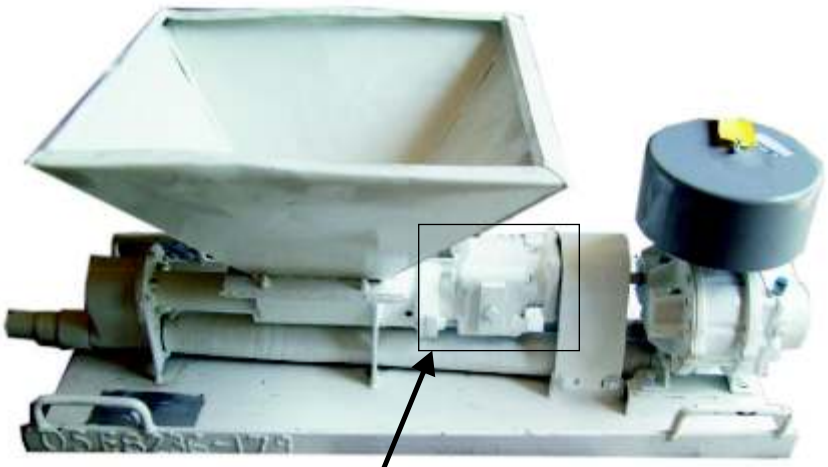
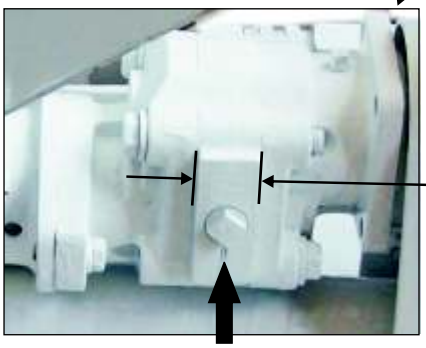
BANTAM ROCK DUSTERS



THE GEAR SIZE DETERMINES THE MOTOR DISPLACEMENT AND THUS THE SPEED IT WILL TURN WITH A CERTAIN AMOUNT OF FLOW THESE DUSTERS SHOULD OPERATE AT BETWEEN 1800 AND 2000 RPM



"A"

OIL IN THIS SIDE FOR CORRECT ROTATION

"A" IS THE HOUSING MEASUREMENT.
THE ACTUAL GEAR IS 3/4" LESS THAN THE HOUSING MEASUREMENT.
"A" HOUSING MEASUREMENT OF-

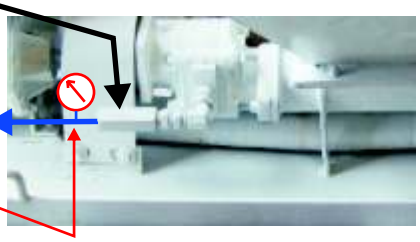
THIS ROCK DUSTER IS SET UP AS

1-1/2" HAS A 3/4" GEAR AND WILL TURN 1800 RPM WITH ABOUT 14-16 GPM OF FLOW ☐

1-3/4" HAS A 1" GEAR AND WILL TURN 1800 RPM WITH ABOUT 20-22 GPM OF FLOW (A.L. LEE SAYS THIS IS THE STANDARD MTR) ☐

2-1/4" HAS A 1-1/2" GEAR AND WILL TURN 1800 RPM WITH ABOUT 28-32 GPM OF FLOW ☐

THE OUTLET SIDE OF THE MOTOR SHOULD HAVE A CHECK VALVE TO KEEP THE MOTOR FROM OPERATING BACKWARDS.



TO CHECK BACK PRESSURE (SEAL LOAD) ON THE MOTOR, INSTALL A PRESSURE GAUGE WITH A TEE HERE AND RUN THE DUSTER. FOR CORRECT OPERATION PRESSURE SHOULD BE BELOW 50 PSI.

TOO MUCH FLOW FOR A PARTICULAR GEAR SIZE WILL MAKE THE DUSTER WORK REALLY WELL FOR A SHORT TIME BUT WILL CAUSE OVER SPEEDING THAT WILL DAMAGE THE HYDRAULIC MOTOR AND/OR BLOWER. MOTOR SHAFT SEAL FAILURE AFTER A SHORT PERIOD IS A TYPICAL SIGN OF OVER SPEEDING OR EXCESSIVE RETURN LINE BACK PRESSURE. HYDRAULIC HOSES SHOULD BE SIZED CORRECTLY FOR THE OIL FLOW.

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Ph. 618-932-2245 Fax 618-937-3200

K&E TECHNICAL, INC.
1432 Highway 37 S.
P.O. Box 465
West Frankfort, IL 62896