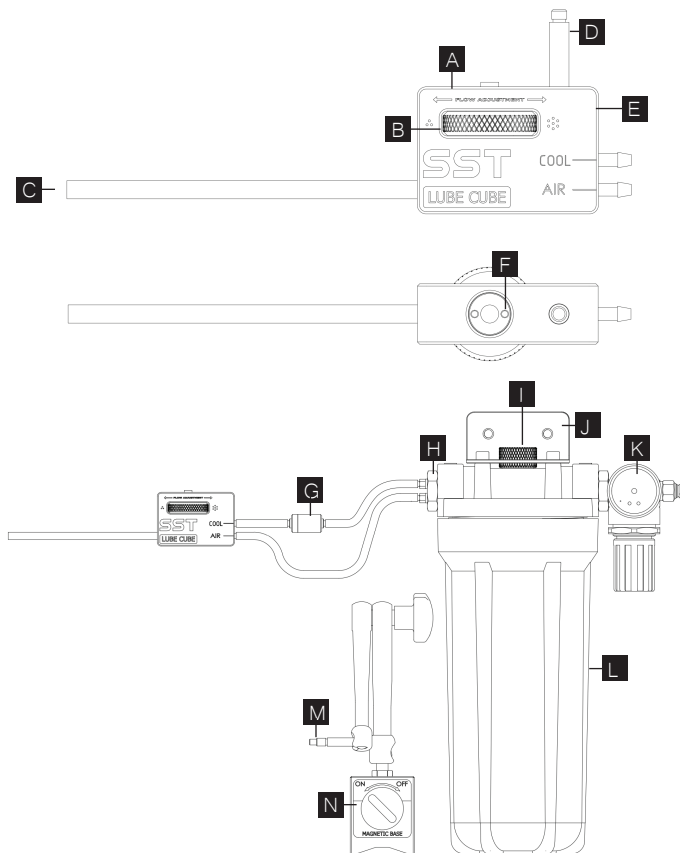


SST

LUBE CUBE

QUICK START
GUIDE



COMPONENTS

A - LUBE CUBE BODY
 B - COOLANT MIXTURE KNOB
 C - NOZZLE
 D - STANDOFF (LOCATION 1)
 E - STANDOFF (LOCATION 2)
 F - KNOB ADJUSTMENT NUT
 G - CHECK VALVE (OPTIONAL)

H - OUTLET PLUG
 I - FILL CAP
 J - CANISTER MOUNTING BRACKET
 K - AIR REGULATOR
 L - CANISTER BOWL
 M - STANDOFF
 N - MAGNETIC BASE

MOUNTING AND ASSEMBLY

1. Mount the coolant canister using the supplied bracket
 - a. The bracket attaches to the canister with included M6 bolts
2. Attach the air regulator to the 1/4" NPT threaded 'INLET' side
 - a. Teflon tape should be used to ensure air-tight seal
3. Install appropriate air-inlet connector to the regulator
 - a. Pull the regulator adjustment knob away from the body to 'unlock' it and push it into the body to 'lock' it
 - b. Screw the regulator adjustment knob counter-clockwise, until it stops, in order to reduce the output pressure to zero - before pressurizing
4. Screw the polycarbonate canister housing onto the black cap, with sufficient force to seal the assembly
 - a. Always hold the cap while tightening, to avoid twisting and damaging the mounting bracket
5. Attach the magnetic mounting arm to the Lube-Cube body, by screwing the threaded stand-off into one, of the two, mounting points
 - a. Mounting point 1: Top of Lube-Cube
 - b. Mounting point 2: Back of Lube-Cube (next to hoses)
6. Secure the threaded standoff by tightening the locking set screw
7. Mount the magnetic base to any ferrous surface
 - a. The magnetic base uses a switch to toggle the holding power. Turning switch clockwise activates the magnets, counter-clockwise deactivates them
 - b. Both the bottom AND the back faces of the magnetic base are magnetic
8. Connect Coolant and Air Line
 - a. Identify the nipple on the canister outlet plug that corresponds to the pickup line with brass filter and connect the twin tube line to it - this is the COOLANT line.
 - b. The nipple that isn't connected to the pickup line is the AIR line
 - c. Connect the coolant line to the coolant nipple on the body
 - d. Connect the air line to the air nipple on the body

GETTING STARTED

1. Ensure both the air regulator and Lube-cube are zero'ed out
 - a. The air regulator knob should be turned counter-clockwise, until it stops to set the output pressure to zero
 - b. The Lube-Cube mixture knob should be turned counter-clockwise, until it stops, to reduce the coolant output to zero (air will still come out)
2. Unscrew the coolant fill cap, and pour your desired coolant into the cannister
 - a. Read the manufacturer documentation, to determine correct coolant to water ratio !
3. Attach an air-source to the air regulator
4. Roughly align the Lube-Cube nozzle in the direction of the workpiece
5. Begin increasing the regulator's output pressure, to 10-30PSI
 - a. Lube cube is a Low-Pressure Low-Volume fogless coolant mister, and operates best between 10-30PSI.
 - b. Higher air pressure provides more chip clearing but a wider coolant spread.
 - c. Lower air pressure provides less chip clearing with a tighter coolant spread
 - d. With both high and low pressures, coolant deposition can be matched by adjusting the coolant mixture nozzle on the Lube-Cube body
6. Adjust the Lube-Cube's coolant mixture knob to begin dispensing coolant
 - a. Turning the knob clockwise will increase the coolant output
 - b. It may help to gently hold the Lube-Cube while turning the mixture knob to avoid moving the stream's target.