

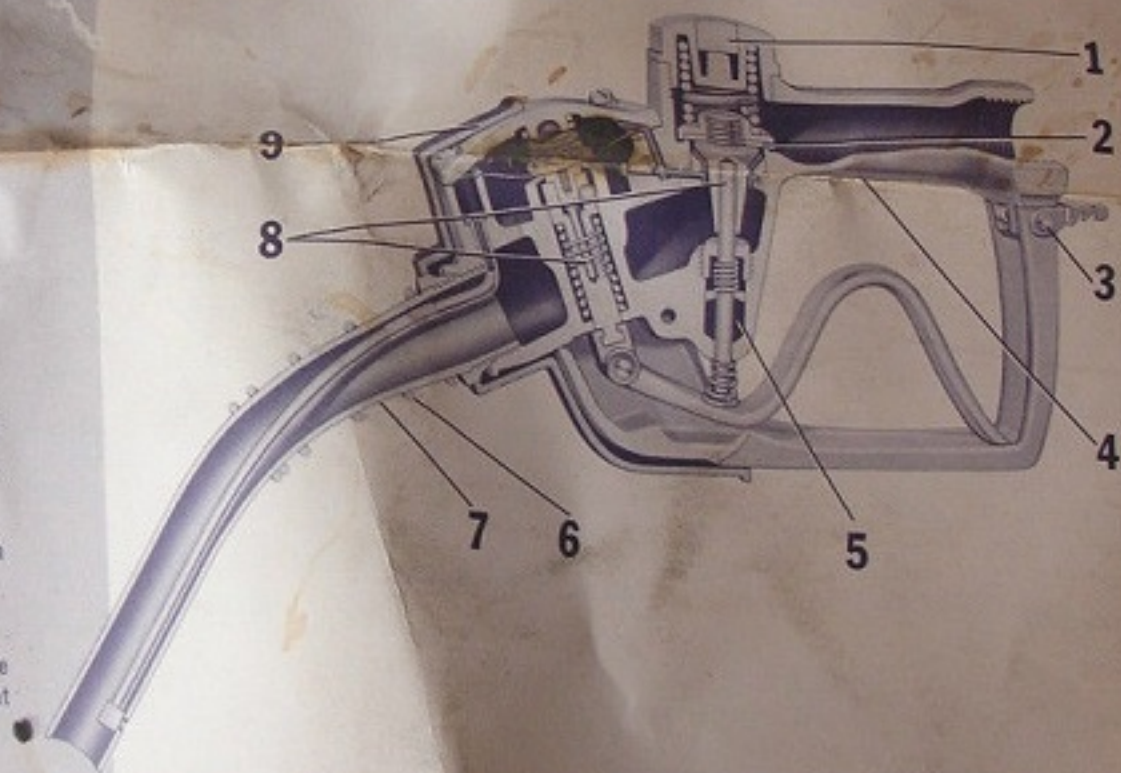
INSTALLATION AND OPERATING INFORMATION
PLEASE READ BEFORE USING YOUR NOZZLE AND SECURE LONG, SATISFACTORY SERVICE

Bulletin SI-1RE

OPW NO. 1 FIL-O-MATIC NOZZLE

ONE OF THE GREATEST LABOR SAVERS EVER INVENTED FOR SERVICE STATIONS!

- 1** Magnet in cap (patent applied for) . . . for holding automobile gas tank cap while tank is being filled. Tank cap stays right where you put it — held securely in plain view — a reminder for quick, convenient replacement.
- 2** Buna-N disc . . . highly resistant to gasoline for long service life.
- 3** New hold-open regulator clip . . . new, narrower design with leaf-type spring. Clip is completely protected by nozzle guard to prevent damage to spring if nozzle is dropped.
- 4** Aluminum body . . . light weight, high-tensile strength aluminum alloy.
- 5** Teflon impregnated asbestos packing . . . field proven in hundreds of thousands of OPW nozzles during the past two years.
- 6** Spout spring . . . for holding nozzle in fillpipe while tank is being filled.
- 7** Small diameter spout . . . allows ample venting area in fillpipe, helps prevent blow backs.
- 8** Stainless steel stem and shut-off mechanism . . . long wearing for dependable performance, day after day.
- 9** Scuff guard . . . prevents marring, scratching of automobile paint.



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OPW CORPORATION

2735 Colerain Avenue • Cincinnati 25, Ohio • Kirby 1-5400



INSTALLATION AND OPERATING INFORMATION

Please Read Before Using and Secure Long, Satisfactory Service From Your Nozzle

1. INSTALLATION

All OPW Fil-O-Matic Nozzles are shipped from the factory ready for connection to pump hose. There is nothing to adjust, no packing nuts to tighten, nothing to lubricate.

Just spread pipe dope thinly on male threads of hose coupler and adaptor bushing (if bushing is used) and tighten snugly. This will give you a leak-proof connection. Avoid over-tightening of threads that may crack or strip them. That's all there is to it. Your No. 1 Fil-O-Matic Nozzle is then ready for use.

2. HOW THE NOZZLE WORKS

A small vacuum tube is mounted inside the spout. When the lever is in open position, fluid flows through the nozzle, causing air to be drawn in through the porthole in the spout and into the vacuum tube. Fluid will continue to flow as long as air circulates through the vacuum tube. When fluid rises in the tank fillpipe to a level high enough to cover the porthole in the spout, the flow of air stops and nozzle shuts off.

3. HOW TO USE THE OPW NO. 1 FULLY AUTOMATIC SHUT-OFF NOZZLE

Insert the nozzle spout deep into fillpipe. Unless the nozzle spout is inserted deeply into fillpipe, fuel rising rapidly may overflow or "blow-back" before shut-off action has time to function.

Avoid Too Rapid Filling of Tanks. The best filling speed to use varies with the style of fillpipe. Filling too fast causes the fluid to bubble or "blow-back", sometimes covering the porthole in the nozzle spout, causing nozzle to shut off before the tank is full. The cure for this is to reduce the speed of filling by using lower notch of Hold-Open Latch.

Drain The Nozzle Vacuum Tube After Filling Tank. The shut-off action usually draws a few drops of fluid through the nozzle porthole and into the vacuum tube mounted inside the spout. This fluid should be permitted to drain into fillpipe before returning nozzle to its hanger in the pump.

4. IF YOUR NOZZLE FAILS TO SHUT OFF AUTOMATICALLY

Every OPW No. 1 Fil-O-Matic Nozzle is thoroughly tested on a pump at the factory. If your nozzle repeatedly fails to shut off automatically, we suggest you make these easy, simple tests before you take your nozzle apart, or before returning it for service to your dealer or the Factory.

a) Check The Pump. The automatic shut-off mechanism of the OPW No. 1 Fil-O-Matic Nozzle is made to operate at a minimum outlet flow rate of 8 gallons per minute with lever in wide open position.

Old or worn pumps may not deliver the required minimum rate of flow. Belt slippage, weak electrical current, simultaneous operation of too many pedestals of a remote submerged pumping system, or anything else that causes pump to deliver less than the required minimum flow rate, may cause the nozzle to fail to shut off automatically. The only equipment needed for checking pump to see if it will deliver gasoline at a rate of 8 gallons per minute when nozzle lever is in wide open position is a watch and a 5 gallon can. Eight gallons a minute is the equivalent of 5 gallons in 37-1/2 seconds. If the pump does not deliver at least 5 gallons in 37-1/2 seconds your nozzle may not operate satisfactorily.

b) Make The "Mouth Test". If your nozzle repeatedly fails to shut off automatically, and you have checked your pump and found that it delivers the required minimum flow rate, we suggest that you make the "mouth test". To make this test, first remove the nozzle from the hose. Then, place the nozzle lever in the lowest notch of the ~~hold-open~~ latch. Next, place the palm of your hand tightly over the inlet end of the nozzle. Now, place the thumb of your other hand tightly over the porthole near the end of nozzle spout. (You must press tightly enough at both places to prevent entrance of air). Then place the open end of the spout in your mouth and quickly draw in or suck air. The nozzle should trip off. Repeat three or four times. If it trips, you may be reasonably sure the nozzle is in good operating condition. If it doesn't, the nozzle needs servicing.

5. CARE OF OPW AUTOMATIC SHUT-OFF NOZZLE

Every new OPW No. 1 Fil-O-Matic Nozzle is tested on a pump at the factory and is guaranteed to be in perfect condition when shipped. With reasonable care in handling, the nozzle should require very little service. There are no parts that require frequent adjustment, no packing nuts to tighten. You don't even have to oil it, because there are no parts that need lubrication. However, as with any equipment that has moving parts, adjustment or service may occasionally be required.

Screws in Vacuum Cap. Periodic tightening of the four screws in the cap on top of the vacuum chamber is good preventive maintenance. These screws rarely work loose because of the lock washers. If vibration or repeated bumping does cause them to work loose, merely tighten firmly and uniformly.

Rubber Diaphragm Under Vacuum Cap. After the nozzle has had a lot of use, the synthetic rubber diaphragm may stretch out of place under the vacuum cap, causing an air leak. This air leakage may prevent nozzle from shutting off automatically.

If you suspect air leakage, do this:

- Remove the four screws in vacuum cap.
- After carefully noting its position so that you can reassemble properly, remove the diaphragm spring.
- Do not remove the diaphragm or lift it out. Just smooth it out and realign it so that it evenly covers the lip or rim of the vacuum chamber. (Caution: If you lift out the rubber diaphragm, the latch pin will come out with it, probably dislodging the ball bearings. Some skill is required to replace these bearings unless special tools are used.)
- Replace the diaphragm spring, vacuum cap and the four screws.

6. IF REPAIRS BECOME NECESSARY

Most OPW Oil Equipment Jobbers can give you local, no-delay repair service. See your OPW Jobber for quick, dependable service. Or, you may prefer to make your own repairs and replacement of worn parts. For parts ordering convenience see the exploded view of parts and their part numbers. All parts should be ordered from your OPW Jobber, not from factory.

If your OPW Oil Equipment Jobber does not have a repair service, ask him to send your nozzle to the factory. It will be checked for worn parts and put in good working condition. The factory charge for repairing your OPW Fil-O-Matic Nozzle is \$6.50.

7. OPW FACTORY NOZZLE REBUILDING SERVICE

Two OPW Factory Rebuilt Fil-O-Matic purchase plans are now available through your OPW Oil Equipment Jobber:

Plan A - TRADE IN YOUR OLD OPW FIL-O-MATIC FOR A FACTORY REBUILT NO. 1.

Just take your old OPW No. 1811 to your local OPW Jobber. He will allow a liberal trade-in on a Factory Rebuilt OPW No. 1 which has exactly the same equipment as the very latest style new No. 1 - the new magnetic cap, new hold-open clip, scuff guard, spout anchor spring, small diameter tube.

For a factory rebuilt OPW No. 1 Nozzle you pay only \$16.00.*

Plan B - TRADE IN YOUR OLD OPW FIL-O-MATIC FOR A FACTORY REBUILT FIL-O-MATIC OF SAME TYPE.

You can get a Factory Rebuilt OPW Fil-O-Matic Nozzle of the same type as your old nozzle.

* Priced slightly higher west of Rocky Mountains and Alaska.

For example, if you have an old No. 1811 Nozzle, take it to your local OPW Jobber and exchange it for a Factory Rebuilt No. 1811 Nozzle. Your old No. 1811 or original style No. 1 (without magnetic cap or center-located spout) can be exchanged for a Factory Rebuilt No. 1 with all the latest new-nozzle features. Exchange price is only \$12.00.*

Factory Rebuilt Fil-O-Matic have:

- New stainless steel stem - exactly the same as a new Fil-O-Matic.
- New stainless steel tube in automatic shut-off mechanism.
- New diaphragm.
- New tetlon-impregnated asbestos packing.
- New buna-M disc.
- New patented hold-open latch.
- New latch pin in automatic shut-off mechanism.
- Refinished nozzle body.
- Replated small diameter spout.
- New plastic scuff guard.
- New magnetic cap (No. 1 Rebuilds only).

All OPW Factory Rebuilt Fil-O-Matic Nozzles are built, inspected, and tested by the same skilled factory experts who build, test, and inspect new Fil-O-Matics.

For your protection, every OPW Factory Rebuilt Fil-O-Matic is marked "Factory Rebuilt by OPW Corporation". Each nozzle is packed in a special plainly labeled carton to positively identify it as an OPW Factory Rebuilt Nozzle.

SHIPPING INFORMATION AND POLICY

See your OPW Jobber first. If he can't supply you, just send your used Fil-O-Matic direct to the OPW Factory.

Shipment of a rebuilt nozzle will be made within 3 working days after receipt of your used OPW Fil-O-Matic at the OPW Factory.

a) You prepay shipping charges to factory. We'll pay return shipping charges via cheapest way, usually parcel post. All shipments will be sent C. O. D. unless a charge account has been established.

b) Remove all accessories from nozzles before shipping the nozzles to us.

c) To get fast service, be sure to include with each nozzle, instructions telling us what to do. When nozzles are received without instructions enclosed, the shipment must be set aside until your instructions are received and matched with the shipment. Your instructions need only state:

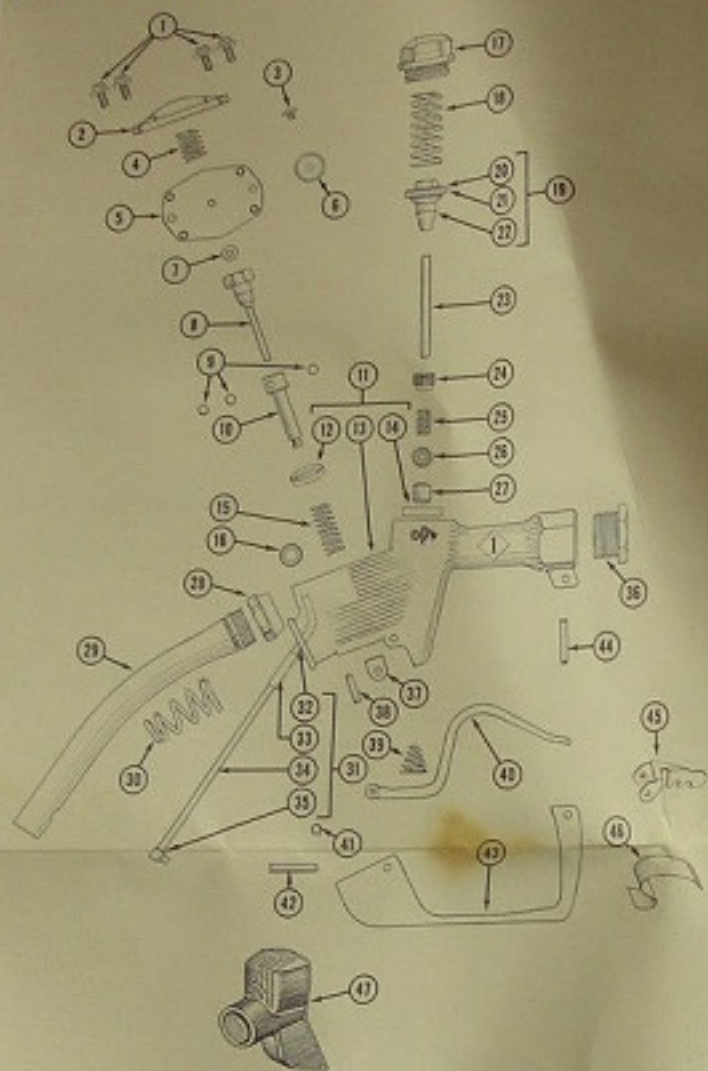
- REPAIR THIS NOZZLE, or
- SHIP A FACTORY REBUILT NO. 1 IN EXCHANGE FOR THIS NOZZLE (PLAN "A")

or

- SHIP A FACTORY REBUILT FIL-O-MATIC IN EXCHANGE FOR THIS NOZZLE (PLAN "B")

d) Please send all shipments prepaid to: NOZZLE SERVICE DEPT., OPW CORPORATION, 2735 COLEMAN AVENUE, CINCINNATI 25, OHIO.

OPW NO. 1 FIL-O-MATIC NOZZLE PARTS OPW



Replacement Parts

Key No. See (Drawing)	Part Name	Part Number
1	Cap Screw (4 Req.)	H-6153-M
2	Vacuum Chamber Cap	C-2259-A
3	Screw	H-7396-M
4	Diaphragm Spring	H-8549-M
5	Diaphragm	H-6149-M
6	Cup Washer	H-6251-RA
7	Diaphragm Support (2 Req.)	H-6385-RB
8	Latch Pin	H-6145-M
9	Ball (3 required)	H-6156-M
10	Latch Plunger	H-1674-M
11	Body Sub-Assembly	H-6170
12	Latch Ring	H-2003-M
12-A	Old Style Threaded Latch Ring for use with 1811 Bodies	H-6146-M
13	Body	D-443-A
14	Insert	H-6158-RA
15	Latch Spring	H-6164-M
16	Seal Ring	H-6314-M
17	Cap Sub-Assembly	H-963
17-A	Old style cap (Max no Magnet Fits Nos. 1, 1811, 1811-H)	H-1621-D
18	Main Spring	H-136-M
19	Poppet Sub-Assembly	H-6171
20	Disc Holder	H-1620-D
21	Disc	H-662-M
22	Skirt	H-6146-M
23	Stem	H-6152-RS
24	Packing Spring Retainer	H-6147-RB
25	Packing Spring	H-5352-M
26	Packing Gland	H-6495-RA
27	Packing	H-714-M
28	Lockout	H-1658-D
29	Spot	C-2505-M
29-A	Old Style Spot without shear section	C-2271-M
30	Anchor Spring	H-1988-M
31	Vacuum Tube Sub-Assembly	H-2066
32	Elbow Tube	H-2063-RB
33	Coupling	H-2065-M
34	Vacuum Tube	H-2064-RB
35	Tube End	H-7345-RB
36	Reducing Bushing (3/4" x 1")	H-7153-D
37	Yoke	H-1845-RB
38	Lever Pin	H-6157-RS
39	Lever Hold-Down Spring	H-8525-M
40	Lever	H-6137-A
41	Retaining Ring (2 required)	H-6386-M
42	Front Guard Rivet	H-6159-RA
43	Guard	C-1814-A
44	Rear Guard Clevis Pin	H-2073-RA
44-A	Short Rear Guard Clevis Pin for use with 1811 Nozzle	
45	Regulator Clip	H-6160-RA
46	Regulator Spring	D-10-RS
47	Plastic Fender Guard	C-32-M
		No. 6

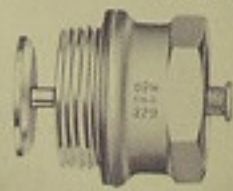
OPW NOZZLE ACCESSORIES

CHECK VALVES



No. 1829

For installation inside inlet end of automatic shut-off nozzle
 Size: 1" Price: \$2.55*



No. 329

For installation between hose and nozzle (automatic or non-automatic)

Size Price
 1" Male x 3/4" Female \$3.20*
 1" Male x 1" Female 3.20*

Install new
 OPW No. H-963
MAGNETIC CAPS
(patent applied for)
 on all your
OPW NOZZLES
 Fits OPW Nozzles No. 1,
 1811, 1811-H, 711 & 811.

WHAT A RELIEF! NO MORE GRIEF!
 Every OPW No. 1 Fil-O-Matic Nozzle
 now comes completely equipped
 with a Magnetic Gas Cap Holder.



Price: \$1.75*

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Note: All OPW Fil-O-Matic Nozzles are manufactured under patent Nos. 2582195, 2528747 with other patents pending.

* Priced slightly higher west of Rocky Mountains and in Canada.

