



‘FT’ / ‘EPB’ SERIES

AIR DRIVEN TUBE CLEANER



OPERATING INSTRUCTIONS & SERVICE MANUAL

Rev: A, 5/11/2007

**TO REDUCE THE RISK OF INJURY AND EQUIPMENT DAMAGE
USER MUST READ AND UNDERSTAND OPERATOR'S MANUAL.**

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SAFETY INSTRUCTIONS



WARNING!

READ AND UNDERSTAND ALL INSTRUCTIONS

Failure to follow all instructions listed below, may result in accident, fire and/or personal injury.

SAVE THESE INSTRUCTIONS

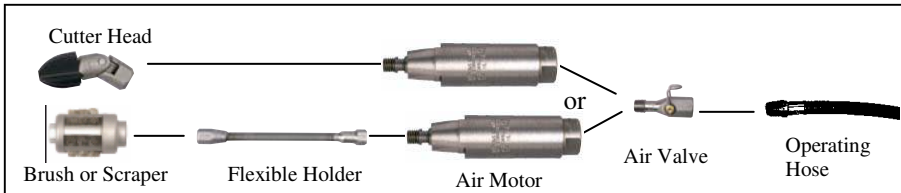
1. Do not allow corrosive gases or foreign material to enter the motor. Moisture, oil-based contaminants, or other liquids must be filtered out.
2. Do not hold a running motor with your bare hand. Shock from a high-speed motor's vibration may be experienced as a result.
3. Eye protection is always required when running motor.
4. Hearing protection is recommended when in close proximity to all operating air motors.
5. Dust mask, non-skid safety shoes, hard hat, gloves and other personal safety equipment must be used.
6. Stay alert, watch what you are doing, and use common sense when operating a power tool.
7. Dress properly. Do not wear loose clothing or jewelry.
8. Remove adjusting keys or wrenches before turning the tool on.
9. Keep your work area clean and well lit.
10. Do not operate power tools in explosive atmospheres, such as in the presence of flammable liquids, gases, or dust.
11. Disconnect the tool from the air supply before installing, making any adjustment, changing accessories, servicing or storing tool.
12. Do not allow the air motor to 'run free' at high speed with no load. Excessive internal heat build-up, loss of internal clearance and rapid motor damage may result.

OPERATION

RECOMMENDED OPERATING AIR PRESSURE 90 PSI (6.2 BAR)
MAY BE OPERATED AT 80 TO 125 PSI (5.5 TO 8.6 BAR)

How To Set Up The Tube Cleaner:

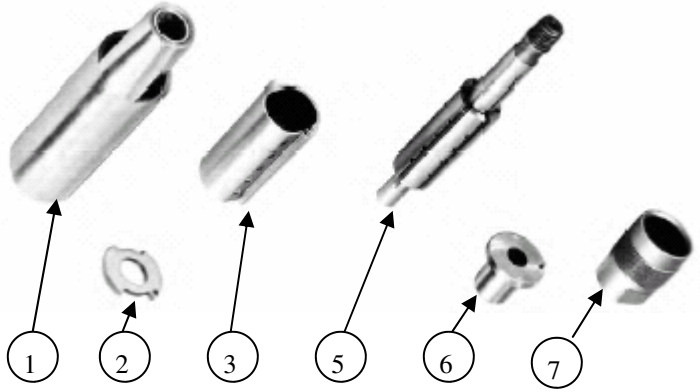
1. Blow out air line before attaching operating hose in order to remove all dirt, rust, water or other foreign matter.
2. Attach in-line automatic lubricator (optional equipment; see page 5) or Filter, Lubricator & Regulator Assembly to air outlet. Connect operating hose.
3. Blow out the air line and operating hose again.
4. Connect the tube-cleaner air valve (optional equipment; see page 5) to the operating hose.
5. Attach motor to air valve, making sure connection is wrench-tight – but not jammed – to prevent air leakage.
6. Attach the cleaning or brushing tool to Flexible Holder.
7. Using wrench supplied with equipment, attach Universal Joint or Flexible Holder to motor.



How To Operate The Tube Cleaner:

1. Don't let the cleaning tool run out of the end of the tube – you'll damage it. A good practice is to mark the operating hose with tape or other visible marking to indicate exact length of tube. If tube allows, move motor thru tube first without operating. Then mark length.
2. Insert the cleaning tool into the tube, then open the air valve and feed the motor into the tube slowly enough to properly clean the tube. A method of feed in one foot, back out 6 inches and then feed another foot is a good practice.
3. Keep the motor running when pulling it back through the tube.
4. Shut off the air and stop the motor before taking it out of the tube.
5. If cleaning tool jams in deposit, pull motor back gently to release it. Motor should regain full power. Then feed tool and continue cleaning.
6. If motor functions improperly, it is probably due to faulty lubrication or dirt in the air line. Take motor apart and clean all parts, including the motor blades. See page 5 for disassembly instructions.

PARTS LIST



KEY	DESCRIPTION	FT-175	FT-212
	Motor Assembly	2000-0156	2012-0200
1	Body Sub-Assembly	5820-0156	5821-0200
2	Wear Plate	2008	2022
3	Cylinder	2004	2018
4	Blades (set of 6)	2005	2019
5	Rotor	2003	2017
6	Rear Journal Assembly	2007	2021
7	Retainer Nut	2010	2024
	Cylinder Pin	6616	6616
	Rear Journal Pin	6600	6612
	Rotor Wrench	5760	2034



FT-262	FT-312	FT-362
7968-0256	2058-0300	2058-0350
5822-0256	5825-0300	5825-0350
2039	2070	2070
2033	2062	2062
2036	2063	2063
7969	2061	2061
2038	8837	8837
2041	2069	2069
6622	6633	6633
6623	6631	6631
2034	2157	2157

DISASSEMBLY

How To Change Rotor Blades:

1. Hold Motor Body (key 1) at the flats with a wrench or in a vise and turn Retainer Nut (key 7) counter-clockwise at the flats with a wrench. Remove Retainer Coupling.
2. Tap front of Rotor (key 5) to push Rear Journal (key 6) and Rotor out from the rear.
3. Remove all six Blades (key 4).
4. Inspect condition of Cylinder (key 3) and Wear Plate (key 2).
5. Clean and inspect all internal parts for wear, scratch or gouge.
6. To re-assemble, insert Rotor into Motor Body.
7. Insert new Blades into slots of Rotor.
8. Insert Rear Journal over Rotor, making sure pin align with locating hole in Cylinder (see following illustration).



9. Screw on Retainer Coupling and tighten with a wrench making sure that the Rotor spins freely.
10. Add a few drops of lubricating oil through Retainer Coupling and test-run motor for 5 minutes before applying any attachment.

Air Valve



Pipe NPT	Air Valve
1/4"	9439
3/8"	8774
1/2"	8654
3/4"	8647
1"	8669

Filter-Regulator-Lubricator

Pipe Thread	Manifold Type	Portable Type
1/4" NPT	8905	8905-0250
3/8" NPT	8906	8906-0375
1/2" NPT	8907	8907-0500
3/4" NPT	8908	8908-0750
1" NPT	8909	8909-1000

MAINTENANCE

Lubrication

1. To lubricate motor, use Wilsolube #9047 or synthetic oil .
2. Feed 10 to 20 drops per minute with a automatic lubricator (feed rate is adjustable) depending on the size of motor. This small amount of oil will not coat the tubes. It will be absorbed and blown out with debris.
3. If you do not have an auto lubricator, use an oil can to apply a few drops of oil into the exhaust ports of the motor. Turn motor by hand to distribute the oil and then blow out motor before inserting into the tube.
4. Keep motor lubricated at all times.

Storage

1. Before storing your tube cleaner, clean and oil it thoroughly with machine oil to prevent rusting.
2. The best method of storing straight tube motors is to keep them in oil.
3. For curved tube motors, suspend the motor in oil keeping the hose piece above the level of oil as the hose will not stand prolonged immersion in oil.

TROUBLE-SHOOTING

PROBLEM	CAUSE & SOLUTION
Motor is sluggish or inefficient	<ol style="list-style-type: none"> 1. Dirt accumulates inside air motor —Try flushing air motor with recommended solvent. 2. Faulty lubrication —Feed 10 to 20 drops of lubrication oil per minute. 3. Inadequate air pressure —Maintain 80-125 psi pressure.
Motor won't turn	<ol style="list-style-type: none"> 1. Foreign material is present in motor chamber —Take motor apart and clean all parts, including rotor blades. 2. Rotor Blade is broken —Replace if necessary. 3. Bearing was installed incorrectly —See page 5 for assembly instructions
Cleaning tool jams in deposit	Pull motor back gently to release it.

SPECIFICATIONS

Motor Model	Nom. Tube I.D.	Motor Body Dia.	Rotor Thread	Hose & Coupling	C.F.M. at 90 PSI
FT-175	1-3/4"	1-9/16"	9/16X12	1/2	47
FT-212	2-1/8"	2"	5/8X11	3/4	70
FT-262	2-5/8"	2-9/16"	3/4X10	3/4	73
FT-312	3-1/8"	3"	7/8X9	1	108
FT-362	3-5/8"	3-1/2"	7/8X9	1	108

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