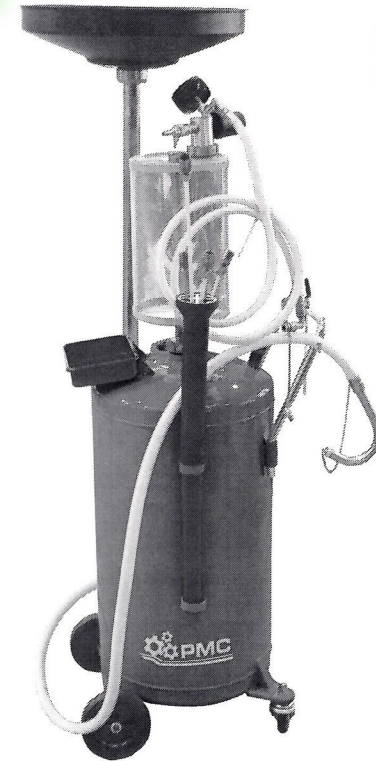


EN

# Instruction Manual

## Pneumatic oil extractor

**90 L**



**WARRANTY**

We do not take responsibility for any damage caused by misuse or any use that is not in compliance with the safety standards described herein.

**Customer services**

Contact your local importer or your specialized dealer to obtain address of your service department.

From date of purchase receipt

**1 YEAR GUARANTEE**

on material- or production-defects

TA1694PMC  
04/2016



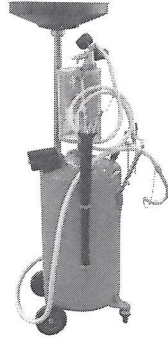
**PMC Power Machinery Co.**  
Jeddah, Tahlia St., Pasha Plaza  
6th Floor, Office 603 P.O. Box 1430  
Jeddah 21431, Saudi Arabia  
[www.pmc-saudi.com](http://www.pmc-saudi.com)



**Art. 30655PMC**

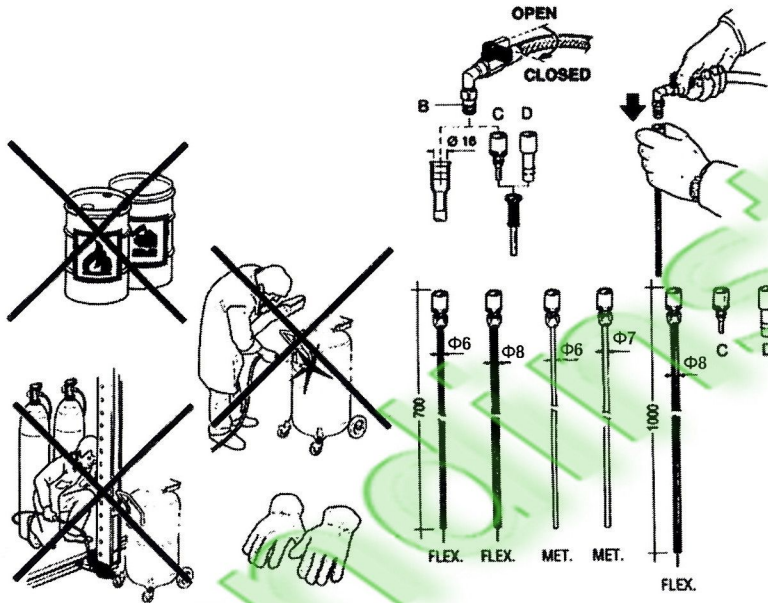
## Pneumatic Oil Pumping

Volume of Oil Tube: 90L  
 Oil Capacity: <70L  
 Air pressure when pumping oil: 0.1-0.2 MPa  
 Air pressure when expelling oil: ≤ 0.05 MPa  
 Vacuum range: 0.5-0.76 atm  
 The maximum temperature: 70°C



### WARNING!!!

Do not extract caustic or flammable products. Do not expose the reservoir to any source of heat. Do not do any welding on the reservoir. While extracting high temperature oils, keep hands and face protected. Only use the device for the purpose for which it has been designed. Do not modify any component of the equipment. Only use original spare parts. Our technical office is at your full disposal for any information you may need.



### ATTENTION!!!

Some cars have a built-in oil suction probe. In this case, connect the coupler of the oil changer B directly to the probe. For other makes of car (Volkswagen-BMW) equipped with a built-in probe having a different opening, connector(C-Volkswagen, D-BMW) must be used.

## ASSEMBLY

Fig.1- Insert the handle into its seat and secure it with the screws provided. Attach the hose clamp retainer E. Position the tool tray D.

Fig.2- Attach the venturi group to the tank. Make sure the gasket is properly positioned. Tighten the ring nut using a suitable wrench.

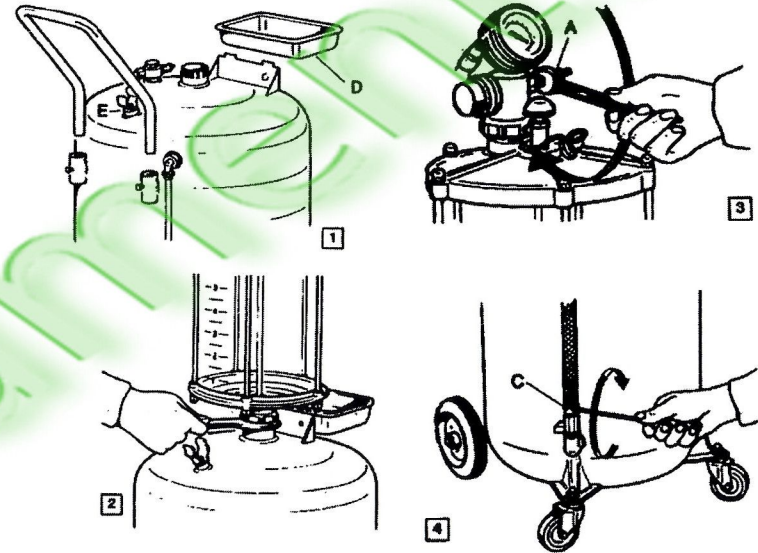


Fig.3- Check to see if the male adapter A supplied with the unit, is compatible with your shop air system's quick coupler. If it is not, replace it with a suitable 1/4" male adapter.

Fig.4- Connect the drain hose to the ball valve on the base of the units tank and tighten with the hose clamp C provided.

## CHARGING THE SYSTEM

Fig.5- Open completely the valve B by turning it counter clockwise.

Fig.6- Close the suction(ball)valve C.

Fig.7- Hand tighten(close)the air valve D by turning it clockwise.

Fig.8- Close the valve E by turning it 90 degrees.

Fig.9- Connect shop air (0.1- 0.2MPa) to male adaptor A. Air will flow through the muffler until the gauge approaches the red field (after about 2.5-3min.). Disconnect the shop air.

The unit is now depressurized and ready for use.

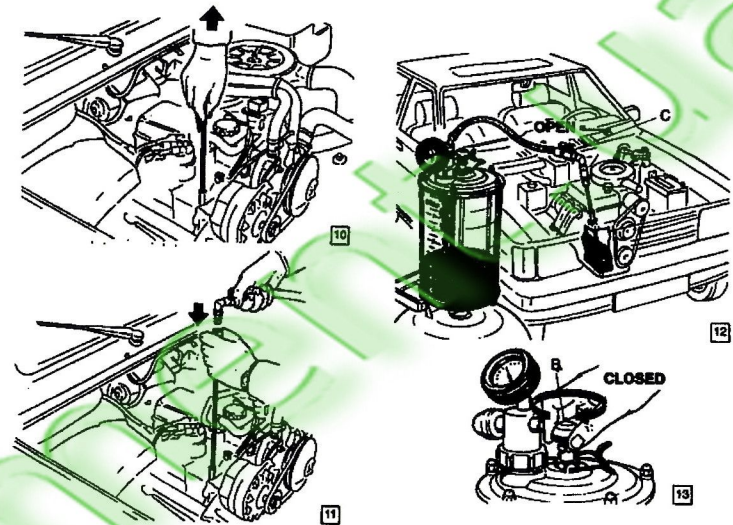
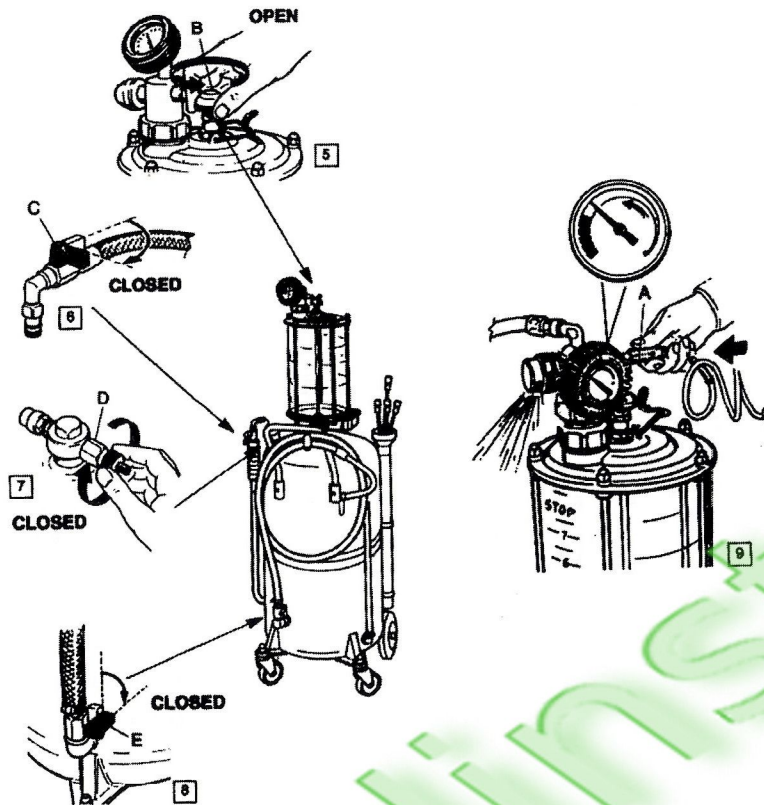


Fig.12- Open ball valve C, keeping the probe dipped in the oil. the oil is sucked from the sump into the graduated transparent chamber where it can be inspected.

There are two ways of using the equipment:

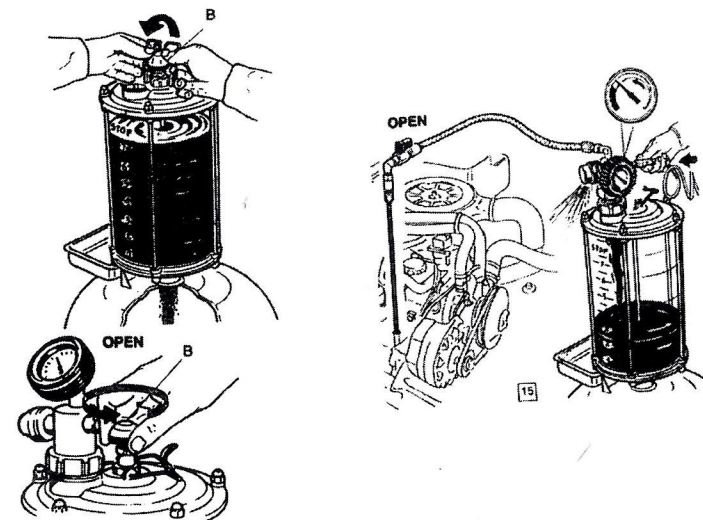
- 1-After activation close valve B (fig.13), oil will be sucked by the vacuum in the transparent chamber. Pressing on valve B the oil is immediately drained into the main reservoir and in the mean time, the vacuum coming in from the reservoir, will make the transparent chamber ready for another operation. To transfer fluids from the transparent chamber to the reservoir tank press down on valve B and secure it with the metal lock provided (fig. 14). Always do this operation when the oil is hot.
- 2-It is also possible to suck hot oil keeping the air hooked up to the device (fig.15).

## OPERATION

Oil should always be removed when they are hot (70-80C). The suction capacity of the unit is equal to 2/3 of its reservoir capacity.

Fig.10- With the engine still warm, remove the dipstick and insert the largest possible probe as far down as it will go.

Fig.11-Connect the suction hose to the probe.



**WARNING!** In this case, before draining the oil from the transparent chamber into the main reservoir, valve B must be open (fig.14/B).

**WARNING!!!** Never fill the transparent chamber over the stop mark.

**WARNING!!!** Never fill the reservoir over the limit indicated by the side gauge.

**SOMETIMES THE SUCKED OIL LEAKS OUT OF THE MUFFLER.  
THIS ALWAYS HAPPENS WHEN:**

Fig.16-When oil is sucked keeping air continuously connected to the equipment and the transparent chamber is filled over the STOP mark on the bowl.

Fig.17-When oil is discharged from the transparent bowl into the lower reservoir without opening valve B (turning it counter clockwise). It is not necessary to open the valve B only when the lower reservoir is depressurized (when there is a vacuum).

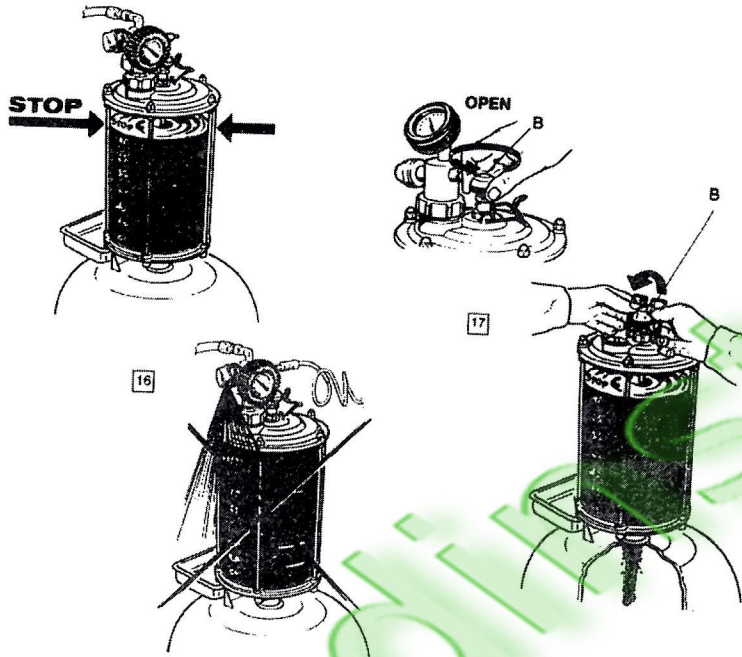


Fig.18- When the equipment is moved and the transparent chamber is full of oil. Oil splashes can dirty the Venturi group.

Fig.19- In these cases proceed as follows:

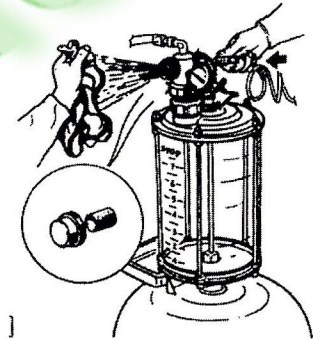
- remove the muffler, dismantle it and clean all the components.

Fig.20- Hold a rag as indicated, connect the compressed air to the device until all the oil comes out of the Venturi group.

- Reassemble and mount the muffler again.



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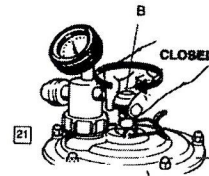


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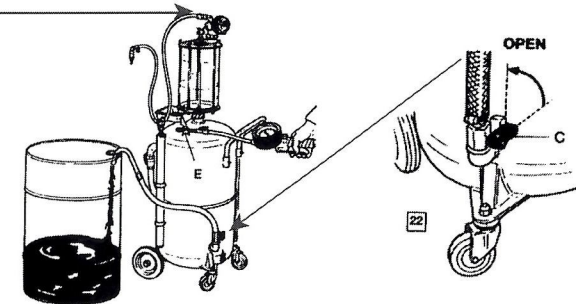
**EMPTYING THE RESERVOIR**

Fig.21-IMPORTANT!

Make sure that valve B is in its upper position and closed (turned clockwise).



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Fig.22- Open the ball valve C. Connect shop air (0.1- 0.2 MPa) to valve E until all fluids have been transferred from the unit's 'storage tank. The unit storage tank has been equipped with a pneumatic safety valve calibrated at 14 PSI- 1 BAR.