's life. Oil fog from the exhaust indicates overheating. Keep external surfaces clean for proper heat dissipation.

LUBRICATION

Use of correct and proper amount of oil is important. Excessive lubrication rarely does as much harm as inadequate lubrication.

Gast AD220 Oil is available in convenient quart containers from the factory or through Gast stocking representatives. Order by part #AD220. As a substitute, a high detergent SAE #10 weight oil may be used. A 20 weight oil should be used in high ambient locations.

⚠ WARNING Always disconnect power source before servicing. The motor may be thermally protected and can automatically restart when the protector resets.

Reusing oil is not recommended.

SIPHON OILER

The jar's oil level, oil viscosity and temperature governs the oil feed rate. The air breather hole in the connector fitting should not be restricted. Clean or replace wick (pipe cleaner) when dirty. One filing will last 20 to 40 hours.

BEARING — SEAL OILERS

Stop pump. Remove cap. Fill with 4 or 5 drops of oil (same as used for pump) daily. Empty muffler And/or drain tank. Replace caps before starting pump again.

⚠ WARNING DO NOT replace Bearing-Seal caps with grease fittings or grease any part of the pump.

FILTER — MUFFLER

Elements covered with dust or oil will cause loss in vacuum, pressure, and overheating of the pump. Wash the elements with cleaning solvent and dry before replacing.

SERVICING

Most failures to build up pressure or vacuum are due to leaks in connecting lines, damaged filter jar threads, collapsed air lines, dirty filtering elements, or sluggish vanes in the pump. See "Cleaning" for care of the filter elements and vanes, which may stick in the rotor slots due to lack of oil or carbonized (burnt) oil deposits. The latter is generally caused from the pump being operated above its recommendations and getting too hot.

CLEANING

Remove the filters and muffler to flush the pump of dirt, viscous or carbonized oil. Permit a cupful of solvent* to be slowly drawn into each chamber at intake while pump is running. If foreign particles cannot be removed by this method, an experienced mechanic may remove the end plates to clean the interior or to replace the vanes.

⚠ CAUTION Avoid damaging the internal machined surfaces and paper shim gaskets. Flush unit in a well-ventilated area. Eye protection is recommended. Keep face away from exhaust port and do not flush unit with flammable solvent. Wash pump interior with recommended solvent*.

Rebuild as dissembled, end clearance for each chamber is 0.006" to 0.008"; top clearance is 0.0015". Rebuilding with excessive clearance will cause a loss of efficiency. Insufficient clearances will cause overheating and internal pump damage.

Recommended solvent is *Gast Flushing Solvent* part #AH255.

Due to complexity of setting clearances and machining we recommend you send this unit to an authorized service facility for rebuilding.

AUTHORIZED SERVICE FACILITIES

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