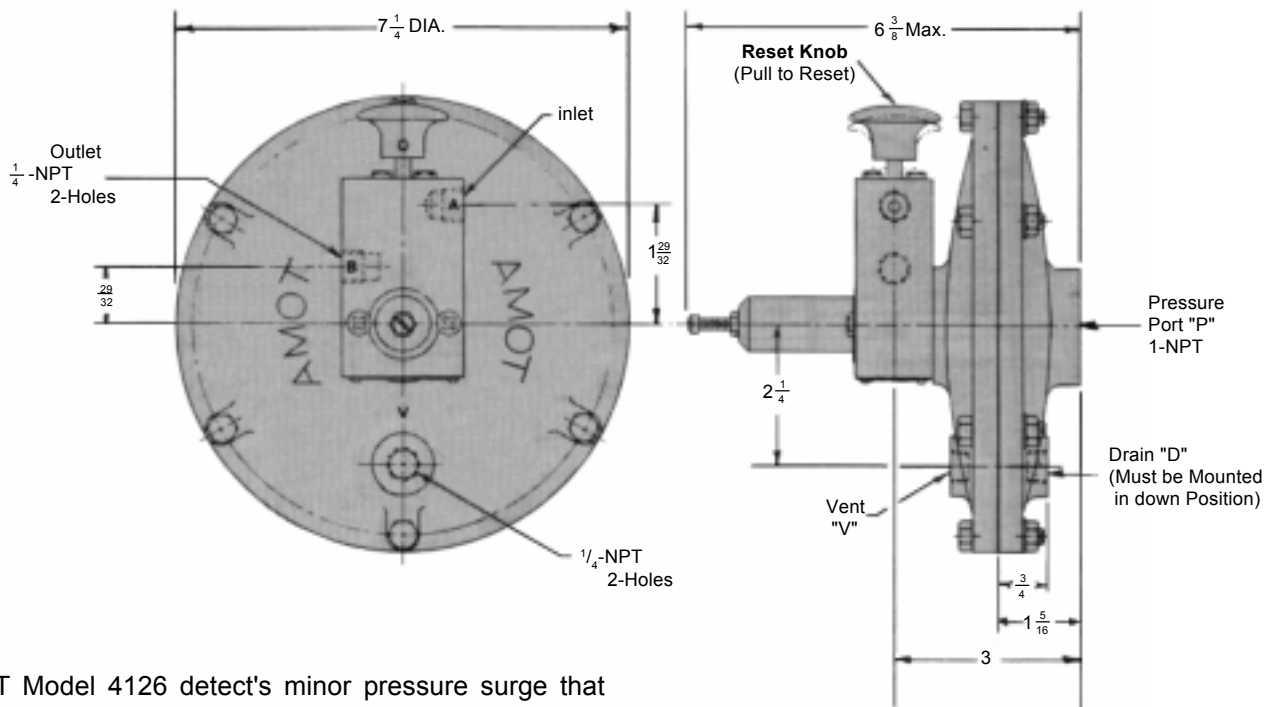




Model 4126



AMOT Model 4126 detects minor pressure surge that usually precedes a major crankcase explosion. It will detect the smallest pressure buildup caused by worn packing or by excessive blow-by caused by a piston and liner just beginning to scuff. This high sensitivity provides instant warning or shutdown before major damage occurs. Since the unit will not reset itself automatically.

This model is a 2-way valve and is for use primarily with AMOT Safety Control Systems using components which vent pressure on an unsafe condition. Model 4126 is suitable for air, gas, or oil systems. The unit is shipped in the unset condition with the standard spring having an adjustable range of 0.25 to 0.50 psi. If a higher range is desired, the auxiliary spring shipped loose with the unit must be installed.

INSTALLATION

The Pressure Sensing Port has a 1" female pipe tap. It is suggested that the unit be supported by means of a 1" pipe nipple from the engine crankcase door or frame. Install with the drain hole down and the pipe back to crankcase so any oil which collects in the diaphragm chamber will drain off. If the unit is supported horizontally by a nipple and elbow with the pressure sensing port pointing down, plug the drain hole because excess oil will drain back down the supporting pipe. The control system pressure is connected to valve inlet port "A". When the unit trips, port "B" will vent. The unit is reset after tripping by pulling the Reset Knob.

SPECIFICATIONS

Housing Material	Cast Aluminum
Internal Parts	Plated Steel & Stainless Steel
Valve Seals	Buna N
Diaphragm Material	Buna N
Maximum Sensed Pressure (proof)	30 psi
Maximum Valve Pressure (Port A)	125 psi
Net Weight	3-3/4 lbs.
Shipping Weight	5 lbs.

PRESSURE RANGES

Standard Range	0.25 - 0.50 psi
With Auxiliary Spring	0.50 - 1.0 psi

Auxiliary Spring is Furnished Loose with Each Unit

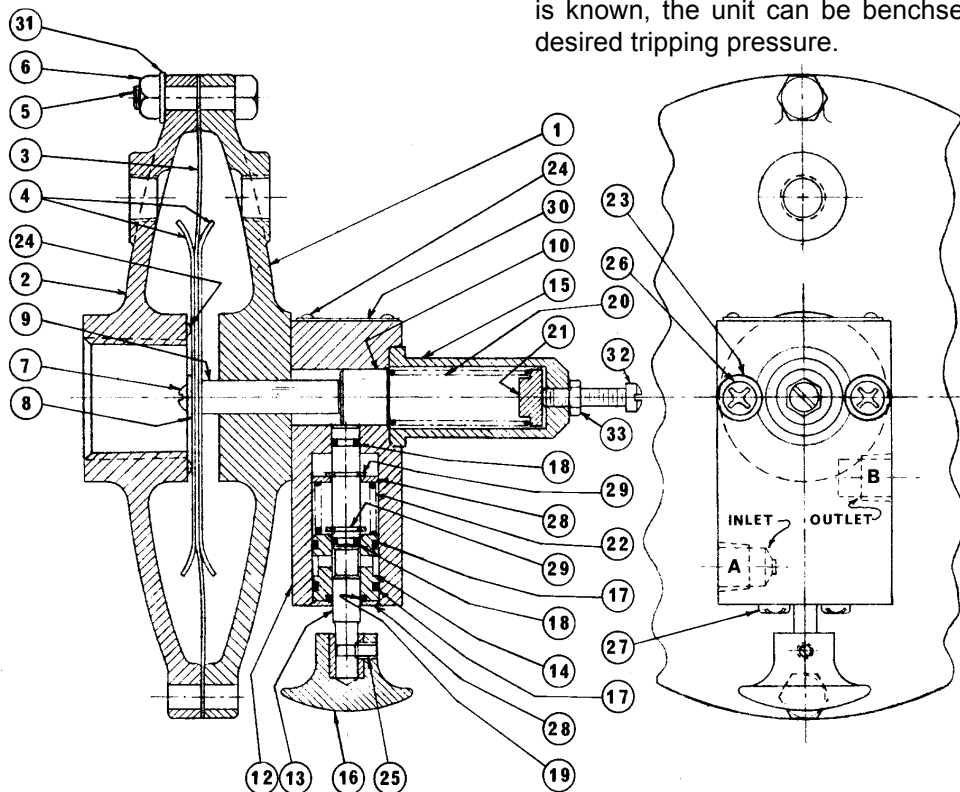
HOW TO ORDER

Order this model simply by its model number - Model 4126A and specify whether seals are to be Buna N or Viton. Since it is shipped unset, it is not necessary to furnish any pressure setting with the order.

ADJUSTMENT

Adjustment is made by turning Adjusting Screw (32) and locking with Nut (33). If the heavier auxiliary spring is required, it can be installed by loosening Screws (26) and removing Spring Housing (15).

The unit can be adjusted on the engine when it is running normally by turning the Adjusting Screw counter-clockwise until the unit just trips and then making the final adjustment by turning the Screw clockwise 2 or 3 turns until a stable setting is found. If the normal crankcase pressure is known, the unit can be benchset by the user to the desired tripping pressure.



Ref No.	Qty.	Description	Part No.	Ref. No.	Qty.	Distribution	Part No.
1	1	Body Assembly	7174X010	18	2	O-Ring	1392
2	1	Diaphragm Cover	7175L010	19	1	O-Ring	143
3	1	Diaphragm	2931	20	See Table	Main Spring	See Table
4	2	Diaphragm Plate	2932	21	1	Adjustment Spring Guild	7198
5	6	Capscrew	784L004	22	1	Return Spring	6612L027
6	6	Nut	957	23	2	Washer	897L010
7	1	Machine Screw	74L002	24	7	Drive Screw	705L001
8	1	Thread Seal	714L002	25	1	Set Screw	690L002
9	1	Pushrod	7202	26	2	Machine Screw	491L175
10	1	Piston	7180	27	2	Machine Screw	915L025
12	1	Body	7197L001	28	2	Washer (Special)	7183
13	1	Stem	7177	29	2	Retaining Ring	480
14	1	Spool	7178	30	1	Nameplate	6642
15	1	Spring Housing	7179L001	31	6	Lockwasher	473
16	1	Knob	681	32	1	Adjusting Screw	491L002
17	2	O-Ring	353	33	1	Lock Nut (For Adj. Screw)	913L010
				34	2	Lockwasher	11209L008

Qty.	Part No.	PSI	Remarks
1	6612L030	.25 to .5	Light - Installed Heavy - Shipped Loose
1	6612L023	.5 to 1.	Wire to Valve

AMOT designs and tests all products to ensure that high quality standards are met. Carefully follow AMOT's installation and maintenance instructions: failure to do so could result in damage to equipment being protected.

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