



**MAGNUM**  
S Y S T E M S

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**NOTICE**

**THIS ENVELOPE CONTAINS  
IMPORTANT DOCUMENTS**

**DO NOT DESTROY**

**ROTARY VALVE**  
O&M DOCUMENTATION

**MODEL: WFI**

**N10-330**

# **NOTICE**

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IMPORTANT DOCUMENTS**

# **DO NOT DESTROY**



## MAGNUM SYSTEMS ROTARY VALVE AIRLOCK FEEDER INSTALLATION & MAINTENANCE INSTRUCTIONS

**WARNING! READ ALL INSTRUCTIONS. FAILURE TO FOLLOW SAFETY RULES LISTED BELOW, AND OTHER BASIC SAFETY PRECAUTIONS, MAY RESULT IN SERIOUS PERSONAL INJURY!**

**WARNING!** When installing Airlock Feeder DO NOT connect to the power source until chain guard is in place and the Airlock inlet and outlet are covered so that there is no chance for fingers and hands to get close to rotating blades.

**WARNING!** Disconnect Airlock Feeder motor from power source before attempting to make any repairs.

**DANGER!** Keep chain guard in place and keep both the inlet and outlet covered when the feeder is connected to a power source.

**DO NOT TRY TO FORCE THE ROTOR TO TURN WITH YOUR HANDS!**

After disconnecting power to Airlock, use a board between the blades or use a pipe wrench on the non-drive end of the rotor shaft in order to turn the Airlock rotor by hand. If the rotor does not turn relatively easy, look for the cause of the problem. Remember the Airlock is a precision piece of equipment and can be easily damaged if not handled properly by personnel trained to work on precision equipment. There are numerous reasons why the Airlock rotor could be binding. If you are unable to find the problem yourself, consult Magnum Systems trained factory personnel. It may be something that can be diagnosed over the phone. If not, you may have to send the Airlock to the Magnum Systems factory or obtain the services of a trained Magnum Systems technician.

**CAUTION!** All repairs, electrical or mechanical, should be attempted only by trained repairmen.

**STAY ALERT!** Watch what you are doing. Use common sense. Do not attempt to operate airlock feeder without the chain guard in place and without inlet and outlet covers in place.

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## **MAGNUM SYSTEMS AIRLOCK LONG TERM STORAGE INSTRUCTIONS.**

Rotary Valve Airlocks should be stored Indoors, in a dry ambient facility.

They should be stored on a pallet with the inlet and outlets covered.

Do not place valves where any other moisture can enter into the valve.

For long-term storage over 30 days, it is recommended that the internal carbon steel surfaces be sprayed with a rust preventative coating, such as, vegetable oil to prevent internal rust from forming.

Magnum Systems also recommends

The rotor should be turned every 30 days while in storage. Please refer to the IO&M instructions for the proper and safe method for turning the rotor.

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**WFI AIRLOCK FEEDER**  
**INSTALLATION & MAINTENANCE INSTRUCTIONS**  
**FOR WHEELABRATOR P/N's 640517 (LoTemp), & 640528 (HiTemp)**  
**(Ref Dwg Number 39-2)**

There are two types of WFI Airlocks. A HiTemp and a LoTemp. They are identical in appearance and dimensions. The LoTemp will handle product temperatures to 250 degrees F and the HiTemp will handle product temperatures to 600 degrees F. The only way to tell the difference between the two is by an "L" for LoTemp or an "H" for HiTemp stamped in the end of the non-drive rotor shaft. The only real difference between the two is greater internal clearances are machined into the HiTemp Airlock and the HiTemp Airlock is supplied with bearings to handle the higher temperature.

**I. LUBRICATION INSTRUCTIONS**

1. A shaft bearing is provided in each end plate. Each bearing is equipped with two grease retention seals and is factory lubricated. These bearings **DO NOT** require re-lubrication for the lifetime of the bearing.

**II. ROTOR SHAFT PACKING RINGS**

1. In each end plate, three (3) high temperature braided packing rings made of PTFE fiber are provided to seal the rotor shaft. Braided packing must be cut to the proper length. Braided packing when ordered from Magnum Systems will be pre-cut to the proper length for the Airlock size for which the braided packing is ordered. Braided packing rings depend upon the proper amount of compression to be an effective shaft seal.
2. Installation of new packing rings:
  - a. Remove end plates as per Instruction No. III and remove the old packing rings from the end plates.
  - b. For each end plate, use three (3) braided rings.
  - c. The cut ends of the braided packing rings, when placed in the end plate, should be rotationally staggered. The gland plate can be used to push the packing rings down inside the packing gland in each end plate. The gland plate can also be used to keep the packing rings in the packing gland when the end plate is installed onto the rotor shaft but do not compress the three braided packing rings with the gland plate at this time.
  - d. Re-installed housing end plates per Instruction No. IV if they have been removed. The gland plates can now be tightened down against the braided packing rings. The gland plate screws should be tightened so as to firmly compress the packing down against the shaft. With the chain drive still removed, the rotor should rotate with some resistance when pulling on the rotor vanes, using an approximately 3 foot long wood 2 by 4 between the vanes.

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### III. END PLATE DISASSEMBLY

1. Before either end plate is disassembled, the drive assembly must be removed.
2. Loosen the packing gland plate and the bearing set screws on both ends.
3. Remove the hex bolts which fasten the non-drive endplate to the cylinder housing.
4. Pull the non-drive end plate off the rotor shaft. **Do not attempt to remove the end plate by forcing a wedge between the end plate and housing.** This could mar the critical machined surfaces of the housing and end plate. **Do not hammer on the end of the rotor shaft with a steel hammer,** as this will deform the shaft. If force is required, use a gear puller or use a wood block on the end of the rotor shaft to hammer on. Be careful not to damage the center in the end of the rotor shaft. Note the number of shims on the non-drive end so that the same number can be re-installed.
5. Extract the rotor from the cylinder housing. If force is necessary to remove the rotor, use a block of wood on the end of the rotor shaft to hammer on or use a gear puller. Avoid setting the removed rotor on concrete or other hard surfaces, as the machined rotor blade tips might be damaged.
6. Upon completion of Steps 3, 4, and 5, remove the hex bolts, which fasten the drive end plate to the cylinder. The drive end plate should then be separated from the housing. Use a 2 by 4 of the proper length to pound on interior of end plate if force is required. Note the number of shims on the drive end of the cylinder housing, so that the same number can be re-installed.
7. If replacement of bearings is necessary, remove the shaft bearing from the end plates by use of a soft metal or fiber drift. Do not mar or dent machined surfaces. See Instruction 1 of Part IV for bearing installation.

### IV. END PLATE ASSEMBLY

1. Insert a shaft bearing in each end plate. Take note to install LoTemp bearings in a LoTemp WFI Airlocks and HiTemp bearings in HiTemp WFI Airlocks. The bearing should be a light press fit into the end plate. Be sure the bearing is pressed down against the shoulder.
2. For installation of packing rings, see Instruction II.
3. For easier installation of the end plates, leave the packing gland plates loose.

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4. Before installing the drive end plate, polish the sealing surfaces and the bearing journals with a fine (100 grit or finer) emery cloth. Be sure there is no foreign matter on the machined mating surfaces.
5. Install the drive end plate and tighten down the hex bolts to fasten the drive end plate to the cylinder housing. Move from bolt to bolt (not adjacent bolts) and tighten each bolt down gradually.
6. Install the rotor assembly, being careful not to scratch or mar the machined surfaces of the housing.
7. Repeat Step 4 and 5 for the non-drive end plate assembly.
8. Tighten down the packing gland plate screws. See instruction **2d of part II** for information as regards the proper compression of the packing rings.
9. Check the axial clearances between the rotor and the end plate. To increase the total axial clearance, a shim or shims must be added. To decrease the total axial clearance, a shim or shims must be removed. Each shim is .003 inch thick. An end plate assembly must be removed in order to add or remove end plate shims.
  - Total Axial clearance for **Low Temp** is **.014 to .020**
  - Total Axial clearance for **High Temp** is **.025 to .031**

## V. INSTALLATION OF GEAR REDUCERS

1. When installing or adjusting gear reducer on the motor mounting plate, the bottoms of the four reducer mounting feet must be set equidistant from the face of the motor mounting plate to within  $\pm 1/64$ th inch. It is recommended that lock joint inside calipers be used to check this requirement. Failure to hold the reducer mounting feet in the same plane, parallel to the motor mounting plate may cause enough stress in the reducer to break the feet off during installation or they may break later during operation.

## V. AIRLOCK FEEDER INSTALLATION

1. An Airlock feeder is a precision piece of equipment operating with small internal clearances. Any distortion in the housing will cause the rotor to rub against the housing and thus cause premature failure of the Airlock. The Airlock should be bolted to a flat surface to prevent any distortion of the housing.
2. Before attaching the Airlock feeder to the system, check the feeder interior for any foreign materials that might cause the feeder to bind while in operation.
3. MOST GEAR MOTORS (but not all) are shipped to Magnum Systems with a sufficient quantity of lubricant for operation. BEFORE

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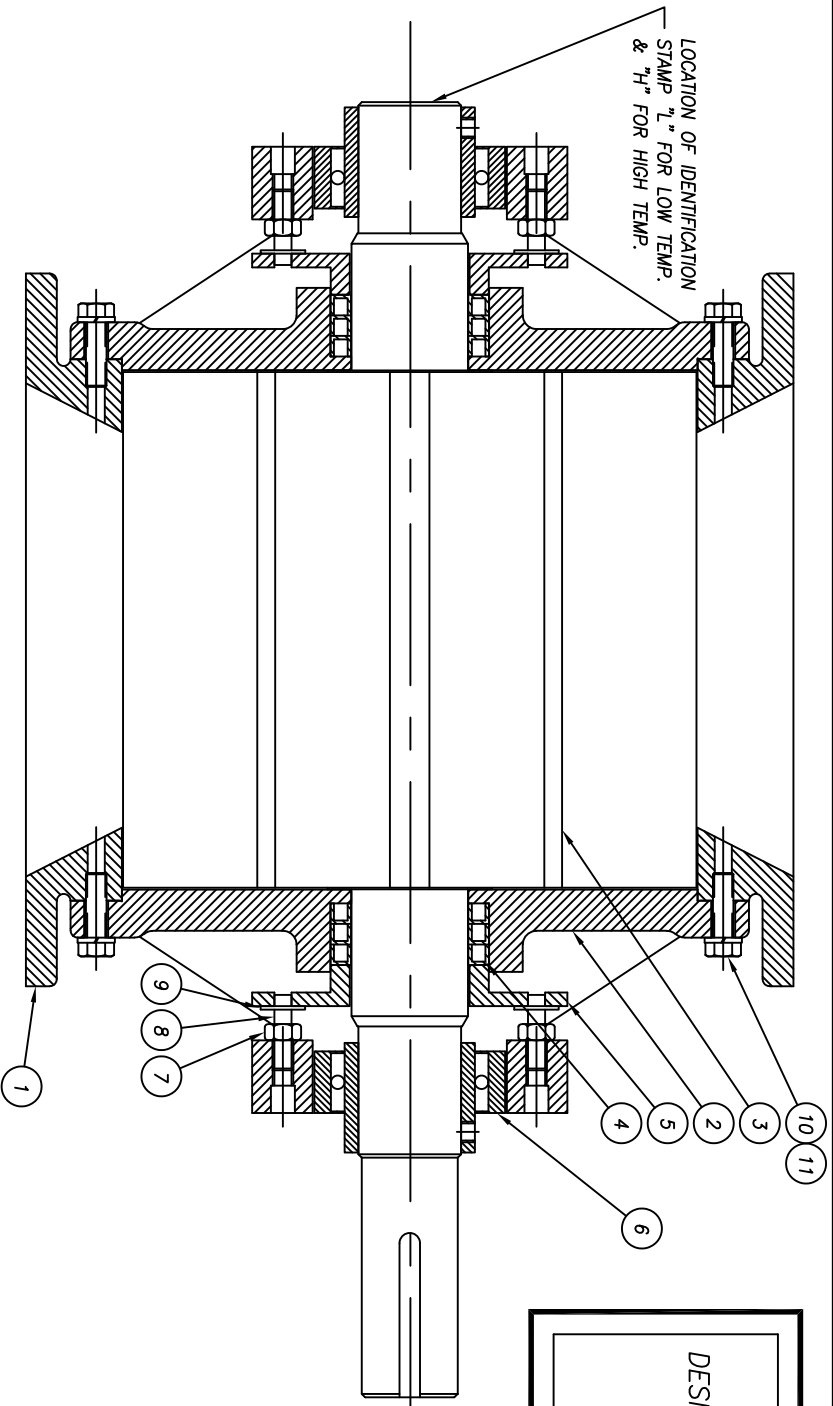


OPERATION, the user is responsible for checking to see that the gear motor has oil to the proper level. Most gear motors are supplied with three pipe plugs at different levels. The top (breather) plug is where oil is put in the gear head with breather plug removed. The center plug when removed is used to indicate when the proper amount of oil is in the gear head. When oil starts flowing out the center plug (with plug removed) sufficient oil is in the gear head and both the top (breather) plug and the center plug can be replaced. The purpose of the bottom (magnetic) plug is to be able to remove the oil from the gear head and of course should be in place except to drain oil out of the gear head. The customer should check and make sure the breather plug is the highest of the three plugs and the magnetic plug lowest of the three plugs. NOTE: Please refer to the operation instructions supplied by the gear motor manufacturer enclosed with your Airlock Feeder or the lubrication instruction plate on the gear motor for more details.

4. Before operating the Airlock, the motor should be “bumped” to determine the proper direction of rotation. When attaching the feeder to the system, take care that the direction of rotation is that which is required.

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**WARNING**

DESIGN ENGINEERS, TECHNICIANS & INSTALLERS

THE INLET AND OUTLET OF THE ROTARY VALVE MUST HAVE PROPER ATTACHMENTS TO PREVENT ANYONE FROM BEING ABLE TO INSERT THEIR HANDS OR ANY OTHER BODY PARTS INTO THE VALVE WHEN IN OPERATION.

DETAIL NO.	NO. REQ.	DESCRIPTION
11	12	3/8-16X2 1/2 PLATED HEX BOLT
10	12	3/8 PLATED SPRING LOCK WASHER
9	4	1/4 SAE PLATED FLAT WASHER
8	4	3/8-16X2.0 FULL DOG SOCHD SETSC
7	4	3/8-16 PLATED HEX JAM NUT
6	2	ER-30 BEARX
5	2	PACKING GLAND PLATE
4	54	3/8" SQ PACKING RINGS
3	1	WF394 ROTOR
2	2	WF394 END PLATE
1	1	WF394 CYLINDER

- NOTES:
- THIS FEEDER IS A PRECISION PIECE OF EQUIPMENT WITH CLOSE INTERNAL CLEARANCES. DO NOT CAUSE MISALIGNMENT BY BOLTING DOWN TO AN UNEVEN SURFACE, OR BY STRUCTURALLY PUTTING THE FEEDER IN A STRAIN.
  - BEARINGS ARE LIFETIME LUBRICATED.

CUSTOMER \_\_\_\_\_  
 CUST. P.O. NO. \_\_\_\_\_  
 SMOOT JOB NO. \_\_\_\_\_  
 ITEM NO. \_\_\_\_\_  
 QTY. \_\_\_\_\_  
 DRAWING ISSUE \_\_\_\_\_

OF #10.19-6-A  
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 PAGE 1 OF 1

DATE 07/24/92  
 DWG. BY JLG  
 SCALE NONE

DWG. NO. 39-2  
 APPROVED \_\_\_\_\_

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**WF394 FEEDER ASSEMBLY**  
 CUSTOMER DRAWING



## TROUBLE SHOOTING COMMON ISSUES

PROBLEM	SOLUTION
<b>System Plugs Up</b>	<ol style="list-style-type: none"> <li>1. Check belt tension on air blower and tighten if loose.</li> <li>2. Check air filter and clean out. Locate in a place where there is less dust.</li> <li>3. Check tubing system for any obstructions.</li> <li>4. Reduce feed-in rate.</li> <li>5. Air pressure switch setting may be too low.</li> <li>6. Outlet gate valve too far open.</li> </ol>
<b>Excessive Grain Damage</b>	<ol style="list-style-type: none"> <li>1. May be overfeeding airlock, causing vanes to shear off grain. Reduce feed rate.</li> <li>2. Air velocity may be excessive. Slow air blower by changing pulleys or by opening gate valve.</li> <li>3. Damage can occur if system is running at less than full capacity. Increase feed rate.</li> <li>4. Rubber hose used to change grain direction, or used for extended lengths.</li> <li>5. Airlock shear protector installed wrong.</li> </ol>
<b>Airlock Stops or Noisy</b>	<ol style="list-style-type: none"> <li>1. A foreign object may have become lodged in the airlock vanes.</li> <li>2. Check belt tension</li> <li>3. Check gearbox drive</li> <li>4. The rotor vanes may be rubbing on the ends of the airlock. Check clearance at both ends of rotor and center in housing by loosening the set screws in the bearings on both ends of the rotor shaft and moving rotor. Tighten set screws after repositioning.</li> <li>5. The rotor vanes may have become rusted to the airlock housing. The airlock can be broken loose by using a pipe wrench on the exposed rotor shaft.</li> <li><b>!!CAUTION!!</b> – <i>The worm drive gearbox cannot be driven in reverse and can be damaged. Remove the airlock drive chain before attempting to turn the airlock by hand.</i></li> <li>6. “U” cup packings on rotor too tight (Contact Factory)</li> </ol>

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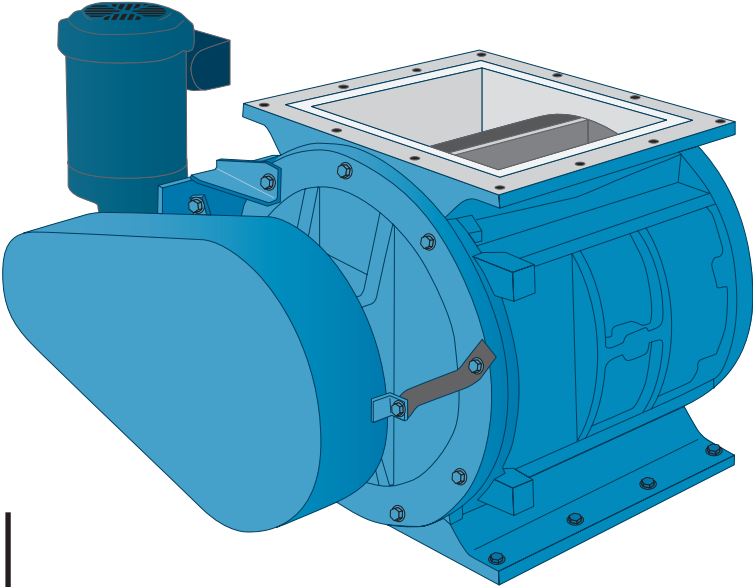
SAFETY FIRST

ROTARY  
AIRLOCK

**SAFETY**

# ROTARY AIRLOCK SAFETY PROCEDURES

Prevent damage to yourself and your new Rotary Airlock by following these simple safety procedures.

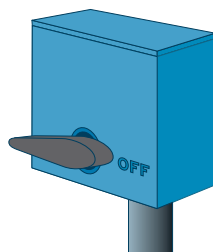




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## ALWAYS

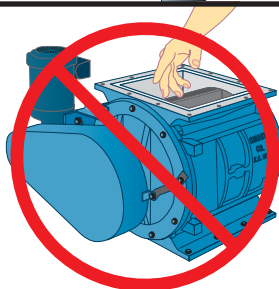
DISCONNECT power and remove the roller chain BEFORE working on the valve.



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## NEVER

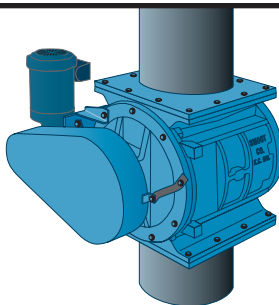
Put HANDS into the inlet or outlet openings of the valve.



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## ALWAYS

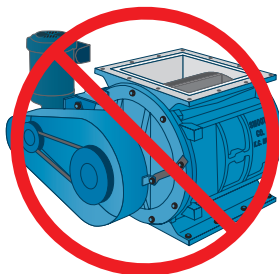
Have inlet and outlet PROPERLY COVERED when operating valve.



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## NEVER

Operate the valve WITHOUT chain guard in place.



## SAFETY FIRST

Rotary Airlocks are powerful and can be dangerous if you do not follow procedures. Prevent damage to yourself and your new Rotary Airlock by following these simple safety procedures.

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