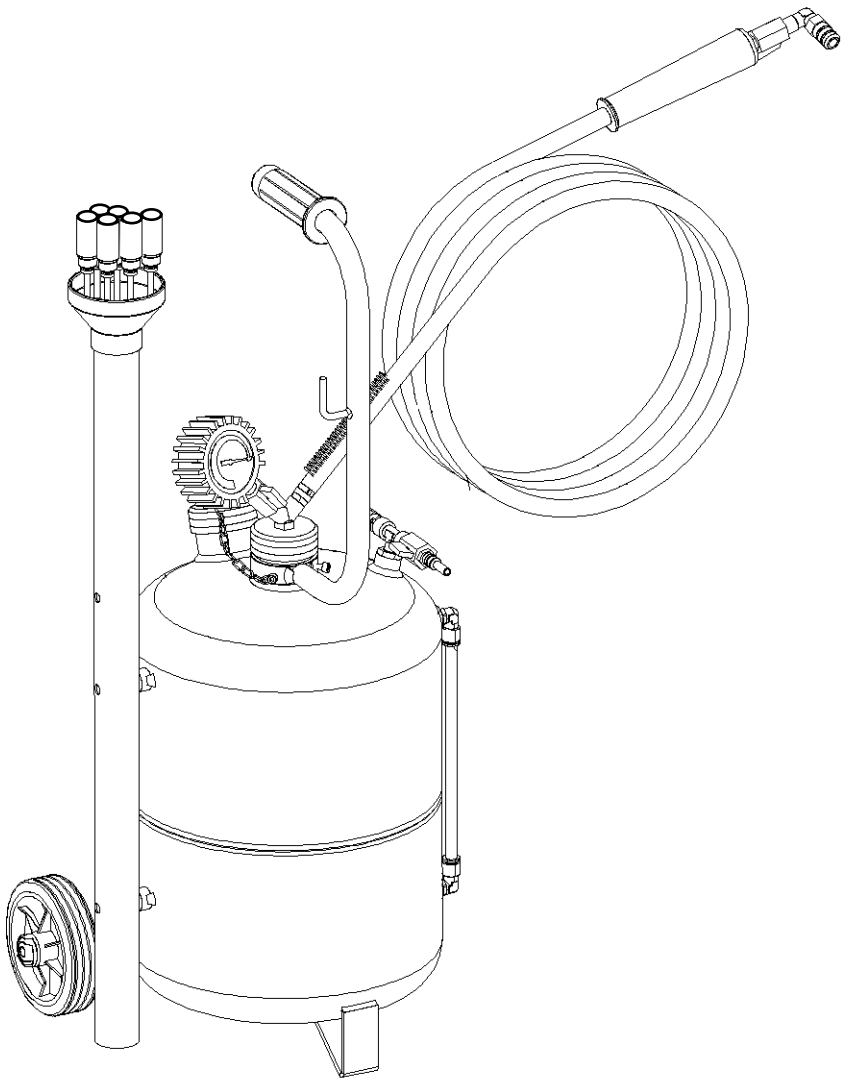
User and maintenance instructions

6 gallon *(23 liter)* used fluid evacuator

Model 3652



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Contents

Explanation of safety signals 2
Have a technical question? 2
Safety 2
Description 3
Guidelines and precautions 3
Care and maintenance 3
Operation 5
Empty evacuator 6
Service parts, exploded views 7-8
Troubleshooting 9
Warranty 12

Explanation of safety signals

NOTE
Emphasizes useful hints and recommendations as well as information to prevent property damage and ensure efficient trouble-free operation.

⚠ CAUTION
Indicates a dangerous situation that can lead to light personal injury if precautionary measures are ignored.

⚠ WARNING
Indicates a dangerous situation that could lead to death or serious injury if precautionary measures are ignored.

⚠ DANGER
Indicates a dangerous situation that will lead to death or serious injury if precautionary measures are ignored.

Have a technical question?

- If you have questions, or require technical service, please contact our trained service technicians at:
  1-314-679-4200 ext. 4782
  Monday – Friday 7:30 am to 4:15 pm CST
- Visit our web site:
  www.lincolnindustrial.com
  for new products, catalogs, and instructions for product use.
- Need service parts?
  To order replacement or service parts, visit us online at www.lincolnindustrial.com or call toll free 1-800-992-9898.

Safety

- Properly use and maintain this equipment.
- Read and understand instructions and warnings contained in manual prior to operating equipment.
- Retain manual for future reference to important warnings, operating and maintenance instructions.

Description

Lincoln model 3652 6 gal *(23 l)* used fluid evacuator is designed for evacuating fluids (except gasoline or other fuels) from automotive reservoirs. Recommended fluids include engine oil, gear and transmission oils, power steering fluid, coolants, brake fluid and other similar fluids.

Model 3652 utilizes a venturi that operates on compressed air from 90 to 150 psi *(6 to 10 bar)* to develop vacuum in the tank. Vacuum is transferred via an evacuation hose from the tank to a wand or adapter immersed into a reservoir of fluid, and fluid is drawn into the tank.

Guidelines and precautions

- Model 3652 is designed for safe and convenient servicing of a variety of vehicles. However, due to variation in vehicle design between manufacturers, makes, models and years, oil evacuation through dipstick tube is not always feasible or possible.
- Procedures in this manual are guidelines for general use of evacuator. In addition to these guidelines, always follow vehicle manufacturer's recommended procedures when using evacuator.
- Use common sense when operating equipment. If something does not seem or feel right, stop immediately and consult a professional with knowledge of the application. Do not force use of this equipment on an application for which it is not intended.
- Carefully read and understand instructions prior to using equipment.
- Always wear safety glasses when using equipment.
- Avoid burns by being cautious of engine parts that become hot when engine is running.
- Do not operate equipment on a vehicle with engine running.

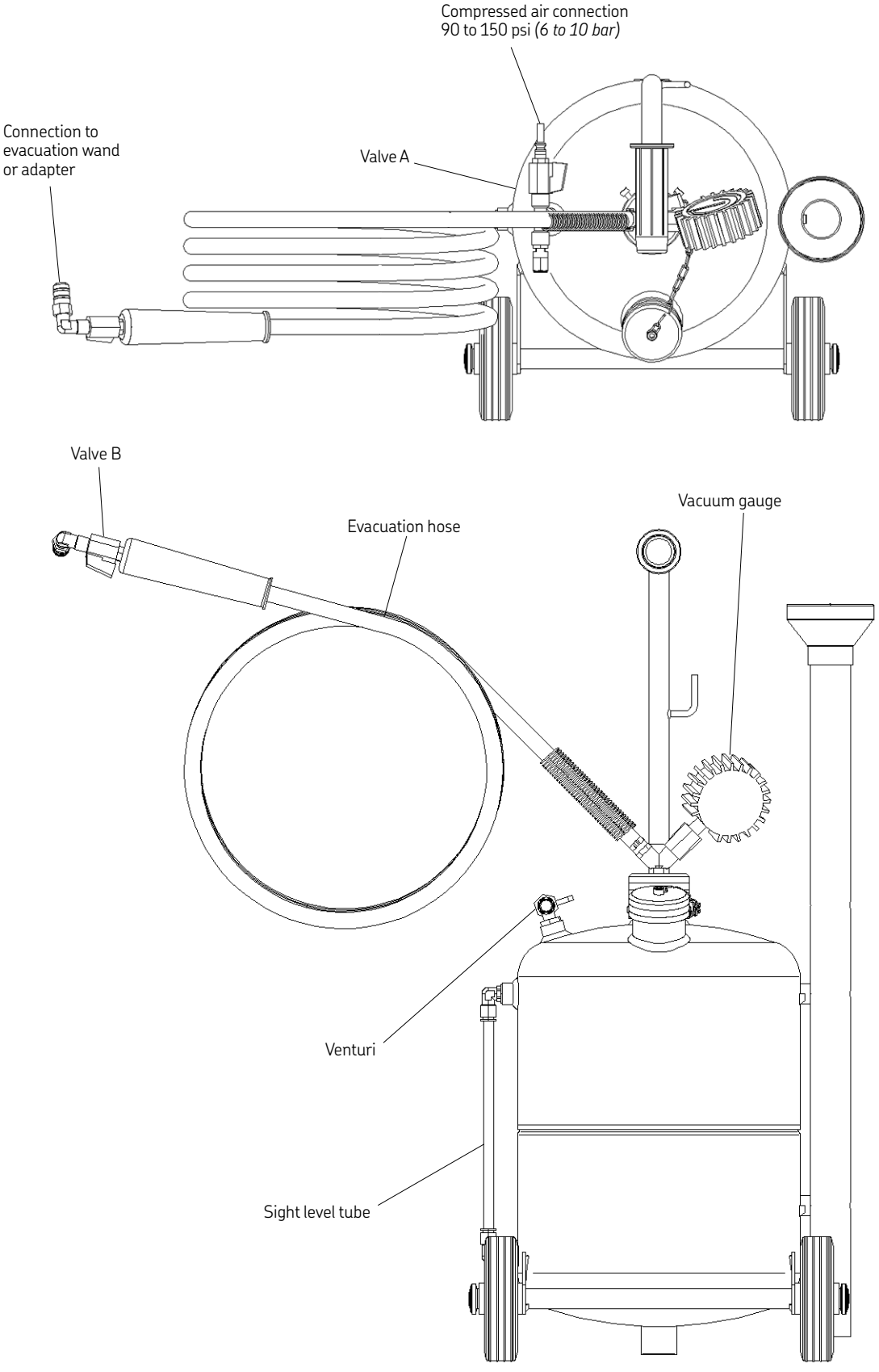
Care and maintenance

Evacuator does not require maintenance other than normal cleaning. Clean unit using a cloth dampened with water, alcohol or detergent recommended for household electrical appliances.

Specifications

Tank capacity	6 gal *(23 l)*
Maximum air pressure	150 psi *(10 bar)*
Minimum air pressure	90 psi *(6 bar)*
Maximum fluid temperature	176 °F *(80 °C)*

Fig. 1


Compressed air connection
90 to 150 psi *(6 to 10 bar)*
Connection to
evacuation wand
or adapter
Valve A
Valve B
Evacuation hose
Vacuum gauge
Venturi
Sight level tube

Operation

1. Place vehicle transmission in park or neutral, apply parking brake and turn off key.
2. Open hood and remove dipstick.
3. Select evacuation adapter for make and configuration of vehicle, or appropriate evacuation wand with largest possible diameter to fit in dipstick tube.
4. Install evacuation adapter into dipstick tube, or insert evacuation wand as deep as possible into dipstick tube without touching bottom (**Fig. 2**).
5. Close valve A between venturi and tank (**Fig. 3**).
6. Close valve B near suction end of evacuation hose (**Fig. 4**).
7. Connect compressed air hose with pressure between 90 – 150 psi *(6 – 10 bar)* to air nipple extending from venturi (**Fig. 5**).
8. Open valve A and allow venturi to operate until gauge needle moves into green zone (**Fig. 6**).

NOTE

Oil temperature should be between 150 – 175 °F *(70 – 80 °C)* prior to evacuation. Run engine to warm up oil for best results.

⚠ WARNING

Turn off motor when performing oil evacuation through dipstick tube.

NOTE

Do not force evacuation wand into crankcase. Stop pushing evacuation wand into dipstick tube if resistance is felt.

Fig. 2

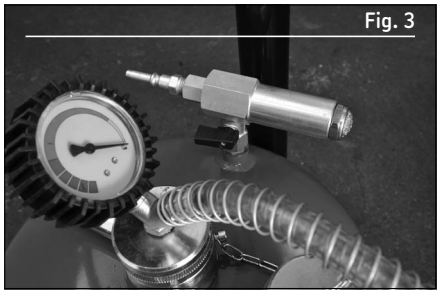


Fig. 3

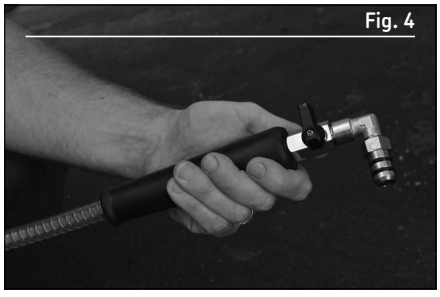


Fig. 4

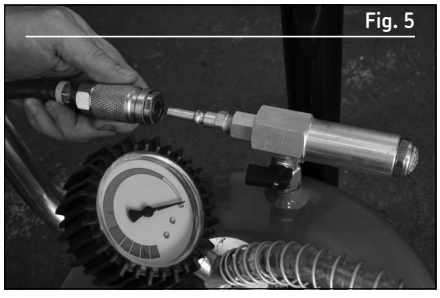


Fig. 5

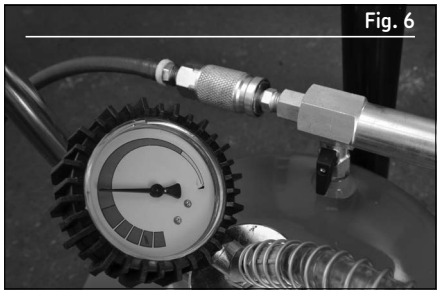


Fig. 6

NOTE

At this point tank is fully charged. For best performance, leave air hose connected to venturi during evacuation to maintain vacuum charge in tank. If application is remote from compressed air supply, close valve A and disconnect compressed air supply from venturi. Tank will maintain initial charge until it has been used up during evacuation process.

NOTE

Never fill tank over maximum limit shown on sight gauge located on side of tank.

NOTE

Ensure valve A is closed before tilting unit to drain to prevent fluid from entering venturi.

9 Locate evacuator so evacuation hose is within reach of evacuation adapter or wand previously inserted in dipstick tube.

10 Insert suction end of evacuation hose into coupler on end of evacuation adapter or wand (**Fig. 7**).

11 Open valve B on end of evacuation hose and allow evacuator to withdraw desired amount of fluid (**Fig. 8**).

12 Close valve B to stop evacuation (**Fig. 9**).

Empty evacuator

1 Release any vacuum remaining in tank by opening valve B or disconnecting compressed air hose with valve A open.

2 With compressed air hose disconnected, close valve A.

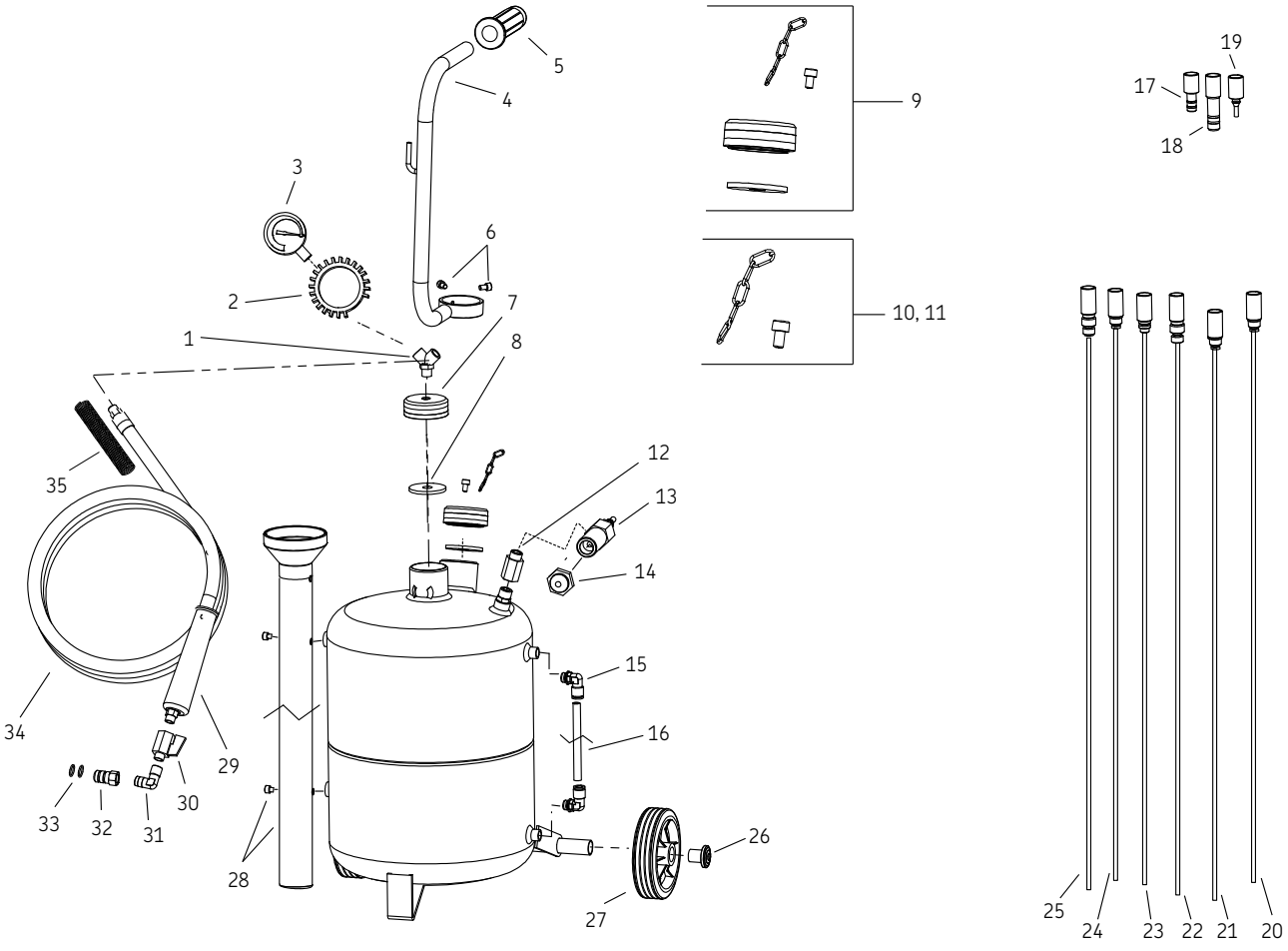
3 Unscrew drain cap and tilt tank up to pour fluid into appropriate storage container.

Fig. 7

Fig. 8

Fig. 9

Fig. IPB 1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Parts list IPB 1

Item	Part number	Description	Quantity
1	274450	Y fitting	1
2	276741	Gauge boot	1
3		Gauge	1
4	276740	Handle	1
5		Handle grip	1
6		Cap screw	2
7	276748	Cap	1
8		Gasket	1
9	276749	Drain cap with chain kit	1
		Chain	
		Cap	1
		Gasket	1
		Screw	
10	276750	Screw	1
11		Chain	1
12	277227	Fitting	1
13	276745	Venturi assembly (includes 276759)	1
14	276759	Muffler	1
15	276747	Elbow	2
16		Sight tube [1]	1
17	276752	Mercedes adapter	1
18	276751	BMW adapter	1
19	276753	VW adapter	1
20	278852	Flexible wand, red, 0.19 in *(5 mm)*	1
21	276755	Flexible wand, clear, 0.21 in *(6 mm)*	1
22	276756	Flexible wand, yellow, 0.31 in *(8 mm)*	1
23	276757	Rigid wand, 0.19 in *(5 mm)*	1
24	276758	Rigid wand, 0.21 in *(6 mm)*	1
25	278851	Flexible wand, clear, 50 × 0.23 in *(1 270 × 6 mm)* [2]	1
26	276746	Wheel nut	2
27		Wheel	2
28	276743	Kit, Wand tube	1
		Cap screw	2
	276744	Kit, Evacuation hose*	
29		Rubber grip [3]	1
30		Ball valve [3]	1
31		Elbow [3]	1
32		Wand connector [3]	1
33		O-ring [3]	2
34		Evacuation hose [3]	1
35		Spring [3]	1

[1] The sight tube in 276747 kit is supplied long to assist in replacement and may require trimming.
[2] Optional equipment.
[3] Included in 276744 kit.*
* Indicates change.

Troubleshooting

Condition	Possible cause	Corrective action
No vacuum is being developed.	Insufficient air pressure in venturi.	Check air pressure to venturi is at least 90 psi *(6 bar)*.
		Ensure valve at end of evacuation hose is closed.
		Ensure valve between venturi and tank is open.
	Damaged gauge.	Replace if damaged.
	Clogged muffler.	Check muffler at outlet of venturi for clogs or restrictions.
Vacuum gauge is not functioning.	Damaged gauge.	Replace if damaged.
	Blocked inlet.	Remove gauge and check for blocked inlet.
Fluid will not evacuate.	Closed evacuation hose valve.	Ensure valve at end of evacuation hose is open.
	Cold evacuation fluid.	For oil evacuation, temperature should be at least 150 °F *(70 °C)*.
	Evacuation wand against bottom of reservoir.	Raise evacuation wand.
	Clogged evacuation wand.	Check evacuation wand for obstruction.
Unit will not maintain vacuum	Leaks in equipment.	Check evacuation hose and fittings for leaks.
		Check O-rings in evacuation hose to wand connection. Replace if worn.
		Tighten caps.
		Ensure valve between venturi and tank is closed and functioning properly.

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Warranty

The instructions do not contain any information on the warranty. This can be found in the General Conditions of Sales, available at: www.lincolnindustrial.com/technicalservice or www.skf.com/lubrication.

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