



*1-33-RXP*  
*gen-AIR-ator*  
**Operating/Maintenance  
Instructions**

**CAUTION:** Never lubricate this dry, oil-less air pump. The carbon vanes and grease-packed motor bearings require no oil.

**WARNING:** At any time, the motor may be in thermal protect mode and could automatically restart when the protector resets. Always disconnect power source before servicing.

**DANGER:** To prevent explosive hazard, do not pump combustible liquids or vapors with these units.

**CONSTRUCTION:** The outer end plate, body, rotor and mounting bracket are all cast iron. Consequently, any moisture that accumulates in the pump will tend to corrode the interior when pump stands idle. The vanes are made of hard carbon and are precision ground. They should last between 5,000 and 10,000 hours depending upon the degree of vacuum or pressure at which the pump is run.

**STARTING:** If the motor fails to start or hums, pull the plug and check the current rating shown on the motor nameplate. Also examine the plug and switch. If the pump is extremely cold, bring to room temperature before starting. If anything appears to be wrong with the motor, contact *Grovhac* immediately.

**FILTERS:** Dirty filters restrict air flow and if not corrected could lead to possible motor overloading and early pump failure. Check filters periodically and clean when necessary by removing the elements from the filter and washing in a solvent. Dry with compressed air and replace.

**DISASSEMBLY:** If flushing does not eliminate the problem, remove the screws holding the end plate to the body. Now remove the end plate and the four vanes. **DO NOT REMOVE THE ROTOR OR LOOSEN ANY MOTOR "THROUGH-BOLTS."** If the pump fails to produce the proper vacuum or pressure, the vanes could be worn. A metallic clanging could mean that the rotor and body are touching. The top clearance may be adjusted by **LIGHTLY** tapping on the pump body (either the top or the bottom depending upon whether clearance is too large or too small). The rotor should be turned while setting clearance to assure that all points on the rotor clear the body. End clearance for the drive end is .001 and for the dead end is .003.

**If you have any questions or concerns regarding your *gen-AIR-ator*, including information found on this page, please contact *Grovhac* for assistance. Units being returned for any reason should be sent directly to *Grovhac* at the below address.**