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“HVLP”
High Volume Lube Pumps
And Gear boxes
Visit Us On the Internet: www.cct.nu

**High Volume Lube Pumps for Integral & Separable Compressors
Requiring High Volumes of Lubrication**

Retrofit for *Trabon MVB & *Lincoln MCLP Gear Boxes & American Bosch Pumps



HVLP Gear Box Shown With Pumps
And Optional Anchor Cross Assembly

- High Volume Positive Displacement
- Wide Range Adjustable Flow Rate
- Roller Tappet Actuated
- Weather Proof Construction
- Suitable for Petroleum or Synthetic Lubricants
- Precision fit, Hardened Plunger Develops to 8,000 PSI
- Two Piece Aluminum Gearbox

Part #	Right Hand End Rotary	Gear Ratio	Single Lobe Cam	
			Station 1	Station 2
0-30300-1:1	*	1:1	*	*
0-30300-2.8:1	*	2.8:1	*	*
0-30300-7.7:1	*	7.7:1	*	*
0-30300-21.5:1	*	21.5:1	*	*
0-30300-1:2.8	*	1:2.8	*	*
0-30300-1:7.7	*	1:7.7	*	*

Note: (1) Other Ratios and Special Mounting Plates Available Upon Request
(2) Double Lobe Cams Available Upon Request
(3) Left Hand Drive Available Upon Request

“HVLP” High Volume Lube Pump Specifications

**REPLACEMENT FOR
“AMERICAN BOSCH”,
“Trabon MVB” &- “LINCOLN MCLP”**

Output Rates for <i>Lincoln “MCLP” & CCT HVLP</i> Gear Box				
Part #	Plunger Size	Max PSI	Min Output *Constant	Max Output *Constant
0-303287	7MM	8,000 PSI	0.10	0.85
0-3032910	10 MM	3,500 PSI	0.21	1.49

Calculate Flow Rate by Multiplying Gear Box Shaft Speed x Factor = Pints Per Day
Example of a gear box running @50 RPM with a 10 MM pump head: 50RPM x 1.49 = 74.50 Pints per day

Output Rates for <i>Trabon/Lubriquip MVB</i> Gear Box				
Part #	Plunger Size	Max PSI	Min Output Constant	Max Output Constant
0-303287	7MM	8,000 PSI	0.10	0.50
0-3032910	10 MM	3,500 PSI	0.21	1.00

Calculate Flow Rate by Multiplying Gear Box Shaft Speed x Factor = Pints Per Day
Example of a gear box running @50 RPM with a 10 MM pump head: 50RPM x 1.00 = 50 Pints per day



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REPLACES ALL TRABON MVB, LINCOLN MCLP & AMERICAN BOSCH PUMPS



HVLP PUMP OPERATION AND INSTALLATION

DESCRIPTION

The HVLP pump delivers accurately measured quantities of lubricating oil to the divider block lubrication system for distribution to rod packing, compressor cylinders, power cylinders and various lubrication points on engines and compressors.

The pump is a plunger type with a 1" plunger stroke. The pump plunger is operated by an eccentric cam (single or double lobe) for the discharge stroke and by the plunger return spring for the suction stroke. The plunger is accurately fitted into the plunger cylinder for efficient operation at pressures up to 8,000 PSI.

Helical grooves milled in the plunger and radial bores in the cylinder regulate the quantity of oil delivered. The volume of oil delivered is varied by turning the plunger to different positions by means of the adjustment knob on the front of the pump.

Plunger and cylinder assemblies are closely fitted to ensure the pump will discharge oil at high pressures. As the plunger and cylinder wear, a small amount of leakage will occur past the plunger into the gear box. This is of no concern unless the leakage is sufficient to prevent the pump from producing the required pressures and oil volume.

The HVLP camshaft is supported by ball bearings and contains 2 single or double lobe cams which operate tappet assemblies to actuate the pump plungers.

Dual head HVLP Pumps deliver different quantities and types of oil from each pump head or the same oil from both pump heads.

HVLP Pumps must be supplied with oil under a slight head pressure (up to 50 PSI) to assure priming of the plunger cylinder during its suction stroke. This is accomplished by locating an oil storage tank above the pump, (gravity feed) or by supplying the pump with oil under pressure from the engine or separate oil system.

FILTRATION

Proper filtration of the oil before entering the pump will increase the useful life of the entire divider block lubrication system. The lubrication system cannot tolerate foreign materials, air or leaks.

A 10 micron filter (CCT # 0-1211-B118 remote non by-pass filter assembly) before the HVLP pump is recommended for every installation. A filter primer at the inlet of the pump (CCT# 0-2Z7639) is also recommended and serves three purposes. The filter primer (1) assures only clean oil enters the pump, (2) provides a constant head and (3) allows entrapped air to be collected in the top of the clear bowl. The final protection for the divider block system is a high pressure in-line filter (CCT# 0-2255 or 0-509052) for collection of any debris prior to entering the divider blocks. Remember *No Air in the system, No Leaks and No Trash* for a dependable, care free lubrication system.

INSTALLATION

When installing the HVLP pump always mount it to a rigid support or frame. The pump may be driven by the rotating source of the engine or compressor or an electric motor. Note: The camshaft in the gear box should not exceed 150 RPM. Be careful to accurately align the pump to the drive shaft. Misalignment will cause undue stress to the drive shaft and will damage the pump seals and bearings.

When an external ratchet drive is used, be sure the drive connection allows the proper degree of throw for the drive arm. All connections should be free of any condition that could cause the drive or drive connections to bind and damage the HVLP pump.

Before running the HVLP Pump, the gear box must be filled to the half way mark of the sight glass with 90 weight gear oil. The gear box should be cleaned and filled with new oil every 12 months.

PROCEDURE FOR BLEEDING AIR FROM THE HVLP PUMP HEAD

Removal of air from the oil supply before entering the pump and lubrication system insures positive oil delivery and minimizes phantom shutdowns.

1. Connect the filter primer (CCT#0-2Z7639) to the inlet of the HVLP pump and allow oil to flow to the pump.
2. Loosen the priming plug located on the left side of the HVLP pump head and allow oil to flow freely from the plug until air bubbles no longer appear in the oil. The pump does not have to be operating.
3. Set the output adjustment on the front of the pump to maximum.
4. With the pump operating loosen the tubing connection on the outlet of the pump and allow the pump to run until air no longer appears in the oil. Tighten the tubing connection.
5. The pump should now be free of air and ready for normal operation. Output should be adjusted as needed. Purge air from the lubrication system prior to operating the compressor or engine. For proper procedure of removing air from the lubrication system see purging the divider block lubrication system in the training manual provided by C C Technology.