



Standard Sizes in Stock

Length (L)	Striker Part #	*Striker & Break-off Dowel Assembly Part #	**Striker & Trip Valve Assembly Part #
1.5"	300303	310303	320303
2.0"	300304	310304	320304
2.5"	300305	310305	320305
3.0"	300306	310306	320306
3.5"	300307	310307	320307
4.0"	300308	310308	320308
4.5"	300309	310309	320309
5.0"	300310	310310	320310
5.5"	300311	310311	320311
6.0"	300312	310312	320312
6.5"	300313	310313	320313
7.0"	300314	310314	320314
7.5"	300315	310315	320315
8.0"	300316	310316	320316
8.5"	300317	310317	320317
9.0"	300318	310318	320318
9.5"	300319	310319	320319
10.0"	300320	310320	320320

*Assemblies include brass break-off dowel, adjusting stud and nuts or trip valve. To order brass dowels separately, order Part No. 300116. Aluminum break-off dowel Part No. 300105, available on request.

**To order trip valve assembly separately, order Part No. 310150.

Non-stocked sizes available on request. Allow for additional delivery time.

Striker Sensor

The Exline Striker Sensor is used primarily in sensing the temperature of connecting rod bearings and other moving engine parts. The Striker Sensor is made of stainless steel for positive service in corrosive environments.

The Striker Sensor contains a temperature sensitive fuse-metal collar which holds a spring-loaded plunger in position. The collar is made of specific quantities of special metal alloys which melt at a predetermined temperature. The Striker Sensor is installed with the fuse-metal end closest to the bearing or temperature-producing area. A break-off dowel or trip valve is mounted directly in line with the Striker Sensor at a stationary point and connected to the pneumatic or hydraulic control media via tubing.

Clearance is set so that the Striker Sensor passes the break-off dowel or trip valve on each revolution. If an excessive temperature buildup occurs in the protected area, the fuse-metal collar melts. The plunger then strikes the break-off dowel, trip valve or electronic trip switch. A pressure drop in a pneumatic or hydraulic control system or electronic signal results. This pressure drop can be used to shut down the equipment or sound an alarm.

The fuse-metal collar can be economically and quickly replaced at our factory. The break-off dowel is easily removed and replaced.

How to Order

Determine length of striker and temperature desired. Show part number and temperature.

Example: #300308 - 205°

Available Fuse Collar

Melting Temps

117°F	178°F	255°F	361°F	478°F
136°F	198°F	281°F	374°F	
142°F	205°F	291°F	390°F	
150°F	228°F	310°F	408°F	
162°F	243°F	349°F	449°F	

Information concerning special temperatures available on request.

Typical Areas Protected by the Striker Sensor

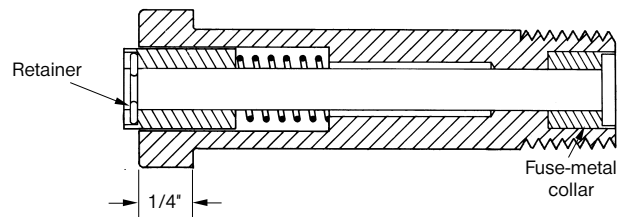
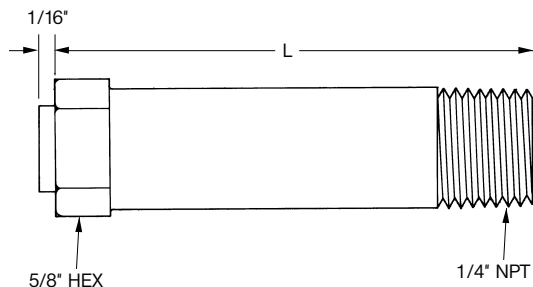
- Power Rod Journal
- Compressor Rod Journal
- Crosshead Pins
- Skirt of Piston*

*Used as part of Dual Sensor

Details of Installation

A 7/16" diameter hole is drilled through the cap or rod. Then the hole is counter-bored 9/16" to within 5/8" of the bottom. This can be done in one operation with a step drill. The remaining 5/8" of depth is threaded with 1/4" N.P.T.

The striker body is then installed in the hole. (See Drawing.) It should be torqued to a maximum of 35 foot-pounds. The fuse-metal end should be 1/8" to 3/16" from the back of the bearing.

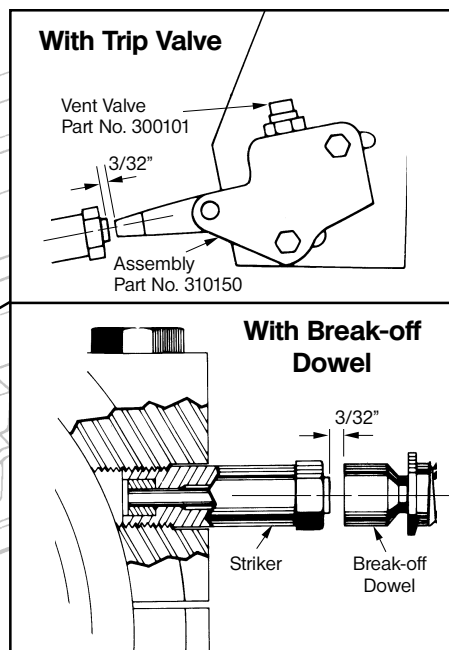
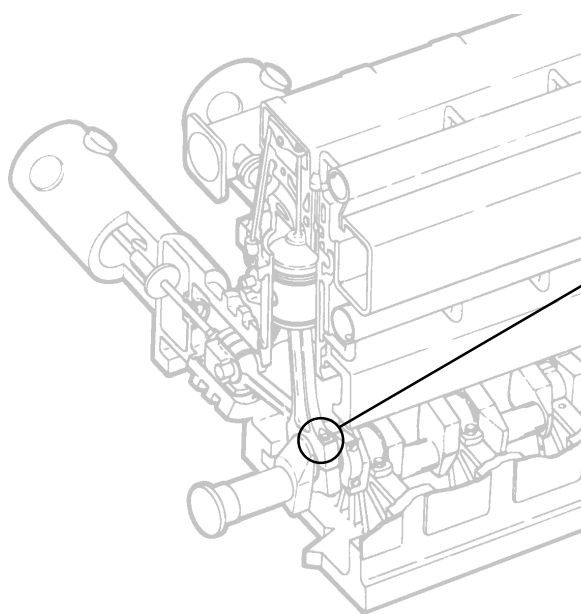


Use a bracket to mount the break-off dowel or trip valve on a common centerline with the striker sensor.

Adjust clearance to 3/32" with break-off dowel or trip valve arm directly in line. Then connect the break-off dowel or trip valve to control media with tubing and fittings. Heavy wall brass or stainless steel tubing is recommended. The proper bracket, fittings, and hardware can be supplied by Exline for your particular engine.

Crosshead Pins

The device is installed in the end of the crosshead pin as near the center as possible. Drill the combination 7/16" x 9/16" hole, to receive the sensor, approximately halfway through the length of the pin. The 7/16" bore should be tapped with an extra length tap (1/4 N.P.T.). The sensor is then ready to be installed and torqued to 35 foot-pounds.



Typical Rod Installation