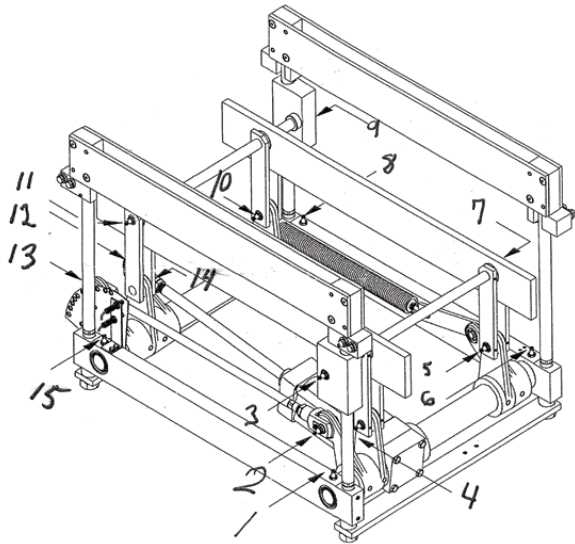
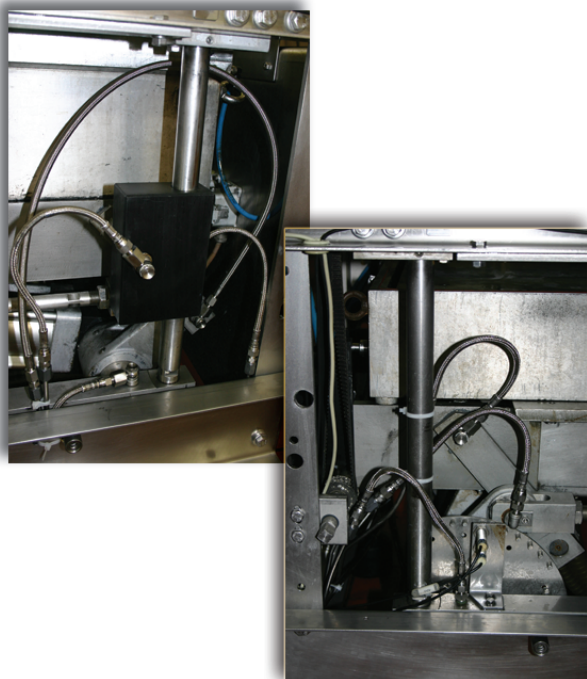


PREFACE: THE SUPPLIED SCHEMATIC AND VISUAL INSPECTION OF LINE #23 SHOWS (15) LUBRICATION POINTS. THIS "CRADLE" EXISTS ON BOTH ENDS OF THE MACHINE FOR A TOTAL OF 30 LUBRICATION POINTS. DUE TO THE DYNAMIC NATURE OF THE CRADLE COMPONENTS, FLEXIBLE LINES WERE USED TO ENSURE VIBRATION AND MOTION SECLUSION BETWEEN THE MACHINE AND LUBRICATION SYSTEM.



HOSE SELECTION WAS MADE FOR DURABILITY AND EASE OF REPLACEMENT IF DAMAGE WERE TO OCCUR. WE INCORPORATED -4 JIC STAINLESS BRAIDED TEFLON LINES FOR ABRASION RESISTANCE, FLEXIBILITY, AND CORROSION RESISTANCE.

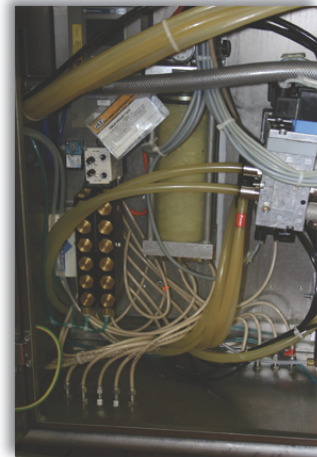


LINE #23 MAIN CONTROL CABINET



DUE TO SPACE CONSTRAINTS, EQUIPMENT WAS INTEGRATED INTO SEVERAL LOCATIONS ALONG THE LOWER PORTION OF THE CONTROL ENCLOSURE. THE RESERVOIR, TIMER AND OUTPUT END LUBRICATION POINTS ARE LOCATED IN THE MAIN CABINET. LUBE PUMPS FOR THE INFED CRADLE ARE LOCATED IN THE CABINET IMMEDIATELY TO YOUR LEFT.

THE BLACK ANODIZED ALUMINUM PUMPS ARE MARKED "XACT" WITH LASER ENGRAVED LOGOS. OUTPUT LINES RUN FROM THE PUMPS TO STAINLESS BULKHEAD FITTINGS WHICH COMMUNICATE GREASE TO THE REMOTE STAINLESS TUBING AND BRAIDED LINES. EACH PUMP IS ADJUSTABLE FOR POSITIVELY DISPLACED FLUID VOLUMES AND WERE INSTALLED AT THE MAX. SETTING.



OUTPUT LINES ARE RUN ALONG THE FRAME RAIL THROUGH STAINLESS TUBING FOR CORROSION RESISTANCE AND PROTECTION FROM DAMAGE.

