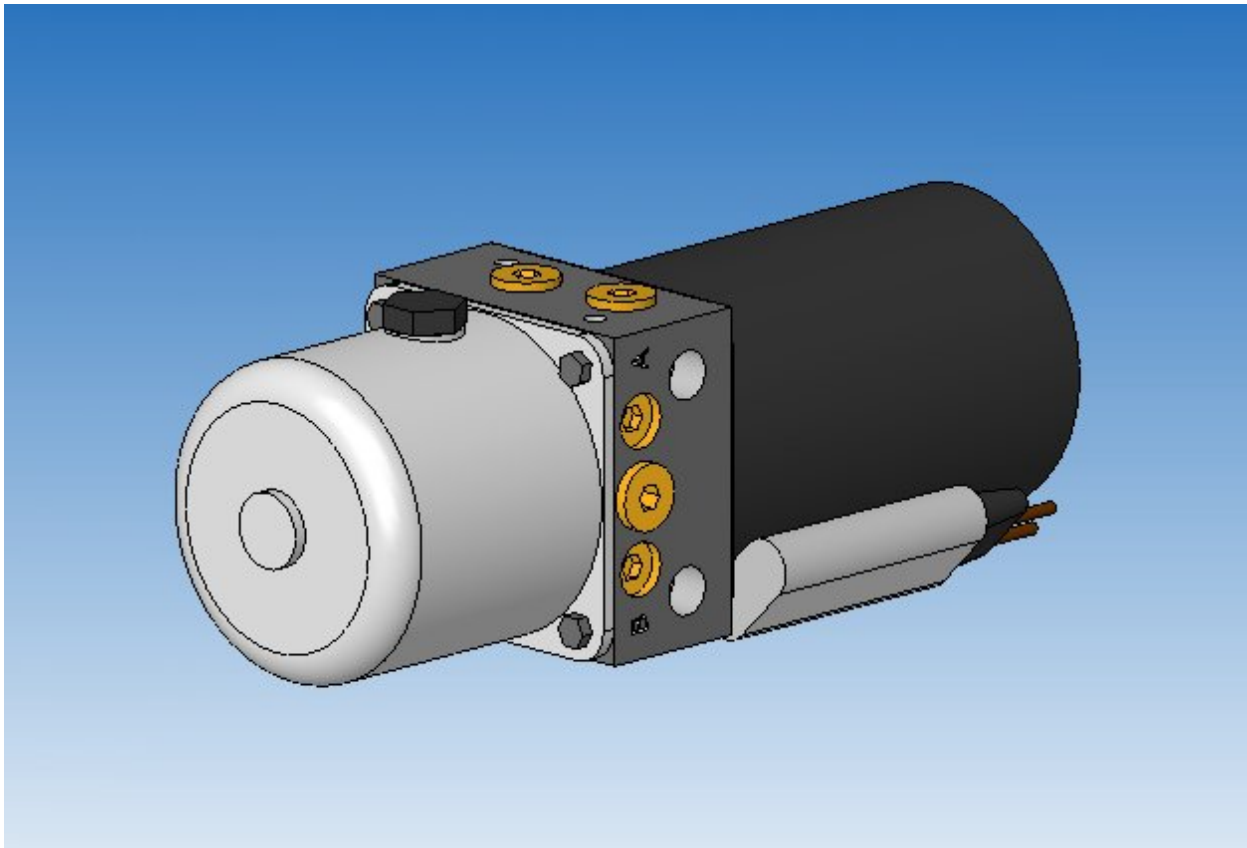




# Stang Industrial Products

## Operation and Maintenance & Installation Manual



**Stang HPU, Autopack,  
13.00CI, .0187CIPR, 1/4HP, 220VAC, 1 Phase  
Model #777200-1**

1250 Railroad St.  
Corona, Ca 92882 USA

04/2006

## **1. Introduction**

Before commencing the installation of your new Reversible AC Autopack please read all the information on this document. It holds key information and tips to help with the installation and operation. Before the pack is operated, the "Start Up" procedure must be followed.

## **2. Electrical Connections**

- a. High power motors (200 Watt, Code RFY) fitted with a capacitor
  - i. Connections: White=Line; Green/Yellow=Earth
    1. To extend the cylinder
      - a. Connections: Black=Neutral; Blue=Isolated
    2. To retract the cylinder
      - a. Connections: Black= Isolated; Blue= Neutral
  - b. Low power motors (150 Watt, Code RMZ) capacitor supplied loose & connected to blue and black wires permanently
    - i. Connections: Brown=Line; Green/Yellow=Earth
      1. To extend the cylinder
        - a. Connections: Black=Neutral; Blue=Isolated
      2. To retract the cylinder
        - a. Connections: Black=Isolated; Blue=Neutral

## **3. Autopack Mounting**

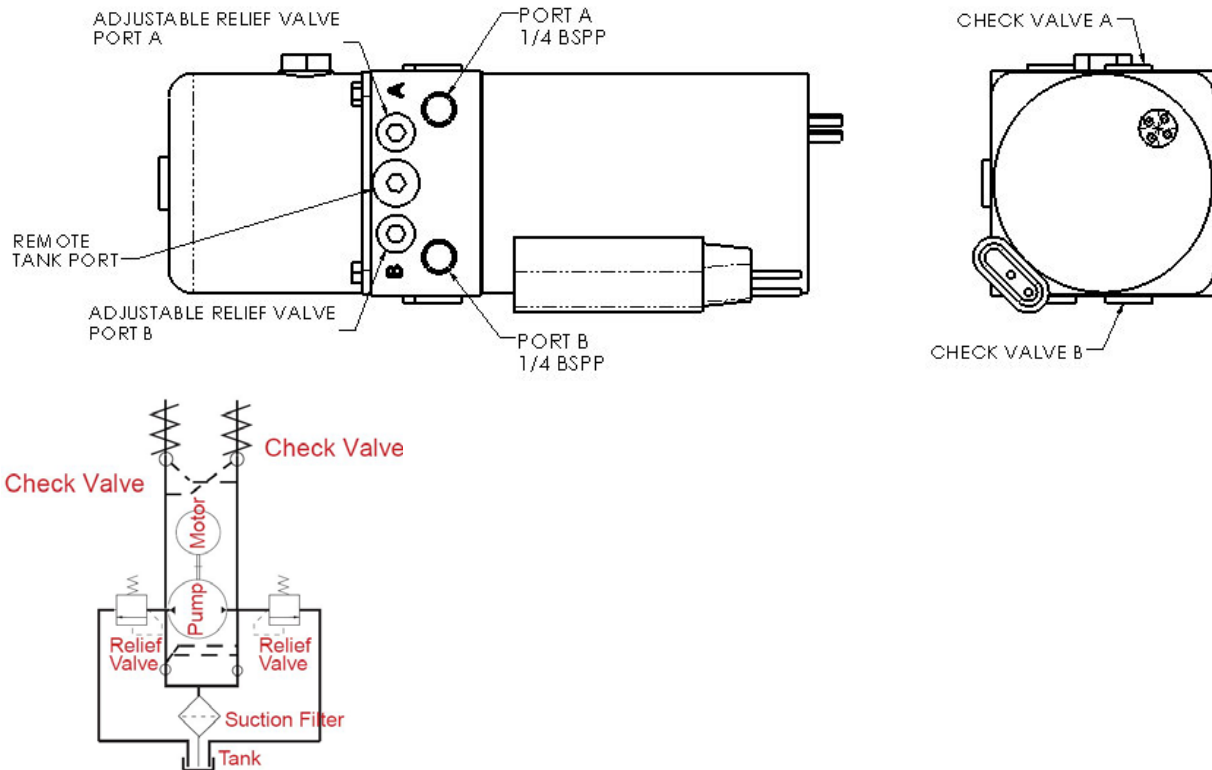
- a. Autopacks can be mounted either horizontally or vertically. If the Autopack is to be mounted vertically, then the tank must be uppermost. Threaded mounting holes are located in the center block on the opposite face to the pressure connections for installation purposes.

## **4. Hydraulic Oil**

- a. Fill the pack using clean new HM or HV hydraulic oil. For temp below -5°C use ISO VG15, for temperatures -5°C to +60°C use ISO VG32.

## **5. Startup**

- a. Note: Under no circumstances should an un-primed pack be run continuously as this will damage the pump and invalidate the warranty. During start up the tank oil level must be maintained especially during priming.
- b. Tip: Before commencing start up or priming we have found by experience that priming hoses, valves & cylinders etc. with oil, will greatly ease the priming process & help avoid air locks within the power pack and hydraulic system, cylinders should be placed into their "mid" position.



When completing this process please refer to the above drawing.

## 6. Priming

Note: The priming process can be messy, ensure you have taken adequate precautions to collect spilled oil, discard or recycle the collected oil.

- a. With the tank and system full of oil, remove the tank cap, slacken the check valve "B" and operate the pack in short bursts to extend the cylinder. Re-tighten valve 'B'; check the oil level in the tank topping up as required.
- b. Repeat the above 9a) for check valve "A" by retracting the cylinder. Retighten check valve "A"; check the oil level in the tank topping up as required.
- c. Operate the pack so as to extend and retract the cylinder a few times to ensure that all the air has been expelled from the system. If some air remains or the system is jerky, repeat the above procedure. Finally, with the cylinder fully retracted, check the oil level in the tank topping up as required, replace the tank cap.

Tip: We have noted that when assembling systems which have been thoroughly pre-primed, as detailed above, it is sometimes possible to assemble the system and run it without having to slacken the check valves. Any air in the system will to an extent "Self Bleed". Under these circumstances topping up the tank is all that is required.

## **7. Relief Valve Adjustment**

NOTE: DO NOT EXCEED THE MANUFACTURES MAXIMUM RECOMMENDED WORKING PRESSURE OR S2 RATING. THIS WILL DAMAGE THE AUTOPACK. IF THE UNIT OVERHEATS, SWITCH OFF AND ALLOW TO COOL. IF IN DOUBT CONTACT YOUR SUPPLIER.

This type of Autopack contains two integral Relief Valves, shown on the left hand side of the drawing above, which can be set independently of each other, i.e. they can be set to different pressures.

- a. Release all hydraulic pressure in the system.
- b. Insert a suitable pressure gauge into the circuit, or directly onto the pressure ports.
- c. Remove the plastic anti-tamper balls and place to one side.
- d. Check all hydraulic connections are secure and leak free.
- e. Start the AutoPack; screwing IN the relief valve will INCREASE the set pressure, screwing OUT will DECREASE the set pressure.
- f. When the new setting is achieved, operate the pack a few times a few times to ensure the setting is stable.
- g. Re-insert the anti-tamper balls, the new Relief Valve setting must be written on the Autopack for future reference.
- h. Remove the pressure gauge from the circuit & re-test the Autopack, topping up the oil in the tank. If the pack becomes air locked complete the priming procedure detailed above.

Disclaimer: This advice is given in good faith but not without liability