

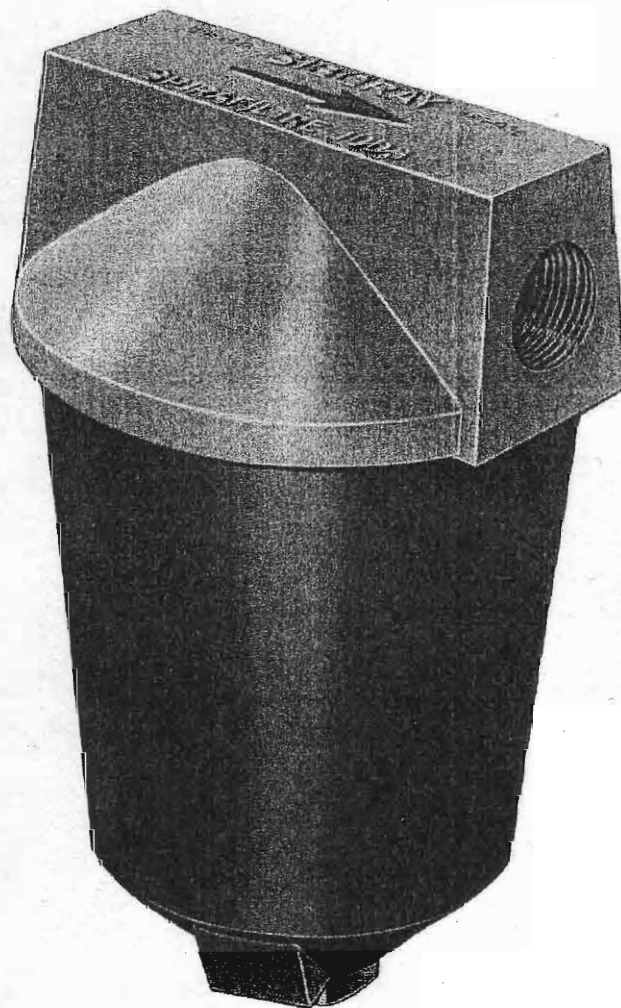
*More and better than a filter....*

# the **SPIRAFILTRE®**

PATENTED

REGISTERED

**A NEVER CHOKED PURIFIER**



a product of **SA STOCKER INDUSTRIE NV**  
**Avenue Brugmannlaan 49**  
**B-1060 Brussels**  
**Tel. 02/538.65.98 - Fax 02/538.80.03**

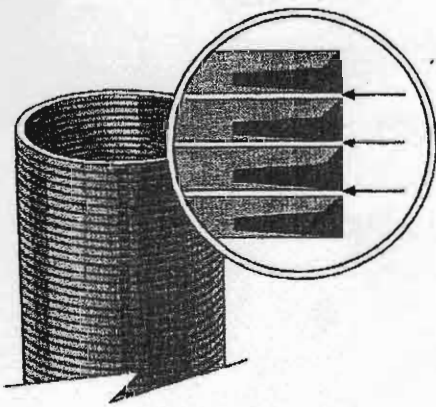
**INTERNET : [www.stocker.be](http://www.stocker.be)**  
**email : [info@stocker.be](mailto:info@stocker.be)**

# THE BIGGEST NEWS IN FILTRATION

- SPIRAFILTRE<sup>®</sup> the finest filter ever designed using the NEW DYNAMIC FILTRATION SYSTEM.
- Get better performance in your industry and save money with...

the SIMPLE - STRONG - EFFICIENT SPIRAFILTRE<sup>®</sup>  
and its PERMANENT METALLIC ELEMENT

## SPIRAFILTRE<sup>®</sup> FEATURES

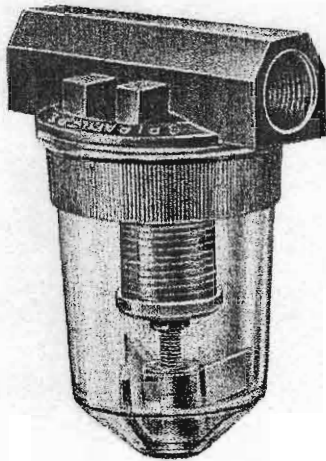


- Opposite to the static filtration, the DYNAMIC FITRATION is based on the hydrodynamic principles.
  - By the scientifically designed wire section, the contraction-acceleration permits to use the gravity difference between particles to separate the impurities from the liquid.
  - A high percentage of particles having a smaller size than the space between spirals will be retained with the lowest pressure drop you can expect.
- 
- The special wire section with a sharp edge avoids all possibility of clogging, and creates during the non-flow period a self cleaning action.
  - The closed tolerance of the wire section combined with high precision production tools permit the combination of any free space between the spirals.
  - The wire is rolled on a squirrel cage for a strong construction permitting the use with the highest working pressure.
  - The special material used permits the application of the filter on all product having a pH between 3 and 11.

# FOR VISCOSITY FUEL-OILS 2°E

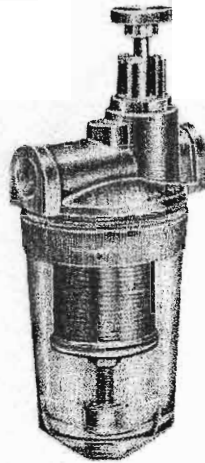
Pieces especially designed for fitting at the sucking-up of the pump

TYPE 1020



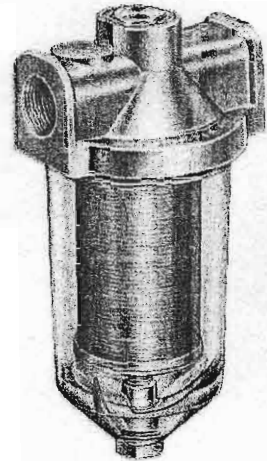
ORIFICES : 3/8"  
CAPACITY : 80 LPH  
OR : 150 LPH

TYPE 502



ORIFICES : 3/8"  
CAPACITY : 180 LPH  
OR : 400 LPH

TYPE 602/3 T.



ORIFICES : 3/4" OR 1/2"  
CAPACITY : 600 LPH  
.....OR 1000 LPH

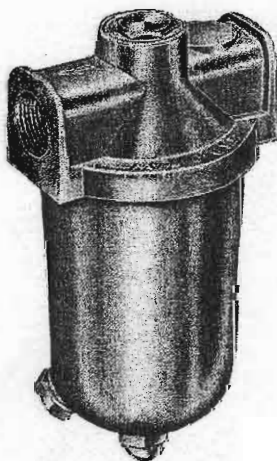
Ready for delivery with or without incorporated closing tap

Fitting at the sucking-up of the pump up to 4 bar. Maximum degree of temperature : 60 °C

**STOPS THE WATER** which is contained in the fuel-oils  
All good quality of filtering - Increased resistance to clogging up  
**THE FILTERING UNIT NEVER COMES REMOVED**

## HIGH PRESSURE RESISTING FILTER (30 BAR) - FOR ANY OIL -

TYPE 602/3



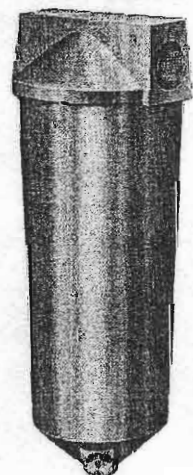
ORIFICES : 1/2" OR 3/4"  
CAPACITY : 600 LPH  
OR : 1000 LPH  
Weight : 1200 GRS.  
Total height : 217 mm

TYPE 1003



ORIFICES : 1"  
CAPACITY : 3000 LPH  
Weight : 3600 GRS.  
Total height : 250 mm

TYPE 1003/2



ORIFICES : 1"  
CAPACITY : 6000 LPH  
Weight : 5600 GRS.  
Total height : 400 mm.

# SPIRAFILTRE®

## WITH INCORPORATED HEATING RESISTANCE FOR USING HEAVY FUELS

- The necessity to use for fuel oil burners heavy fuels compels to reconsider the question of distributing these fuels.
- Independently of the problems of reheating, circulation and piping system, certain accessories essential for the good working of the burner must be made suitable for the necessities of heavy fuels. Amongst other accessories, the filter placed in the feeding circuit of the burner pump takes a prominent part. Indeed, good or bad working of the burner depends thereon.
- When using the special SPIRAFILTRE® on a rationally fitted heavy fuel installation, one shall be certain to have a burner working as easily as with light fuel.
- The heavy fuels being residual products, they contain a higher percentage of impurities. Considering the viscosities at the point of filtration, it is therefore necessary not to have too high filtering sections, otherwise the filter loses its efficiency.
- The greatest inconvenience with CURRENT FILTERS is their clogging up during the stop periods of the burners. Indeed, at that moment, the fuel cools down in the filter, and the paraffins crystallize on the cartridge or filtering unit. Therefore, when the burner starts working again, the pump creates a pressure fall, but is no more able to suck up the fuel through the filter, which results in smoky burning, flutter of the flame, wear of pump and running down. Moreover, the filter gets dirty and is filled up more quickly. The dirt remaining in the pellicle of paraffin tends to stick in the filtering section by the abnormal pressure fall created by the pump when starting working.
- The use of asphaltic fuel results finally in asphalt gumming, which sticks, when the fuel cools off, on the filtering unit. By the re-rising up of the temperature can such a deposit never be entirely dissolved and finally, the filtering section decreases, and the filter does not filter anymore with enough adequacy.
- To palliate these inconveniences, we have fitted to our Standard SPIRAFILTRE® a heating resistance. The efficiency of our filter has proved superior to other existing systems.
- By adding a heating unit, which dips into the fuel and which is guaranteed tight regarding fuel as well as dielectricity, the SPIRAFILTRE® becomes the accessory absolutely necessary to the burner for heavy fuel.
- The heating unit has been provided so that even which fuels having a high amount of asphalt, there is no risk of calefaction on the surface of the heating unit. Moreover, the minimum power of 60 W has been calculated, by taking into consideration the fuel volume contained in the filter and the outside surface of the latter.
- Indeed, when the burner stops, the fuel contained in the filter reaches a temperature of about 60° C. This temperature remains steady, for, at that moment, a thermic balance between the calories furnished by the heating unit and the losses by the outside surface of the filter is established.
- The temperature of 60° C has not been taken arbitrarily, but by taking into account the following :
  - at about 50° C, paraffins begin to crystallize, one should therefore remain above such value,
  - at about 70° C, when the fuel settles, it may be that the volatile parts begin to distil, especially with the aromatic fuels. One should therefore **NOT** rise above such value.
- In consequence thereof, we have a temperature of 60° C with a tolerance of about 10° C, which is quite sufficient, considering the variations of the ambient temperature which can arise in the heater.
- In that manner, when starting the burner, the pump draws fuel, which passes easily through the filtering unit, which thus has full efficiency.
- At 60° C, the pump takes again its proper temperature, and the fuel is sucked up smoothly.
- On stop, and as the fuel remains fluid in the filter, the dirt deposited on the unit can, for reasons of gravity, glide down to the bottom. We thus preserve the important advantage of self-cleaning.