

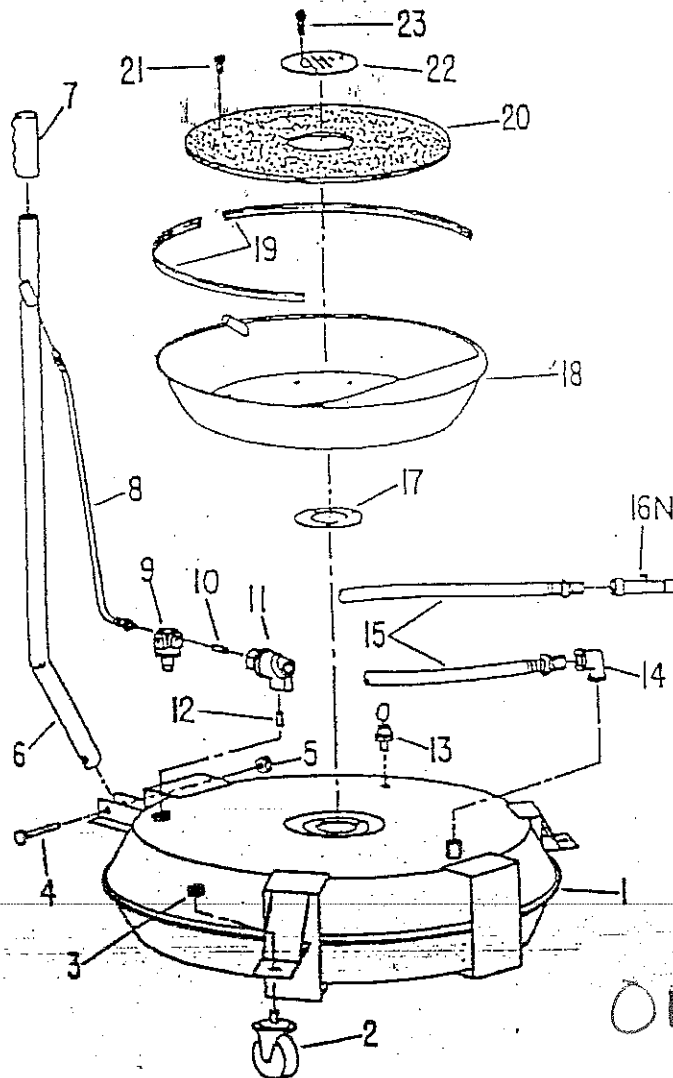


Gray Automotive Products Co.
3501 S. Leonard Road, P.O. Box 728
St. Joseph, MO 64502
Phone: 800-821-7320 or 816-233-6121
Fax: 816-233-7251

OBSOLETE

OH-16 WASTE OIL HANDLER

PARTS LIST



ITEM	PART NO	DESCRIPTION
1	500-01001	MAIN BODY
2	500-02001	SWIVEL CASTER
3	500-03001	CASTER NUT
4	500-04001	HANDLE BOLT
5	500-05001	HANDLE NUT
6	500-06001	HANDLE
7	500-07001	HANDLE GRIP
8	500-08001	AIR LINE
9	500-09001 315-0004	AIR REGULATOR
10	500-10001 275-01041	PIPE NIPPLE
11	500-11001 312-01021	QUICK DUMP
12	500-12001 275-01041	AIR INLET NIPPLE
13	500-13001 312-00006	SAFETY REL VALVE
14	500-14001 275-24004	PIPE ELBOW
15	500-15001 911-04002	DRIAN HOSE
16N	500-16001 910-04004	DRAIN NOZZLE
17	500-17010	4" DIAPHRAGM (SMALL)
17A	500-17020	5" DIAPHRAGM (LARGE)
18	500-18001	OIL CATCH PAN
19	500-19001	TRIM LOK
20	500-20001	SPLASH GUARD
21	500-21001	SCREW
22	500-22001	OIL DRAIN GRATE
23	500-23001	DRAIN GRATE BOLT

ONLY PARTS

17 & 17A are available



OIL & ANTIFREEZE HANDLER

OH-16/AH-16

OPERATING INSTRUCTIONS

First check the handler for any shipping damage. If you suspect any damage to the handler contact Gray Automotive Products Co. @ 1-800-821-7320.

The handle is not attached to the handler for shipping reasons. Use the handle bolt and fasten the handle to the front wheel bracket.

Insert your air systems male quick coupler into the 1/4 inch pipe coupler welded to the unit's handle.

HOW THE HANDLER WORKS

There are no pump or manual valves to open or close. The handler is a pressurized system needing only air pressure to unload the handler. The handler has its own air regulator; preset at 12 psi. Behind the regulator and directing air into the handler is a quick exhaust which serves two functions. 1. As a vent to expel air as the oil is flowing into the handler. 2. When you attach an airline to the handler, a diaphragm in the quick exhaust closes the air vent port and directs the air into the handler. On the other side of the catch pan is a 15-LB safety relief valve.

The inlet hole is in the center of the catch pan. Located in the inlet hole between the catch pan and the body of the handler is a neoprene diaphragm held in place by 3 bolts through the drain grate. This diaphragm is always open and ready to take fluid until an airline is attached to the quick coupler on the unit's handle.

When you attach your airline to the male quick coupler air passes through the regulator which cuts the air pressure down to 12-lbs, the diaphragm in the quick exhaust closes the vent hole and directs the air into the body of the handler. As the air enters the handler it immediately closes the diaphragm-in the-inlet hole pressurizing the handler and forcing the fluid out the 3/4 inch drain hose.

FILLING THE HANDLER

Large engines carry from 8 to 12 gallons of fluid; we recommend one change from a large engine and then empty the handler. The Reason for this is the handler holds 16 gallons, if you drain a 2nd engine into the handler you will over fill it and have a spill. The second spill may come when you attach your airline to the handler. If the waste fluid is up to and in the catch pan there is no air space left in the handler and the diaphragm will not swing and close properly. Fluid may then spray out of the inlet hole.

WARNING AND CAUTION LABELS

PLEASE READ CAREFULLY

DO NOT dump fuels such as gasoline, diesel, or other flammable solvents into handlers.

Never attempt to alter the non adjustable pressure regulator.

Do not bypass the air pressure regulator in any way.

If the regulator or pop off valve are malfunctioning in any way, contact Gray Automotive Products Co. @ 1-800-821-7320 IMMEDIATELY.

Do not use the Handler if damaged, altered, or in poor repair.

Any attempt to alter the regulator or safety pop-off valve will void any warranty or liability of the Manufacturer.

User must insure that all safety related decals are maintained and replaced should lack of readability become evident.

Failure to heed these warnings may result in personal injury and/or property damage.

EMPTYING THE HANDLER

There is not a shut off valve on the drain hose of the handler. Fluid immediately discharges the moment you chuck your airline onto the male quick coupler. **For this reason it is very important to first insert the drain hose nozzle into your used fluid container.** The Antifreeze handler has a $\frac{3}{4}$ inch ball shut off valve on the end of the drain hose; you can have air pressure chucked into it and be able to control the flow of the antifreeze with the valve.

ADAPTING THE DRAIN HOSE

The drain hose is $\frac{3}{4}$ inch diameter with $\frac{3}{4}$ inch pipe thread ends. A drain spout is provided with every handler. Many people like to adapt the handler to their own personal requirements, such as quick couplers and other snap on connectors. We have customers using glad hands for coupling. It is best **not to restrict the flow**. You will not harm the handler but you can increase dramatically the time it takes to empty the handler. Normally on warm hot oil it takes approximately 1 $\frac{1}{2}$ to 2 $\frac{1}{2}$ minutes to discharge 8 to 12 gallons of oil.