



The NL Series - an alternative to our traditional lubricated styles because no lubricator is necessary



For those air motor applications where contaminated exhaust cannot be tolerated in the workplace, Gast's non-lubricated air motors, the NL series, provide the solution.

- **Rugged and reliable**

Like our traditional lubricated air motors, the NL series will provide thousands of hours of service-free life. Vanes are just as easy and inexpensive to replace.

- **Performance flexibility**

Gast's non-lubricated air motors are designed so that compressor carry-over will not gum up the vanes. In fact, while no lubrication whatsoever is required to operate the motors, small amounts of oil and water will actually improve the performance.

- **Corrosion resistant**

Because the body, rotor and end plates are specially treated, these air motors can tolerate unfavorable moisture-laden conditions.

- **No oil expenses**

If you are using several quarts of oil throughout the year, you'll eliminate that expense with non-lubricated air motors.

- **No periodic inspection**

With no in-line lubrication system to replenish, the need for time consuming maintenance checks is eliminated.

Gast's non-lubricated Air Motors provide the advantages and benefits of traditional lubricated Air Motors which include:

- **Variable speed**
- **Nonelectrical sparking**
- **Cool running**
- **Minimal maintenance**
- **No-shock starts**
- **Any plane operation**



MODEL

NL22-NCC-1

(4 Vanes, CCW Rotation)

NL22-NCW-2

(4 Vanes, CW Rotation)

NL22-FCC-3

(4 Vanes, CCW Rotation)

NL22-FCW-4

(4 Vanes, CW Rotation)

Net wt. 3 lbs. (1,4 kg)

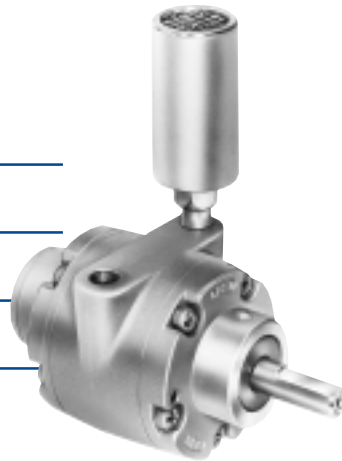
FEATURES

- Hub or foot mounting
- Treated body, rotor, and end plates for corrosion resistance
- No lubrication necessary - no contaminated air in the work area
- Any plane operation
- Muffler AF350

• II 2 GD c T4

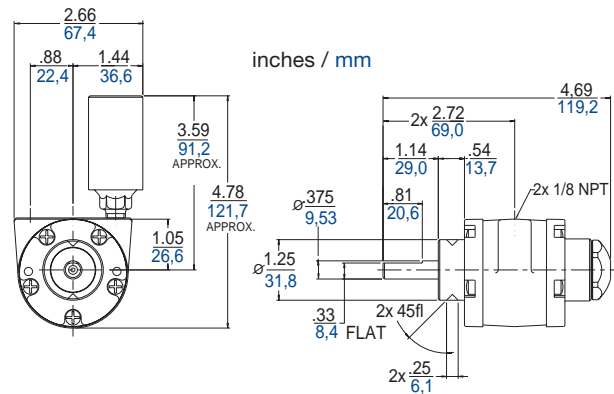
RECOMMENDED

- Filter AH100F
- Regulator AH101R
- Gauge AA807
- Repair kit K285A

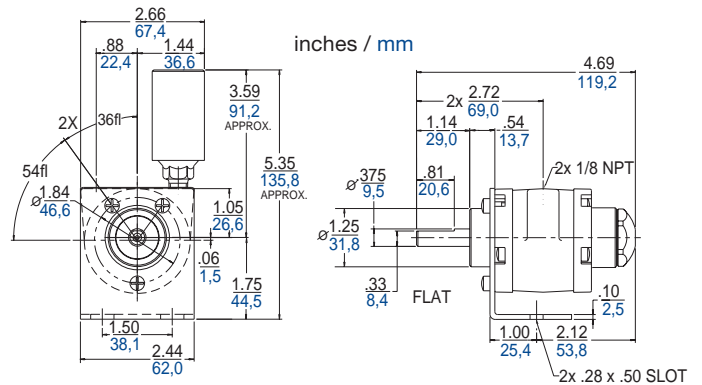


Hub mounting model shown with muffler attached

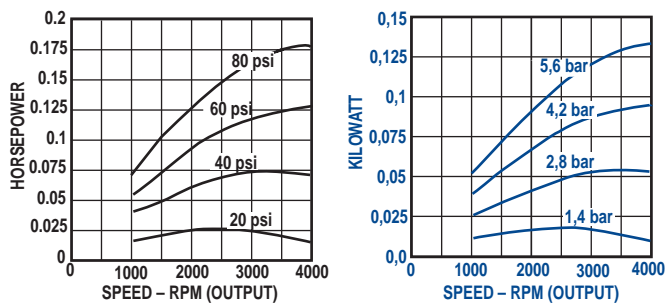
Hub mounting (NL22-NCC-1, NL22-NCW-2)



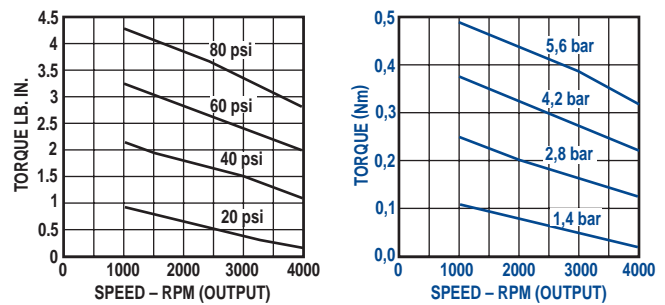
Foot mounting (NL22-FCC-3, NL22-FCW-4)



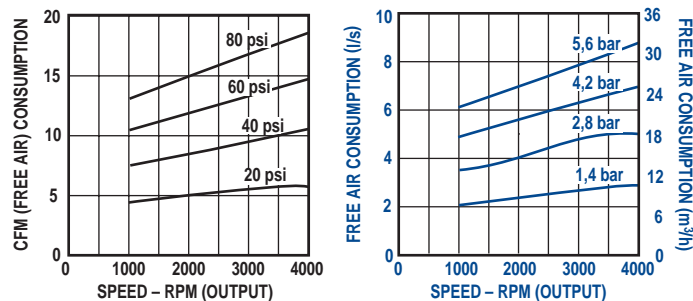
Output Power vs. Speed



Torque vs. Speed



Air Consumption vs. Speed





Non-lubricated Air Motors

up to .42 hp, speeds from 300 to 2,000 rpm, maximum pressure 80 psi (5,6 bar)



MODEL

NL32-NCC-1

(4 Vanes, CCW Rotation)

NL32-NCW-2

(4 Vanes, CW Rotation)

Net wt. 9 lbs. (4,1 kg)

NL32-NCC-5

(4 Vanes, CCW Rotation)

NL32-NCW-6

(4 Vanes, CW Rotation)

NL32-NCC-7

(4 Vanes, CCW Rotation)

NL32-NCW-8

(4 Vanes, CW Rotation)

Net wt. 12 lbs. (5,4 kg)

FEATURES

- Hub or foot mounting
- Treated body, rotor, and end plates for corrosion resistance
- No lubrication necessary - no contaminated air in the work area
- Any plane operation
- Metal muffler AC980 adds 2" height when installed

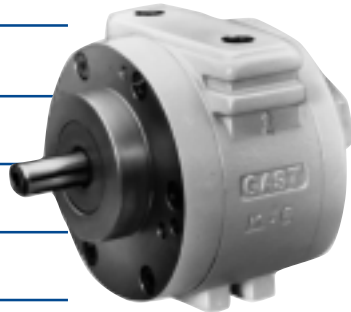
- II 2 GD c T4

RECOMMENDED

- Filter AH103F
- Regulator AH104R
- Gauge AA806
- Repair kit K521

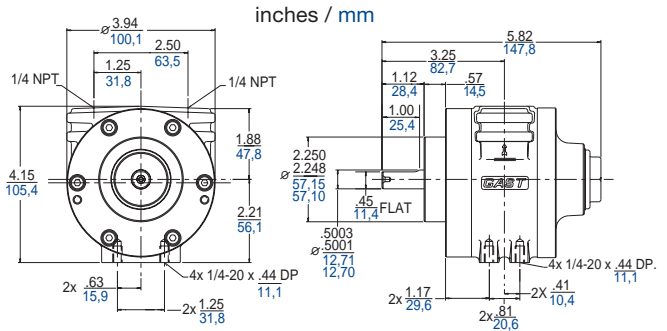
OPTIONAL

- Foot kit AL220 - each of these models can be turned into foot mounted styles with the installation of optional foot kit AL220, which will add approx. 2" height to the air motor

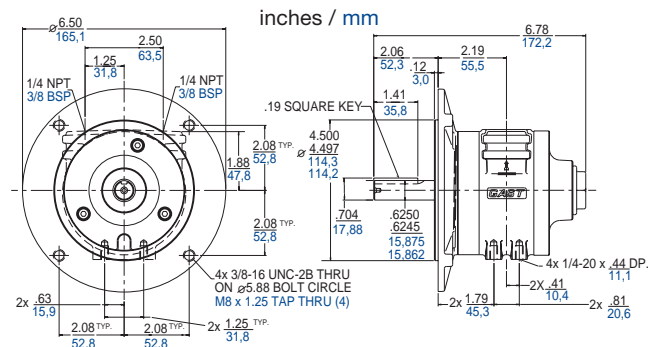


- Hub mounting model shown with optional foot assembly kit which can be purchased separately.
- Flange style is shown in schematic

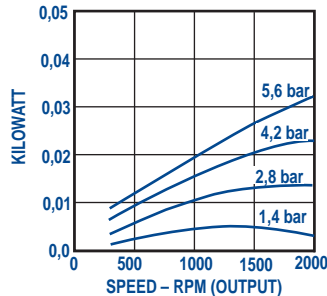
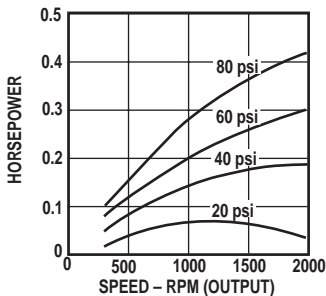
Hub mounting (NL32-NCC-1, NL32-NCW-2)



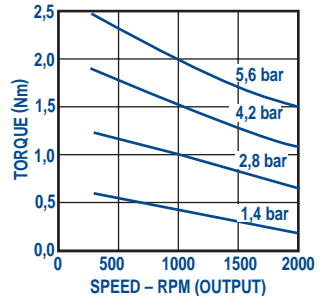
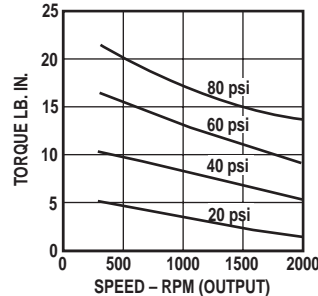
NEMA 56C, U.S. - (NL32-NCC-5, NL32-NCW-6) D71 Flange, Metric - (NL32-NCC-7, NL32-NCW-8)



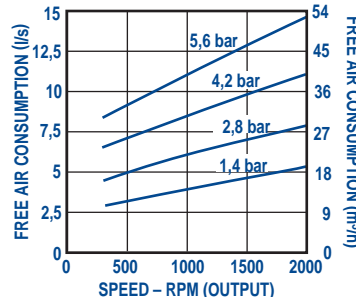
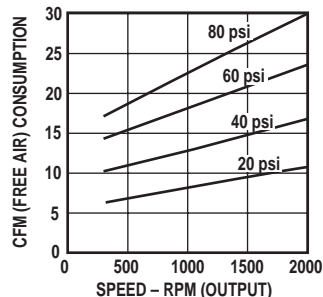
Output Power vs. Speed



Torque vs. Speed



Air Consumption vs. Speed





MODEL

NL42-NCC-1

(4 Vanes, CCW Rotation)

NL42-NCW-2

(4 Vanes, CW Rotation)

Net wt. 18 lbs. (8,2 kg)

NL42-NCC-5

(4 Vanes, CCW Rotation)

NL42-NCW-6

(4 Vanes, CW Rotation)

NL42-NCC-7

(4 Vanes, CCW Rotation)

Net wt. 21 lbs. (9,5 kg)



FEATURES

- Hub or foot mounting
- Treated body, rotor, and end plates for corrosion resistance
- No lubrication necessary - no contaminated air in the work area
- Any plane operation
- Metal muffler AC980 adds 2" height when installed

- II 2 GD c T4

RECOMMENDED

- Filter AH103F
- Regulator AH104R
- Gauge AA806
- Repair kit K580

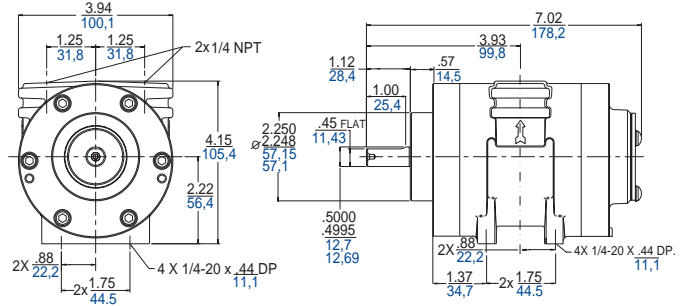
- Hub mounting model shown with optional foot assembly kit which can be purchased separately.

OPTIONAL

- Foot kit AL414 - each of these models can be turned into foot mounted styles with the installation of optional foot kit AL414, which will add approx. 2" height to the air motor

Hub mounting (NL42-NCC-1, NL42-NCW-2)

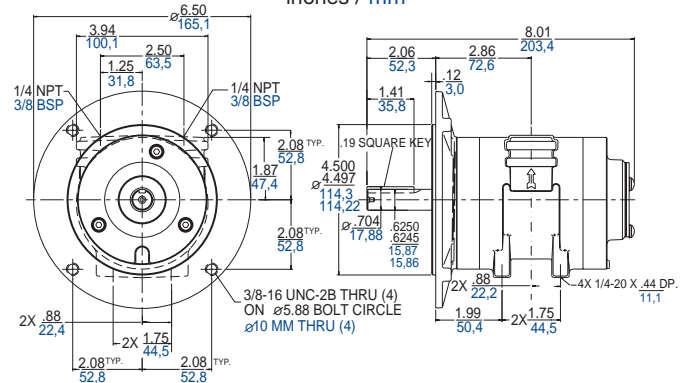
inches / mm



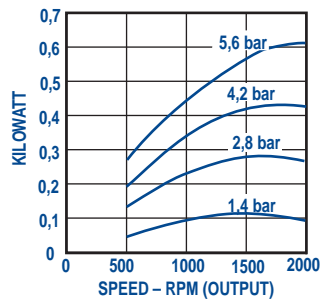
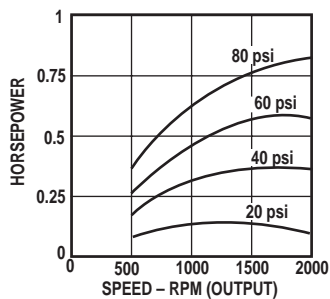
NEMA 56C, U.S. - (NL42-NCC-5, NL42-NCW-6)

D71 Flange, Metric - (NL42-NCC-7)

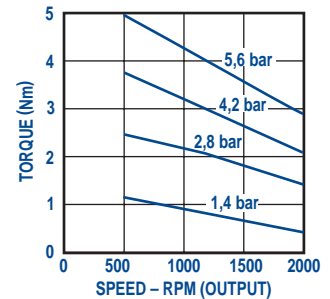
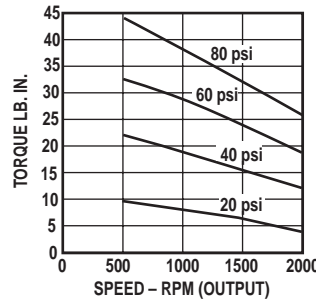
inches / mm



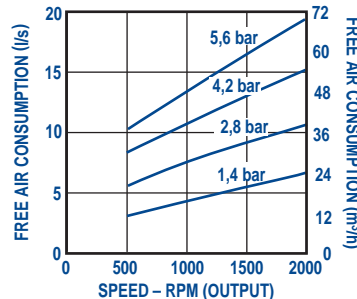
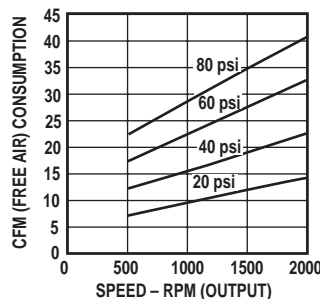
Output Power vs. Speed



Torque vs. Speed



Air Consumption vs. Speed





Non-lubricated Air Motors

up to 2.5 hp, speeds from 500 to 2,000 rpm, maximum pressure 80 psi (5,6 bar)



MODEL

NL52-NCC-1

(4 Vanes, CCW Rotation)

NL52-NCW-2

(4 Vanes, CW Rotation)

Net wt. 13 lbs. (6 kg)

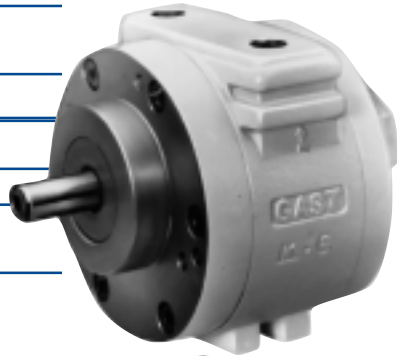
NL52-NCC-3

(4 Vanes, CCW Rotation)

NL52-NCW-4

(4 Vanes, CW Rotation)

Net wt. 14.5 lbs. (6,6 kg)



FEATURES

- Hub, NEMA 56C, 6AM, or foot mounting
- Treated body, rotor, and end plates for corrosion resistance
- No lubrication necessary - no contaminated air in the work area
- Any plane operation
- Metal muffler AC990 adds 2" height when installed

- II 2 GD c T4

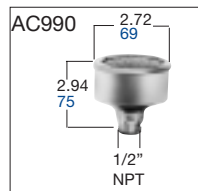
RECOMMENDED

- Filter AH106F
- Regulator AH107R
- Gauge AA806
- Repair kit K833

OPTIONAL

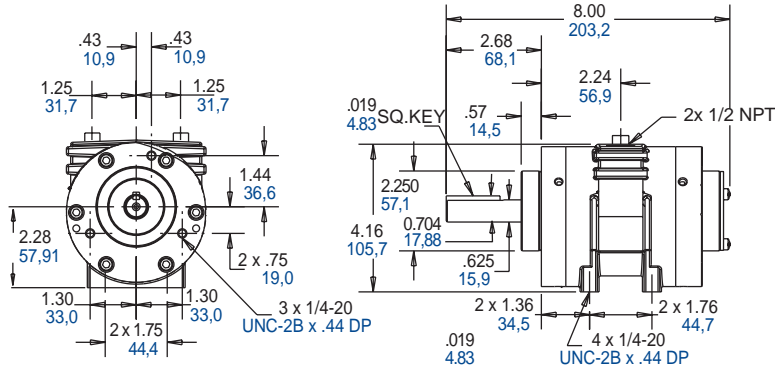
- Foot kit AL414 - each of these models can be turned into foot mounted styles with the installation of optional foot kit AL414, which will add approx. 2" height to the air motor

- Hub mounting model shown with optional foot assembly kit which can be purchased separately.



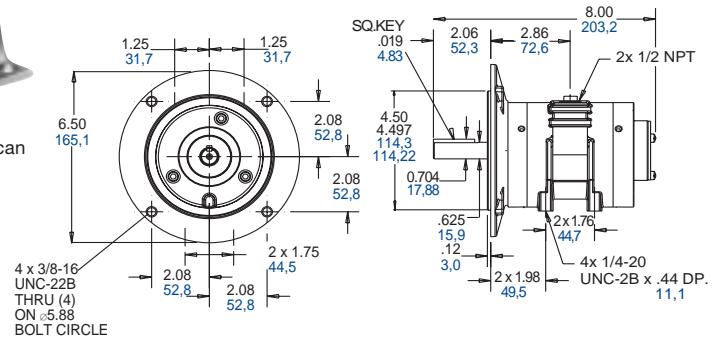
Hub mounting (NL52-NCC-1, NL52-NCW-2)

inches / mm



NEMA 56C, U.S. - (NL52-NCC-3, NL52-NCW-4)

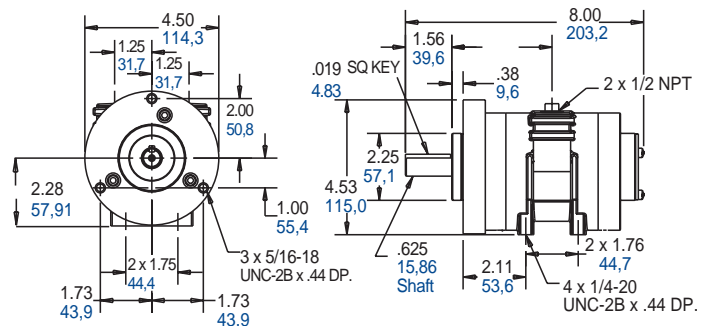
inches / mm



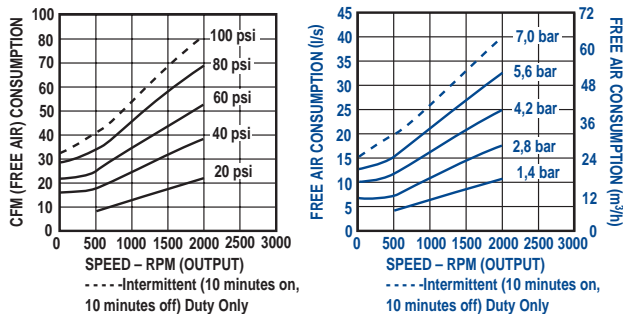
6AM Hub Mounting (NL52-NCC-5, NL52-NCW-6)

Mounting identical to 6AM-NRV-7A for field replacement

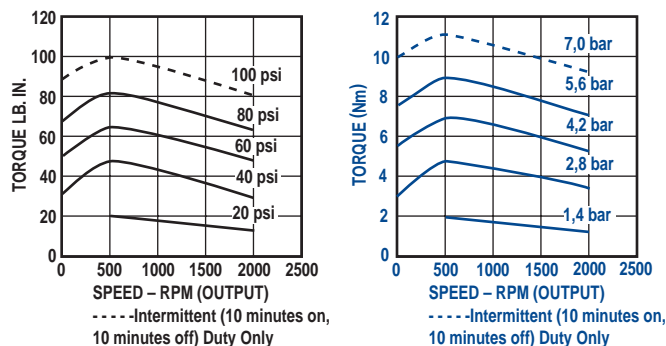
inches / mm



Air Consumption vs. Speed



Torque vs. Speed



Output Power vs. Speed

