



24324

Deactivated Glass Wool

- More inert than our traditional glass wool.
- Use to vaporize a sample in a liner prior to introduction into a capillary column.

Description	qty.	cat.#
Deactivated Glass Wool	10 grams	24324



20999

Base-Deactivated Glass Wool

Ideal for amines and other basic compounds.

Description	qty.	cat.#
Base-Deactivated Glass Wool	10 grams	20999

tech tip

Use of Packings With an Autosampler

We recommend using an injection port liner with wool or CarboFrit® packing when making injections with an autosampler. If there is no packing material in the liner, the solvent droplets act like water on a hot iron: they bounce around until vaporized (Leidenfrost phenomenon). Because autosamplers make rapid injections, samples can be incompletely vaporized, leading to nonreproducible peak response and tailing. You can prevent this by using wool or CarboFrit® packing material in the splitless liner to provide a surface for the solvent droplets to “sit” on until the heat from the injector vaporizes them.

Prepacked Inlet Liners

Let Restek do the work! Just add the appropriate suffix to the liner catalog number.

qty.	Wool	CarboFrit	
ea.	-200.1	-209.1	addl. cost
5-pk.	-200.5	-209.5	addl. cost
25-pk.	-200.25	-209.25	addl. cost

†CarboFrit® inserts require a neck greater than 2 mm.

CarboFrit® Inlet Liner Packing Material

- Highly inert.
- Extends analytical column lifetime.
- Enhances reproducibility of split and splitless injections.
- Uniform pore size and consistent packing density guarantee consistent flow through the liner.
- Easy to install in any liner with an ID > 3.5 mm when using puller-inserter tool listed below.*



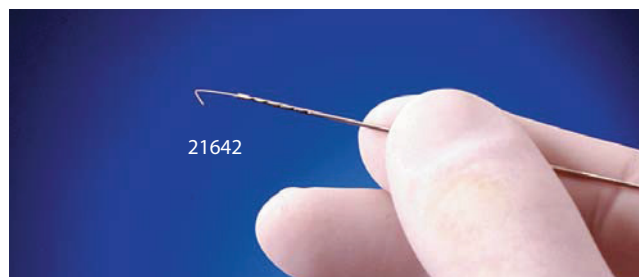
Add the corresponding suffix number to the liner catalog number.

qty.	suffix	
ea.	-209.1	addl. cost
5-pk.	-209.5	addl. cost
25-pk.	-209.25	addl. cost

*Liners with IDs less than 3.5 mm are difficult to pack. We will pack them on a custom basis (minimum neck ID of 2 mm required).

Replacement CarboFrit® Inserts

Description	qty.	cat.#
Frits for liner ID ≤ 4 mm	10-pk.	20295
Frits for liner ID > 4 mm	10-pk.	20294



CarboFrit® Puller/Inserter Tool

- Hook end for removing CarboFrit® inserts.
- Bent end (90°) for inserting CarboFrit® inserts.

Description	qty.	cat.#
CarboFrit Puller/Inserter Tool	ea.	21642

Mini Wool Puller/Inserter

Insert and remove wool plugs easily. Order a spare pack so you'll always have one available.



Description	qty.	cat.#
Mini Wool Puller/Inserter	2-pk.	20114



No more burned fingers!

Inlet Liner Removal Tool

- Easily remove liner from injector—no more burned fingers.
- Made from high-temperature silicone.
- Won't chip or crack the liner.



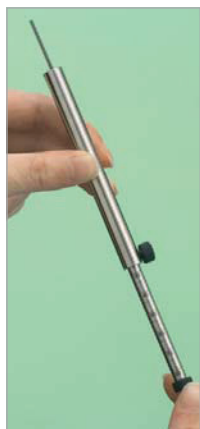
Description	qty.	cat.#
Inlet Liner Removal Tool	3-pk.	20181



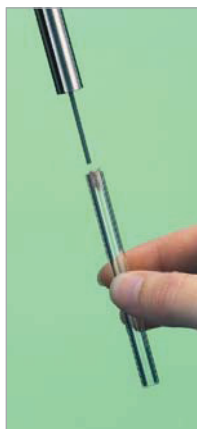
Eliminates user variation!

Inlet Liner Packing Tool

- Position wool reproducibly every time.
- Accurate to a specific, measured depth.
- Can be used with all manufacturers' liners.



Loosen the nut on the side of the tool and adjust the gauge to the manufacturer's recommended depth.



Place a plug of loosely bound wool at the top of the inlet liner.



Insert the liner packing tool into the liner until the tool bottoms out. Remove the tool. The wool is now positioned correctly in the liner and the liner is ready for use.

Description	qty.	cat.#
Inlet Liner Packing Tool	ea.	20339

Recommended for inlet liners with an ID \geq 2 mm.



The Claw and The Claw Holder Kit

- Easily removes hot liners from injection ports.
- 4 mL vials (not included) can be replaced when dirty.

Never again will you burn your fingers removing a hot injection port liner. The Claw safely and cleanly removes liners, O-rings, or other small objects from the injection port. You can then place the hot objects in a clean 4 mL vial situated in The Claw holder until ready for reuse.



Description	qty.	cat.#
The Claw	ea.	26261
The Claw Holder Kit (includes The Claw and holder)	kit	26262
WISP 48 Snap Seal Vial	100-pk.	24658

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Injector Maintenance

Approximately ninety percent of "bad" chromatography is traceable to problems in the injection port. These problems include contaminated carrier gas, incorrect injector flows, active or dirty sites on inlet seals and liners, improper use of wool, leaks, backflash, discrimination, incorrect injector temperature, poor column installation, and use of the wrong injection technique. To minimize injection port problems, set up a routine maintenance schedule and be sure to investigate the injector first when troubleshooting.