

**DESCRIPTION**

These regulators are designed to prevent erratic operation of pneumatic equipment (with high capacity requirements) by converting variable inlet pressures from source, into constant regulated feed pressures, adjustable up to 125 psi.

The regulators are the "Relieving Type" with a design feature that automatically bleeds off back pressure when the unit is adjusted to a lower pressure setting.

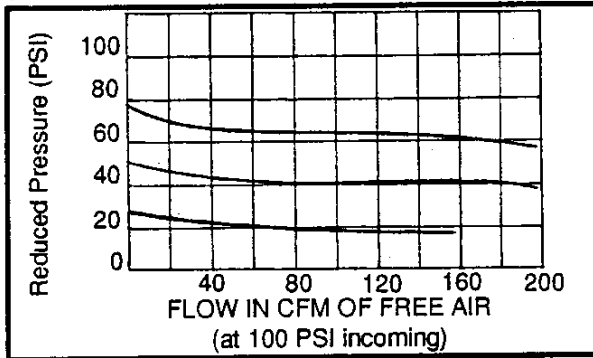
A balanced disc plus large orifices and flow ports provide exceptional performance with minimal pressure drop.

Model 336998 Air Regulator is identical to Model 7608-1 except for the Alemite logo.

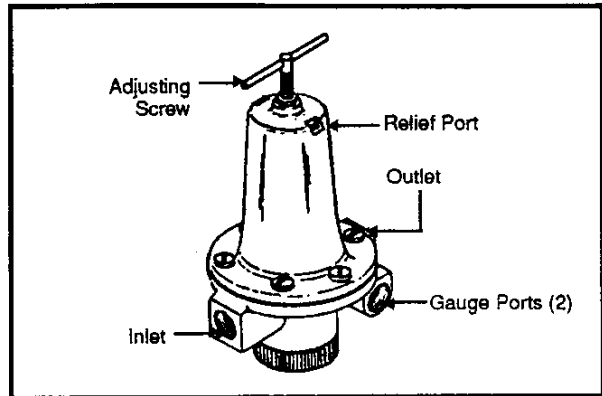
**SPECIFICATIONS**

Inlet Port .....	1/2" NPTF (f)
Outlet Port .....	1/2" NPTF (f)
* Gauge Port (2) .....	1/4" NPTF (f)
Maximum Air Pressure .....	300 psi
Regulated Discharge Pressure .....	0-125 psi
Operating Temperature Range .....	0-120° F.
Weight .....	2.8 lbs.

**\* NOTE:** Regulated air pressure is available at the gauge ports.



**PERFORMANCE CHART**



**Figure 1: 7608-1 and 336998 Air Regulators**

**INSTALLATION**

**CAUTION:** Relieve all pressures in system before installing.

Observe the following notes in regard to installation.

1. Before installing regulator, blow out the pipe line intended for use to remove scale and other foreign matter.
2. Air line filters should be used in conjunction with these regulators to ensure trouble free performance.
3. Make thread connections using a pipe compound sparingly on the male threads only.
4. Choose an installation site as close as possible to the equipment to be served.
5. Gauge ports are normally for gauge use, but may be used for outlet purposes. Make sure to close any unused port with supplied plug(s).
6. Install regulator in pipe line so air will flow IN to OUT as indicated (by arrows) on housing of regulator. Make sure regulator is downstream from filter (if present) and upstream of any line lubrication devices.

**CAUTION:** If the regulator is installed incorrectly, reverse air flow will result, causing the unregulated air to escape rapidly out of the relief port when the air pressure is turned on. This can create the impression that the diaphragm of the regulator has failed.

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**ALEMITE CORPORATION**  
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**OPERATION AND ADJUSTMENT**

**IMPORTANT:** Before putting regulator into operation, make sure all connections are secure.

1. Turn adjusting screw counterclockwise until there is no back pressure from spring.

**NOTE:** This point of adjustment should register "0" on a pressure gauge after air line is opened.

2. With source pressure on, turn adjusting screw clockwise until desired regulated pressure is reached. Lock nut should be set to prevent accidental movement of adjustment screw. Further adjustments may be made at any time by lowering the height of the adjustment screw to increase pressure, and raising it to reduce pressure.

**MAINTENANCE**

If air supply is kept clean, the regulator should provide long periods of uninterrupted service. Erratic regulator operation or loss of regulating capabilities is most often the result of dirt in valve assembly. Carefully refer to Disassembly procedure and cautions before undertaking any maintenance.

**NOTE:** Steps 1, 3, 4, 9 and 10A in Disassembly procedure comprise routine cleaning procedure.

Periodically lubricate adjusting screw with SAE 90 gear oil.

**DISASSEMBLY**

**CAUTION:** Never attempt any maintenance or repairs on regulator while it is under pressure.

**NOTE:** Removal of regulator from air line is not imperative as long as it is easily accessible.

1. Shut off air supply and relieve any residual pressure in regulator.

2. Remove adjusting screw and lock nut at top of regulator.

3. Loosen and slowly remove bottom plug.

**CAUTION:** Bottom plug is spring loaded.

4. Remove spring, strainer and Inner-Valve assembly from cavity.

(A) Wipe off valve seat.

(B) Blow out body cavity with compressed air.

**NOTE:** Make sure Inner Valve assembly is in center hole of body at reassembly.

5. Remove "O" Ring from bottom plug.

**NOTE:** Lightly grease "O" Ring at reassembly.

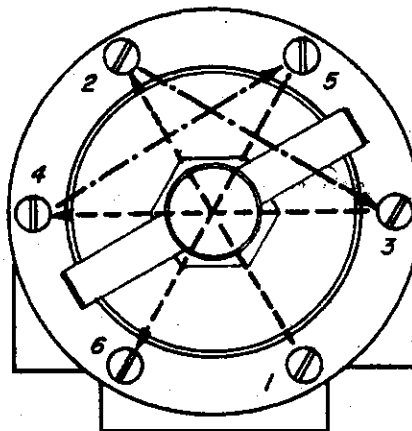
6. Remove valve seat from cavity using a 5/8" socket wrench.

**CAUTION:** Using inappropriate tools to remove valve seat may damage fitting.

**IMPORTANT:** Before reassembly, clean threads of valve seat and valve seat cavity thoroughly and apply Loctite Locquic Grade "T" Primer. After it dries, sparingly apply Loctite No. 69 to male threads only.

7. Remove six screws at base of bonnet assembly and lift it from body assembly

**NOTE:** At reassembly, tighten six screws according to pattern shown below and make sure diaphragm is firmly compressed between bonnet and body assemblies.



8. Remove spring pad, spring and diaphragm assembly from body assembly.

**NOTE:** Make sure concave side of spring pad is face up at reassembly.

9. Clean all disassembled parts with denatured alcohol and check for wear or damage.

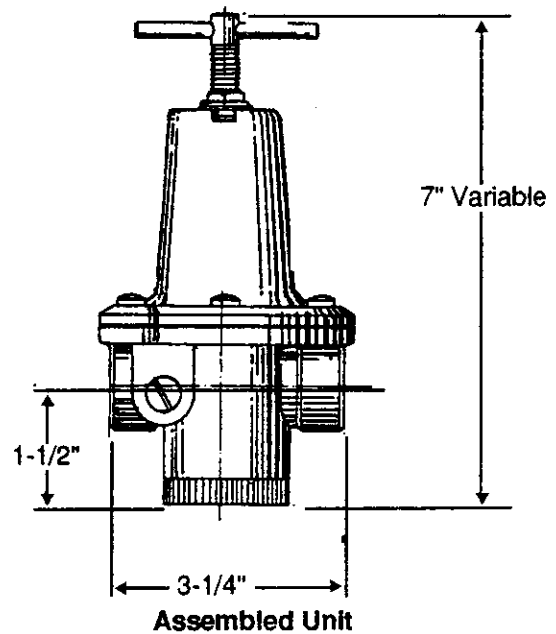
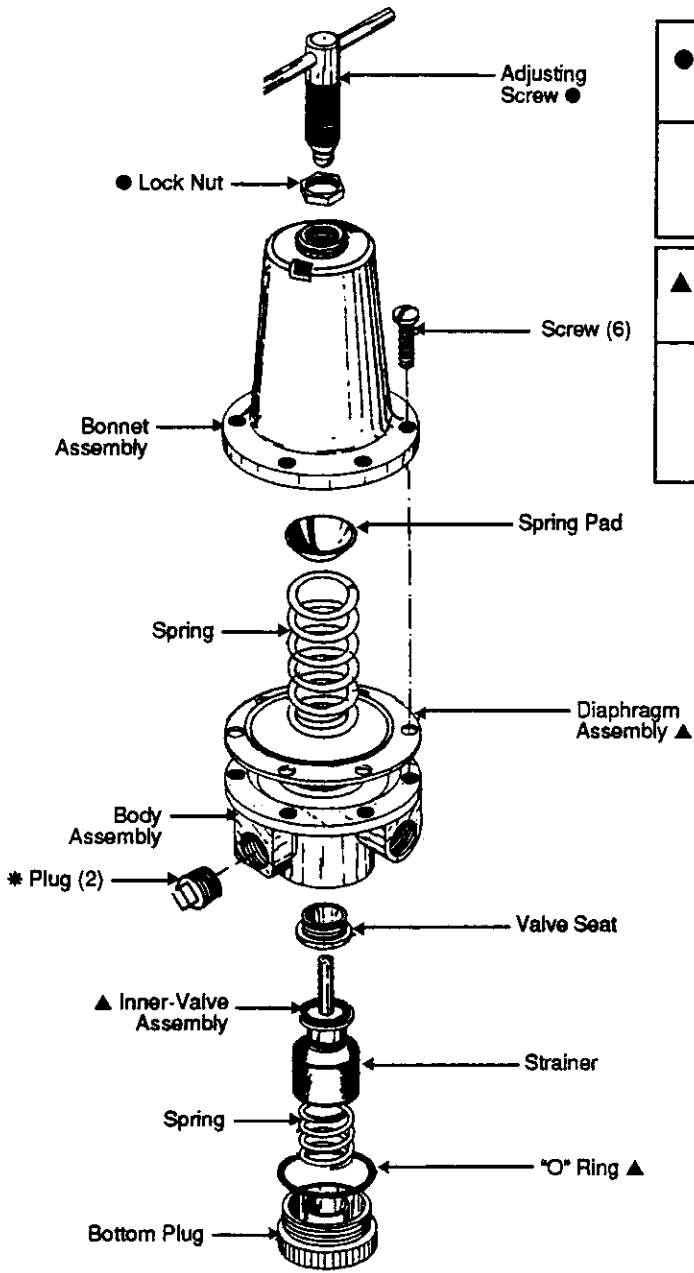
**CAUTION:** Damaged or worn parts may threaten personal safety and/or impair reliability of unit. Never reuse them.

10. (A) For routine cleaning procedure, reassemble by reversing steps 1, 3 and 4.

(B) For complete Disassembly procedure, reassemble by reversing steps 1-8.

**Kit Contents**

<p>● <b>393339-75 For Models 7608-1 and 336998</b></p>
<p>Adjusting Screw Lock Nut</p>
<p>▲ <b>393339-77 For Models 7608-1 and 336998</b></p>
<p>Diaphragm Assembly Inner-Valve Assembly "O" Ring</p>



- Comprises Kit 393339-75
- \* Shipped Loose
- ▲ Comprises Kit 393339-77

Figure 2: Models 7608-1 and 336998 Air Regulators