



## A.T.S. ELECTRO-LUBE INTERNATIONAL INC.

7388 WILSON AVENUE, DELTA, B.C. CANADA V4G 1H3

Phone: (604) 946-1308

Fax: (604) 946-0427

Toll Free Phone: 1-800-663-8141

Toll Free Fax: 1-800-663-8140

## Progressive Distribution Block Operation

### Example: 8 Port Distribution Block

(refer to attached sketch of the block for piston and port numbers)

1. The grease enters through the supply port and pushes down piston #1, which discharges the grease in the lower space of piston #1 out discharge port #6.
2. When piston #1 goes down it blocks the incline passage which connects with piston #2. The lower space of piston #1 connects to the other incline passage, and the upper space of piston #2 is connected to discharge port #3 via the incline passage.
3. The pressurized grease pushes up piston #2, which discharges the grease in the upper space out discharge port #3. When piston #2 goes up, the indicator pin moves out, the incline path to port #3 becomes blocked, and the upper space gets connected to the incline path.
4. The pressurized grease pushes down piston #3, discharging the grease in the lower space into discharge port #8.
5. When piston #3 moves down, the passage connecting it with piston #4 closes and the lower space gets connected to the incline passage. The discharge port #1 connects to the incline passage of piston #4. The pressurized grease pushes up piston #4 and discharges the grease from the upper space of piston #4 out discharge port #1.
6. This completes the first half of the lubrication cycle.  
The second half is in the reverse order:  
piston #1 moves up, discharging out port #2,  
piston #2 moves down, discharging out port #7,  
piston #3 moves up, discharging out port #4,  
and then piston #4 moves down, discharging out port #5.
7. The discharge order is:  
#6 - #3 - #8 - #1 - #2 - #7 - #4 - #5
8. The operation of the 4 and 6 port blocks are similar.

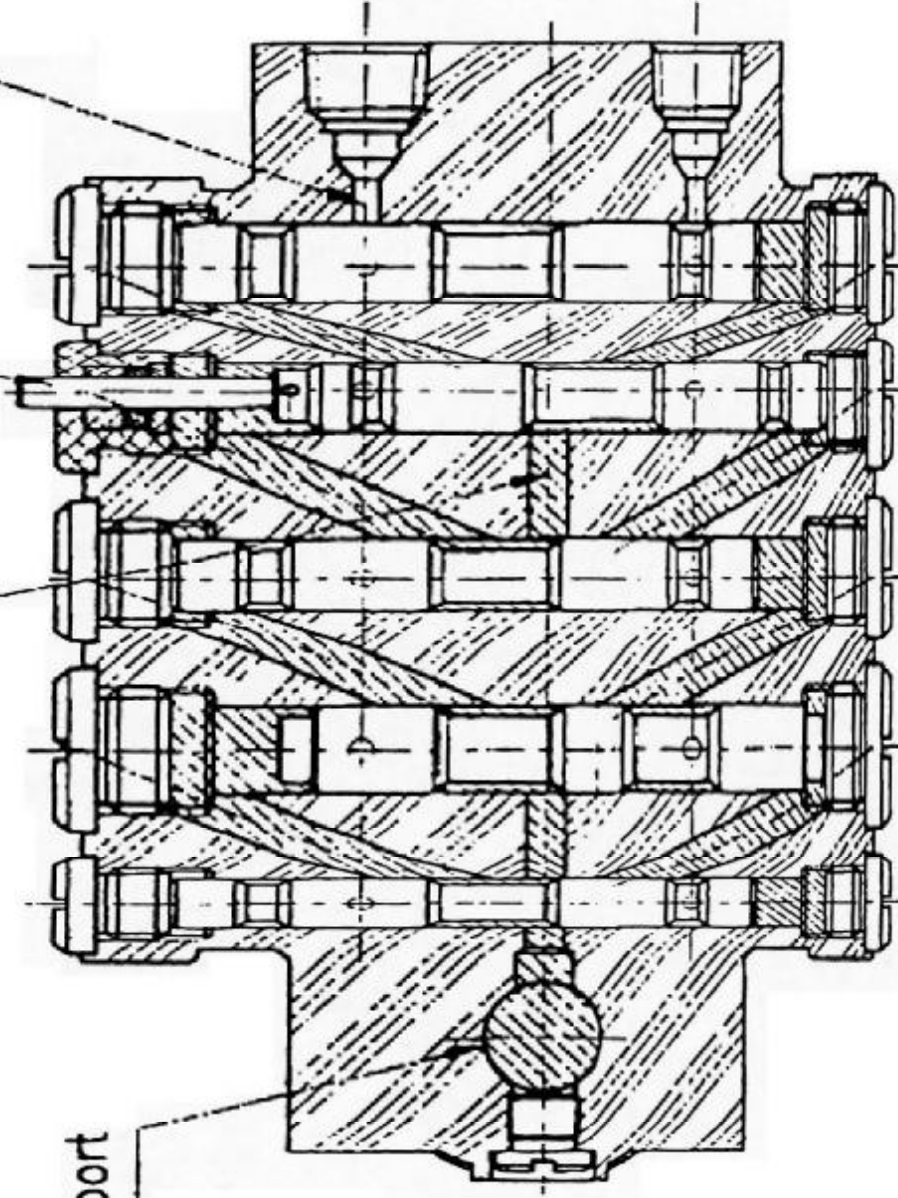
Connected to  
the supply port

Indicator

Discharge port

PORT NO : #1 #2 #3 #4 #1

Supply port



PORT NO : #5 #6 #7 #8 #5

PISTON NO : NO.3 NO.4 NO.1 NO.2 NO.3