

## Bleeding Air from the Pump

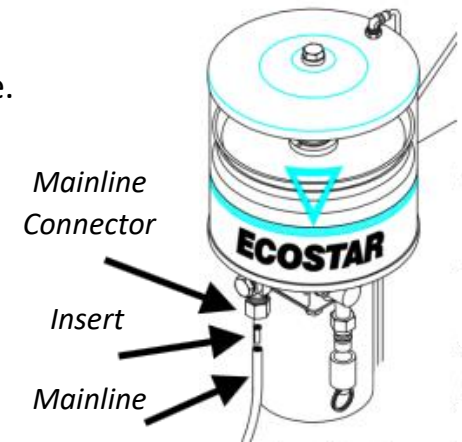
If the minimum grease level has been ignored, or you have replaced the pump reservoir, you may have air in your pump. If so, there will be no pressure in the pump and the grease will not be distributed throughout the system.

The first step is to fill the pump with **EP00 or EP0 grease**. *Thicker grease will breakdown over time and clog the system.*

### To remove the air:

Disconnect the mainline from the pump and place a cup under the opening to catch any grease.

Start the pump by turning the timer to 'test' and let the grease run from the opening until there are no air bubbles. Once the grease runs out smoothly, reconnect the mainline and enjoy your Ecostar autogreasing system.



## Bleeding Air from the Pump with a Solenoid

### To remove the air:

Disconnect the mainline from the pump and place a cup under the opening to catch any grease. Put the pump in manual override by turning the screw in the solenoid to horizontal (grease will fall into the cup).

Place a thumb over the opening and return the screw to vertical. This allows the pump to refill with grease from the reservoir. Remove thumb from the opening. Turn the screw to horizontal. Approximately 40cc of grease will exit the pump.



Repeat.

Leaving the the screw horizontal, replace the mainline securely.

Return the screw to vertical, so the pump cycles through again.

Turn the screw to horizontal and watch the pressure. If the pressure rises and stays up (as described in Circle Check #2), the system is working well. Turn the screw to vertical and have a good day 😊.

## Bleeding Air from the Autogreasing System

If you have replaced the mainline tubing and/or the end of the system seems dryer than the rest, there may be an air pocket in the system.

### To remove the air pocket:

Remove the **end plug** from the manifold at the front end of the system (usually located on the **passenger side** manifold), and put a pail underneath it to catch the grease. *The end plug is not the same as a meter plug (see diagram below).*

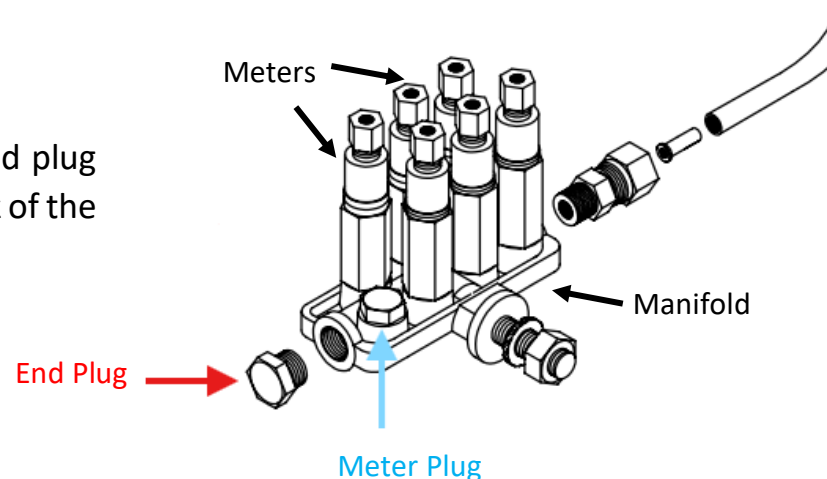
Operate the pump by setting the timer to 'test' or using manual override on the solenoid (see 'Operating Principles of the Components' or 'Bleeding Air from the Pump with a Solenoid' above).

This will force the air out. Repeat until there are no more air bubbles and there is a constant flow of grease from the manifold.

Replace the end plug on the manifold.

Move to the other end of the system and remove the other end plug (usually located on the passenger side manifold **nearest the back** of the truck). \*See Note

Repeat.



*\*Note: There may be more than two end plugs. Check for more, and repeat the process for every end plug found.*