



THOMPSON VACUUM-PRESSURE UNITS

Thompson Vacuum Pumps Maintenance

The Thompson VP Pump design utilizes a modified automotive short block, custom made cast aluminum heads and high speed compressor valves. The short blocks are precision machined with custom pistons designed for two oil rings and two compression rings, custom made all gapless and oil wiping. We also manufacture a custom oil pump drive assembly and use a custom oil pump pick up and screen. The oil capacity dip stick and tube, oil sight gauge and extra capacity oil pans are also aftermarket products.

Note: All Vacuum-Pressure Pumps should be protected by an effective Primary Shut-Off, Scrubber (Air-Liquid Separator), Secondary Shut-Off, and Bleeder (Vacuum-Pressure Regulator) assemblies.

Recommended Oil: 40 WT NON-DETERGENT

Check Oil Level and Look for Contamination Often: If the VP Pump is operated without oil the lower end will be severely damaged or destroyed. In some cases it will freeze up and damage the core beyond repair. Change the oil and oil filter whenever it appears contaminated, and flush with Diesel Oil. In some cases this procedure is required after each day or even after every Job, and always immediately after a carryover of the material being loaded. Oil is cheap; a major repair is very expensive.

Flush with Diesel: When the VP Pump gets contaminated drain as much of the oil and contamination out of the oil pan and Separator Silencers as possible. Then replace the drain plug and fill the oil pan with four quarts of diesel oil. Run the VP Pump at idle, in the vacuum position, and at the same time inject another quart of diesel oil into the suction side of the pump manifold. On newer models a one half inch injector valve is furnished on the suction side of the four way valve. This procedure will require that the VP Pump run for two to three minutes. After this procedure is completed drain the contaminated diesel oil from the oil pan, replace the oil filter and refill the VP Pump with fresh oil. Also flush the Separator Silencers and look for broken pieces of Suction or Discharge Valves. If found the Pump Heads need to be rebuilt.

Note: When filling the VP Pump with oil after replacing the Oil Filter, fill to the maximum level and run for a couple of minutes. After the oil has filled the filter, let it stand for a few minutes, then add the additional oil required to fill to maximum level.

Note: When operating the VP Pump on pressure keep clear of the Discharge which is now pulling a strong vacuum. We have found large rubber gloves, hats wallets, dirt, rocks, ect., some of which were sucked from the operators back pocket, into the VP Pump heads. These objects can damage the valves and cylinders causing poor performance (low vacuum and pressure, excessive oil consumption) and can result in severe damage. To check for these objects you must remove the Head Cover Plates, Suction and Discharge Valves and check the Valves and Cylinder Walls for damage.

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