INGERSOLL-RAND®
AIR COMPRESSORS

OPERATING, MAINTENANCE PARTS MANUAL

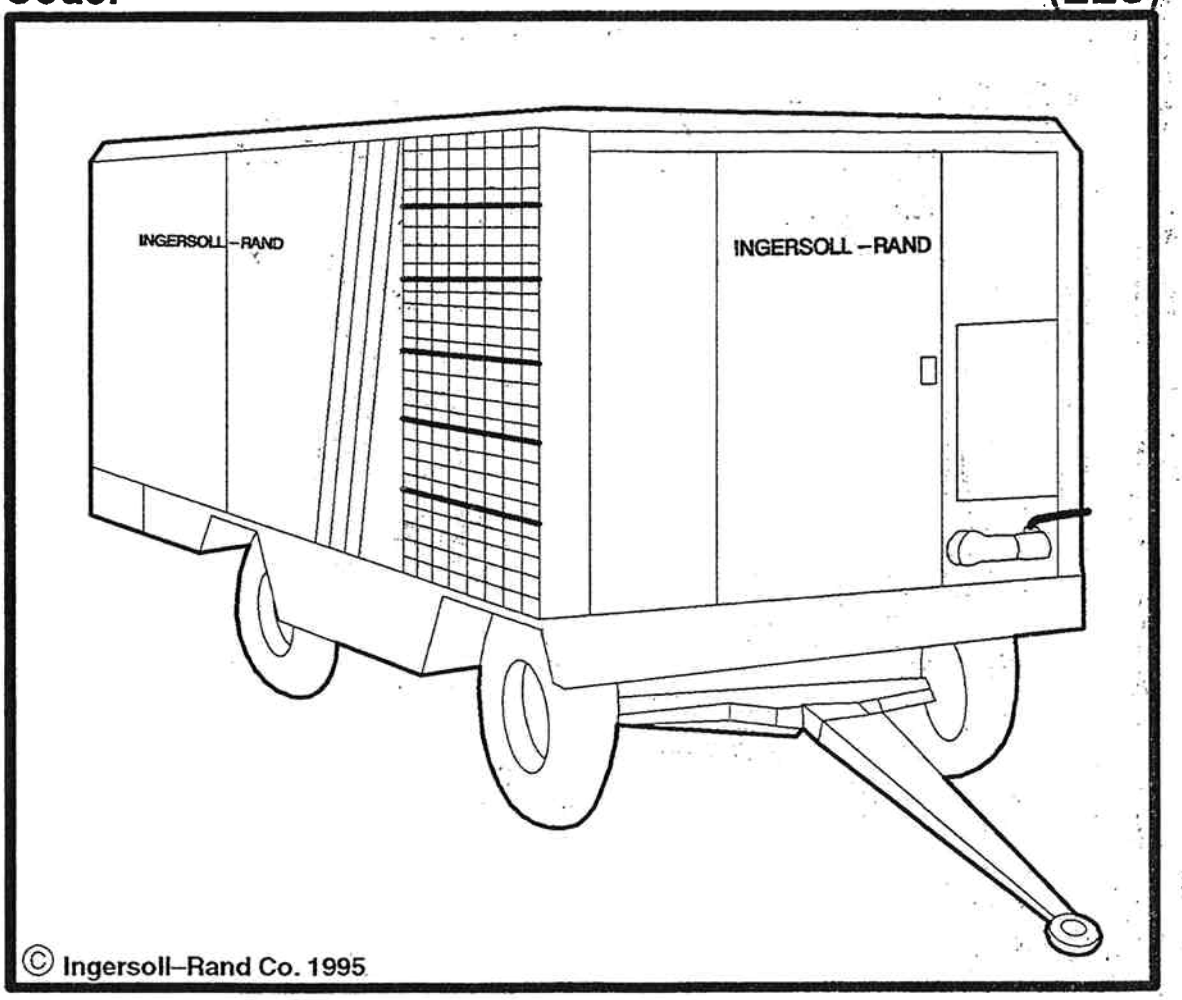
Portable Compressor Division
P.O. Box 868
Mocksville, N.C. 27028

COMPRESSOR MODEL
HP1300 WCU
P1600 WCU

Book P/N 35390269 (November, 1995)

(Apply Serial No. Label Here)

Code: **(EEC)**



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Declaration of Conformity

WITH EC DIRECTIVES

89/392/EEC, 91/368/EEC, 93/44/EEC, 93/68/EEC

We

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Represented In EC By:

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Declare that, under our sole responsibility for manufacture and supply, the product(s)

HP1300 WCU
P1600 WCU

To which this declaration relates, is (are) in conformity with the provisions of the above directives using the following principal standards

EN29001: 1992, EN292, EN60204–1, ISO5388

Issued at Mocksville on 1–1–95

K. M. Thornes
Manager of Quality Control

Issued at Hindley Green on 1–1–95

C. Charlesworth, Q.A. Manager

INGERSOLL-RAND®

SECTION 0 – SAFETY

WARNINGS

Warnings call attention to instructions which must be followed precisely to avoid injury or death.

CAUTIONS

Cautions call attention to instructions which must be followed precisely to avoid damaging the product, process or its surroundings.

SAFETY PRECAUTIONS

General Information

Ensure that the operator reads and understands the decals and consults the manuals before maintenance or operation.

Ensure that the Operation and Maintenance manual, and the manual holder, are not removed permanently from the machine.

Ensure that maintenance personnel are adequately trained, competent and have read the Maintenance Manuals.

Make sure that all protective covers are in place and that the canopy/doors are closed during operation.

The specification of this machine is such that the machine is not suitable for use in flammable gas risk areas. If such an application is required then all local regulations, codes of practice and site rules must be observed. To ensure that the machine can operate in a safe and reliable manner, additional equipment such as gas detection, exhaust spark arrestors, and intake (shut–off) valves may be required, dependent on local regulations or the degree of risk involved.

COMPRESSED AIR

Compressed air can be dangerous if incorrectly handled. Before doing any work on the unit, ensure that all pressure is vented from the system and that the machine cannot be started accidentally.

Ensure that the machine is operating at the rated pressure and that the rated pressure is known to all relevant personnel.

All air pressure equipment installed in or connected to the machine must have safe working pressure ratings of at least the machine rated pressure.

If more than one compressor is connected to one common downstream plant, effective check valves and isolation valves must be fitted and controlled by work procedures, so that one machine cannot accidentally be pressurized or over pressurized by another.

Compressed air must not be used for a feed to any form of breathing apparatus or mask.

The discharged air contains a very small percentage of compressor lubricating oil and care should be taken to ensure that downstream equipment is compatible.

If the discharged air is to be ultimately released into a confined space, adequate ventilation must be provided.

When using compressed air, always use appropriate personal protective equipment.

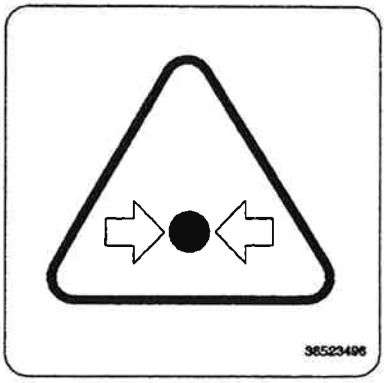
All pressure containing parts, especially flexible hoses and their couplings, must be regularly inspected, be free from defects and be replaced according to the Manual instructions.

Avoid bodily contact with compressed air.

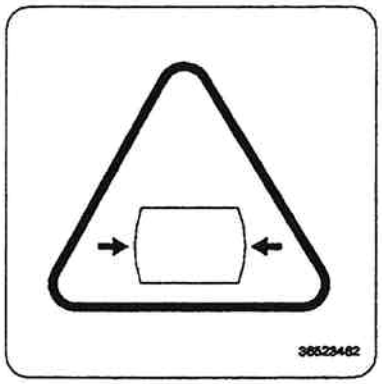
The safety valve located in the separator tank must be checked periodically for correct operation.

Corrosion risk.

Hot Surface

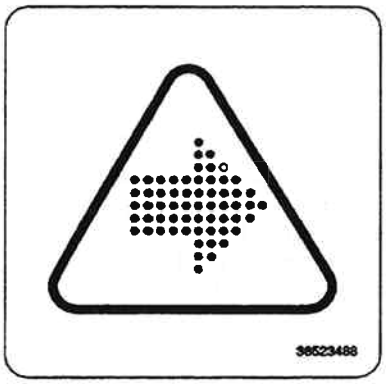


Pressurized vessel.



Pressurized component or system.

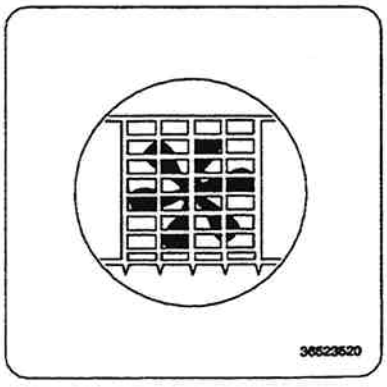
Do not remove manual.



Air/gas flow or Air discharge.

Do not breathe the compressed air from this machine.

Read the Operation and Maintenance manual before operation or maintenance of this machine is undertaken.



Do not operate the machine without guard being fitted.

CAUTION

Tie down point.

WARNING: Hot and harmful exhaust gas.

Lifting point.

Diesel Fuel.
No naked lights.

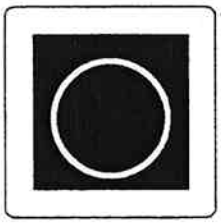
Do not stand on any service valve or other parts of the pressure system.

WARNING: Electrical shock risk.

Parking Brake

WARNING: Consult the operation and maintenance manual before commencing any maintenance.

Do not open valve unless hose connected.



Emergency Stop.

Hazardous Substance Precaution

The following substances are used in the manufacture of this machine and may be hazardous to health if used incorrectly.

SUBSTANCE	PRECAUTION
Antifreeze	Avoid ingestion, skin contact and breathing fumes.
Compressor Oil	Avoid ingestion, skin contact and breathing fumes.
Engine Lubricating Oil	Avoid ingestion, skin contact and breathing fumes.
Preservative Grease	Avoid ingestion, skin contact and breathing fumes.
Rust Preventative	Avoid ingestion, skin contact and breathing fumes.
Diesel Fuel	Avoid ingestion, skin contact and breathing fumes.
Battery Electrolyte	Avoid ingestion, skin contact and breathing fumes.

The following substances may be produced during the operation of this machine and may be hazardous to health.

SUBSTANCE	PRECAUTION
Engine Exhaust Fumes	Avoid breathing.
Engine Exhaust Fumes	Avoid build–up of fumes in confined spaces.
Brake Lining Dust	Avoid breathing during maintenance.

SECTION 1

TABLE OF CONTENTS

SECTION 2 – FOREWORD

The contents of this manual are considered to be proprietary and confidential to Ingersoll–Rand and should not be reproduced without the prior written permission of Ingersoll–Rand.

Nothing contained in this document is intended to extend any promise, warranty or representation, expressed or implied, regarding the Ingersoll–Rand products described herein. Any such warranties or other terms and conditions of sale of products shall be in accordance with the standard terms and conditions of sale for such products, which are available upon request.
This manual contains instructions and technical data to cover all routine operation and scheduled maintenance tasks by operation and maintenance staff. Major overhauls are outside the scope of this manual and should be referred to an authorized Ingersoll–Rand service department.

The design specification of this machine has been certified as complying with E.C. directives. Any modification to any part is absolutely prohibited and would result in the CE certification and marking being rendered invalid.

All components, accessories, pipes and connectors added to the compressed air system should be:

- of good quality, procured from a reputable manufacturer and, wherever possible, be of a type approved by Ingersoll–Rand.
- clearly rated for a pressure at least equal to the machine maximum allowable working pressure.
- compatible with the compressor lubricant/coolant.

- accompanied with instructions for safe installation, operation and maintenance.

Details of approved equipment are available from Ingersoll–Rand Service departments.

The use of repair parts other than those included within the Ingersoll–Rand approved parts list may create hazardous conditions over which Ingersoll–Rand has no control. Therefore, Ingersoll–Rand cannot be held responsible for equipment in which non–approved repair parts are installed.

Ingersoll–Rand reserves the right to make changes and improvements to products without notice and without incurring any obligation to make such changes or add such improvements to products sold previously.

The intended uses of this machine are outlined below and examples of unapproved usage are also given. However, Ingersoll–Rand cannot anticipate every application or work situation that may arise. **If in doubt, consult supervision.**

This machine has been designed and supplied for above ground operation to be used for compression of normal ambient air containing no additional gases, vapors or particles within the ambient temperature range specified in the general data section of this manual.

This machine should not be used:

A. For direct or indirect human consumption of the compressed air.

B. Outside the ambient temperature range specified in the general data section of this manual.

C. When an actual or foreseeable risk of hazardous levels of flammable gases or vapors exists.

D. With other than Ingersoll–Rand approved components.

E. With guards, or controls or switches missing or disabled.

F. For storage or transportation of materials inside or on the enclosure.

This company accepts no responsibility for errors in translation of this manual from the original English version.

SECTION 3 – GENERAL DATA

COMPRESSOR MODEL:	HP1300	P1600

RATED PRESSURE

Air Delivery – cfm (litres/sec)	1300 (615)	1600 (755)
Rated Delivery – (psi/kpa)	150 (1050)	100 (700)

ENGINE (DIESEL)

Manufacturer	Cummins
Model	NTA855C
RPM (Full Load)	1800
RPM (No Load)	1200
Electrical System	24 Volts

FLUID CAPACITIES – U.S. Gallons (litres)

Compressor Lubricant – initial (dry) fill	55 (208)
Compressor Lubricant – service refill	48 (182)
Fuel Tank (Use clean DIESEL fuel)	180 (680)
Engine Coolant (Radiator)	16.0 (61)

UNIT MEASUREMENTS/WEIGHTS – feet (meters)

Overall Length	15.9 (4.84)
Overall Height:	8.46 (2.58)
Overall Width:	7.38 (2.25)
Weight – pounds (kilograms)	14900 (6765)

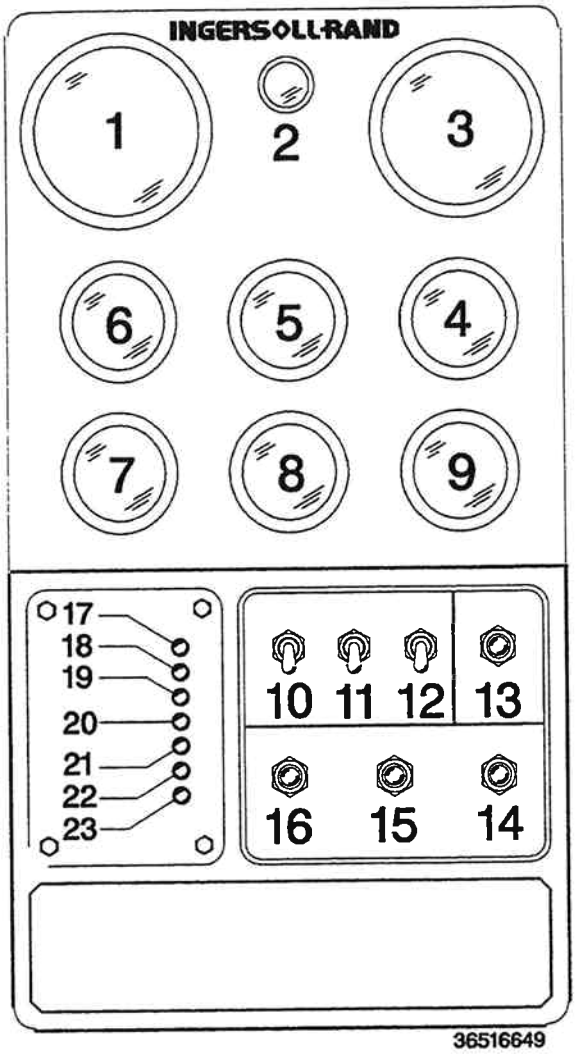
RUNNING GEAR

Tire Size:	8.25 x 15TR, Load Range F
Inflation Pressure (cold):	105 psig (720 kPa)
Towing Speed (maximum):	20 mph (32 km/hr)

EXPENDABLE SERVICE PARTS:	I/R PART NO.
Compressor Oil Filter Element	36758613
Compressor Oil Separator Element	36754406
Air Cleaner Element (Inner)	36864379
Air Cleaner Element (Outer)	36864361

CAUTION: Any departure from the specifications may make this equipment unsafe.

SECTION 4 – OPERATING INSTRUCTIONS



1. **Discharge Pressure Gauge –**

Indicates pressure in receiver tank, normally from 0 psi (kPa) to the rated pressure of the machine.

2. **Lamp – Controlled by Switch 11.**

3. **Engine Tachometer** – Indicates engine speed in RPM from 0 when stopped to full speed.

4. **Discharge Air Temperature Gauge** – Indicates in °F and °C. Normal operating range: 185°F/85°C to 230 °F/110 °C.

5. **Fuel Level Gauge** – Indicates amount of fuel in tanks.

6. **Engine Oil Pressure Gauge** – Normal range is 45 to 70 psi (310–480 kPa) at 1800 rpm with SAE 30 oil.

7. **Hourmeter** – Records running time for maintenance purposes.

8. **Voltmeter** – Indicates battery condition.

9. **Engine Water Temperature Gauge** – Indicates coolant temperature, with normal operating range from 180°F(82°C) to 210°F(99°C).

CONTROLS

10. **Power Switch** – Flip "On" to operate, "Off" to stop.

11. **Lights Switch** – Operates Lamp 2 and those within gauges.

12. **Heaters Switch** – Activates control system heaters for operation below 32°F(°C).

13. **Service Air Button** – After warm up, provides full air pressure at the service outlet.

14. **Bypass Button** – Bypasses automatic shutdown circuit.

15. **Start Button** – Activates the engine starter.

16. **Ether Inject Button** – Injects a measured shot. USE SPARINGLY.

DIAGNOSTICS / AUTOMATIC SHUTDOWN

17. **High Compressor Temperature** – 220°F(104°C) or more.

18. **Low Engine Oil Pressure** – 12 psi (80 kPa) or less.

19. **High Engine Temperature** – Coolant above 210°F (102°C).

20. **Low Fuel Level** – Comes on first as a warning and eventually triggers a shutdown.

21. **Alternator Not Charging** – Needs attention.

22. **Low Coolant Level** – Dangerously low; needs attention.

23. **Air Filters Restricted** – Need servicing.

WARNING

Do not climb on top of unit. The lifting eye can be reached through the roof door ONLY from INSIDE of the unit.

BEFORE TOWING

•When lifting or lowering drawbar, always grasp drawbar firmly and stand to one side.

•Ensure that the tires, wheels and running gear are in good condition and secure.

TOWING

•Do not tow this unit in excess of 20 mph (32 km/hr).

•Use a tow vehicle whose towing capacity is greater than the gross weight of this unit.

SETTING – UP (ALL UNITS)

• Place the unit in an open, well–ventilated area. Position as level as possible. The design of these units permits a 15 degree sidewise limit on out–of–level operation.

•When the unit is to be operated out–of–level , it is important: (1) to keep the engine crankcase oil level near the high level mark (with the unit level), and (2) to have the compressor oil level gauge show no more than mid–scale (with the unit running at full load). Do not overfill either the engine crankcase or the compressor lubricating oil system. Chock wheels or otherwise retrain from moving.

CAUTION

Do not connect the air discharge on this unit onto a common header with any other unit of any description, or any other source of compressed air, without first making sure a check–valve is used between the header and the unit. If this unit is connected in parallel with another unit of higher discharge pressure and capacity, a safety hazard could occur in a back–flow condition.

WARNING

Unrestricted air flow from a hose will result in a whipping motion of the hose which can cause severe injury or death. A safety device must be attached to the hose at the source of supply to reduce pressure in case of hose failure or other sudden pressure release. Reference: OSHA regulation 29 CFR Section 1926.302 (b).

BEFORE STARTING –

• Open service valve (s) to ensure pressure is relieved in receiver–separator system. Close valve (s) in order to build up full air pressure and ensure proper oil circulation.

• Check battery for proper connections and condition.

WARNING

COMBUSTIBLE GAS CAN CAUSE SEVERE BURNS, BLINDNESS OR DEATH. KEEP SPARKS AND OPEN FLAME AWAY FROM BATTERY.

• Check the compressor lubricating oil level. The proper oil level is mid–way on the sight gauge. Add oil if the level falls to the bottom of the sight gauge when the unit is running at full load. Do not overfill.

•To jump–start, connect the positive booster/charger cable to the 24VDC positive (+) terminal of the battery. Then connect the negative booster/charger cable to the engine block...Not to the negative (–) terminal of the weak battery. After starting, disconnect the negative (–) cable from engine block; then from the booster battery/charger. Disconnect positive (+) cable from both batteries.

Do not remove the cap from a HOT engine radiator. The sudden release of pressure from a heated cooling system can result in a loss of coolant and possible severe personal injury.

WARNING

Hot pressurized fluid can cause severe burns. Do not open radiator while hot.

• Check engine coolant level by removing the radiator top cap and looking for coolant in the filler neck of the radiator. Add coolant as required. Insure that radiator cap is installed properly and tightened. Note: this machine will not allow engine starting if engine coolant is low.

NOTICE: If the appropriate mixture of antifreeze is not used during freezing temperatures, failure to drain the engine may cause costly engine damage. Never use water only as corrosion inhibitors are required in engine coolant fluid.

CAUTION

No smoking, sparks, or open flame near fuel.

• Check the fuel level. Add only CLEAN DIESEL fuel for maximum service from the engine. Refer to the engine Operator's Manual for fuel specifications.

NOTICE

To minimize condensation (water) in the fuel tank, it is recommended to fill the tank at the end of each day.

WARNING

This machine produces loud noise with doors open. Extended exposure to loud noise can cause hearing loss. Wear hearing protection when doors or valve (s) are open.

• Close the side doors to maintain a cooling air path and to avoid recirculation of hot air. This will maximize the life of the engine and compressor and protect the hearing of surrounding personnel.

• Be sure no one is IN or ON the compressor unit.

STARTING –

• Flip the POWER switch to "ON". All diagnostics lamps will light (glow for two (2) seconds. Then all lamps should go off except for ALTERNATOR NOT CHARGING and LOW ENGINE OIL PRESSURE.

• In freezing weather (below 32°F / 0°C), flip HEATERS switch "On" and wait sixty (60) seconds. This applies heat to the control system components for easier starting. Leave this switch "On" while operating at these temperatures.

• Press and hold the BYPASS button for ten (10) to fifteen (15) seconds. This operates the 24 volt compressor which pressurizes the inlet valve air cylinder and holds the inlet valve closed for easier starting.

• Press both the START and the BYPASS buttons to crank the engine. DO NOT OPERATE THE STARTER MOTOR FOR MORE THAN TEN (10) SECONDS WITHOUT ALLOWING AT LEAST ONE MINUTE COOLING TIME BETWEEN START ATTEMPTS.

CAUTION

Ether is an extremely volatile, highly flammable gas. Use sparingly! If too much is injected, the uncontrolled explosion may result in costly damage to the engine.

• In cold weather, as required, press the ETHER INJECT button once or twice only while the engine is cranking. This injects a measured amount of ether to the engine.

• Release the START button when the engine starts and sustains running. If the engine does not start after a couple of attempts, refer to – Trouble Shooting.

• Release BYPASS button when the engine speed reaches 1000 rpm. The engine oil pressure should be above 20 psi.

If the engine oil pressure does not rise within five (5) seconds, stop the unit and refer to Engine Operator's Manual.

WARNING

All DIAGNOSTIC lamps should be off. If not, stop the machine and investigate.

- Watch the gauges while the unit warms up for five (5) to ten (10) minutes or until the coolant temperature reaches 140° F (60° C).

- Push the SERVICE AIR button. The engine should go to full speed and the discharge pressure rise to slightly over rated pressure. If there is no air being consumed, the compressor will unload (intake should be throttled or closed) and the engine speed drop to the no load speed.

- Compressor is now ready to furnish air when the service valve is opened.

STOPPING

- Close air service valve (s).
- Allow the unit to run at "no load" for 3 to 5 minutes to reduce the engine temperatures
- Flip all toggle switches to "Off".

NOTICE

Once the engine stops, the automatic blowdown valve will begin to relieve all pressure from the receiver–separator system.

CAUTION

Never allow the unit to sit stopped with pressure in the receiver–separator system. As a precaution, open the service valve.

WARNING

Even after pressure is relieved from the receiver–separator system, any air supply line from the compressor to a tool or machine could remain under pressure and cause very serious personal injury or death. After the compressor stops, carefully open a valve at any tool or machine to exhaust the pressure in any line prior to removal or servicing.

NOTICE

Do NOT wire around or bypass a shutdown sensor or switch.

All units in this family of machines are protected by six (6) sensors or switches at the following locations:

(1) High engine COOLANT temperature in the engine.

(2) Low engine oil pressure, in the engine.

(3) Low Fuel Level. The light on the control panel will come on as a warning.

High Discharge AIR Temperature

(4) At the airend outlet.

(5) In the top cover of the separator tank.

(6) In the service pipe.

UNITS RATED BELOW 200 PSI (1400 kPa)

These units include an additional low oil pressure switch in the supply line to the airend bearings.

AUTOMATIC SHUTDOWN / DIAGNOSTICS

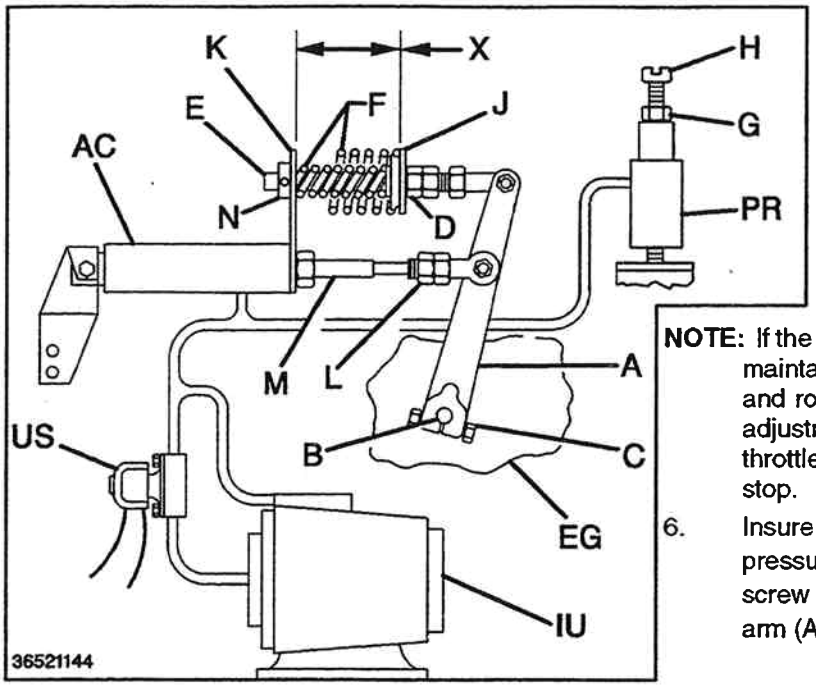
Should any of these problem situations occur, the unit will automatically shutdown and stop. BEFORE restarting the unit or flipping the POWER switch to "Off", check the DIAGNOSTICS area on the instrument panel.

The upper four (4) lamps are electronically "latched" to only respond to the first or primary signal for a shutdown. In other words, if the automatic shutdown is the result of one of these four problems, only that particular problem lamp will be lit. And the lamp will remain lit as long as the batteries provide power.

Refer to OPERATING CONTROLS AND INSTRUMENTS, for the various problem signal criteria (°F, psi, etc.). The indicated problem area should be inspected for a physical cause (low fluid, broken fan belt, evidence of excessive heat, etc.) and corrections made.

Sensors (1) through (4), and additional low oil pressure switch (mentioned above) will automatically reset when the problem condition is corrected. The latter two sensors (5 and 6) employ a fusible material that melts at approximately 280°F (138°C). These fusible sensors MUST be replaced if activated. This would indicate a serious airend system problem that must be thoroughly investigated and corrected before returning the unit to operation.

SPEED AND PRESSURE REGULATION



Adjustment Instructions

Normally, regulation requires no adjusting, but if proper adjustment is lost, proceed as follows:

Before Starting Unit

1. At engine governor, (EG), check the position of throttle arm (A) on governor shaft (B). This is done by loosening nut (C) that clamps the throttle arm (A) to the shaft (B). Rotate shaft (B) counterclockwise as far as possible. Rotate throttle arm until it is vertical. Tighten nut (C).

2. Adjust jam nut (D) on throttle spring rod (E) to fully relieve tension on two compression springs (F).

3. Atop separator cover at pressure regulator (PR) loosen locknut (G) counterclockwise. Turn adjustment screw (H) and locknut (G) counterclockwise.

After Starting Unit

4. Allow unit to warm up, then push "Service Air" button on control panel .

5. Open and adjust service valve on outside of the unit to obtain the rated operating pressure* on the discharge pressure gauge.

NOTE: Turning regulator adjustment screw (H) clockwise will raise pressure at full speed.

NOTE: If the rated operating pressure* cannot be maintained with engine at full load speed* and rod (M) fully extended, turn regulator adjustment screw (H) clockwise until throttle arm (A) moves against governor stop.

6. Insure that pressure is maintained at rated pressure*, then turn regulator adjustment screw (H) counterclockwise until throttle arm (A) just begins to move.

7. Adjust jam nut (D) on throttle spring rod (E) until distance "X" between spring mount (J) and rod guide (K) is 2.88 in. (73 mm).

8. Close service valve (engine will slow to no load or idle speed*). Loosen jam nut (L) at air cylinder (AC) shaft. Rotate air cylinder shaft (M) to adjust speed to no load rpm. If unable to obtain no load rpm, loosen nut (C) and rotate throttle arm (A) as required. Moving throttle arm (A) clockwise increases idle speed. Tighten nut (C) and, if necessary, finely adjust idle speed by rotating air cylinder shaft (M). Then tighten jam nut (L).

9. If necessary, repeat steps 5 and 6.

10 At pressure regulator (PR) tighten lock nut (G).

11. Limit full load engine speed *by adjusting the collar (N) on the end of the throttle spring rod (E).

12. To obtain maximum CFM at any pressure between 80 PSI (550 kPa) and the rated operating pressure*, turn adjustment screw (H) of pressure regulator (PR) to obtain desired discharge pressure at full load engine speed. Always lock and protect pressure setting of adjusting screw (H) with lock nut (G).

13. Insure that unloader solenoid (US) acts to hold pressure in inlet unloader (IU) after shutdown. After start–up a pressure switch will open unloader solenoid (US).

SECTION 5 – MAINTENANCE

GENERAL

In addition to periodic inspections, many of the components in these units require periodic servicing to provide maximum output and performance. Servicing may consist of pre–operation and post– operation procedures to be performed by the operating or maintenance personnel. The primary function of preventive maintenance is to prevent failure, and consequently, the need for repair. Preventive maintenance is the easiest and the least expensive type of maintenance. Maintaining your unit and keeping it clean at all times will facilitate servicing.

Correct engine speed is critical to the operation of this machine. Check the idle and full load rpm every three months and adjust in accordance with the speed and pressure adjustment instructions in this manual and included on a decal on the machine. Correct speeds are on the general data decal. Refer to the engine Operator's Manual furnished with the unit for the specific requirements on preventive maintenance for the engine.

SCHEDULED MAINTENANCE

The maintenance schedule is based on normal operation of the unit. This page can be reproduced and used as a checklist by the service personnel. In the event unusual environmental operating conditions exist, the schedule should be adjusted accordingly.

COMPRESSOR OIL LEVEL

The oil level is most consistent when the unit is RUNNING AT FULL LOAD and should be checked at this time.The optimum operating level is midway of the sight tube on the side of the receiver tank. See the decal beside the sight tube. If the oil level is not in the "OK" range, make appropriate corrections (Add or Drain). A totally filled sight tube in which the level is not visible indicates an over–full condition and requires that oil be drained.

AIR CLEANER

This unit is equipped with an AIR FILTERS RESTRICTED lamp on the instrument panel, covering both the engine and the compressor.

This should be checked daily during operation. If the lamp glows (red) with the unit operating at full speed, servicing of the cleaner element is necessary.

Also weekly squeeze the rubber valve (precleaner dirt dump) on each air cleaner housing to ensure that they are not clogged. NOTICE: Holes or cracks downstream of the air cleaner housing will cause the restriction indicators to be ineffective.

The air filters restricted sensor will automatically reset after the main power switch is flipped to "OFF."

To service the air cleaners on all units proceed as follows:

1. Loosen outer wing nut and remove with outer element. Inspect red window on special inner wing nut to find small dot. If dot is not visible, remove cotter pin and special wing nut and inner (safety) element.

2. Inspect air cleaner housing for any condition that might cause a leak and correct as necessary.

3. Wipe inside of air cleaner housing with a clean, damp cloth to remove any dirt accumulation, especially in the area where the element seals against the housing.

4. Inspect element by placing a bright light inside and rotating slowly. If any holes or tears are found in the paper, discard this element. If no ruptures are found, the element can be cleaned by one of the following procedures.

5. If a new air filter element is to be used check it closely for shipping damage. To reset the signal indicator in the special wing nut, apply suction to the red window.

6. Install cleaned or new elements in the reverse order to the above. Tighten wing nuts firmly and replace cotter pin.

7. Inspect to ensure that the end cap seals tightly 360 degrees around the air cleaner body.

In the event that the filter element must be reused immediately, compressed air cleaning (as follows) is recommended since the element must be thoroughly dry. Direct compressed air through the element in the direction opposite to the normal air flow through the element.

Move the nozzle up and down while rotating the element. Be sure to keep the nozzle at least one inch (25.4 mm) from the pleated paper.

NOTICE

To prevent damage to the element, never exceed a maximum air pressure of 100 psi (700 kPa).

In the event the element is contaminated with dry dirt, oil or greasy dirt deposits,and a new element is not available, cleaning can be accomplished by washing, using the air cleaner element manufacturer's recommendations.

NOTICE

It is highly recommended that new replacement elements be installed in the unit immediately in order that the unit be returned to service in the shortest possible time. In this manner the elements just removed for cleaning can be washed and stored as future replacement elements.

In addition, the air cleaner system (housing and piping) should be inspected every month for any leakage paths or inlet obstructions. Make sure the air cleaner mounting bolts and clamps are tight. Check the air cleaner housing for dents or damage which could lead to a leak. Inspect the air transfer tubing from the air cleaner to the compressor and the engine for holes. Make sure that all clamps and flange joints are tight.

GAUGES

The instruments or gauges are essential for safety, maximum productivity and long service life of the machine. Inspect the gauges and test any diagnostic lamps prior to start–up. During operation observe the gauges and any lamps for proper functioning. Refer to Operating Controls, for the normal readings.

FUEL TANK

This unit is equipped with dual tanks that can be filled from either side. Using clean fuel in the fuel tanks is vitally important and every precaution should be taken to ensure that only clean fuel is either poured or pumped into the tank.

When filling the fuel tank on this unit, by methods other than a pump and hose, use a CLEAN non–metallic funnel.

Every six months the drain plugs should be removed from the tanks so that any sediment or accumulated condensate may be drained. When replacing the drain plugs, make sure they are tightened securely.

BATTERY

Heavy–duty, diesel cranking type batteries were installed at the factory and these should be inspected weekly. Keep the battery posts–to–cable connections clean, tight and lightly coated with a grease. Also the electrolyte level in each cell should cover the top of the plates. If necessary, top–up with clean distilled water.

TIRES

A weekly inspection is recommended. The proper inflation pressure for the tires is listed on General Data. Tires that have cuts or cracks or little tread should be repaired or replaced. Monthly check the wheel lug nuts for tightness.

AUTOMATIC SHUTDOWN SYSTEM

The high discharge air temperature switch will require approximately 248°F (120°C) to actuate. The engine coolant temperature switch will require approximately 210° F (99° C) to actuate. Replace any defective switch before continuing to operate the unit.

A low oil pressure switch may be tested by removing it and connecting it to a source of controlled pressure while monitoring an ohmmeter connected to the switch terminals. As pressure is applied slowly from the controlled source, the switch should close at 12 psi (.84 kgf per cm 2) and show continuity through the contacts. As the pressure is slowly decreased to 8 psi (0.56 kgf per cm2) the contacts should open and the ohmmeter should show lack of continuity (infinite ohms) through the contacts. Replace a defective switch before continuing to operate the unit.

COMPRESSOR OIL COOLER

The compressor lubricating and cooling oil is cooled by means of the fin and tube–type oil cooler, located beside the radiator. The lubricating and cooling oil, flowing internally through the core section, is cooled by the air stream from the cooling fan flowing past the core section. When grease, oil and dirt accumulate on the exterior surfaces of the oil cooler, its efficiency is impaired.

Each month it is recommended that the oil cooler be cleaned by directing compressed air which contains a nonflammable safety solvent through the core of the oil cooler. This should remove the accumulation of grease, oil and dirt from the exterior surfaces of the oil cooler core so that the entire cooling area can transmit the heat of the lubricating and cooling oil to the air stream.

In the event foreign deposits, such as sludge and lacquer, accumulate in the oil cooler to the extent that its cooling efficiency is impaired, a resulting high discharge air temperature is likely to occur, causing shut down of the unit.

To correct this situation it will be necessary to clean it using a cleaning compound in accordance with the manufacturer's recommendations. Use only a dependable cleaning compound. This is of prime importance because different cleaners vary in concentration and chemical composition. After completing the cleaning procedure, the oil cooler must be flushed before returning to service.

RADIATOR

WARNING

Do not remove the cap from a HOT engine radiator. The sudden release of pressure from a heated cooling system can result in a loss of coolant and possible severe personal injury.

The engine cooling system is filled at the factory with a 50/50 mixture of water and ethylene glycol. This permanent type antifreeze contains rust inhibitors and provides protection to –35° F (–37°C). The use of such a mixture is recommended for both summer and winter operation. When using water alone, be sure to add a reputable brand of rust inhibitor to prevent internal corrosion.

It is recommended to test the freezing protection of the coolant every six months or prior to freezing temperatures. Replenish with a fresh mixture every twelve months. A drain for the system is located in the bottom radiator tank. An alternate method would be to disconnect a bottom radiator hose.

Each month, inspect the radiator exterior for obstructions (dirt, bugs, etc.). If present, blow water or compressed air containing a nonflammable solvent between the fins in a direction opposite the normal air flow. Should the radiator be clogged internally, standard automotive practices should be followed.

HOSES

Each month it is recommended that all of the intake lines to and from the air cleaners, the engine cooling system hoses and all of the flexible hoses used for air, oil, and fuel be inspected.

To ensure freedom from air leaks, all rubber hose joints and the screw–type hose clamps must be absolutely tight. Regular inspection of these connections for wear or deterioration is a definite "must" if regulator servicing of the air cleaners is not to prove futile.

Premature wear of both the engine and compressor is ASSURED whenever dust–laden air is permitted to enter the engine's combustion chamber or the compressor intake practically unfiltered.

The flexible hoses used in the fuel, oil and air lines on these units are primarily used for their ability to accommodate relative movement between components. It is extremely important they be periodically inspected for wear and deterioration. Clamps are used to prevent hose cover abrasion through vibration. This abrasion may occur when two hose lines cross, or when a hose line rubs against a fixed point; therefore, it is necessary that all clamps be replaced if missing. It is also important the operator does not use the hoses as convenient hand hold or steps. Such use can cause early cover wear and hose failure.

NOTICE

Piping systems operating at less than 150 psi (1050 kPa) may use a special nylon tubing. The associated fittings are also of a special "push–in" design. If so, features are as follows:

Pulling on the tubing will cause the inner sleeve to withdraw and compress, thus tightening the connection. The tubing can be withdrawn only while holding the sleeve against the fitting. The tubing can be removed and replaced numerous times without losing its sealing ability.

To install the nylon tubing, make a mark (with tape or grease pencil) approximately 7/8 inch from the end of the tubing. Insert the tubing into the sleeve and "push–in" past the first resistance to the bottom. The mark should be approximately 1/16 inch from the sleeve, for the 3/8 inch O.D. tubing; 1/8 inch for the 0.25 inch O.D. tubing. This will ensure that the tubing is fully engaged in the sealing mechanism.

COMPRESSOR OIL FILTERS

The compressor lubrication and cooling oil system includes dual spin–on, throw away type oil filters, each with an internal bypass valve. With a clean, new filter element, all of the oil flows through the full element area, from the outside/inside. As each element becomes contaminated with dirt, a pressure differential is created in the filter housing between the oil inlet and outlet ports. As this differential approaches 25 psi (175 kPa), the bypass valve starts to open, thus permitting a small quantity of oil to bypass the filter. As the contaminants continue to build up, more and more of the oil bypasses the filter media itself.

This bypass does not provide any filtration but does allow a maximum flow of compressor lubricating and cooling oil to preclude any possible damage from loss of oil. Also the design of the filter prevents any washing–off of any dirt during oil bypassing.

NOTICE

The oil filter must be replaced every 500 hours of operation. On new or overhauled units, replace the element after the first 50 and 150 hours of operation; thereafter, service the oil filter every 500 hours.

To service the oil filters it will first be necessary to shut the unit down. Wipe off any external dirt and oil from the exterior of the filter to minimize any contamination from entering the lubrication system. Proceed as follows:

WARNING

High pressure air can cause severe injury or death from hot oil and flying parts. Always relieve pressure before removing caps, plugs, covers or other parts from pressurized air system.

1. Open the service air valve(s) to ensure that system is relieved of all pressure. Close the valve(s).

2. Turn the spin–on filter element counterclockwise to remove it from the filter housing. Inspect the filter element and then discard.

NOTICE

If there is any indication of formation of varnishes, shellacs or lacquers on the oil filter element, it is a warning the compressor lubricating oil has improper characteristics and should be immediately changed.

3. Inspect the oil filter head to be sure the gasket was removed with the oil filter element. Clean the gasket seal area on the oil filter head.

NOTICE

Installing a new oil filter element when the old gasket remains on the oil filter head will cause an oil leak and can cause property damage.

4. Lubricate the new filter gasket with the same oil being used in the machine.

5. Install new filter by turning element clockwise until gasket makes initial contact. Tighten an additional 1/2 to 3/4 turn.

6. Start unit and allow to build up to rated pressure. Check for leaks before placing unit back into service.

FASTENERS

Visually check entire unit in regard to bolts, nuts and screws being properly secured. Spot check several capscrews and nuts for proper torque. If any are found loose, a more thorough inspection must be made. Take corrective action.

COMPRESSOR OIL

The lubricating and cooling oil must be replaced every 1000 hours of operation or six (6) months, whichever comes first.

RUNNING GEAR

Every month or 500 miles, tighten the wheel lug nuts to 85 – 95 lbs.–ft. Every six months the wheel bearings, grease seals and axle spindles should be inspected for damage (corrosion, etc.) or excessive wear. Replace any damaged or worn parts. Repack wheel bearings. Use a wheel bearing grease conforming to specification MIL–G–10924 and suitable for all ambient temperatures.

Grease can be replaced in a wheel bearing using a special fixture or by hand as follows.

Place a spoonful of grease in the palm of one hand and take the bearing in the other hand. Push a segment of the wider end of the bearing down into the outer edge of the grease pile closest to the thumb. Keep lifting and pushing the bearing down into the edge of the grease pile until grease oozes out both from the top and from between the rollers. Then rotate the bearing to repeat this operation on the next segment. Keep doing this until you have the entire bearing completely filled with grease.

Before installing bearing, place a light coat of grease on the bearing cups which are pressed in the hub.

NOTICE

Excessive grease in the hub or grease cap serves no purpose due to the fact that there is no way to force the grease into the bearing. The manufacturer's standard procedure is to thoroughly pack the inner and outer bearing with grease and then to apply only a very small amount of grease into the grease cap.

If bearing adjustment is required or the hub has been removed for any reason, the following procedure must be followed to ensure a correct bearing adjustment of 0.001 to .012 free play.

1. While rotating hub slowly to seat the bearings, tighten spindle nut to approximately 15 lbs.–ft. Grasp the tire at the top and bottom and rock, in and out. There should be no evidence of looseness (free play) at the bearing.

2. Loosen nut to remove preload torque. Do not rotate hub.

3. Finger tighten nut until just snug. Loosen nut until the first nut castellation lines up with cotter pin hole in spindle. Insert cotter pin.

4. Ensure a definite but minimal amount of free play by rocking the tire.

5. Bend over cotter pin legs to secure nut and clear grease cap.

6. Nut should be free to move with only restraint being the cotter pin.

RECEIVER–SEPARATOR SYSTEMS

WARNING

High pressure air can cause severe injury or death from hot oil and flying parts. Always relieve pressure before removing caps, plugs, covers or other parts from pressurized air system.

*** Open service valve at end of machine.**

*** Ensure pressure is relieved, with BOTH:**
- **Discharge air pressure gauge reads zero (0).**
- **No air discharging from service valve.**

* When draining oil, remove and replace (make tight) plug at bottom of separator tank.

* When adding oil, remove and replace (make tight) plug on side of separator tank.

In the compressor lubricating and cooling system, separation of the oil from the compressed air takes place in the receiver–separator tank. As the compressed air enters the tank, the change in velocity and direction drop out most of the oil from the air.

Additional separation takes place in the oil separator element which is located in the top of the tank.

Any oil accumulation in this separator element is continuously drained off by means of a scavenge tube which returns the accumulated oil to the system.

SCAVENGE LINE

WARNING

High pressure air can cause severe injury or death from hot oil and flying parts. Always relieve pressure before removing caps, plugs, covers or other parts from pressurized air system.

The scavenge line originates at the receiver–separator tank cover and terminates at the compressor air-end through an orifice (.063 inch/1.6 mm).

Once a year or every 2000 hours of operation, whichever comes first, remove this line and any orifice, thoroughly clean, then reassemble.

NOTICE

Excessive oil carry–over may be caused by an oil–logged separator element. Do not replace element without first performing the following maintenance procedure:

1. Check oil level. Maintain as indicated earlier in this section.

2. Thoroughly clean scavenge line, any orifice and check valve.

3. Assure minimum pressure valve (if so equipped) has proper setting.

4. Run unit at rated operating pressure for 30 to 40 minutes to permit element to clear itself.

COOLING FAN DRIVE

The heat exchanger or cooling fan is driven by a multiple V–belt arrangement from the engine. Inspect the cooling fan belts weekly or at 50 hour intervals. These V–belts should be maintained at the proper tension. Fan belts that are too tight impose an undue load on the fan shaft bearings and shorten the life of the belts. Fan belts that are too loose allow slippage and lower the fan speed, cause excessive belt wear, and can lead to overheating of the cooling systems.

BRAKE SYSTEMS

Adjustment of brake is achieved by, rotating the adjusting knob at the end of the brake lever, by adjusting the link rod at the equalizer, by adjusting the brake shoe/drum clearance, and by altering the angle of the brake arm setting.

Adjustment of the brake arm angle should only be necessary in order to adjust the equalizer plate to make sure both cables travel an equal distance when the brake is applied.

Periodically check fasteners and components for tightness and damage. Tighten, adjust, or replace components as required.

The unit's parking brake should be tested before being placed into service.

The brakes should be adjusted to hold the unit on a 15% grade (8.5°).

Overadjustment of the brakes will result in excessive wear and/or damage to the brake components.

OIL SEPARATOR ELEMENT

The life of the oil separator element is dependent upon the operating environment (soot, dust, etc.) and should be replaced every twelve months or 2000 hours. To replace the element proceed as follows:

* Ensure the tank pressure is zero.

* Disconnect the hose from the scavenge tube.

* Remove scavenge tube from tank cover.

* Disconnect service line from cover.

* Remove (16) cover mounting screws.

* Remove cover, element and inner shell.

* Remove any gasket material left on cover or tank.

* Install new gasket, inner shell and new element.

NOTICE

Do not remove staples from the element/ gasket connection.

*Place a straightedge across top of element and measure from bottom of straightedge to bottom of element (See Fig. 4.1).

*Replace scavenge tube in cover (cover is still off of tank).

*Measure from bottom of cover to end of scavenge tube (See Fig. 4.2). Measurement should be from 1/8" to 1/4" less than the element measurement. If not, cut to size.

*Remove scavenge tube.

*Reposition cover (use care not to damage gaskets).
*Replace cover mounting screws: tighten in a criss-cross pattern to 100 lbs.–ft.

*Reconnect service line. Replace scavenge tube. Reconnect hose.

*Close service valve. Start unit and look for leaks.

When replacing the element, the scavenge lines, orifice, filter, and check valve should be thoroughly cleaned and the oil changed.

Figure No. 4.1 Element Measurement

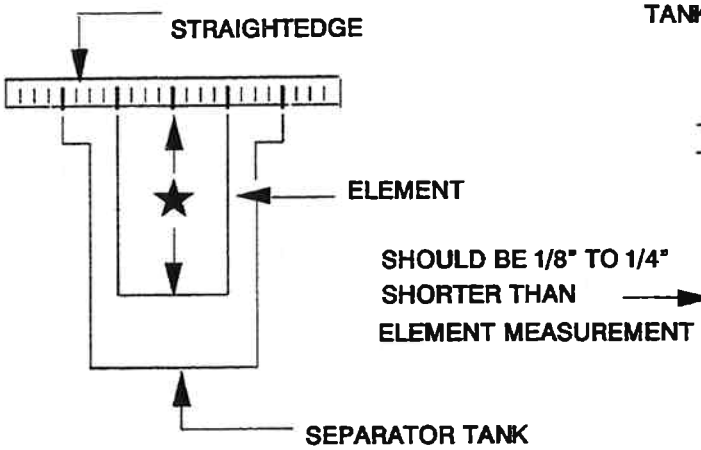
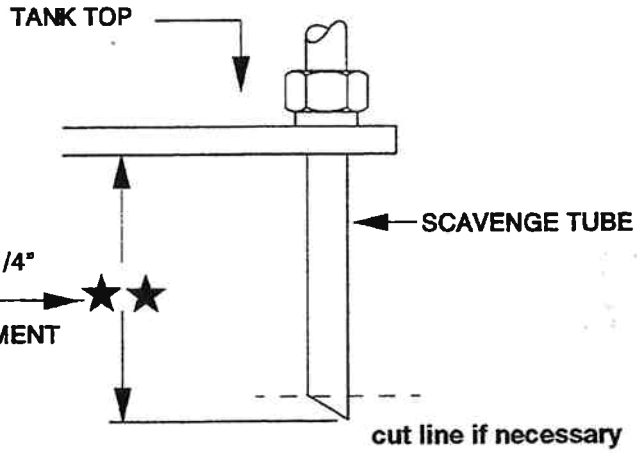


Figure No. 4.2 Tube Measurement



EXTERIOR FINISH CARE

This unit was painted and heat cured at the factory with a high quality, thermoset polyester powder coating. The following care will ensure the longest possible life from this finish.

1. **If necessary to remove dust, pollen, etc. from housing, wash with water and soap or dish washing liquid detergent. Do not scrub with a rough cloth, pad, etc.**

2. **If grease removal is needed, a fast evaporating alcohol or chlorinated solvent can be used. Note: This may cause some dulling of the paint finish.**

3. **If the paint has faded or chalked, the use of a commercial grade, non–abrasive car wax may partially restore the color and gloss.**

To touch–up or paint over and retain the superior finish requires the following:

The area to be painted should be finish sanded with 320 grit paper.

Remove all sanding dust with alcohol using clean, lint free rag(s). Change rag when soiled. Remove any lint and other loose contamination with automobile–grade tack rag(s).

Before applying paint: Inspect to insure that area is free of all dirt, fibers, lint, grease, moisture or any other form of surface contamination. Coat area with a solvent based, automotive–type, high quality liquid paint that will adhere to powder coatings. **DO NOT USE WATER BORNE OR LATEX PRODUCTS.**

If possible allow 30 days before washing with anything but clean water.

CAUTION

- Any unauthorized modification or failure to maintain this equipment may make it unsafe and out of factory warranty.
- If performing more than visual inspections, disconnect battery cables and open manual blowdown valve.
- Use extreme care to avoid contacting hot surfaces (engine exhaust manifold and piping, air receiver and air discharge piping, etc.).
- Never operate this machine with any guards removed.
- Inch and metric hardware was used in the design and assembly of this unit. Consult the parts manual for clarification of usage.

Notice: Disregard any maintenance pertaining to components not provided on your machine.

PREVENTIVE MAINTENANCE SCHEDULE

If operating in extreme environments (very hot, cold, dusty or wet), these time periods should be reduced.

	Daily	Weekly	250 hours	500 hrs /3 mos.	1000 hrs /6 mos.	2000 hrs /12 mos.
Compressor Oil Level	C					
Engine Oil Level	C					
*Radiator Coolant Level	C					
Gauges/Lamps	C					
*Air Cleaner Service Indicators	C					
Fuel Tank (Fill at end of day)	C				Drain	
*Fuel/Water Separator Drain	C					
Air Cleaner Precleaner Dumps		C				
Fan Alternator Belts		C				
Battery/Connections/Electrolyte		C				
Tire Pressure and Surface		C				
*Wheel Lug Nuts			C			
Hoses (Oil, Air, Intake, etc.)			C			
Automatic Shutdown System Test			C			
Air Cleaner System Visual			C			
Compressor Oil Cooler Exterior				Clean		
*Engine Radiator Exterior				Clean		
Engine Oil & Filter			R			
Valve Lash			C			C
Crankcase Breather			C			
Fan Bearing			L			
Govenor					L	
Fasteners				C		
Air Cleaner Elements				WI		
*Fuel/Water Separator Element					R	
Compressor Oil Filter Element				R		
Compressor Oil					R	
*Wheels (Bearings, Seals, etc.)					C	
*Engine Coolant Test					C	R
Shutdown Switch Settings Test						C
Scavenger Orifice & Related Parts						Clean
Oil Separator Element						R

*Disregard if not appropriate for this particular machine.

P/N 36509966

R=Replace C=Check (adjust or replace if necessary)
L=Lubricate WI=Or when indicated

Unit _____ Date _____
Hours _____ Serviceman _____

SECTION 6 – LUBRICATION

GENERAL INFORMATION

Lubrication is an essential part of preventive maintenance, affecting to a great extent the useful life of the unit. Different lubricants are needed and some components in the unit require more frequent lubrication than others. Therefore, it is important that the instructions regarding types of lubricants and the frequency of their application be explicitly followed. Periodic lubrication of the moving parts reduces to a minimum the possibility of mechanical failures.

The Preventive Maintenance Schedule shows those items requiring regular service and the interval in which they should be performed. A regular service program should be developed to include all items and fluids. These intervals are based on average operating conditions. In the event of extremely severe (hot, cold, dusty or wet) operating conditions, more frequent lubrication than specified may be necessary. Details concerning lubrication of the running gear are in Maintenance Section.

All filters and filter elements for air and compressor lubricant must be obtained through Ingersoll–Rand to assure the proper size and filtration for the compressor.

COMPRESSOR OIL CHANGE

These units are normally furnished with an initial supply of oil sufficient to allow operation of the unit for approximately 6 months or 1000 hours, whichever comes first. If a unit has been completely drained of all oil, it must be refilled with new oil before it is placed in operation. Refer to specifications in Lubrication Table.

NOTICE

Some oil types are incompatible when mixed and result in the formation of varnishes, shellacs, or lacquers which may be insoluble. Such deposits can cause serious troubles including clogging of the filters. Where possible, do NOT mix oils of different types and avoid mixing different brands. A type or brand change is best made at the time of a complete oil drain and refill.

If the unit has been operated for the time/ hours mentioned above, it should be completely drained of oil. If the unit has been operated under adverse conditions, or after long periods in storage, an earlier change period may be necessary as oil deteriorates with time as well as by operating conditions.

WARNING

High pressure air can cause severe injury or death from hot oil and flying parts. Always relieve pressure before removing caps, plugs, covers or other parts from pressurized air system. Ensure the following conditions are met:

– Discharge air pressure gauge reads zero (0).
– No air discharging from an "open" manual blowdown valve.

An oil change is good insurance against the accumulation of dirt, sludge, or oxidized oil products.

Completely drain the receiver– separator, piping, and oil cooler. If the oil is drained immediately after the unit has been run for some time, most of the sediment will be in suspension and, therefore, will drain more readily. However, the fluid will be hot and care must be taken to avoid contact with the skin or eyes.

After the unit has been completely drained of all old oil, close the drain valve. Add oil in the specified quantity at the filler plug. Tighten the filler plug and run the machine to circulate the oil. Check the oil level WHEN RUNNING AT FULL LOAD. If not near the middle of the sight tube, stop the unit and make corrections. DO NOT OVERFILL.

FLUIDS AND LUBRICANTS TABLE

ITEM	FLUID	AMBIENT TEMP.	SPECIFICATION
Compressor	• **Oil**	–23°C to 52°C –10°F to 125°F	Dexron ® or Dexron ® II ATF
Engine:	• **Oil**	–10 °C +50°C (14°F +122°F)	Engine Service Classification CE/CF4 15W–40
		–30 °C + 20°C (–22°F +68°F)	10W–30
		–40 °C + 20°C (–40°F +68°F)	5W–30
	• Coolant	Lowest expected temperature	Ethylene–glycol type anti–freeze
	• Fuel		Minimum Cetane 35
Running Gear • **Wheel Bearings** • **Other** • **Hydraulic Brakes**	Grease Grease Fluid	All All All	MIL–G–10924 Multi–Purpose Dot 3 or 4

DEXRON ®– Reg. T.M. of General Motors Corp.

SECTION 7 –Trouble Shooting

INTRODUCTION

Trouble shooting for a portable air compressor is an organized study of a particular problem or series of problems and a planned method of procedure for investigation and correction. The trouble shooting chart that follows includes some of the problems that an operator may encounter during the operation of a portable compressor.

The chart does not attempt to list all of the troubles that may occur, nor does it attempt to give all of the answers for correction of the problems. The chart does give those problems that are most apt to occur. To use the trouble shooting chart:

A. Find the "complaint" depicted as a bold heading.

B. Follow down that column to find the potential cause or causes. The causes are listed in order (1,2,3 etc.) to suggest an order to follow in trouble shooting.

ACTION PLAN

A. Think Before Acting

Study the problem thoroughly and ask yourself these questions:

(1) What were the warning signals that preceded the trouble?
(2) Has a similar trouble occurred before?
(3) What previous maintenance work has been done?
(4) If the compressor will still operate, is it safe to continue operating it to make further checks?

B. Do The Simplest Things First

Most troubles are simple and easily corrected. For example, most complaints are "low capacity" which may be caused by too low an engine speed or "compressor over– heats" which may be caused by low oil level.

Always check the easiest and most obvious things first; following this simple rule will save time and trouble.

Note: For trouble shooting electrical problems, refer to the Wiring Diagram Schematic found in Section 9 – Parts List.

C. Double Check Before Disassembly

The source of most compressor troubles can be traced not to one component alone, but to the relationship of one component with another. Too often, a compressor can be partially disassembled in search of the cause of a certain trouble and all evidence is destroyed during disassembly. Check again to be sure an easy solution to the problem has not been overlooked.

D. Find And Correct Basic Cause

After a mechanical failure has been corrected, be sure to locate and correct the cause of the trouble so the same failure will not be repeated. A complaint of "premature breakdown" may be corrected by repairing any improper wiring connections, but something caused the defective wiring. The cause may be excessive vibration.

TROUBLE SHOOTING CHART

Bold Headings depict the COMPLAINT – Subheadings depict the CAUSE

Note: Subheadings suggest order to follow in cause of troubleshooting.

Short Air Cleaner Life:

- Dirty Operating Conditions
- Inadequate Element Cleaning
- Defective Service Indicator
- Incorrect Stopping Procedure
- Wrong Air Filter Element
- Oil Pump Drive Coupling

Excessive Oil In Air:

- High Oil Level
- Out of Level > 15 degrees
- Clogged Scavenge Orifice
- Scavenge Tube Blocked
- Defective Scavenge Check Valve
- Sep. Tank Blown Down Too Quickly
- Defective Minimum Pressure Valve

Oil Seal Leak:

- Contaminated Lube Oil
- Blocked or Restricted Oil Lines
- Malfunctioning Seal
- Scored Shaft

Will Not Unload:

- Leaks in Regulator Piping
- Incorrect Pressure Regulator Adjustment
- Malfunctioning Pressure Regulator
- Malfunctioning Inlet Unloader/Butterfly Valve
- Ice in Regulation Lines/Orifice

Oil In Air Cleaner:

- Incorrect Stopping Procedure
- Oil Pump Drive Coupling
- Discharge Check Valve Faulty

Safety Valve Relieves:

- Operating Pressure Too High
- Leaks In Regulator Piping
- Incorrect Pressure Regulator Adjustment
- Malfunctioning Pressure Regulator
- Malfunctioning Inlet Unloader/Butterfly Valve
- Defective Safety Valve
- Defective Separator Element
- Ice in Regulation Lines/Orifice

Excessive Compressor Oil Temperature:

- Ambient Temp. > 125°F (52°C)
- Out of Level > 15 degrees
- Low Oil Level
- Wrong Lube Oil
- Dirty Cooler
- Dirty Operating Conditions
- Clogged Oil Filter Elements
- Loose or Broken Belts
- Operating Pressure Too High
- Recirculation Of Cooling Air
- Malfunctioning Thermostat
- Malfunctioning Tan
- Defective Oil Cooler Relief Valve
- Defective Minimum Pressure Valve
- Blocked or Restricted Oil Lines
- Airend Malfunctioning

Engine RPM Down:

- Clogged Fuel Filter
- Operating Pressure Too High
- Incorrect Pressure Regulator Adjustment
- Malfunctioning Pressure Regulator
- Incorrect Linkage Adjustment
- Dirty Air Filter
- Malfunctioning Air Cylinder
- Wrong Air Filter Element
- Defective Separator Element
- Ice In Regulation Lines/Orifice
- Engine Malfunctioning
- Airend Malfunctioning

Excessive Vibration:

- Rubber Mounts Damaged
- Malfunctioning Fan
- Drive Coupling Defective
- Engine Malfunctioning
- Airend Malfunctioning

Low CFM:

- Dirty Air Filter
- Incorrect Linkage Adjustment
- Incorrect Pressure Regulator Adjustment
- Malfunctioning Pressure Regulator
- Operating Pressure Too High
- Malfunctioning Inlet Unloader/Butterfly Valve
- Malfunctioning Air Cylinder
- Defective Minimum Pressure Valve
- Defective Separator Element
- Wrong Air Filter Element
- Ice in Regulation Lines/Orifice

Unit Shutdown:

Out of Fuel
Compressor Oil Temp. Too High
Engine Water Temp. Too High
Engine Oil Pressure Too Low
Broken Engine Fan Belt
Loose Wire Connection
Low Fuel Level Shutdown Switch
Defective Discharge Air Temp. Switch
Defective Engine Belt Break Switch
Defective Engine Oil Pressure Switch
Defective Shutdown Solenoid
Malfunctioning Relay
< 9 Volts at Shutdown Solenoid
Blown Fuse
Engine Malfunctioning
Airend Malfunctioning

Unit Fails To Shutdown:

Low Fuel Shutdown Switch
Defective Discharge Air Temperature Switch
Defective Engine Belt Break Switch
Defective Engine Oil Pressure Switch
Defective Shutdown Solenoid
Malfunctioning Relay
Defective Safety Bypass Switch

Alternator Lamp Stays On:

Loose or Broken Belts
Loose Wire Connection
Low Battery Voltage
Malfunctioning Alternator
Malfunctioning Circuit Board

Alternator Lamp Stays Off:

Bulb Burned Out
Loose Wire Connection
Malfunctioning Circuit Board

Won't Start/Run:

Low Battery Voltage
<9 Volts at Shutdown Solenoid
Blown Fuse
Malfunctioning Start Switch
Defective Safety Bypass Switch
Clogged Fuel Filters
Out of Fuel
Compressor Oil Temp. Too High
Engine Water Temp. Too High
Engine Oil Pressure Too Low
Loose Wire Connection
Defective Discharge Air Temp. Switch
Defective Engine Belt Break Switch
Defective Engine Oil Pressure Switch
Defective Shutdown Solenoid
Malfunctioning Relay
Engine Malfunctioning
Airend Malfunctioning

Engine Temperature Lamps Stays On:

Broken Engine Fan Belt
Malfunctioning Circuit Board
Defective Engine Belt Break Switch
Ambient Temp. > 125°F (52°C)
Dirty Operating Conditions
Dirty Cooler
Out of Level >15 degrees
Operating Pressure Too High
Recirculation of Cooling Air

Engine Oil Pressure Lamp Stays On:

Low Oil Level
Out of Level >15 degrees
Wrong Lube Oil
Clogged Oil Filter Elements
Engine Malfunctioning

Engine Temperature Lamps Stays Off:

Bulb Burned Out
Loose Wire Connection
Malfunctioning Circuit Board
Defective Engine Belt Break Switch

Engine Oil Pressure Lamp Stays Off:

Bulb Burned Out
Malfunctioning Circuit Board
Defective Engine Oil Pressure Switch
Malfunctioning Fan
Engine Malfunctioning

SECTION 8 – PARTS ORDERING

GENERAL

This publication, which contains an illustrated parts breakdown, has been prepared as an aid in locating those parts which may be required in the maintenance of the unit. All of the compressor parts, listed in the parts breakdown, are manufactured with the same precision as the original equipment. For the greatest protection always insist on genuine Ingersoll–Rand Company parts for your compressor.

NOTICE

Ingersoll–Rand Company can bear no responsibility for injury or damages resulting directly from the use of non–approved repair parts.

Ingersoll–Rand Company service facilities and parts are available worldwide. There are Ingersoll–Rand Company Construction Equipment Group Sales Offices and authorized distributors located in the principal cities of the United States. In Canada our customers are serviced by the Canadian Ingersoll–Rand Company, Limited. There are also Ingersoll–Rand International autonomous companies and authorized distributors located in the principal cities throughout the free world.

Special order parts may not be included in this manual. Contact the Mocksville Parts Department with the unit serial number for assistance with these special parts.

DESCRIPTION

The illustrated parts breakdown illustrates and lists the various assemblies, subassemblies and detailed parts which make up this particular machine. This covers the standard models and the more popular options that are available. A series of illustrations show each part distinctly and in location relative to the other parts in the assembly. The part number, the description of the part and the quantity of parts required are shown on each illustration or on adjacent page.

The quantities specified are the number of parts used per one assembly and are not necessarily the total number of parts used in the machine. Where no quantity is specified the quantity is assumed to be one.

Each description of a part is based upon the "noun first" method, i.e., the identifying noun or item name is always the first part of the description. The noun name is generally followed by a single descriptive modifier. The descriptive modifier may be followed by words or abbreviations such as upper, lower, inner, outer, front, rear, RH, LH, etc. when they are essential.

In referring to the rear, the front or to either side of the unit, always consider the **drawbar end** of the unit as the **front.** Standing at the rear of the unit facing the drawbar (front) will determine the right and left sides.

FASTENERS

Both SAE/inch and ISO/metric hardware have been used in the design and assembly of these units. In the disassembly and reassembly of parts, extreme care must be taken to avoid damaging threads by the use of wrong fasteners. In order to clarify the proper usage and for exact replacement parts, all standard fasteners have been identified by part number, size and description. This will enable a customer to obtain fasteners locally rather than ordering from the factory. These parts are identified in tables that will be found at the rear of the parts illustrations. Any fastener that has not been identified by both part number and size is a specially engineered part that must be ordered by part number to obtain the exact replacement part.

MARKINGS AND DECALS

NOTICE

Do not paint over safety warnings or instructional decals. If safety warning decals become illegible, immediately order replacements from the factory.

Part numbers for original individual decals and their mounting locations are shown within Parts List section. These are available as long as a particular model is in production.

Afterwards, service sets of exterior decals and current production safety warning decals are available. Contact the Product Support Group at Mocksville for your particular needs and availability.

HOW TO USE PARTS LIST

a. Turn to Parts List Section.

b. Locate the area or system of the compressor in which the desired part is used and find illustration page number.

c. Locate the desired part on the illustration by visual identification and make note of part number and description.

HOW TO ORDER

The satisfactory ordering of parts by a purchaser is greatly dependent upon the proper use of all available information. By supplying your nearest sales office, autonomous company or authorized distributor, with complete information, you will enable them to fill your order correctly and to avoid any unnecessary delays.

In order that all avoidable errors may be eliminated, the following instructions are offered as a guide to the purchaser when ordering replacement parts:

a. Always specify the model number of the unit as shown on the general data decal attached to the unit.

b. Always specify the serial number of the unit. THIS IS IMPORTANT. The serial number of the unit will be found stamped on a plate attached to the unit. (The serial number on the unit is also permanently stamped in the metal of the frame side rail.)

c. Always specify the number of the parts list publication.

d. Always specify the quantity of parts required.

e. Always specify the part number, as well as the description of the part, or parts, exactly as it is given on the parts list illustration.

In the event parts are being returned to your nearest sales office, autonomous company or authorized distributor, for inspection or repair, it is important to include the serial number of the unit from which the parts were removed.

TERMS/CONDITIONS ON PARTS ORDERS

Acceptance: Acceptance of an offer is expressly limited to the exact terms contained herein. If purchaser's order form is used for acceptance of an offer, it is expressly understood and agreed that the terms and conditions of such order form shall not apply unless expressly agreed to by Ingersoll–Rand Company ("Company") in writing. No additional or contrary terms will be binding upon the Company unless expressly agreed to in writing.

Taxes: Any tax or other governmental charge now or hereafter levied upon the production, sale, use or shipment of material and equipment ordered or sold is not included in the Company's price and will be charged to and paid for by the Purchaser.

Delivery: Shipping dates are approximate. The Company will use best efforts to ship by the dates specified; however, the Company shall not be liable for any delay or failure in the estimated delivery or shipment of material and equipment or for any damages suffered by reason thereof.

Shipping dates shall be extended for delays due to acts of God, acts of Purchaser, acts of Government, fires, floods, strikes, riot, war, embargo, transportation shortages, delay or default on the part of the Company's vendors, or any other cause beyond the Company's reasonable control.

Should Purchaser request special shipping instruction, such as exclusive use of shipping facilities, including air freight when common carrier has been quoted and before change order to purchase order can be received by the Company, the additional charges will be honored by the Purchaser.

Warranty: The Company warrants that parts manufactured by it will be as specified and will be free from defects in materials and workmanship. The Company's liability under this warranty shall be limited to the repair or replacement of any part which was defective at the time of shipment provided Purchaser notifies the Company of any such defect promptly upon discovery, but in no event later than three (3) months from the date of shipment of such part by the Company. The only exception to the previous statement is the extended warranty as it applies to the special airend exchange program.

Repairs and replacements shall be made by the Company F.O.B. point of shipment. The Company shall not be responsible for costs of transportation, removal or installation.

Warranties applicable to material and equipment supplied by the Company but wholly manufactured by others shall be limited to the warranties extended to the Company by the manufacturer which are able to be conveyed to the Purchaser.

The company makes no other warranty or representation of any kind whatsoever, expressed or implied, except that of title, and all implied warranties, including any warranty of merchantability and fitness for a particular purpose, are hereby disclaimed.

Limitation of Liability:

The remedies of the Purchaser set forth herein are exclusive, and the total liability of the Company with respect to this order whether based on contract, warranty, negligence, indemnity, strict liability or otherwise, shall not exceed the purchase price of the part upon which such liability is based.

The Company shall in no event be liable to the Purchaser, any successors in interest or any beneficiary of this order for any consequential, incidental, indirect, special or punitive damages arising out of this order or any breach thereof, or any defect in, or failure of, or malfunction of the parts hereunder, whether based upon loss of use, lost profits or revenue, interest, lost goodwill, work stoppage, impairment of other goods, loss by reason of shutdown or non– operation, increased expenses of operation or claims of customers of Purchaser for service interruption whether or not such loss or damage is based on contract, warranty, negligence, indemnity, strict liability or otherwise.

AIREND EXCHANGE PROGRAM

Your Ingersoll–Rand Company Construction Equipment Group Sales Offices and authorized distributors as well as Ingersoll–Rand International autonomous companies and authorized distributors now have an airend exchange program to benefit portable compressor users.

On the airend exchange program the exchange price is determined by the age and condition of the airend and may be classified by one of the following categories.

Category "A": The airend must not be over two years old and must have reusable rotor housing(s) and rotor(s).

Category "B": The airend must be between two and five years old and returned with two or more reusable major castings.

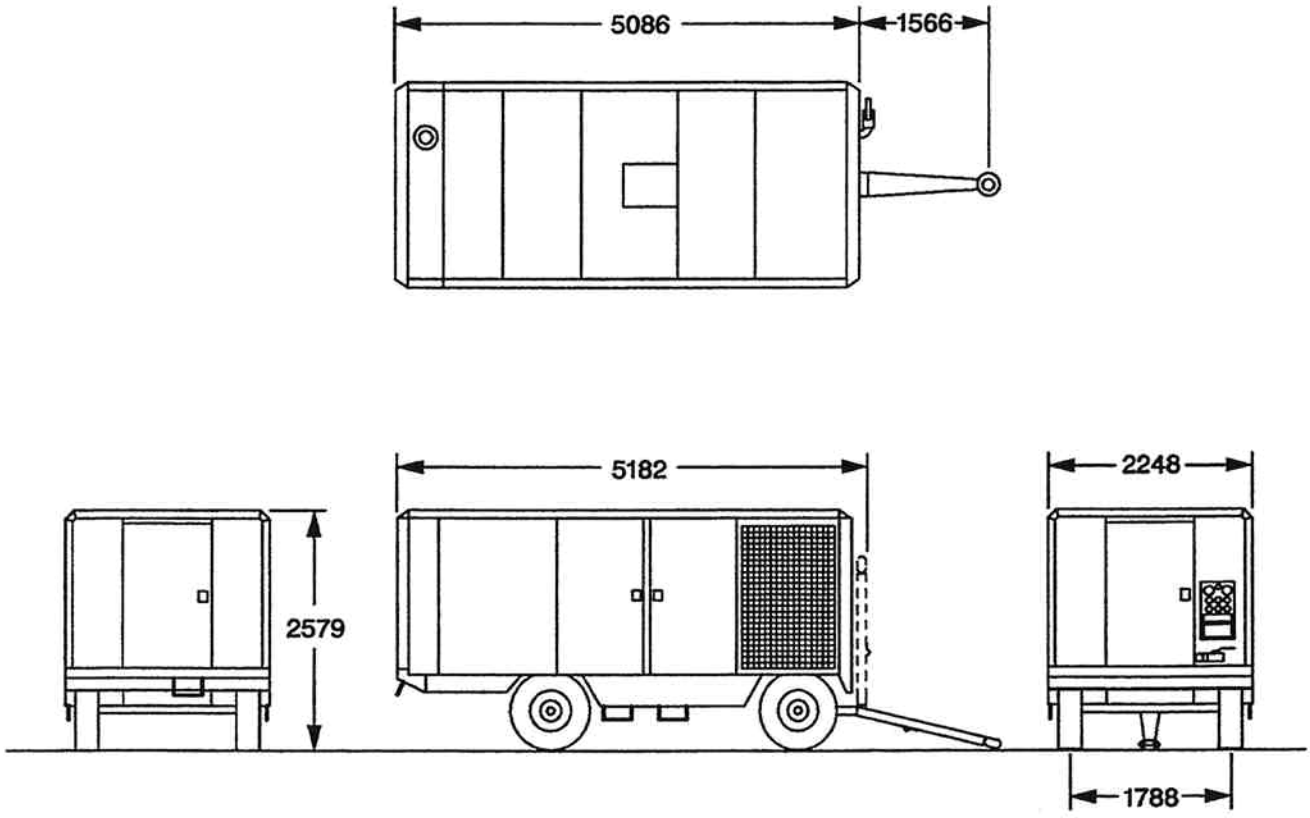
Category "C": The airend must be over five years old.

Your nearest sales office, autonomous company or authorized distributor must first contact the Parts Service Department at the factory at which your portable air compressor was manufactured for an airend exchange number. The airend must be tagged with this preassigned number and returned to the factory prepaid. The airend must be intact, with no excluded parts, otherwise the exchange agreement may be cancelled. The warranty on an exchange or factory rebuilt airend is 365 days.

NOTICE

Airends being returned to the factory in connection with a WARRANTY CLAIM must be processed through the Customer Service Department. If returned without a Warranty MRR (Material Return Request) Number, no warranty claim will be considered.

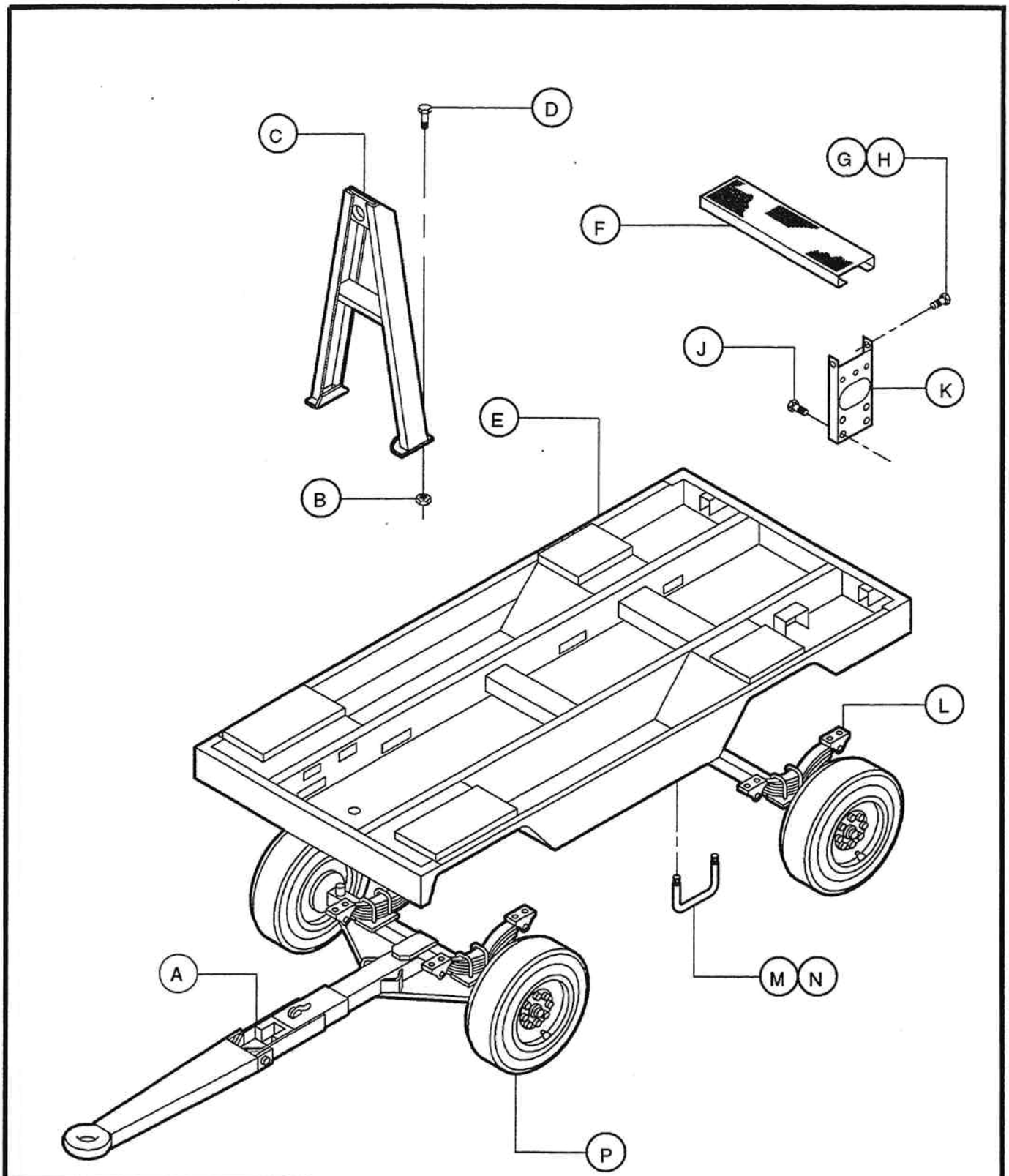
SECTION 9 – Parts List



GENERAL ARRANGEMENT

PARTS LIST

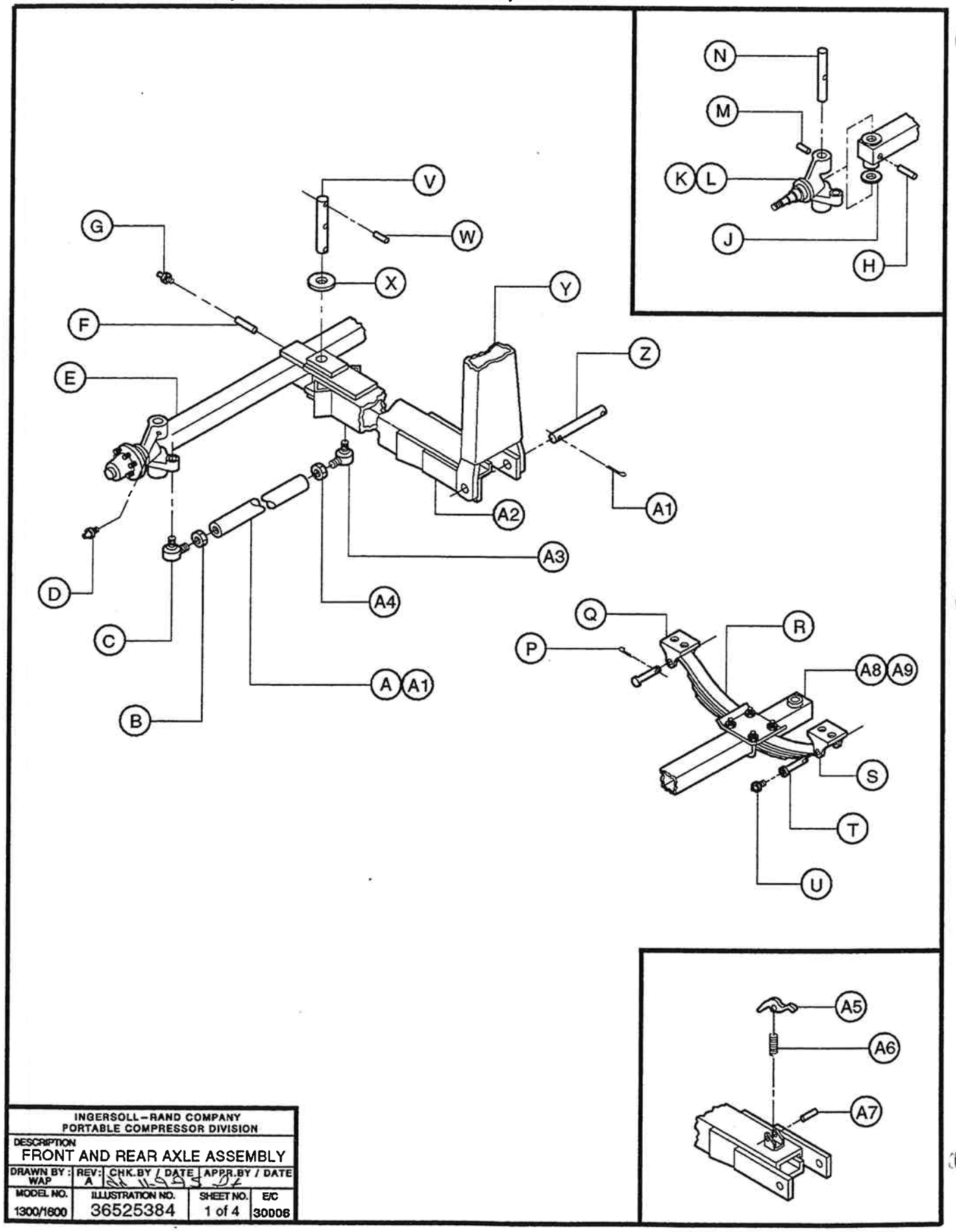
PARTS LIST



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION FRAME AND RUNNING GEAR			
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525376	SHEET NO. 1 OF 2	E/C 30006

ITEM	C.P.N.	QTY	DESCRIPTION
A	36845741	1	FRONT AXLE ASSEMBLY
B	16A4C8Z1	6	NUT
C	36754620	1	BAIL , LIFTING
D	35A2D378Z1	6	SCREW
E	36864841	1	FRAME
F	36864809	1	STEP GRIP
G	35144344	4	SCREW
H	35145077	4	NUT
J	35134550	8	SCREW
K	36845097	2	SUPPORT , STEP
L	36851384	1	REAR AXLE ASSEMBLY
M	35304666	3	STEP
N	16A4C7Z1	12	NUT
P	35091545	1	TIRE AND WHEEL ASSEMBLY

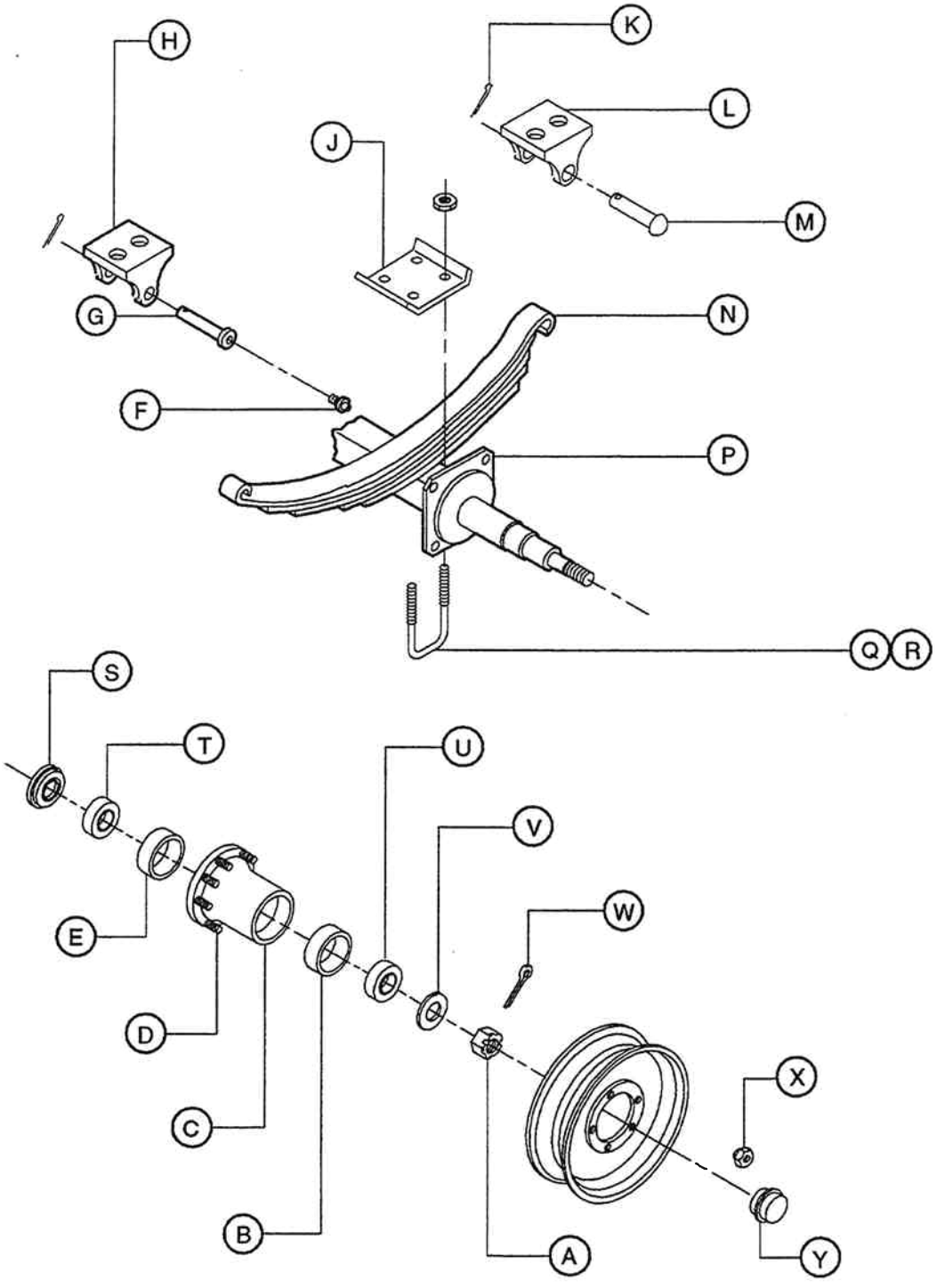
INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION FRAME AND RUNNING GEAR			
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525376	SHEET NO. 2 OF 2	E/C 30006



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION FRONT AND REAR AXLE ASSEMBLY			
DRAWN BY : WAP	REV: A	CHK.BY / DATE 11-9-95	APPR.BY / DATE
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525384	SHEET NO. 1 of 4	E/C 30006

ITEM	C.P.N.	DESCRIPTION
A	36504389	ROD , TIE
B	36140730	NUT , JAM
C	35588961	BALL JOINT , OUTER
D	W86707	FITTING , LUBE
E	36753259	AXLE , FRONT
F	25A13C283	PIN , ROLL
G	W86707	FITTING , LUBE
H	25A13C301	PIN , ROLL
J	95239927	WASHER
K	36851566	L.H. KNUCKLE ASSEMBLY
L	36851574	R.H. KNUCKLE ASSEMBLY
M	25A13C281	PIN , ROLL
N	35319045	PIN , KING
P	11A13C66E	PIN , COTTER
Q	36719169	BRACKET
R	36719466	SPRING
S	36719177	BRACKET
T	35111590	BOLT , SHACKLE
U	250A10X1613C	FITTING , LUBE
V	35588755	PIN , CENTER
W	25A13C298	PIN , ROLL
X	12A5D13Z1	WASHER
Y	36719557	DRAWBAR
Z	35107168	PIN , HINGE
A1	11A13C83E	PIN , COTTER
A2	36753242	ARM , CENTER
A3	35588953	BALLJOINT , INNER
A4	35140722	NUT , JAM
A5	36719219	LATCH
A6	35141167	SPRING
A7	25A13C332	PIN , ROLL
A8	36851376	FRONT AXLE ASSEMBLY
A9	36845766	REAR AXLE ASSEMBLY
B1	36853042	TIE ROD ASSEMBLY (INCLUDES A,B,C,A3,A4)

INGERSOLL-RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: FRONT AND REAR AXLE ASSEMBLY				
DRAWN BY: WAP	REV: A	CHK.BY / DATE: 11-9-95	APPR.BY / DATE:	
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525384	SHEET NO.: 2 of 4	E/C: 30006	

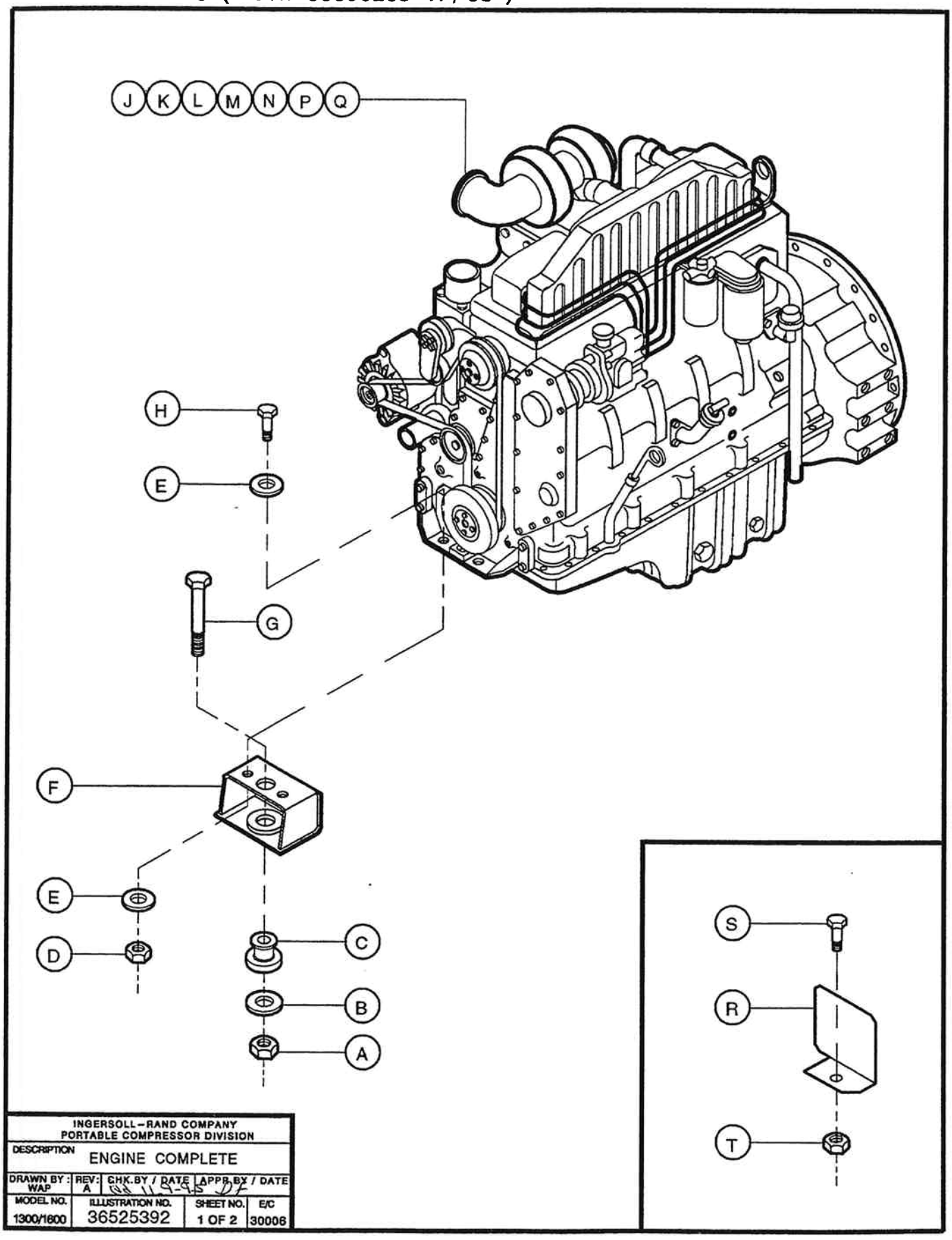


INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION FRONT AND REAR AXLE ASSEMBLY			
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525384	SHEET NO. 3 of 4	E/C 30006

ITEM	C.P.N.	DESCRIPTION
A	35106806	NUT
B	35608360	OUTER RACE
C	35379916	HUB ASSEMBLY (INCLUDES B, D, E)
D	36764983	STUD
E	35308352	INNER RACE
F	250A10X1613C	FITTING , LUBE
G	35111590	BOLT
H	36719177	BRACKET
J	35589241	PLATE , CLAMP
K	11A13C66E	PIN , COTTER
L	36719169	BRACKET
M	35588839	RIVET
N	36719466	SPRING
P	36777209	AXLE , REAR
Q	35834621	U–BOLT
R	35111566	NUT
S	35589126	SEAL
T	36851608	BEARING
U	36851590	BEARING
V	35106814	WASHER
W	11A13C413E	PIN , COTTER
X	36776821	NUT
Y	36776813	CAP , GREASE

INGERSOLL–RAND COMPANY
PORTABLE COMPRESSOR DIVISION

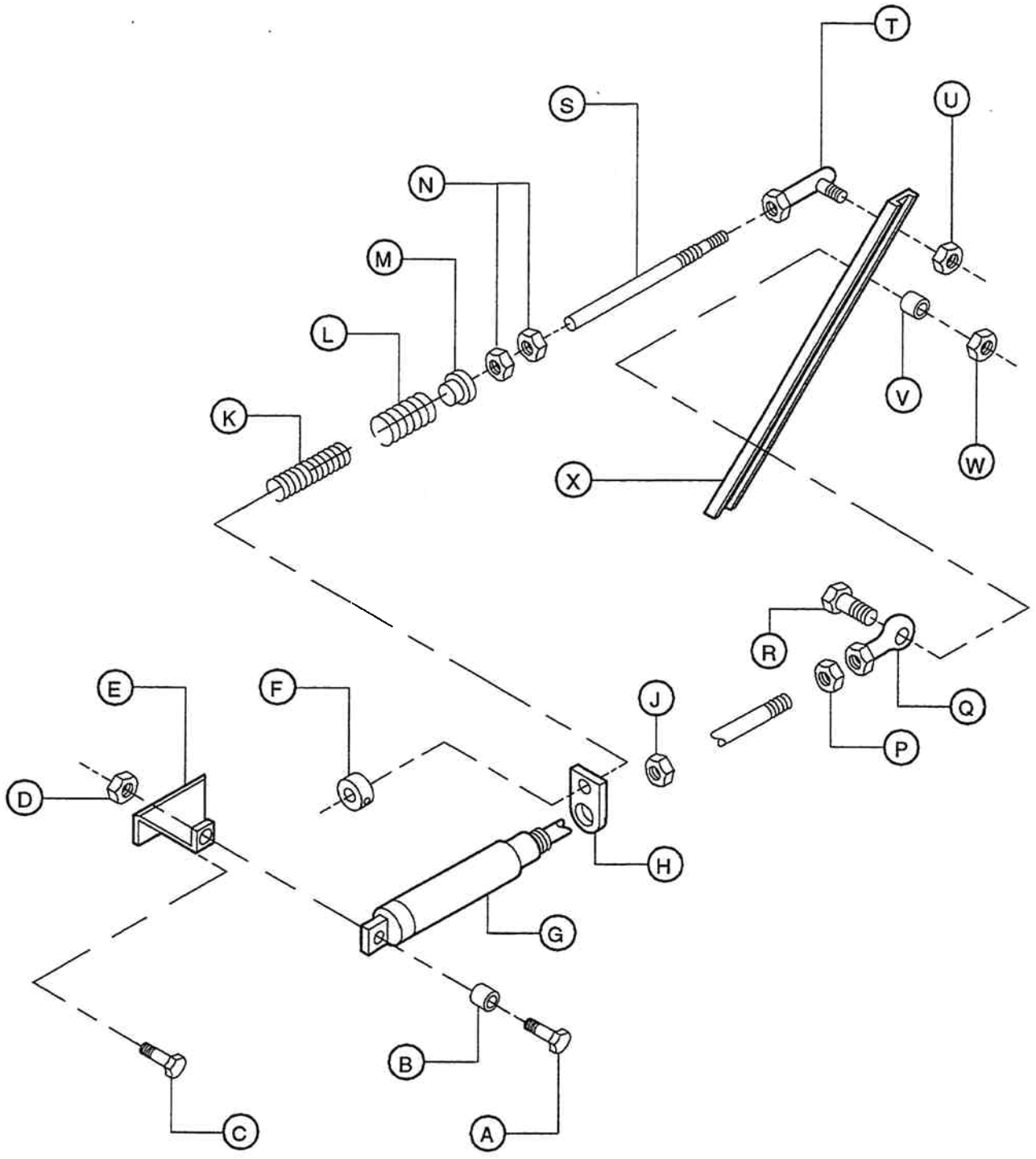
DESCRIPTION				
FRONT AND REAR AXLE ASSEMBLY				
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525384		SHEET NO. 4 of 4	E/C 30006



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION: ENGINE COMPLETE			
DRAWN BY: WAP	REV: A	CHK. BY / DATE: [illegible]	APPR. BY / DATE
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525392	SHEET NO.: 1 OF 2	E/C: 30006

ITEM	C.P.N.	DESCRIPTION
A	16A4C8Z1	NUT
B	35101476	WASHER , SNUBBER
C	35584556	MOUNT , BONDED
D	16A4C8Z1	NUT (2 REQD)
E	11A5D9Z1	WASHER (4 REQD)
F	36769313	BRACKET , ENGINE
G	35A2D386Z1	SCREW
H	35A2D379Z1	SCREW (2 REQD)
J	36863025	ENGINE ASSEMBLY
K	36759512	ALTERNATOR
L	35382027	STARTER
M	35326578	HOSE , BREATHER
N	35378546	FILTER , ENGINE OIL
P	35357268	FILTER , FUEL
Q	35375914	FILTER , ENG. COOLER
R	36798577	GUARD , FAN
S	35252758	SCREW
T	35252618	NUT

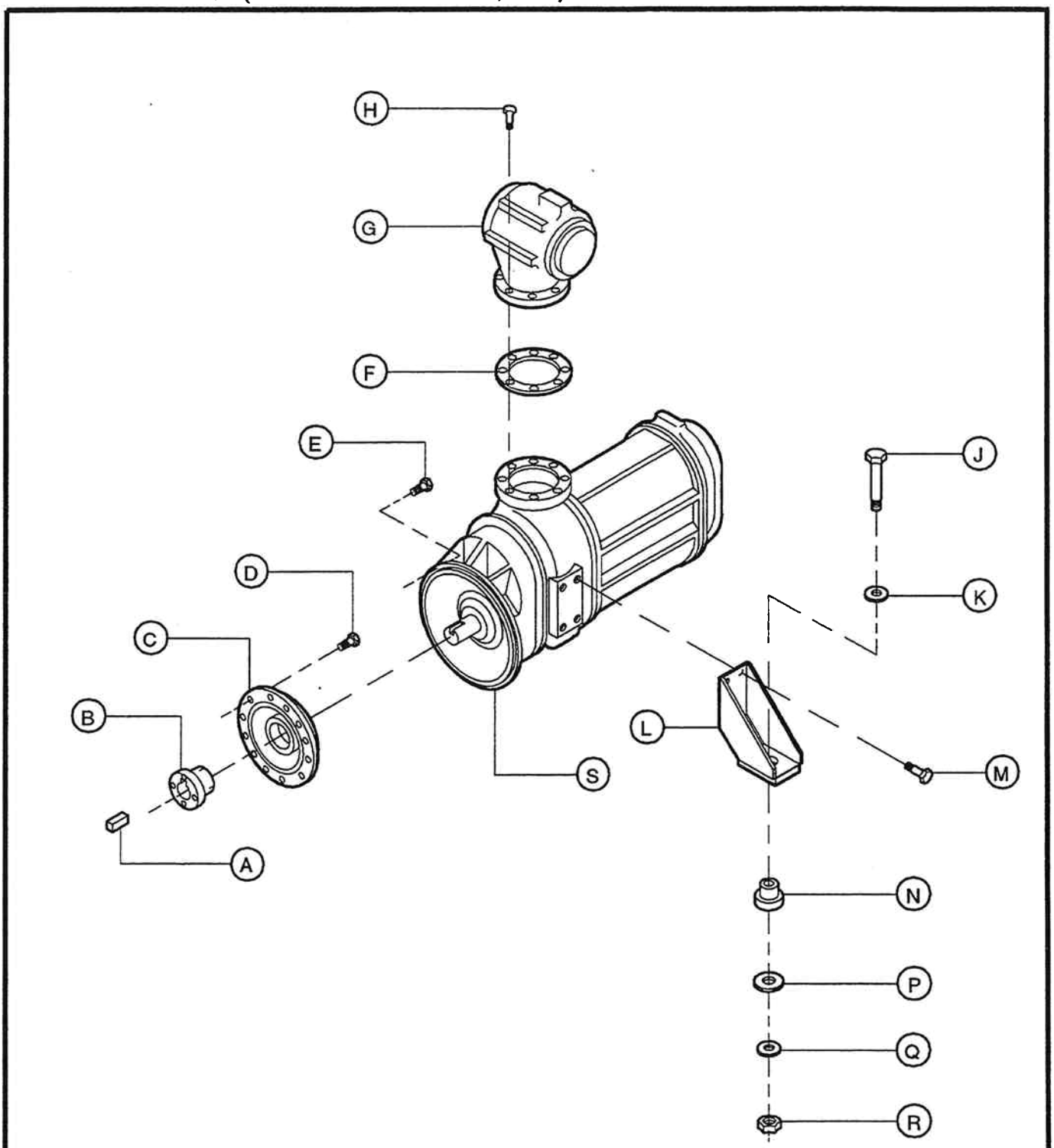
INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: ENGINE COMPLETE				
DRAWN BY: WAP	REV: A	CHK.BY / DATE: SH 11-9-95	APPR.BY / DATE: JL	
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525392	SHEET NO.: 2 OF 2	E/C: 30006	



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION SPEED CONTROL ASSEMBLY			
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525400	SHEET NO. 1 OF 2	E/C 30006

ITEM	C.P.N.	QTY	DESCRIPTION
A	36761476		SCREW
B	35288885		BUSHING
C	35A2D215G		SCREW
D	67A4C2G		NUT
E	36757532		BRACKET
F	35324664		COLLAR
G	35594225		CYLINDER
H	35322445		GUIDE
J	23A4C8G		NUT
K	35329721		SPRING
L	35322411		SPRING
M	35322437		MOUNT , SPRING
N	23A4C3G		NUT
P	23A4C4G		NUT , LOCK
Q	35300532		BEARING , ROD
R	35145242		SCREW
S	35322429		ROD
T	35322635		BALL JOINT
U	66A4C1G		NUT
V	35322452		BUSHING
W	35144492		NUT
X	35601475		LEVER

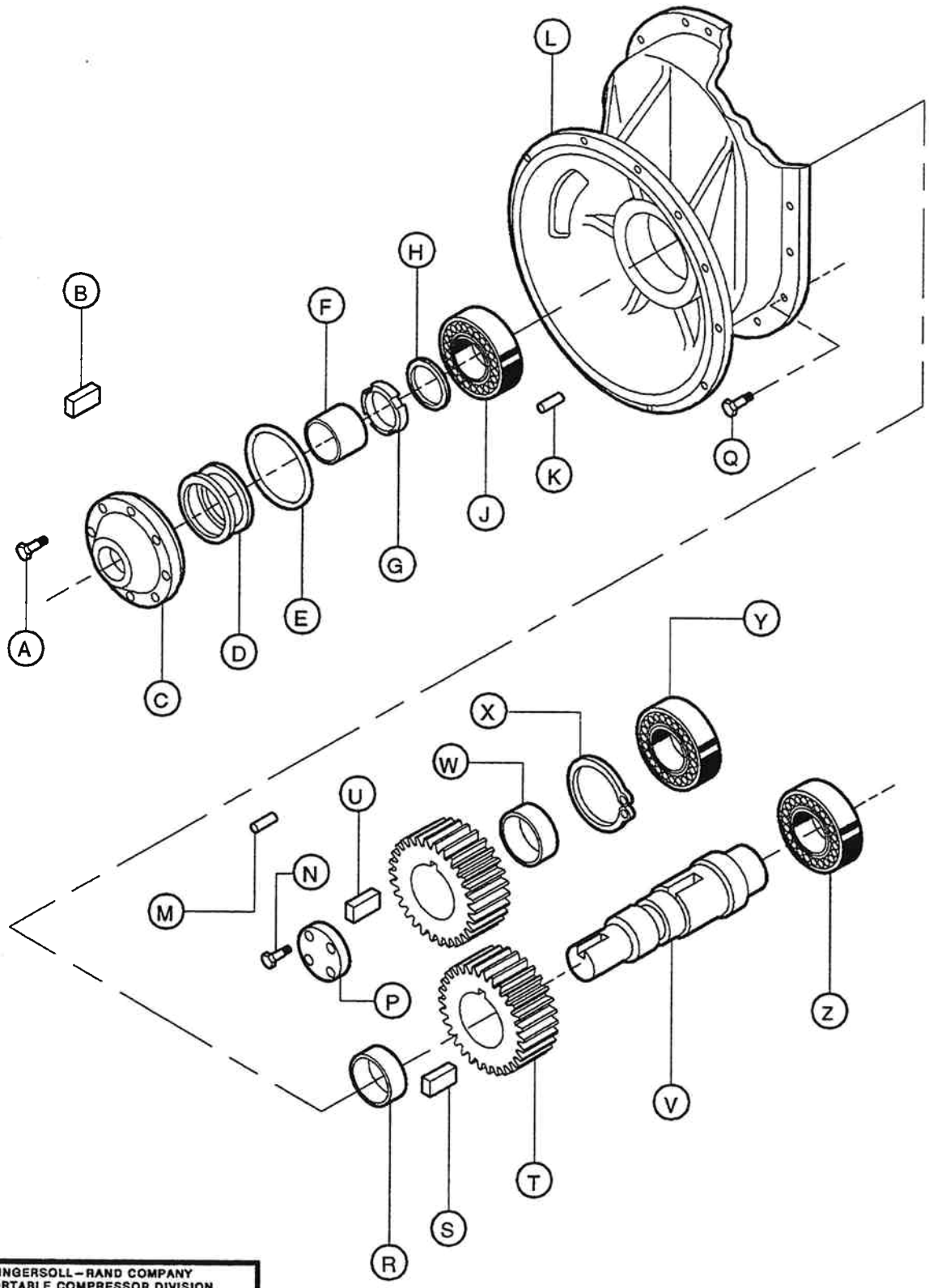
INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION SPEED CONTROL ASSEMBLY				
DRAWN BY : WAP	REV: A	CHK.BY / DATE 02 11 93	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525400		SHEET NO. 2 OF 2	E/C 30006



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION: AIREND COMPLETE			
DRAWN BY: WAP	REV: A	CHK. BY / DATE: [illegible]	APPR. BY / DATE
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525418	SHEET NO.: 1 OF 2	E/C: 30006

ITEM	C.P.N.	DESCRIPTION
A	35116086	KEY
B	35307784	BUSHING , SPLIT
C	36783710	COUPLING ASSEMBLY
D	35A2D121G	SCREW (12 REQD)
E	35A2D168G	SCREW (12 REQD)
F	36754059	GASKET
G	36729531	UNLOADER ASSEMBLY
H	35375377	SCREW (8 REQD)
J	35A2D386G	SCREW (2 REQD)
K	35101468	WASHER (2 REQD)
L	36754448	BRACKET , A/E (2 REQD)
M	35375385	SCREW (8 REQD)
N	36761732	MOUNT (2 REQD)
P	35273937	WASHER (2 REQD)
Q	11A5G9	WASHER (2 REQD)
R	16A4C8G	NUT (2 REQD)

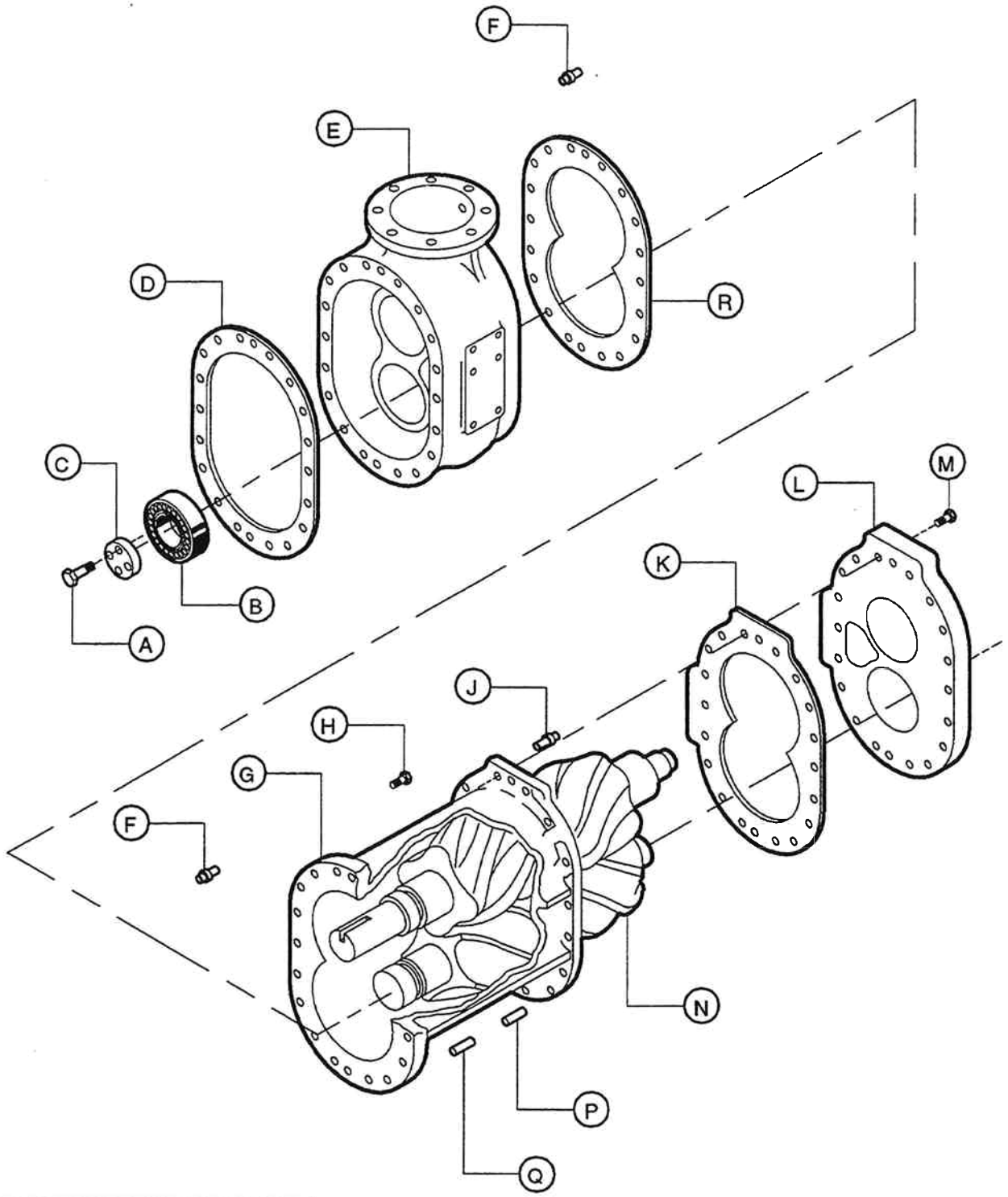
INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: AIREND COMPLETE				
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525418		SHEET NO. 2 OF 2	E/C 30006



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION: AIREND ASSEMBLY			
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE
MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
1300/1600	36525426	1 of 6	30006

ITEM	C.P.N.	DESCRIPTION	
A	35271139	SCREW	
B	35367069	KEY	
C	35849348	COVER	
D	35299536	SHIM	
E	20A11C2M258	O–RING	
F	35596626	SEAL	
G	35299775	LOCKNUT	
H	35300227	SPACER	
J	35299379	BEARING	
K	35365261	PIN	
L	36711083	GEAR CASE	
M	35295336	DOWEL	
N	35299569	SCREW	
P	35300177	PLATE , CLAMP	
Q	35295344	SCREW	
R	35300227	SPACER	
S	35300136	KEY	
T	36765238	GEAR SET	HP–1000
	35298488	GEAR SET	XP–1200
	35298470	GEAR SET	P/HP–1300
	36745800	GEAR SET	XP–1400
	36758142	GEAR SET	P–1600
U	35300144	KEY	
V	35851195	SHAFT	
W	35610286	SPACER	
X	161A13S750	RETAINING RING	
Y	35610591	BEARING	
Z	35299379	BEARING	

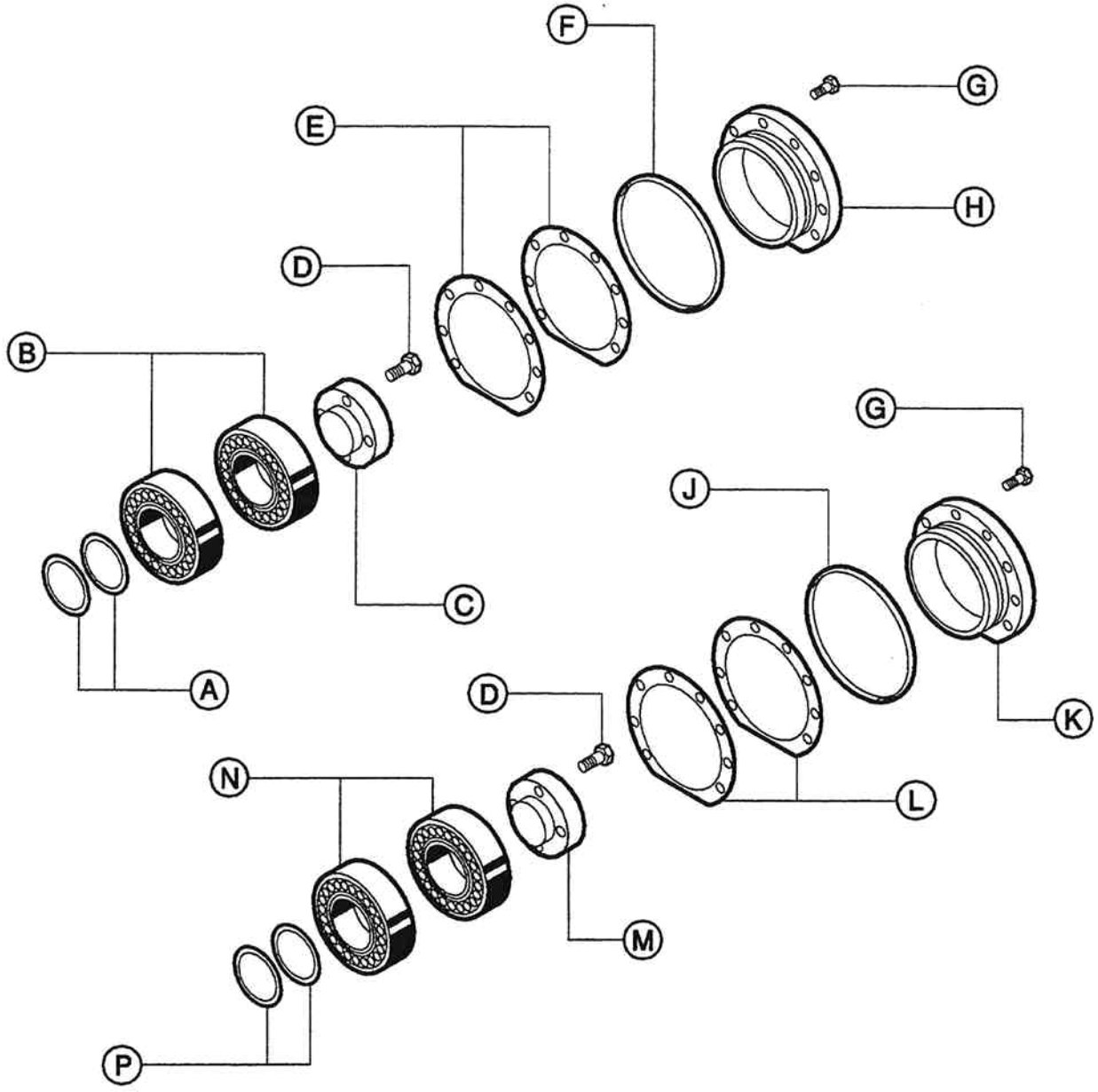
INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: AIREND ASSEMBLY				
DRAWN BY : WAP	REV: B	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525426		SHEET NO. 2 of 6	E/C 30006



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION: AIREND ASSEMBLY			
DRAWN BY: WAP	REV: A	CHK.BY / DATE: 12-19-95 DF	APPR.BY / DATE
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525426	SHEET NO.: 3 of 6	E/C: 30006

ITEM	C.P.N.	DESCRIPTION
A	35293869	SCREW
B	35610609	BEARING
C	35373877	PLATE , CLAMP
D	35820646	GASKET
E	36754141	HOUSING , FRONT BEARING
F	35365279	PIN
G	36711109	HOUSING , ROTOR
H	35272533	SCREW
J	35365279	DOWEL
K	35820661	GASKET
L	36760890	HOUSING , REAR BEARING
M	39101472	SCREW
N	35092246	ROTOR SET
P	35295336	DOWEL
Q	35305325	DOWEL
R	35820653	GASKET

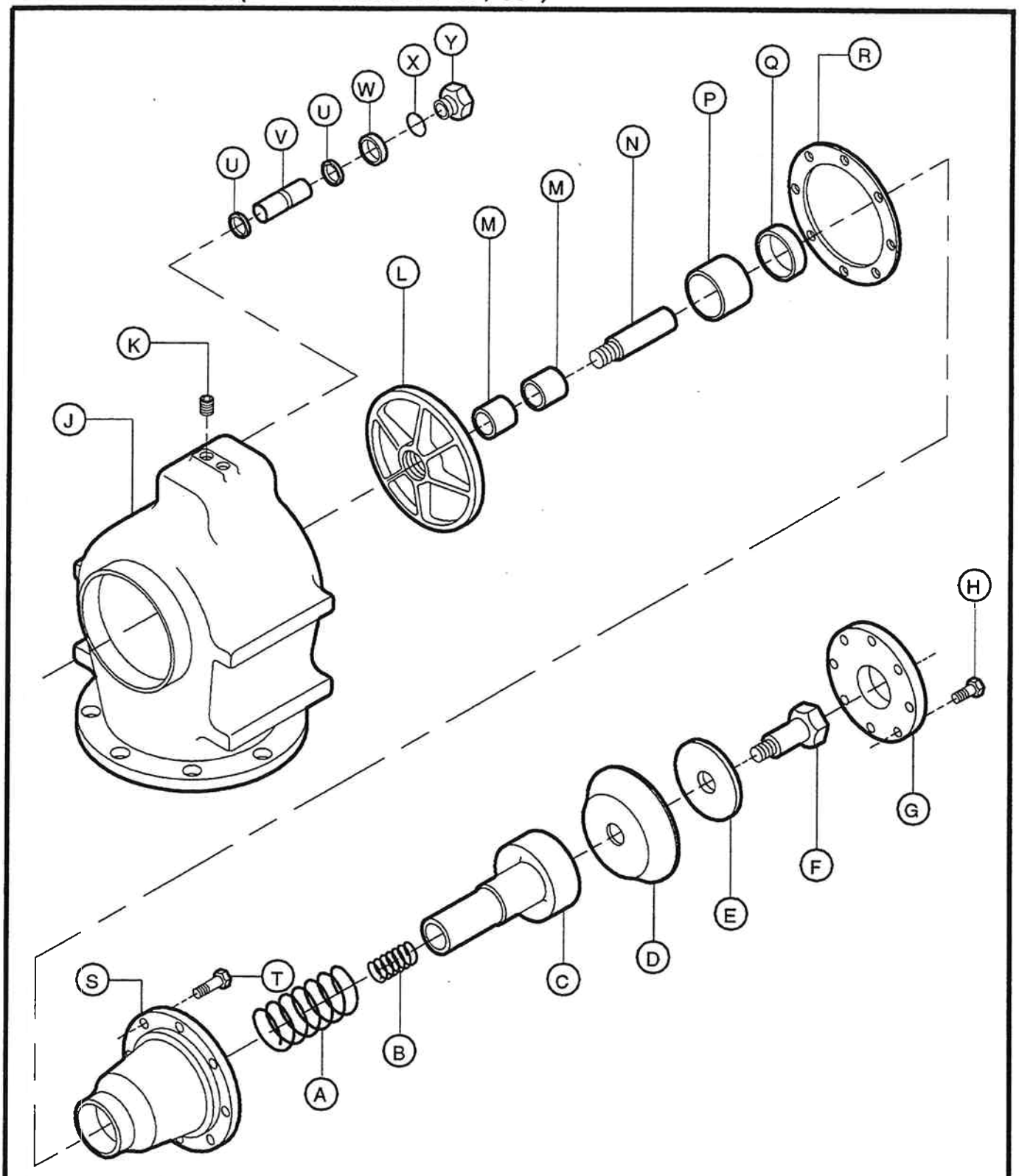
INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: AIREND ASSEMBLY				
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525426		SHEET NO. 4 of 6	E/C 30006



INGERSOLL – RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION: AIREND ASSEMBLY			
DRAWN BY: WAP	REV: A	CHK BY / DATE: SS 11-13-95	APPR. BY / DATE
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525426	SHEET NO.: 5 of 6	E/C: 30006

ITEM	C.P.N.	DESCRIPTION
A	35299510	SHIM
B	35299403	BEARING
C	35610278	PLATE , CLAMP
D	35299569	SCREW
E	35373141	SHIM
F	20A11C2M372	O-RING
G	35321520	SCREW
H	36504330	CAP
J	20A11C2M365	O-RING
K	36504355	CAP
L	35373133	SHIM
M	35606920	PLATE , CLAMP
N	35299429	BEARING
P	35299528	SHIM

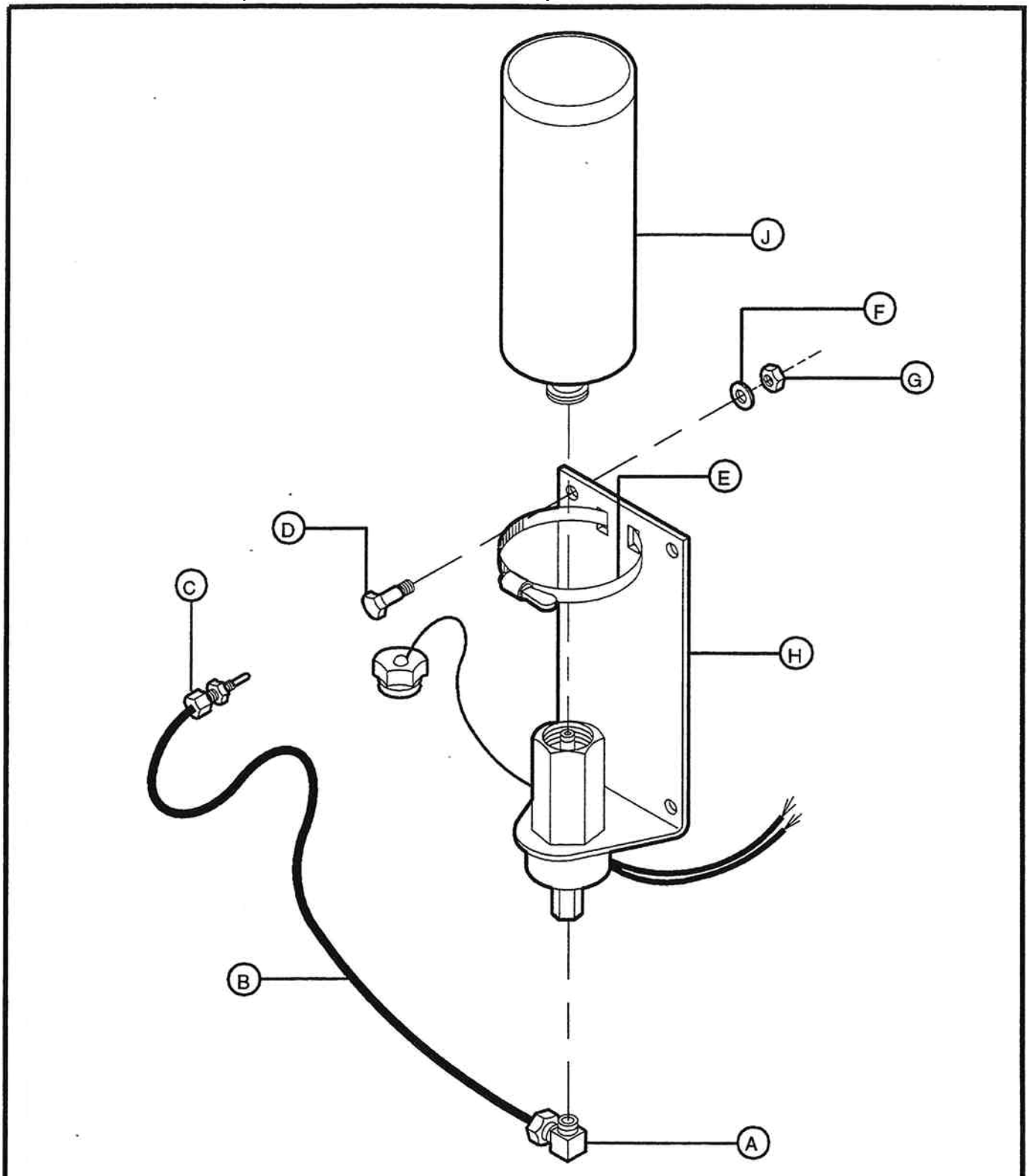
INGERSOLL-RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: AIREND ASSEMBLY				
DRAWN BY: WAP	REV: A	CHK BY / DATE	APPR BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525426		SHEET NO. 6 of 6	E/C 30006



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION UNLOADER VALVE ASSEMBLY				
DRAWN BY : WAP	REV: A	CHK.BY / DATE RH 11-9-95	APPR. BY / DATE DF	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525434		SHEET NO. 1 OF 2	E/C 30006

ITEM	C.P.N.	DESCRIPTION
A	35594878	SPRING , PISTON
B	35594910	SPRING , VALVE
C	35594829	PISTON
D	35594837	DIAPHRAGM
E	35332618	WASHER , PISTON
F	35A2D217	SCREW
G	35594811	COVER , PISTON
H	35374834	SCREW (8 REQD)
J	36729416	BODY , UNLOADER
K	34A7SZ4	PLUG
L	35594860	VALVE , UNLOADER
M	35332659	BUSHING
N	35332675	STEM , VALVE
P	35332634	BUSHING , HOUSING
Q	35332642	SEAL
R	35594845	GASKET
S	36729465	HOUSING , PISTON
T	35374842	SCREW (12 REQD)
U	35331586	GROMMET (2 REQD)
V	35328210	VALVE
W	35332626	SPACER
X	39102355	O–RING
Y	35280528	PLUG

INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION UNLOADER VALVE ASSEMBLY				
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525434		SHEET NO. 2 OF 2	E/C 30006

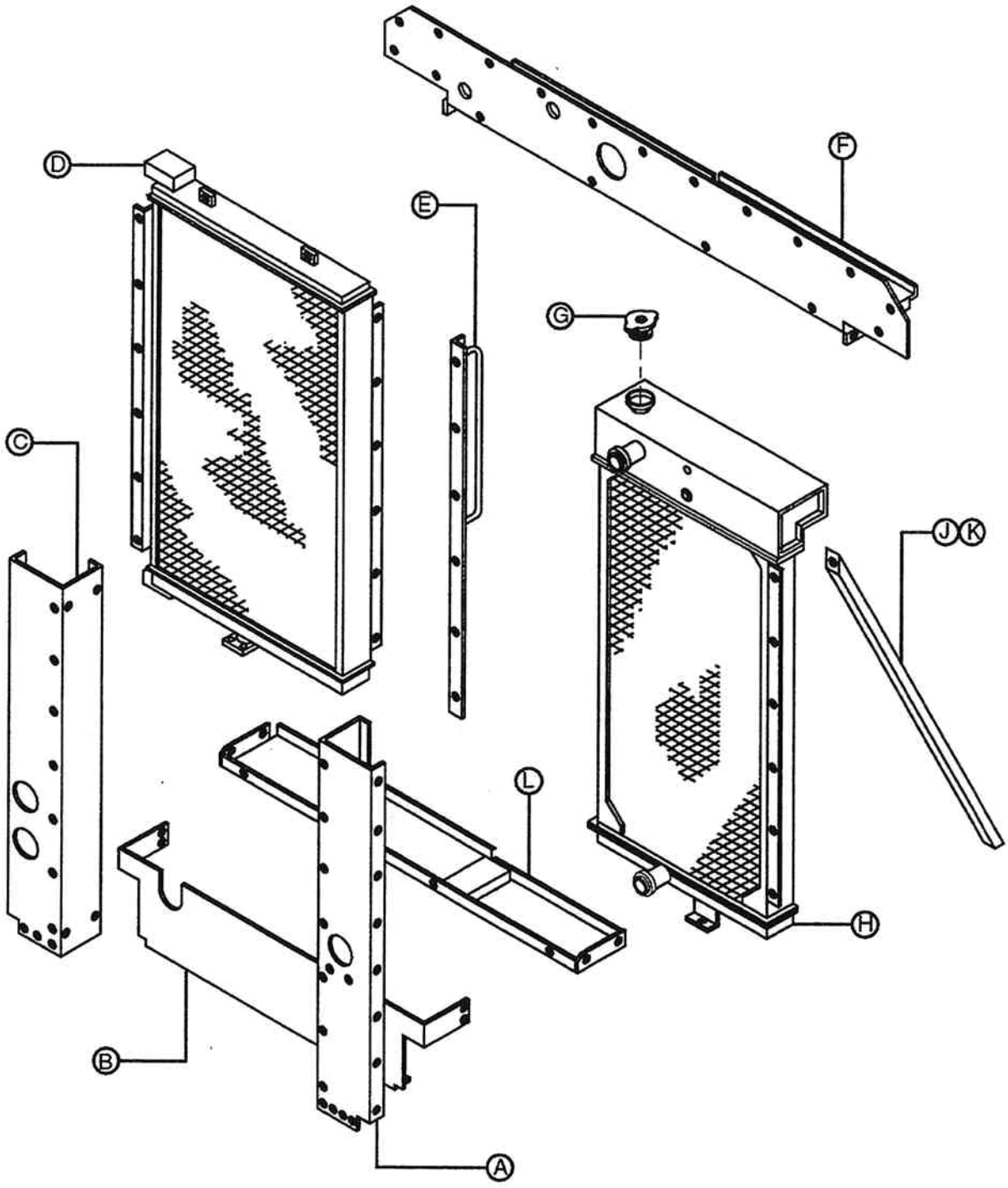


INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION STARTING AID ASSEMBLY				
DRAWN BY : WAP	REV: A	CHK. BY / DATE	APPR. BY / DATE	
MODEL NO.	ILLUSTRATION NO.		SHEET NO.	E/C
1300/1600	36525442		1 OF 2	30006

ITEM	C.P.N.	QTY	DESCRIPTION
A	35103498	1	ELBOW , 90°
B	35132166	84"	TUBING
C	35602812	1	ATOMIZER
D	35322908	4	SCREW
E	35103506	1	CLAMP
F	14A5C55	4	WASHER
G	92304500	4	NUT
H	35357961	1	VALVE & BRACKET ASSEMBLY
J	35112911	1	CYLINDER , ETHER

35357052 **STARTING AID KIT COMPLETE**

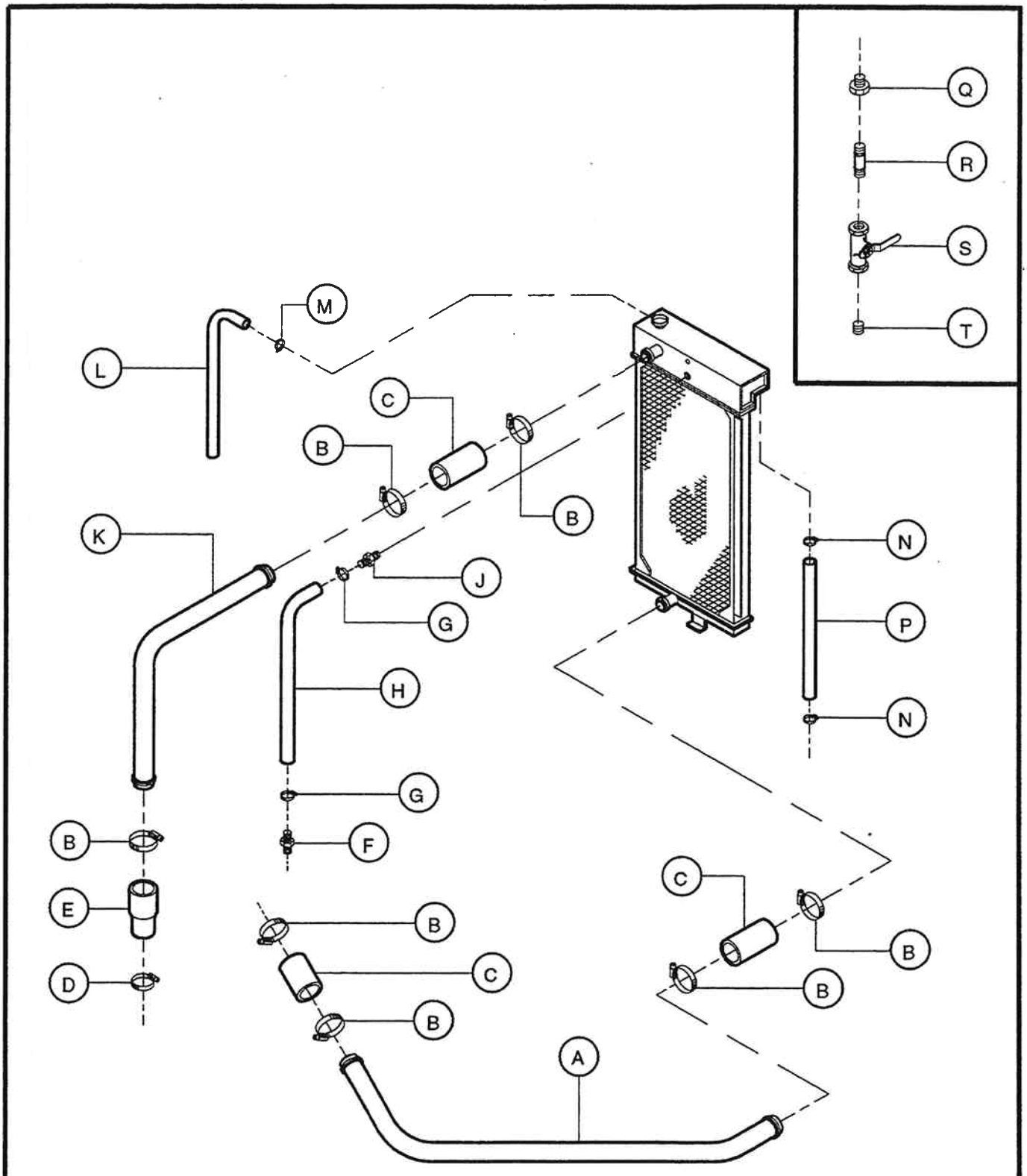
INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: STARTING AID ASSEMBLY				
DRAWN BY: WAP	REV: A	CHK. BY / DATE: BR 11-9-95	APPR. BY / DATE: JH	
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525442		SHEET NO.: 2 OF 2	E/C: 30006



INGERSOLL-RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION RADIATOR & OIL COOLER ASSEMBLY				
DRAWN BY : WAP	REV: A	CHK.BY / DATE 11-9-95	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525459	SHEET NO. 1 OF 2	E/C 30006	

ITEM	C.P.N.	QTY	DESCRIPTION
A	36756468	1	SUPPORT , RADIATOR SHROUD
B	36755650	1	SHROUD , BOTTOM
C	36756575	1	SUPPORT , OIL COOLER SHROUD
D	36799559	1	COOLER , OIL
E	36757862	1	BRACKET , CENTER
F	36798593	1	SHROUD , TOP BAFFLE
G	36765634	1	CAP , RADIATOR
H	36753333	1	RADIATOR
J	36755114	1	SUPPORT , RADIATOR VERTICAL
K	36755106	1	SUPPORT , OIL COOLER VERTICAL
L	36796944	1	BAFFLE , BOTTOM COOLER
M	36796928	1	ANGLE , R.H. SHROUD ADJ.
N	36797330	1	ANGLE , L.H. SHROUD ADJ.

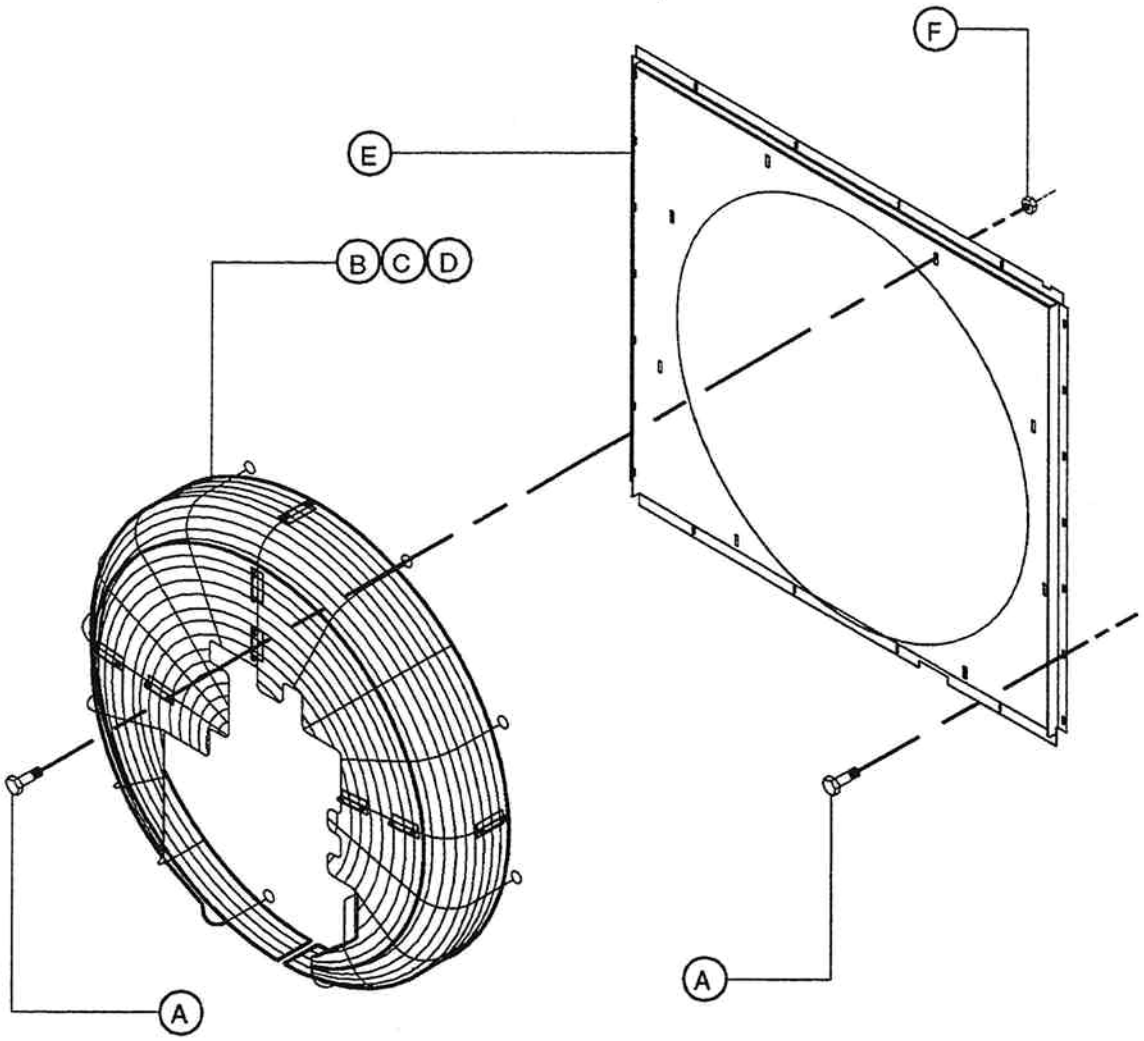
INGERSOLL-RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION RADIATOR & OIL COOLER ASSEMBLY				
DRAWN BY : WAP	REV: A	CHK.BY / DATE 11-95	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525459		SHEET NO. 2 OF 2	E/C 30006



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: RADIATOR PIPING				
DRAWN BY: WAP	REV: A	CHK.BY / DATE: [illegible] 11-9-95	APPR.BY / DATE	
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525467	SHEET NO.: 1 OF 2	E/C: 30006	

ITEM	C.P.N.	DESCRIPTION
A	36756955	TUBE , OUTLET
B	W86683	CLAMP
C	35330570	HOSE – 3"
D	W86719	CLAMP
E	35356534	HOSE
F	35356476	ADAPTER
G	122A23S6	CLAMP
H	35285600	HOSE – 45"
J	35305234	ADAPTER
K	36756948	TUBE , INLET
L	35360775	TUBING – 87"
M	W88678	CLAMP
N	122A23S20	CLAMP
P	35135458	HOSE – 59"
Q	23A7S11Z1	BUSHING
R	19A7J23Z1	NIPPLE
S	36777399	VALVE , BALL
T	34A7S6Z1	PLUG

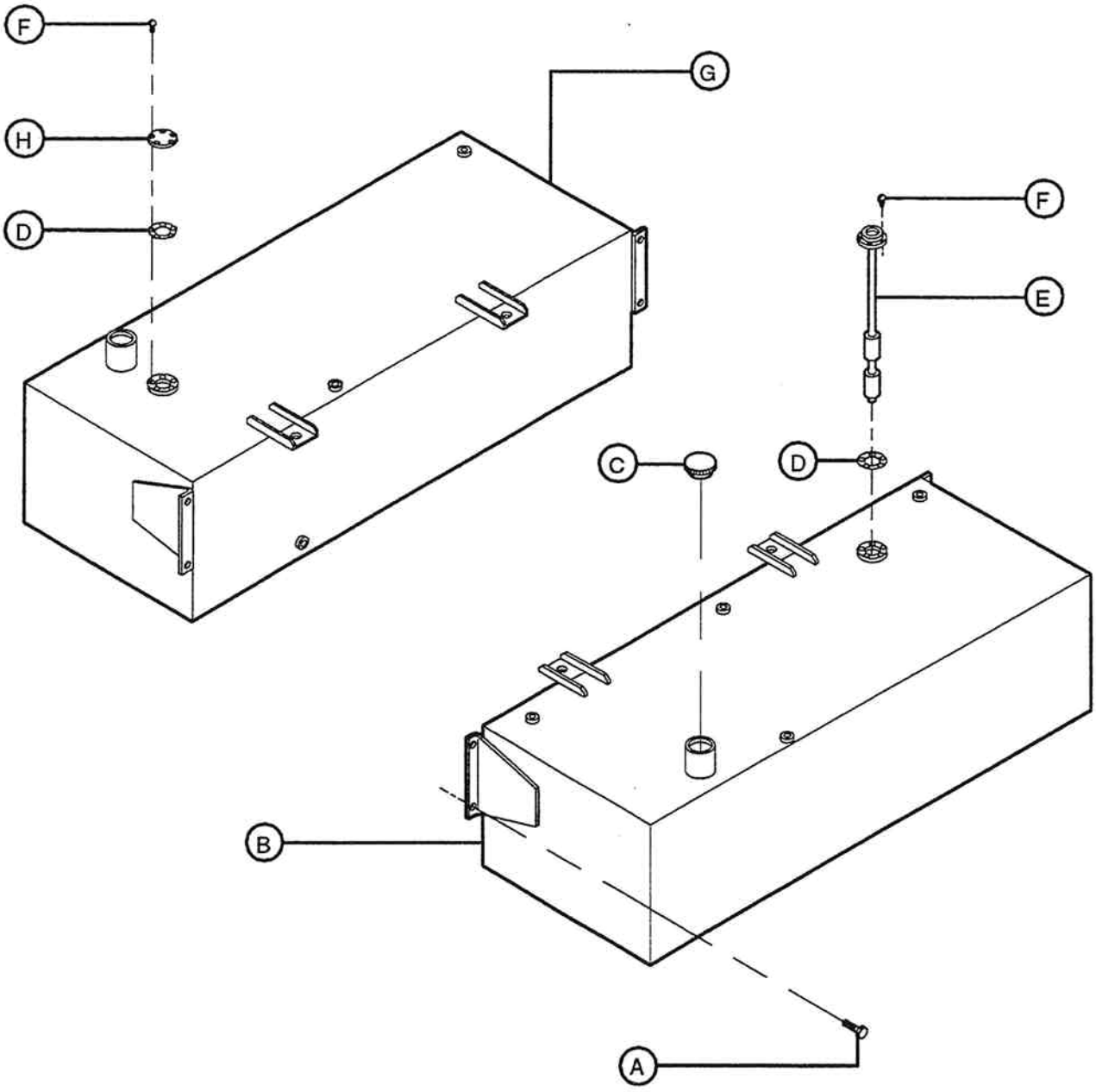
INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: RADIATOR PIPING				
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525467		SHEET NO. 2 OF 2	E/C 30006



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION: FAN GUARDS AND ORIFICE			
DRAWN BY: WAP	REV: A	CHK.BY / DATE: 11-9-95	APPR.BY / DATE
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525475	SHEET NO.: 1 OF 2	E/C: 30006

ITEM	C.P.N.	DESCRIPTION
A	35144336	SCREW (8 REQD)
B	36789915	GUARD , FAN
C	35144336	SCREW (6 REQD)
D	35252600	NUT (6 REQD)
E	36756450	ORIFICE
F	W90555T1	RETAINER

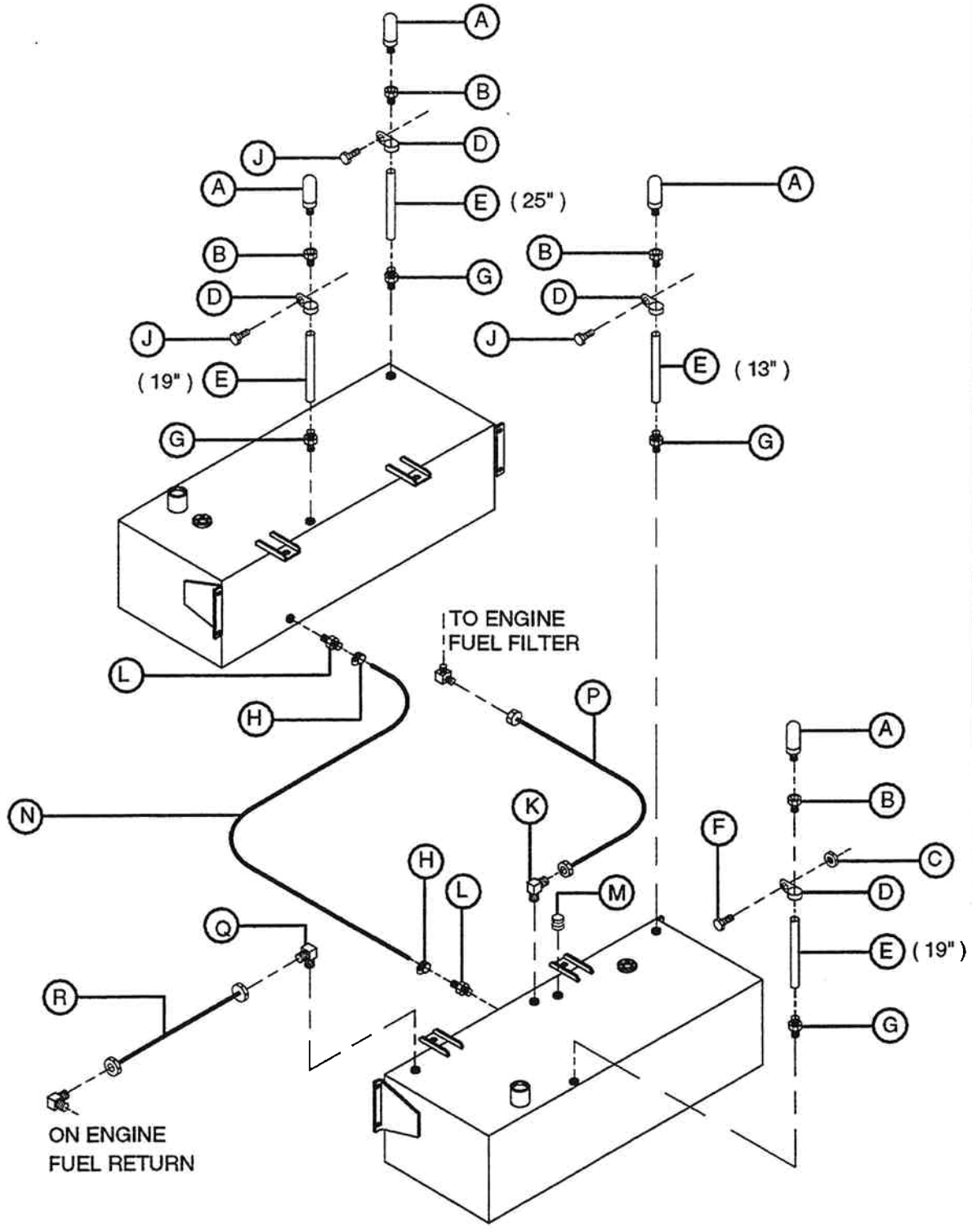
INGERSOLL – RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: FAN GUARDS AND ORIFICE				
DRAWN BY : WAP	REV: A	CHK.BY / DATE: BR 11-9-95	APPR.BY / DATE: [illegible]	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525475		SHEET NO. 2 OF 2	E/C 30008



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION: FUEL TANK ASSEMBLY			
DRAWN BY: WAP	REV: A	CHK. BY / DATE: [illegible] 11-5-96	APPR. BY / DATE: JT
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36524189	SHEET NO.: 1 OF 2	E/C: 30008

ITEM	C.P.N.	QTY	DESCRIPTION
A	35130293	12	SCREW
B	36789428	1	TANK , RIGHT FUEL
C	35603679	2	FUEL CAP
D	35358159	2	GASKET
E	36840783	1	SENDER , FUEL LEVEL
F	35252279	10	SCREW
G	36755072	1	TANK , LEFT FUEL
H	36792828	1	COVER

INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: FUEL TANK ASSEMBLY				
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36524189		SHEET NO. 2 OF 2	E/C 30006

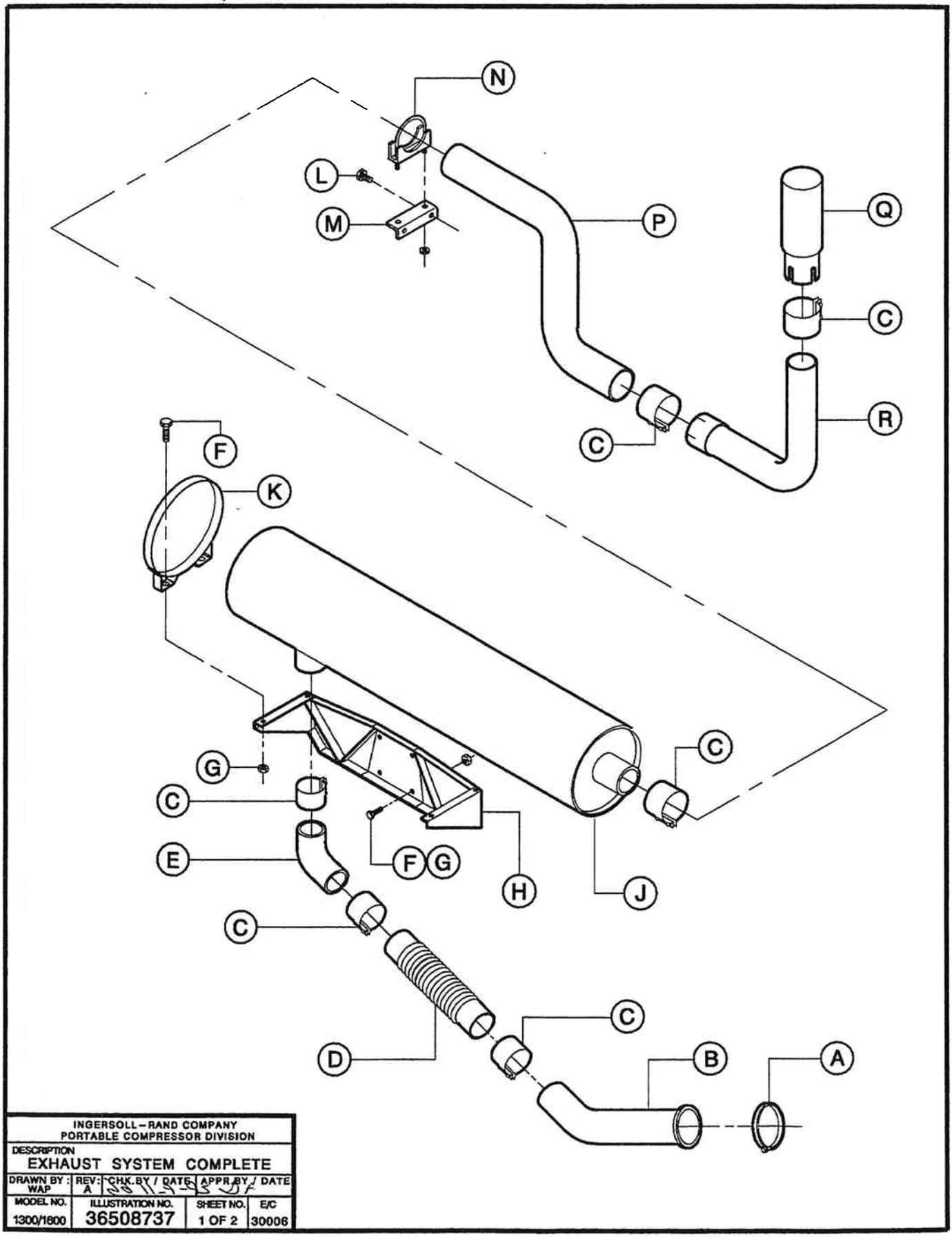


INGERSOLL – RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION	FUEL PIPING			
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C	
1300/1600	36525491	1 OF 2	30006	

ITEM	C.P.N.	QTY	DESCRIPTION
A	35322395	4	SILENCER
B	35369339	4	CONNECTOR
C	35144492	1	NUT
D	W88678	4	CLAMP
E	35356484	★	TUBING
F	35144328	1	SCREW
G	35369347	4	CONNECTOR
H	35295773	2	CLAMP
J	92368687	3	SCREW
K	35286756	1	ELBOW , 90
L	36860039	2	CONNECTOR
M	35A7S7Z1	1	PLUG
N	35139500	1	HOSE
P	35139500	1	HOSE ASSY.
Q	35283118	1	ELBOW , 90
R	35295179	1	HOSE ASSY.

★ SEE LENGTH REQD ON PAGE 1 of 2

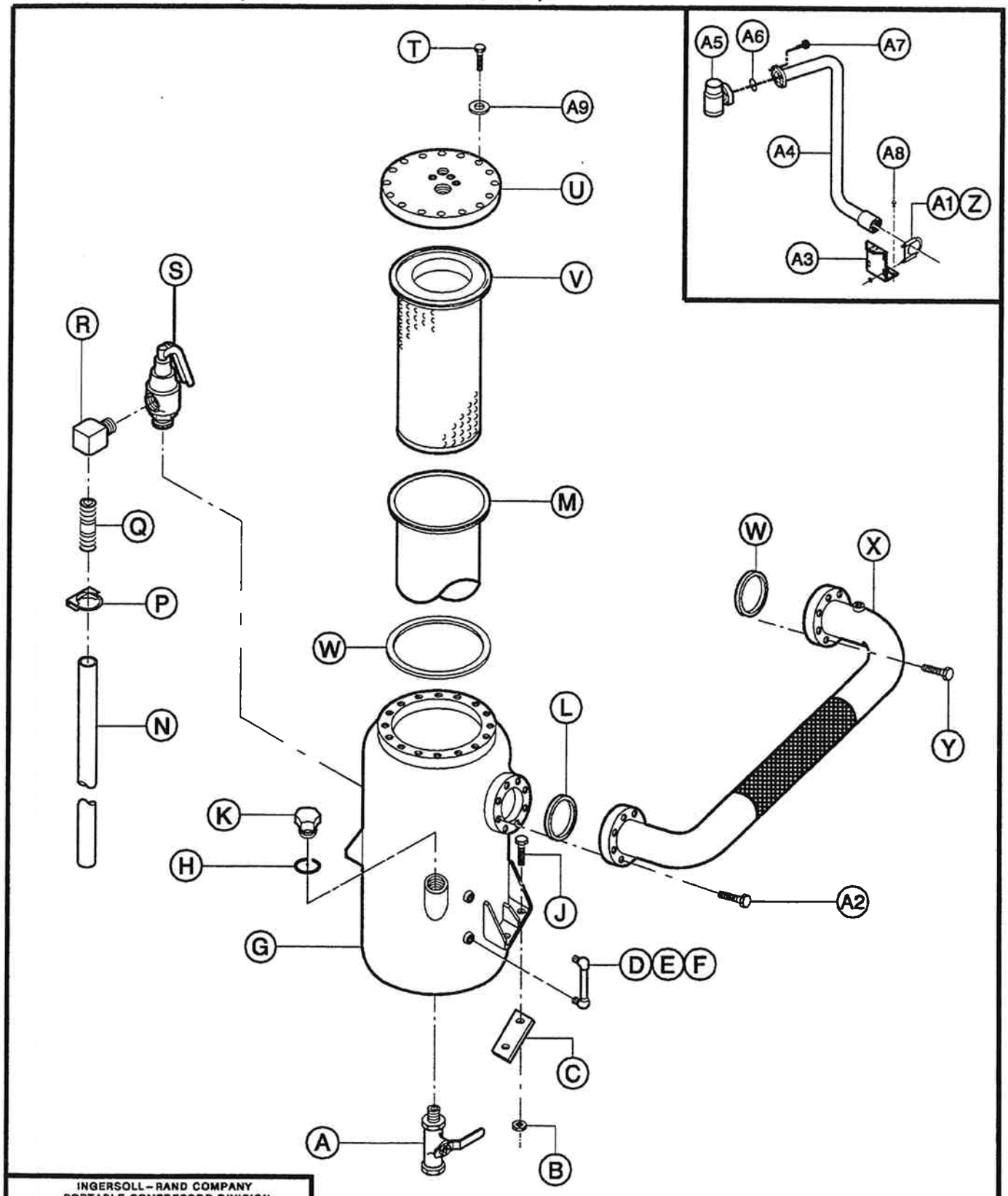
INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: FUEL PIPING				
DRAWN BY: WAP	REV: A	CHK.BY / DATE: DD 11-9-95	APPR.BY / DATE: DL	
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525491	SHEET NO.: 2 OF 2	E/C: 30006	



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION EXHAUST SYSTEM COMPLETE			
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE
MODEL NO. 1300/1600	ILLUSTRATION NO. 36508737	SHEET NO. 1 OF 2	E/C 30006

(A)	FURNISHED WITH ENGINE	
(B)	36506236	PIPE , TURBO
(C)	35307131	SEALCLAMP
(D)	36506095	PIPE , FLEX
(E)	36506228	ELBOW , EXHAUST
(F)	35144344	SCREW
(G)	35145077	NUT
(H)	36755569	BRACKET , MUFFLER
(J)	36755643	MUFFLER
(K)	36506079	BAND , MOUNTING
(L)	35138171	SCREW
(M)	35611235	BRACKET
(N)	35127653	CLAMP
(P)	36765402	PIPE , EXHAUST
(Q)	36762581	EXTENSION
(R)	36765071	PIPE , EXHAUST

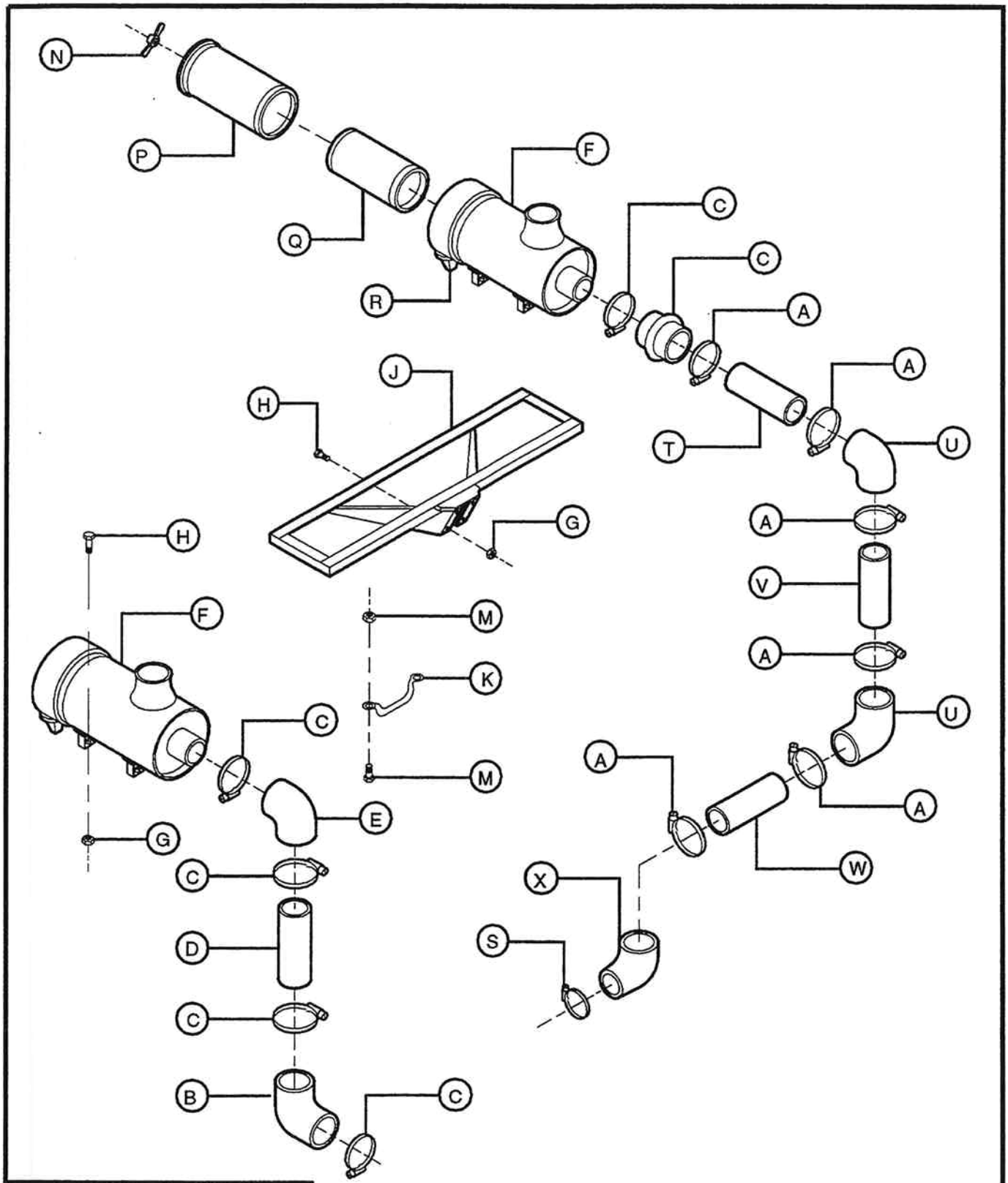
INGERSOLL-RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION EXHAUST SYSTEM COMPLETE			
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE
MODEL NO. 1300/1600	ILLUSTRATION NO. 36508737	SHEET NO. 2 OF 2	E/C 30006



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION SEPARATOR TANK COMPLETE			
DRAWN BY : WAP	REV: A	CHK.BY / DATE 22 11-9-95	APPR.BY / DATE DF
MODEL NO. 1300/1600	ILLUSTRATION NO. 36508745	SHEET NO. 1 OF 2	E/C 30008

(A)	36795680	VALVE , BALL	
(B)	35252618	NUT	(4 REQD)
(C)	36762565	PAD	(4 REQD)
(D)	36860468	FITTING	(2 REQD)
(E)	35324649	GASKET	
(F)	92121532	TUBE , GLASS	
(G)	36865038	TANK , SEPARATOR	
(H)	35277797	O – RING	
(J)	35252568	SCREW	(4 REQD)
(K)	35802933	PLUG , OIL FILLER	
(L)	36762961	GASKET	
(M)	36875854	SHELL , INNER	
(N)	36764884	PIPE , DRAIN	
(P)	W48119	CLAMP , SADDLE	
(Q)	36764389	ADAPTER	
(R)	67A7MZ8	ELBOW , 90°	
(S)	36764371	VALVE , SAFETY	
(T)	35M2AB572M3	SCREW	(16 REQD)
(U)	36866606	COVER , TANK	
(V)	36875862	ELEMENT , SEPARATOR	
(W)	36875847	GASKET , INNER SHELL	
(X)	36850121	PIPE , DISCHARGE	
(Y)	36765121	SCREW	(8 REQD)
(Z)	35586288	U – BOLT	
(A1)	36799419	U – BOLT	
(A2)	35A2D378Z1	SCREW	(8 REQD)
(A3)	36852226	BRACKET	
(A4)	36797694	PIPE , SERVICE	
(A5)	36755155	VALVE , MIN. PRESS.	
(A6)	20A11C2M237	O – RING	
(A7)	35A2D327G	SCREW	(4 REQD)
(A8)	35138171	SCREW	(2 REQD)

INGERSOLL – RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION SEPARATOR TANK COMPLETE			
DRAWN BY : WAP	REV : A	CHK.BY / DATE	APPR.BY / DATE
MODEL NO. 1300/1600	ILLUSTRATION NO. 36508745	SHEET NO. 2 OF 2	E/C 30006

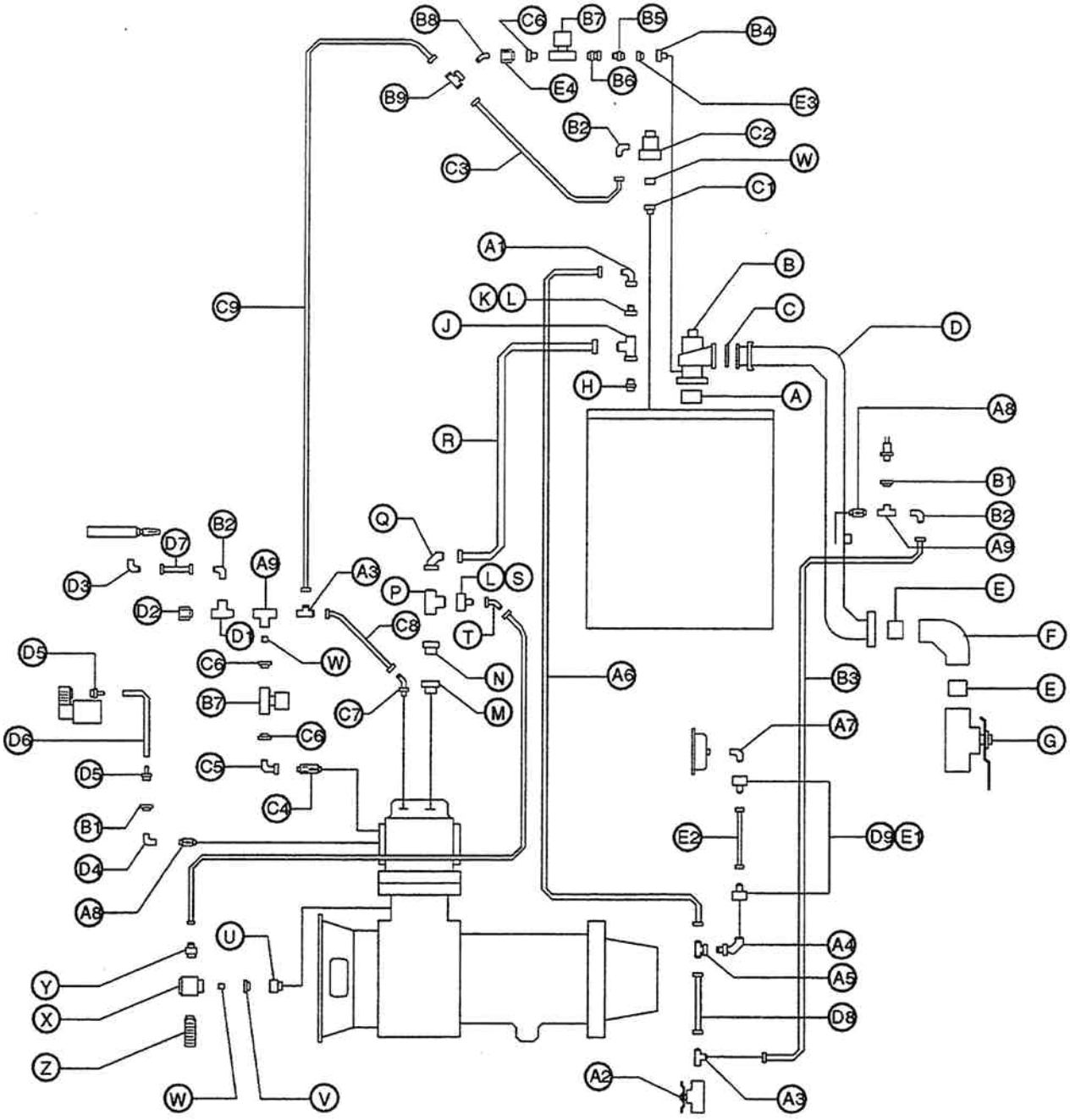


INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION AIR FILTER ASSEMBLY AND MOUNTING			
DRAWN BY : WAP	REV: A	CHK.BY / DATE 11-95	APPR.BY / DATE
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525525	SHEET NO. 1 OF 2	E/C 30006

ITEM		C.P.N.	QTY	DESCRIPTION
A		35119858	6	CLAMP
B		35141290	1	HOSE , REDUCER HUMP
C		35129071	5	CLAMP
D		35300110	1	TUBE , CONNECTOR
E		36862886	1	ELBOW , RUBBER
F		36864346	2	AIR CLEANER ASSEMBLY
G		35145077	12	NUT
H		35144344	12	SCREW
J		36755163	1	BRACKET , AIR CLEANER
K		35130707	1	HOLD , HAND
L		35252600	2	NUT
M		35321108	2	SCREW
N	★	35388982	2	NUT , WING
P	★	36864361	1	ELEMENT , PRIMARY
Q	★	36864379	1	ELEMENT , SAFETY
R	★	35388990	1	EJECTOR , DUST
S		36759488	1	CLAMP
T		36794964	1	TUBE , CONNECTOR
U		35271683	2	ELBOW , RUBBER
V		35505866	1	TUBE , CONNECTOR
W		36505790	1	TUBE , CONNECTOR
X		35305564	1	ELBOW , RUBBER

★ ITEMS INCLUDED IN AIR CLEANER ASSEMBLY 36864346

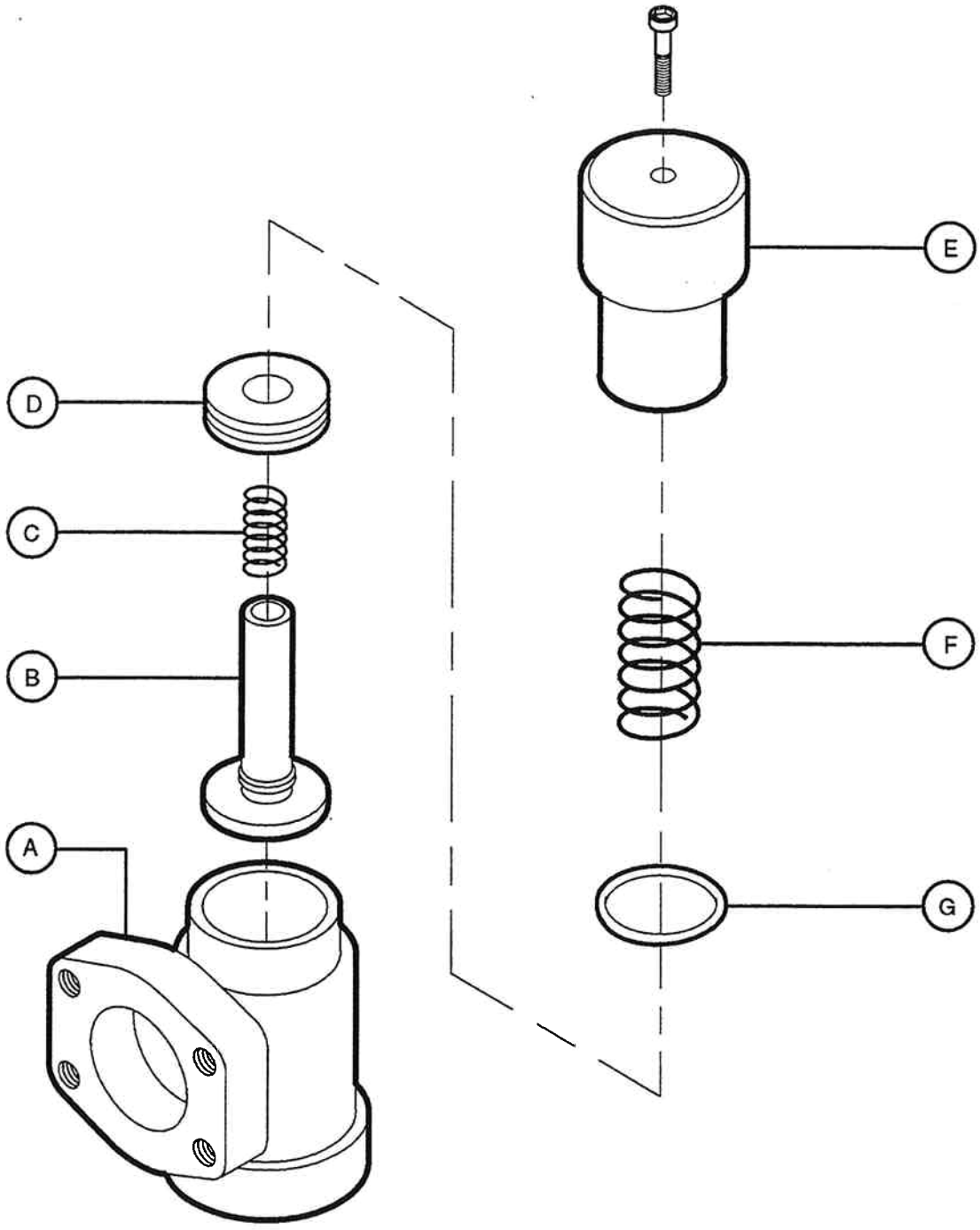
INGERSOLL-RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: AIR FILTER ASSEMBLY AND MOUNTING				
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525525		SHEET NO. 2 OF 2	E/C 30006



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION: AIR PIPING			
DRAWN BY: WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525533	SHEET NO.: 1 OF 2	E/C: 30006

ITEM	C.P.N.	DESCRIPTION
A	19A7S11Z1	NIPPLE
B	36755155	VALVE , CHECK
C	20A11C2M237	O-RING
D	36797694	PIPE , SERVICE
E	19A7S29Z1	NIPPLE
F	65A7M11Z1	ELBOW
G	36755718	VALVE , BALL
H	108A23S12D	ADAPTER
J	35287739	TEE , RUN
K	35321165	REDUCER
L	35324987	NUT , TUBE
M	35280510	ADAPTER
N	23A7S11Z1	BUSHING
P	35330117	TEE
Q	35301506	ELBOW
R	35376110	HOSE
S	35365774	REDUCER
T	35333517	ELBOW
U	35279116	ADAPTER
V	23A7S9Z1	BUSHING
W	19A7J2Z1	NIPPLE
X	35335017	VALVE , BLOWDOWN
Y	35283126	CONNECTOR
Z	36762623	SILENCER
A1	35283068	ELBOW
A2	35324839	VALVE , BALL
A3	35283050	TEE
A4	36852499	ELBOW
A5	35283092	TEE
A6	35283001	HOSE
A7	35280098	ELBOW
A8	35248145	VALVE , CHECK
A9	71A7M2Z1	BUSHING
B1	23A7S1Z1	BUSHING
B2	35279934	ELBOW
B3	35282961	HOSE
B4	23A7S7Z1	BUSHING
B5	35290147	CONNECTOR
B6	35368927	CONNECTOR
B7	36840841	VALVE , SOLENOID
B8	35290253	ELBOW
B9	35283092	TEE
C1	23A7S5Z1	BUSHING
C2	36854149	VALVE , RELIEF
C3	35282953	HOSE
C4	36840460	ORIFICE
C5	35294453	ELBOW
C6	23A7S2Z1	BUSHING
C7	35279835	ELBOW
C8	36841815	TUBE
C9	35283290	HOSE
D1	72A7M2Z1	TEE
D2	35248319	.094 ORIFICE (HP1000)
	35322346	.156 ORIFICE (XP1200)
D3	35301126	ELBOW
D4	65A7M2Z1	ELBOW
D5	108A23S2	ADAPTER
D6	35283241	HOSE
D7	35283027	HOSE
D8	35330513	HOSE
D9	35306091	REDUCER
E1	35306109	NUT , TUBE
E2	35282904	HOSE
E3	23A7S4Z1	BUSHING
E4	35123124	CONNECTOR
E5	35379056	KIT , BLOWDN. VLV.
E6	35298512	HOSE

INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: AIR PIPING				
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525533		SHEET NO. 2 OF 2	E/C 30006



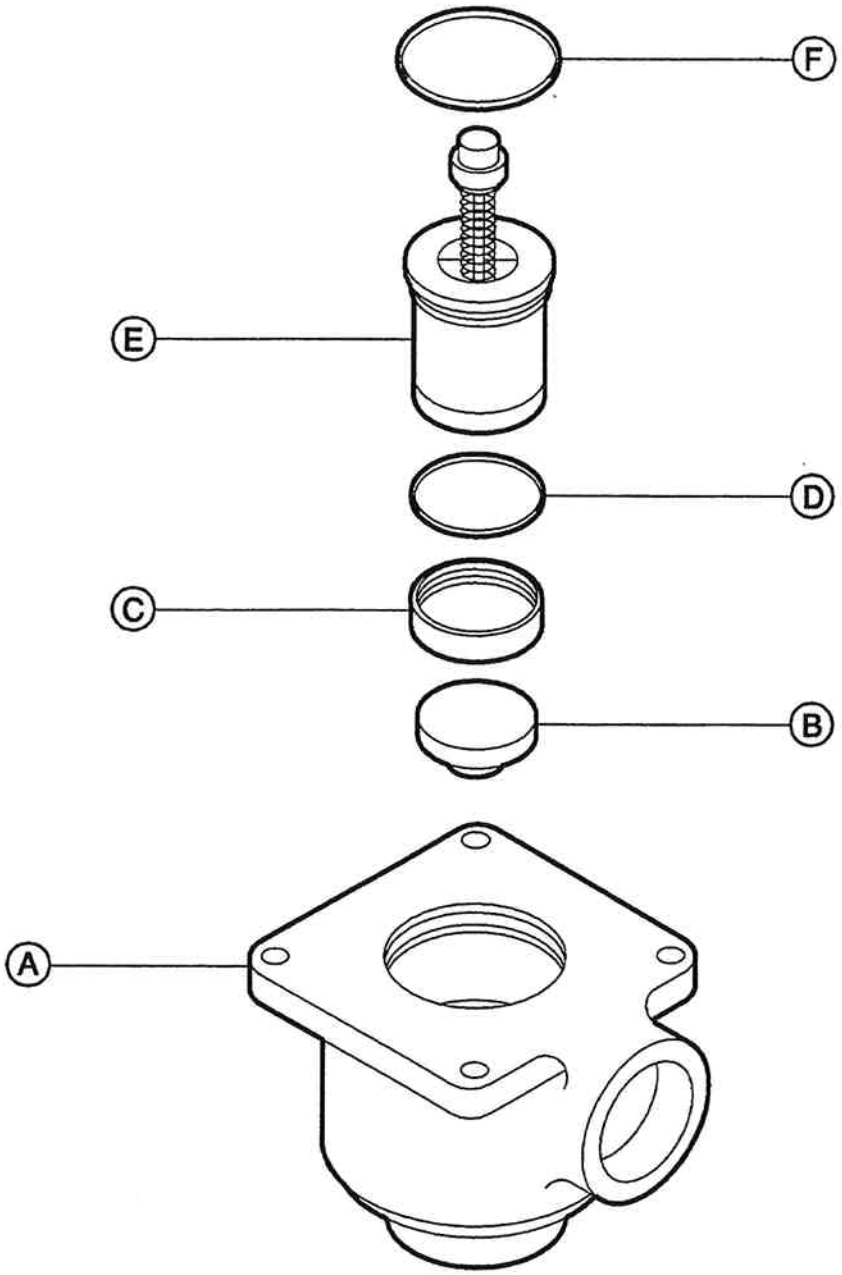
MINIMUM PRESSURE CHECK VALVE ASSEMBLY 36755155

INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION MINIMUM PRESSURE CHECK VALVE			
DRAWN BY : WAP	REV: A	CHK BY / DATE 3-11-93 JF	APPR BY / DATE
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525541	SHEET NO. 1 OF 2	E/C 30006

ITEM	C.P.N.	QTY	DESCRIPTION
A	36792323	1	BODY
B	36792380	1	VALVE , CHECK
C	36792356	1	SPRING , CHECK VALVE
D	36792927	1	PISTON
E	36794808	1	CAP
F	36794790	1	SPRING , MAIN
G	36792364	1	O–RING

MINIMUM PRESSURE CHECK VALVE ASSEMBLY 36755155

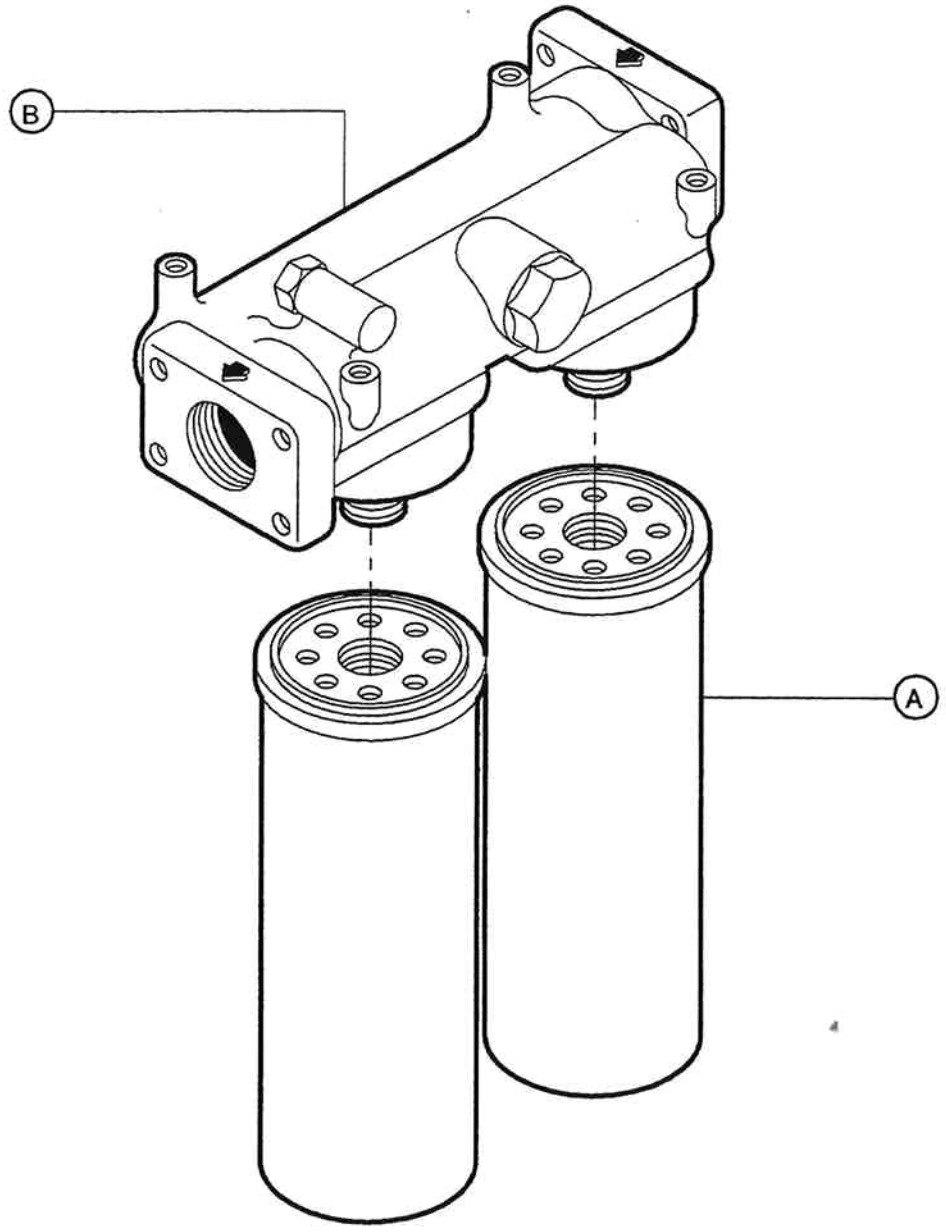
INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: MINIMUM PRESSURE CHECK VALVE				
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525541		SHEET NO. 2 OF 2	E/C 30006



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION OIL TEMPERATURE BY–PASS VALVE				
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525558		SHEET NO. 1 OF 2	E/C 30006

ITEM	C.P.N.	DESCRIPTION
A	35307537	BODY , OIL TEMP. BY–PASS VALVE
B	35307545	SEAT
C	35307552	SLEEVE
D	35307560	O–RING
E	35307578	ELEMENT ASSEMBLY
F	35307586	O–RING
G	35825595	OIL TEMP. BY–PASS VALVE ASSEMBLY

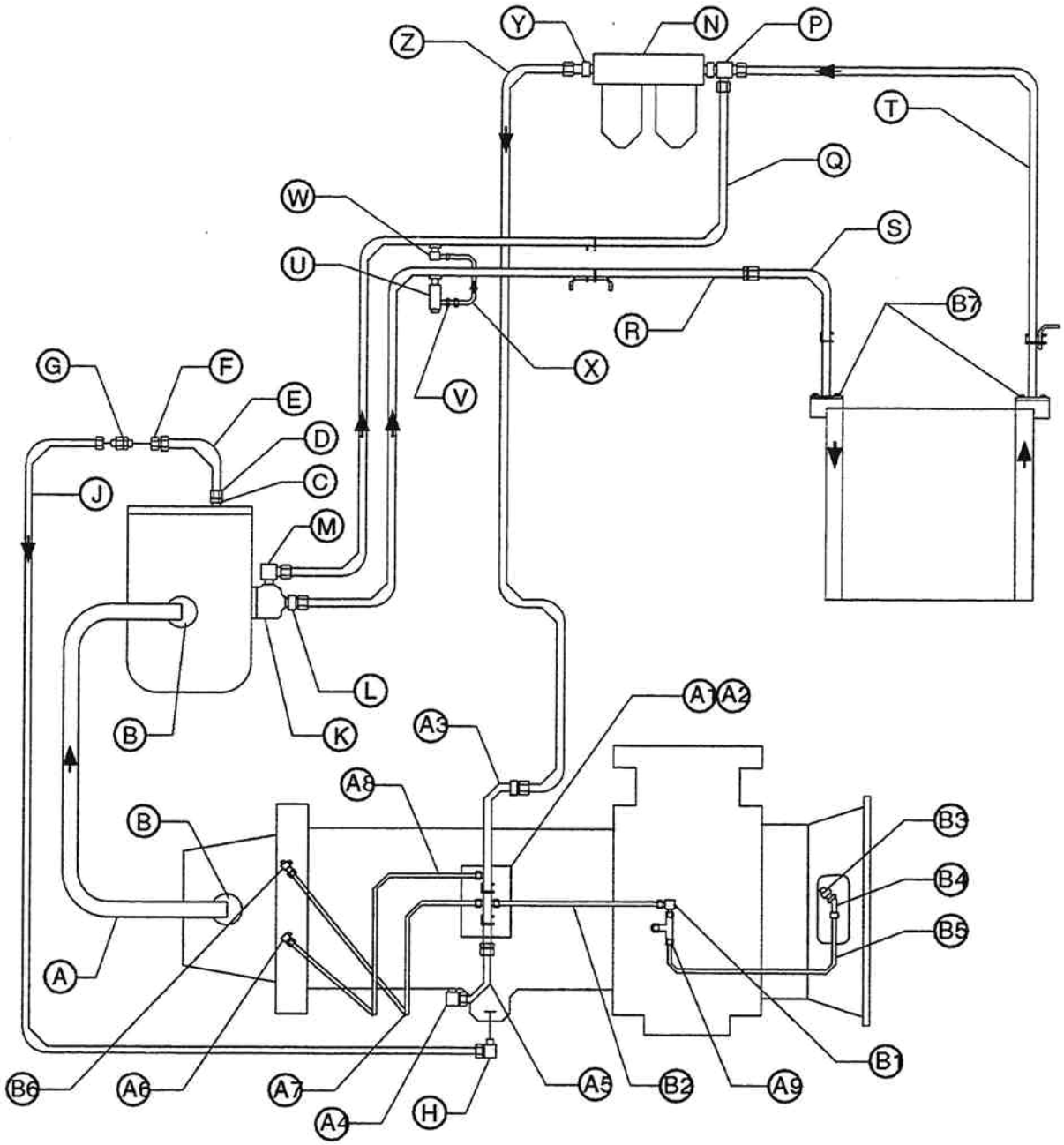
INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION OIL TEMPERATURE BY–PASS VALVE			
DRAWN BY : WAP	REV: A	CHK BY / DATE	APPR. BY / DATE
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525558	SHEET NO. 2 OF 2	E/C 30006



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION: OIL FILTER ASSEMBLY			
DRAWN BY: WAP	REV: A	CHK. BY / DATE: SS 11-3-95	APPR. BY / DATE: DE
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36524262	SHEET NO.: 1 OF 2	E/C: 30006

ITEM	C.P.N.	QTY	DESCRIPTION
A	36860336	2	ELEMENT , FILTER
B	36756120	1	FILTER HEAD ASSEMBLY

INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: OIL FILTER ASSEMBLY				
DRAWN BY: WAP	REV: A	CHK. BY / DATE	APPR. BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36524262		SHEET NO. 2 OF 2	E/C 30006

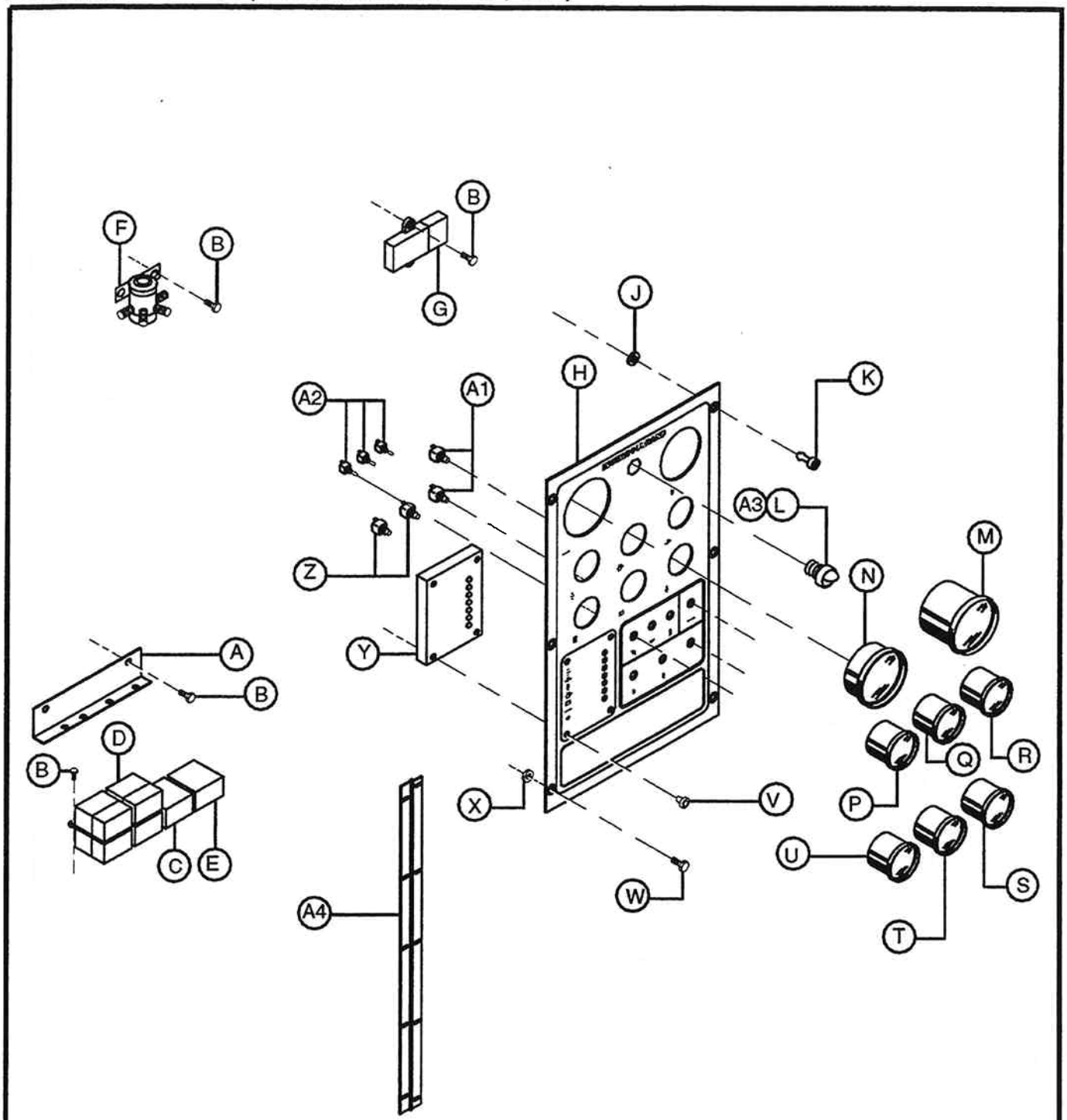


INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION: OIL PIPING			
DRAWN BY: WAP	REV: A	CHK. BY / DATE: 11-5-95	APPR. BY / DATE
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525574	SHEET NO.: 1 OF 2	E/C: 30006

ITEM	C.P.N.	DESCRIPTION
A	36761849	PIPE , DISCHARGE
B	36762961	GASKET
C	23A7SZ18	BUSHING
D	35610674	FITTING , SCAVENGE
E	36794303	TUBE , SCAVENGE
F	23A7SZ2	BUSHING , REDUCING
G	36840411	VALVE , CHECK
H	144A23S15	ELBOW , 90°
J	35322494	HOSE ASSEMBLY
K	35825595	VALVE , AMOT TEMP.
L	108A23S32	ADAPTER
M	109A23S32	ELBOW , TUBE
N	36756120	FILTER , OIL
P	36756906	TEE , STR. RUN
Q	36756757	TUBE ASSEMBLY
R	36756765	TUBE ASSEMBLY
S	36756609	TUBE ASSEMBLY
T	36756591	TUBE ASSEMBLY
U	35260439	VALVE , PRESS. RELIEF
V	108A23S12D	ADAPTER
W	35294735	ELBOW
X	36756740	TUBE ASSEMBLY
Y	35296409	CONNECTOR
Z	35142116	HOSE ASSEMBLY
A1	36756252	COVER , AIR END
A2	35304021	GASKET
A3	36756211	MANIFOLD , OIL
A4	36762698	ELBOW , ORIFICE
A5	36758191	TUBE ASSEMBLY
A6	35287937	ELBOW , 90°
A7	36758175	TUBE ASSEMBLY
A8	36758183	TUBE ASSEMBLY
A9	35279843	TEE , BRANCH
B1	35283068	ELBOW , 90°
B2	36758217	TUBE ASSEMBLY
B3	35287945	EXPANDER
B4	35279835	ELBOW , 45°
B5	36771731	TUBE ASSEMBLY
B6	36769701	TEE , MANIFOLD
B7	20A11C2M228	O-RING

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION	OIL PIPING			
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525574		SHEET NO. 2 OF 2	E/C 30006

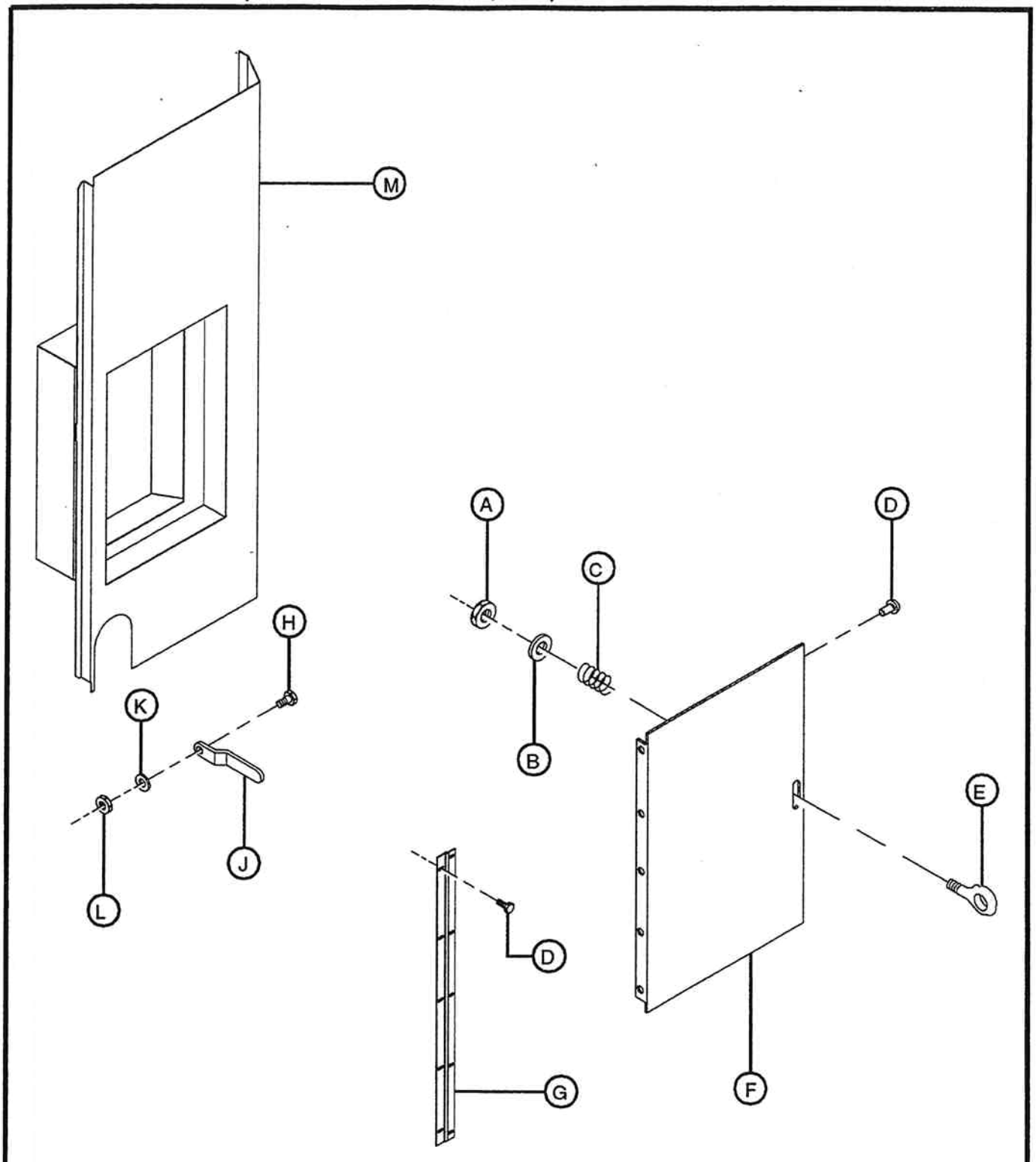


INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION INSTRUMENT/CONTROL PANEL			
DRAWN BY : WAP	REV: A	CHK BY / DATE	APPR BY / DATE
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525582	SHEET NO. 1 OF 2	E/C 30006

ITEM		C.P.N.	DESCRIPTION
A	★	36840924	BRACKET , RELAY
B		92368687	SCREW
C	★	35583442	RELAY , POWER SUPPLY
D	★	35586130	RELAY
E	★	36779742	RELAY, THERMAL TIME DELAY
F		35577873	SWITCH , SOLENOID
G		35356781	MODULE , LOW WATER
H		36840239	PANEL , INSTR/CONTROL
J		35369180	RETAINER
K		36844124	STUD
L		36841252	LIGHT , INDICATOR
M		36861177	TACHOMETER
N		36840767	GAGE , DISCHARGE PRESS.
P		35604115	GAGE , AIR TEMP.
Q		35604099	GAGE , FUEL LEVEL
R		35373729	GAGE , ENG. OIL PRESS.
S		35604115	GAGE , WATER TEMP.
T		36841153	GAGE , VOLTMETER
U		36841245	GAGE , HOURMETER
V		36775484	RIVET
W		35365386	SCREW
X		35144492	NUT
Y		36771434	MODULE , DIAGNOSTIC
Z		35255553	SWITCH , ETHER/START
A1		35255561	SWITCH , BYPASS/AIR
A2		35337435	SWITCH , TOGGLE
A3		35290089	BULB , LIGHT
A4		36840908	HINGE

★ INCLUDED IN RELAY ASSEMBLY 36008209

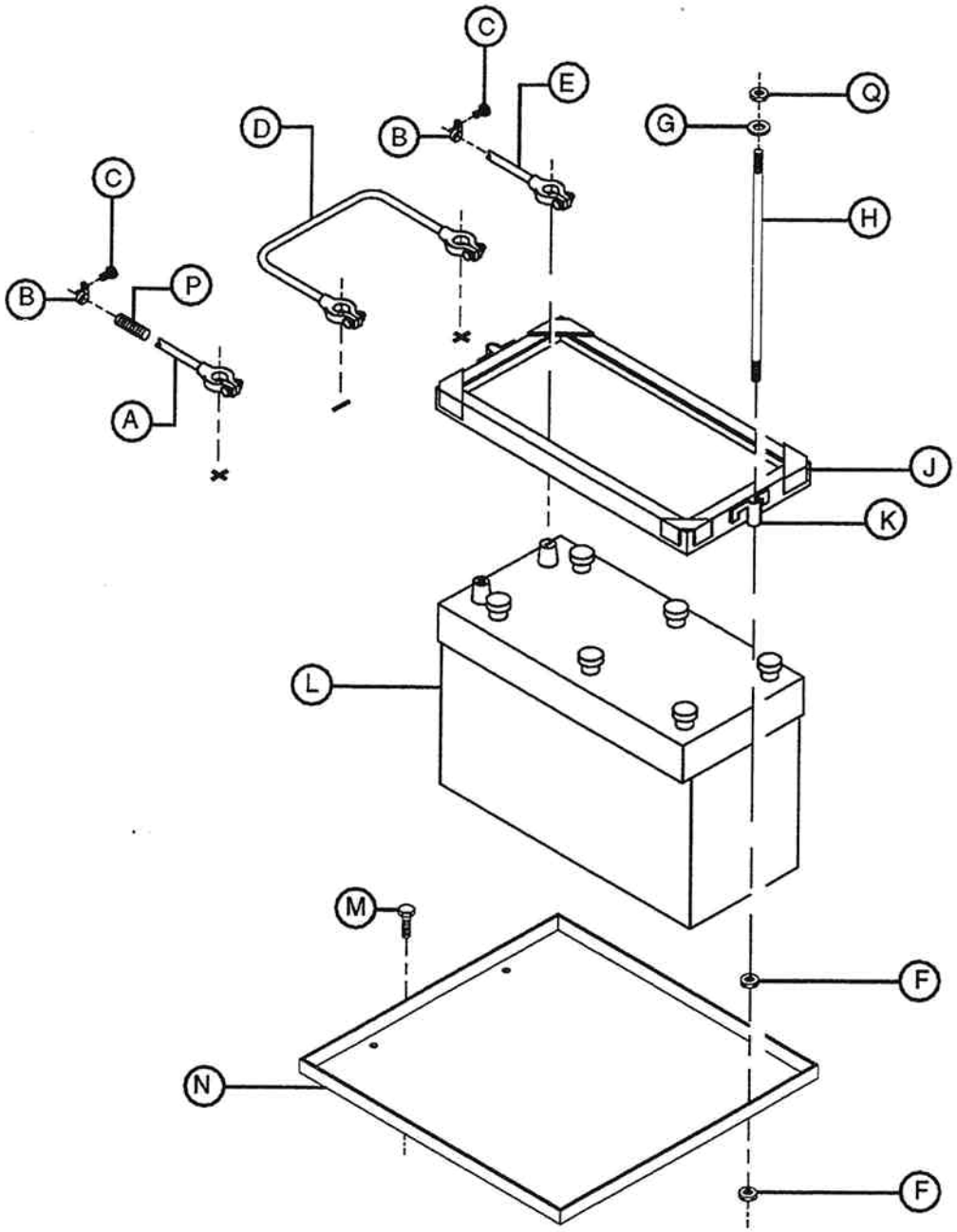
INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: INSTRUMENT/CONTROL PANEL				
DRAWN BY: WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525582	SHEET NO. 2 OF 2	E/C 30006	



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION INSTRUMENT/CONTROL PNL MTG			
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE
MODEL NO. 1300/1600	ILLUSTRATION NO. 36524296	SHEET NO. 1 OF 2	E/C 30006

ITEM	C.P.N.	QTY	DESCRIPTION
A	67A4C2Z1	1	NUT
B	11A5D3Z1	1	WASHER
C	35327311	1	SPRING
D	36797652	7	SCREW
E	35327303	1	EYEBOLT
F	36738565	1	DOOR , CONTROL PANEL
G	36740405	1	HINGE , CONTROL PANEL
H	35357995	1	STUD
J	35603349	1	HOLDER , DOOR
K	11A5D4Z1	1	WASHER
L	35273366	1	NUT
M	36863710	1	PANEL , L.F. VERTICAL CORNER

INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION INSTRUMENT/CONTROL PNL MTG				
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36524296		SHEET NO. 2 OF 2	E/C 30006



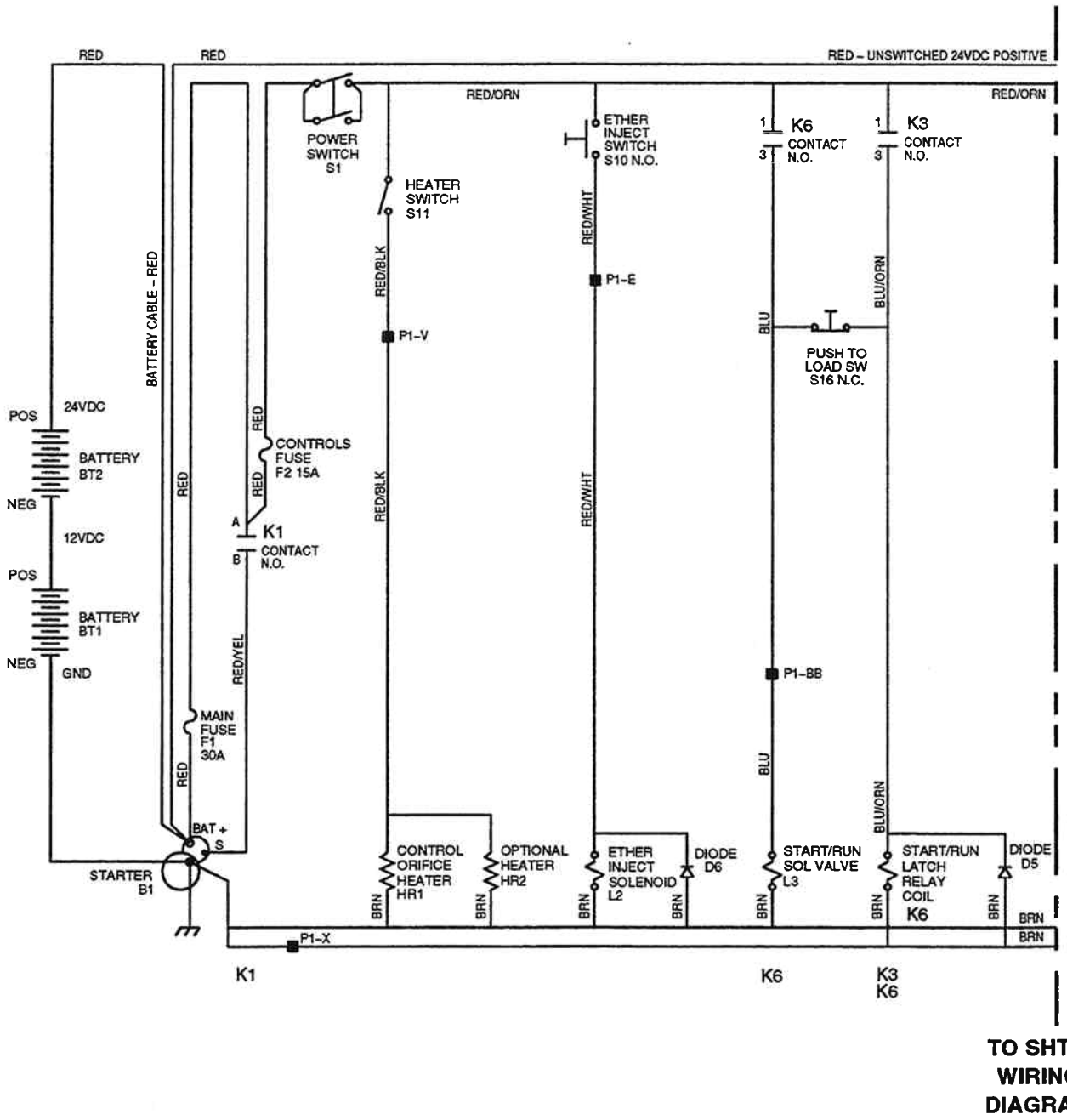
INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: BATTERY & MOUNTING				
DRAWN BY: WAP	REV: A	CHK.BY / DATE: 11-9-95 DF	APPR.BY / DATE	
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525608	SHEET NO.: 1 OF 2	E/C: 30006	

ITEM	C.P.N.	QTY	DESCRIPTION
A	36764645	1	CABLE , POS.
B	W88421	4	CLAMP
C	35134550	2	SCREW
D	35128982	1	CABLE , JUMPER
E	36762201	1	CABLE , NEG.
F	35145077	8	NUT
G	11A5D4Z1	4	WASHER
H	35608116	4	STUD
J	R35343	2	FRAME
K	35108216	4	CLIP
L	W90195	2	BATTERY
M	92368687	3	SCREW
N	36786424	1	TRAY , BATTERY
P	35134519	32"	COIL , PLASTIC
Q	16A4C3Z1	4	NUT

THE FOLLOWING GROUND STRAPS ARE NOT ILLUSTRATED:

35293075	**STRAP**	**STARTER GROUND TO ENGINE BLOCK**
35578194	**STRAP**	**ENGINE BLOCK AT ALTERNATOR TO FRAME**

INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: BATTERY & MOUNTING				
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525608	SHEET NO. 2 OF 2	E/C 30006	

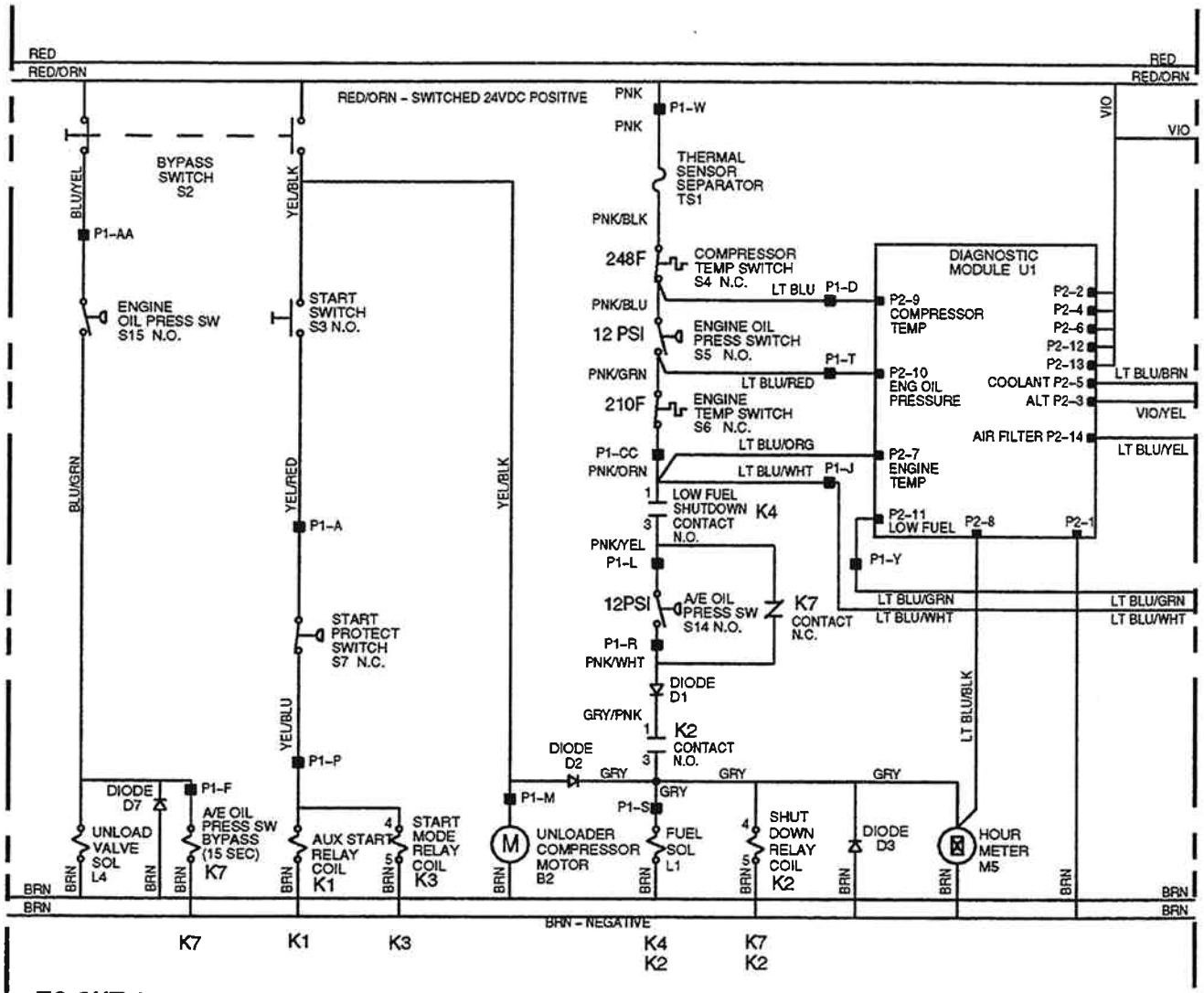


INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: WIRING DIAGRAM				
DRAWN BY: WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525616	SHEET NO. 1 OF 8	E/C 30006	

ITEM	C.P.N.	DESCRIPTION
B1	35382027	STARTER
BT1	W90195	BATTERY
BT2	W90195	BATTERY
D5	35376169	DIODE
D6	35376169	DIODE
F1	36786259	30A FUSE
F2	36782464	15A FUSE
HR1	36841526	CONTROL HEATER
HR2	36864677	REGULATOR HEATER
K3	35586130	RELAY
K6	35586130	RELAY
L2	35357961	ETHER SOLENOID
L3	36840841	START/RUN SOLENOID
S1	35337435	POWER SWITCH
S10	35255553	ETHER SWITCH
S11	35337435	HEATER SWITCH
S16	35255561	SERVICE AIR SWITCH
W1	36867166	HARNESS, CHASSIS
W2	36868248	HARNESS, INSTURMENT PANEL

INGERSOLL–RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION			
WIRING DIAGRAM			
DRAWN BY : WAP	REV: A	CHK.BY / DATE SSN 1/13-95	APPR.BY / DATE
MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
1300/1600	36525616	2 OF 8	30008



TO SHT 1 WIRING DIAGRAM

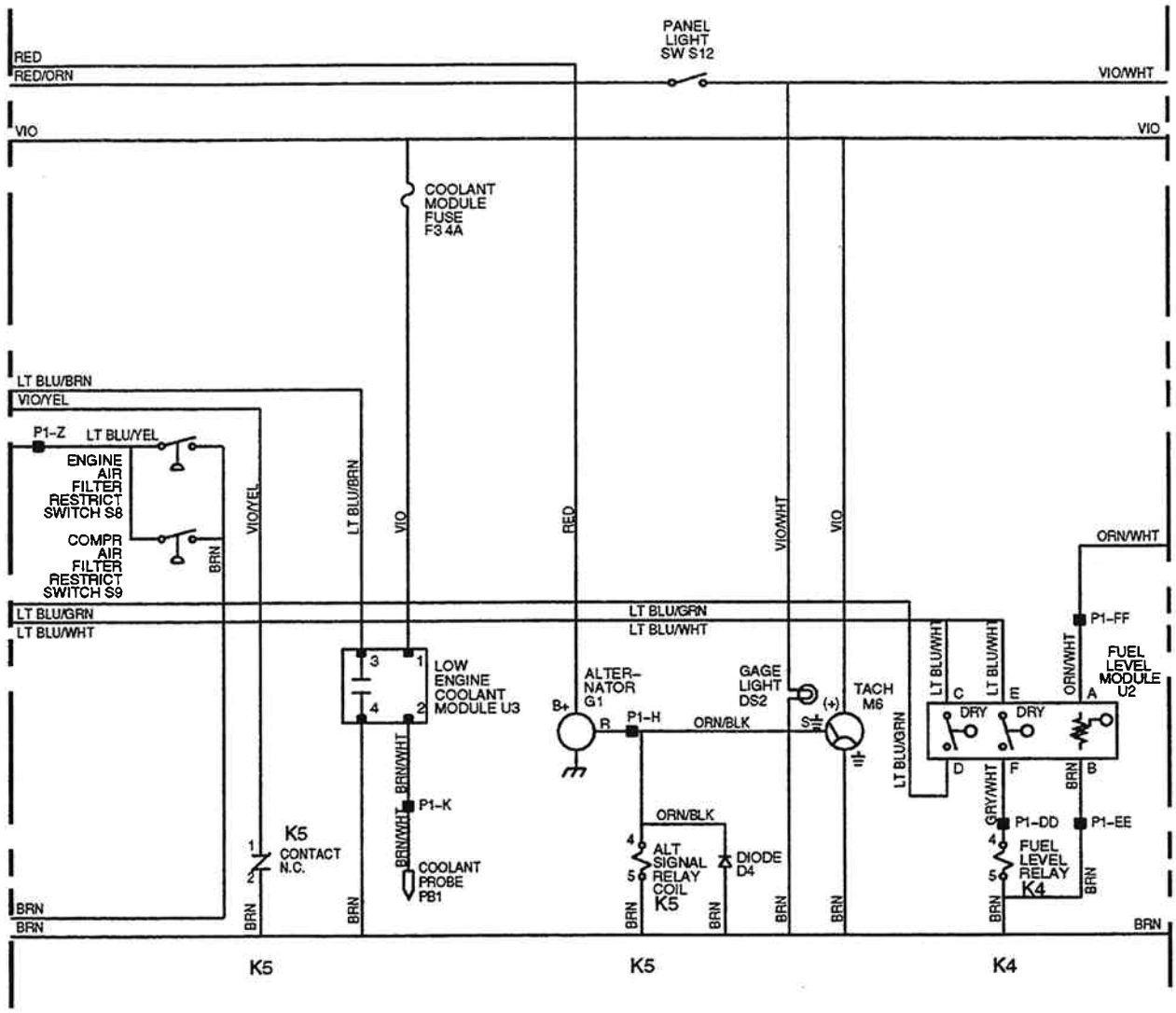
TO SHT 5 WIRING DIAGRAM

INGERSOLL-RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: WIRING DIAGRAM				
DRAWN BY: WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C	
1300/1600	36525616	3 OF 8	30008	

ITEM	C.P.N.	DESCRIPTION
B2	36850691	COMPRESSOR MOTOR
D1	35376191	DIODE
D2	35376191	DIODE
D3	35376191	DIODE
D7	35376191	DIODE
K1	35577873	RELAY
K2	35586130	RELAY
K3	35586130	RELAY
K4	35586130	RELAY
K7	36799742	RELAY, THERM TIME DELAY
L1	★	FUEL SOLENOID
L4	36840841	COMPRESSOR SOLENOID
M5	36841245	HOURMETER
S2	35255561	BY–PASS SWITCH
S3	35255553	START SWITCH
S4	35577592	CPRSR TEMP SWITCH
S5	36757581	REAR ENGINE OIL PRESS SWITCH
S6	36864973	ENGINE WATER TEMP SWITCH
S7	36757573	START PROTECTION SWITCH
S14	36757581	CPRSR OIL PRESS SWITCH
S15	36843423	FRONT ENG OIL PRESS SWITCH
TS1	36865756	THERMAL SWITCH
U1	36771434	DIAGNOSTIC MODULE
W1	36867166	HARNESS, CHASSIS

★ FURNISHED BY ENGINE MANUFACTURER

INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: WIRING DIAGRAM				
DRAWN BY: WAP	REV: A	CHK.BY / DATE: BR 11-9-95	APPR.BY / DATE	
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525616	SHEET NO.: 4 OF 8	E/C: 30006	

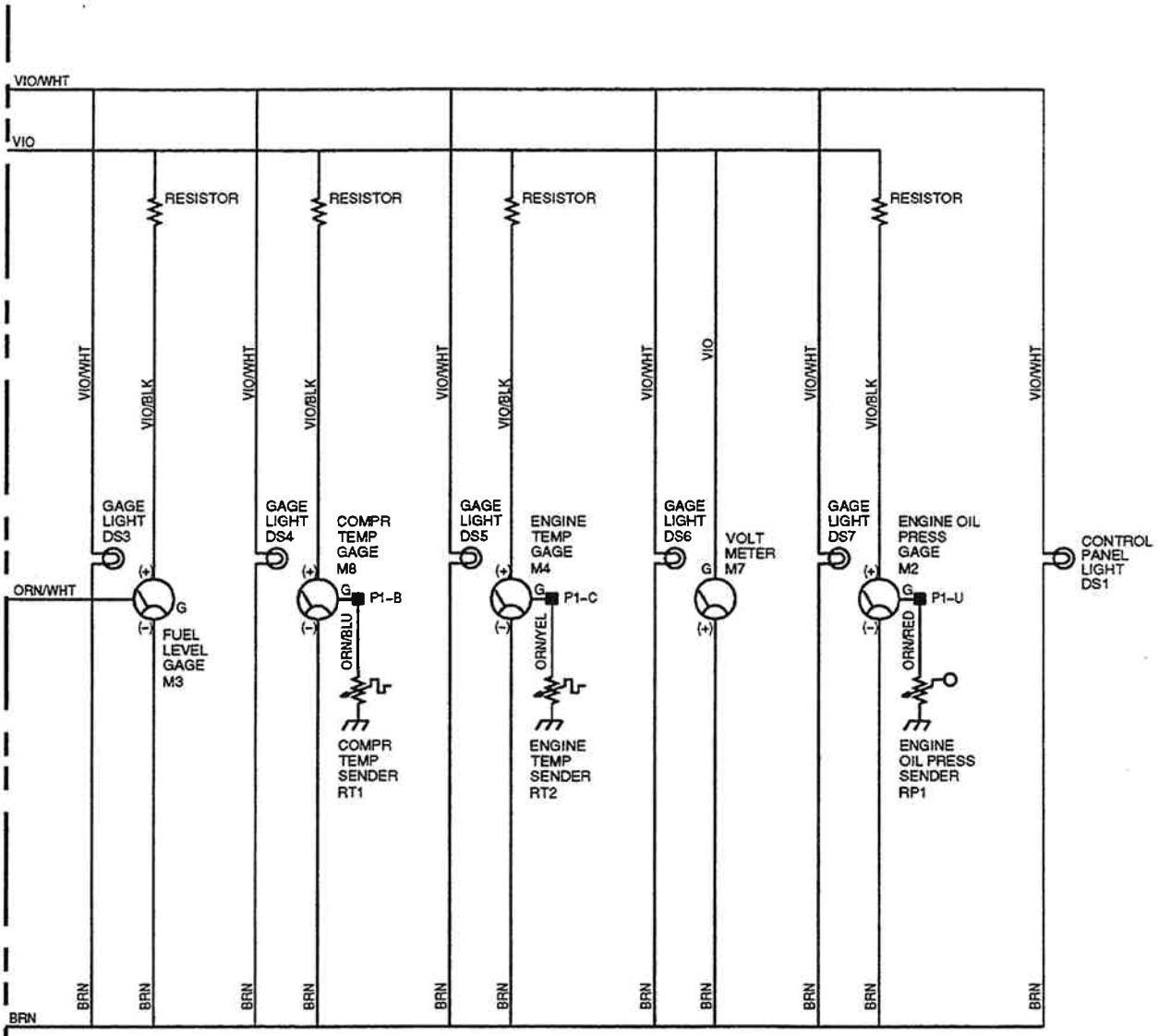


INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION: WIRING DIAGRAM			
DRAWN BY: WAP	REV: A	CHK.BY / DATE: [illegible]	APPR.BY / DATE
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525616	SHEET NO.: 5 OF 8	E/C: 30006

ITEM	C.P.N.	DESCRIPTION
D4	35376169	DIODE
DS2	36842128	BULB
F3	35363472	4A FUSE
G1	36759512	ALTERNATOR
K4	35586130	RELAY
K5	35583442	RELAY
M6	36861177	TACHOMETER
PB1	35356799	LOW WATER PROBE
S8	35368992	RESTRICTION INDICATOR SWITCH
S9	35368992	RESTRICTION INDICATOR SWITCH
S12	35337435	PANEL LIGHT SWITCH
U2	36840783	FUEL LEVEL MODULE
U3	35356781	LOW WATER MODULE
W1	36867166	HARNESS, CHASSIS
W2	36868248	HARNESS, INSTURMENT PANEL

INGERSOLL–RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION	WIRING DIAGRAM			
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525616	SHEET NO. 6 OF 8	E/C 30008	

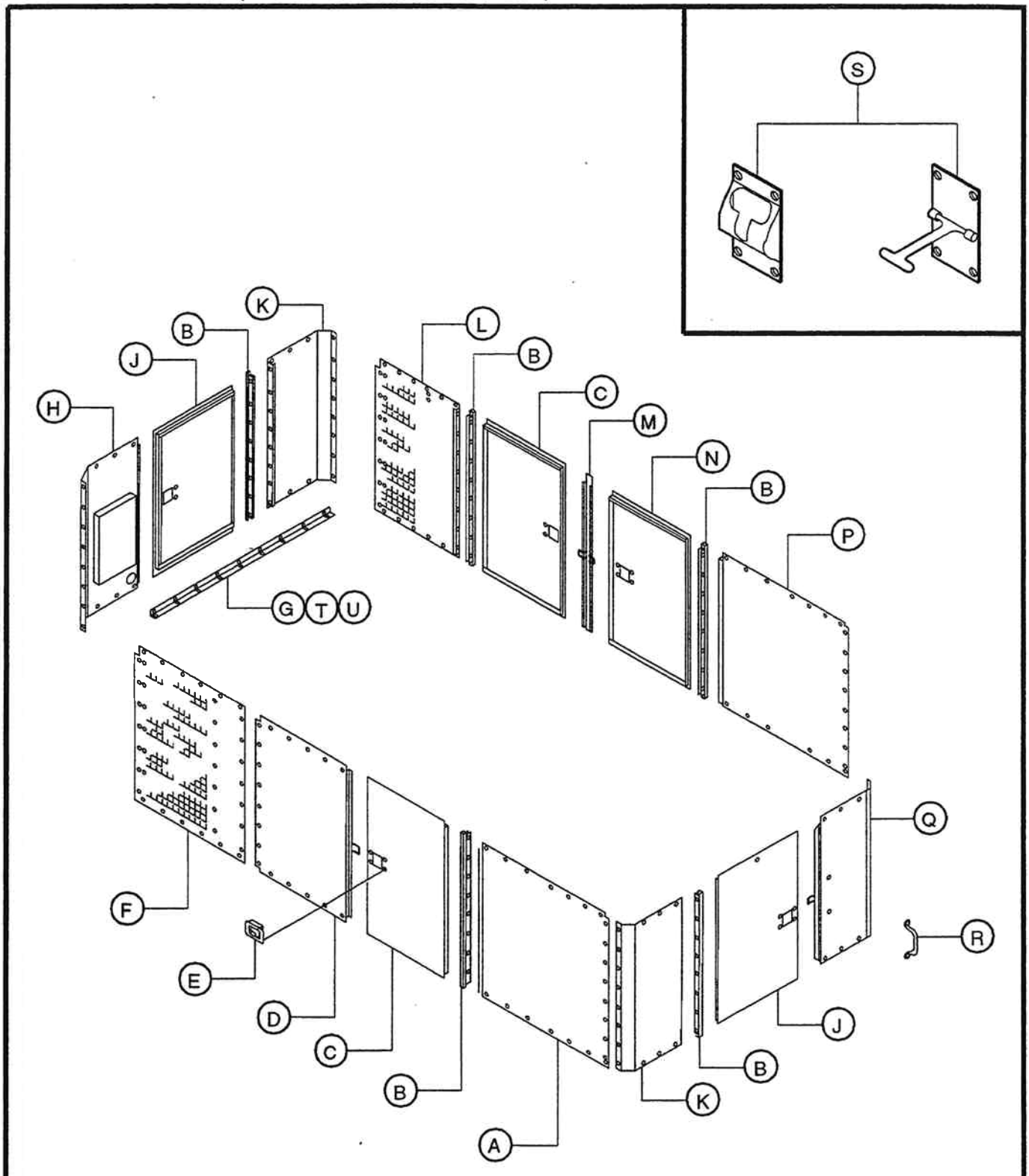


TO SHT 5 WIRING DIAGRAM

INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION	WIRING DIAGRAM			
DRAWN BY : WAP	REV : A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C	
1300/1600	36525616	7 OF 8	30006	

ITEM	C.P.N.	DESCRIPTION
DS1	36841252	PANEL LIGHT
DS1	35290089	BULB
DS3	36842128	BULB
DS4	36842128	BULB
DS5	36842128	BULB
DS6	36842128	BULB
DS7	36842128	BULB
M2	35373729	ENGINE OIL PRESS GAGE
M3	35604099	FUEL LEVEL GAGE
M4	35604115	ENGINE WATER TEMP GAGE
M6	35604115	COMPRESSOR TEMP GAGE
M7	36841153	VOLTMETER
RP1	35373737	ENGINE OIL PRESS SENDER
RT1	36841138	COMPRESSOR TEMP SENDER
RT2	35604180	ENGINE TEMP SENDER
W2	36868248	HARNESS, INSTURMENT PANEL

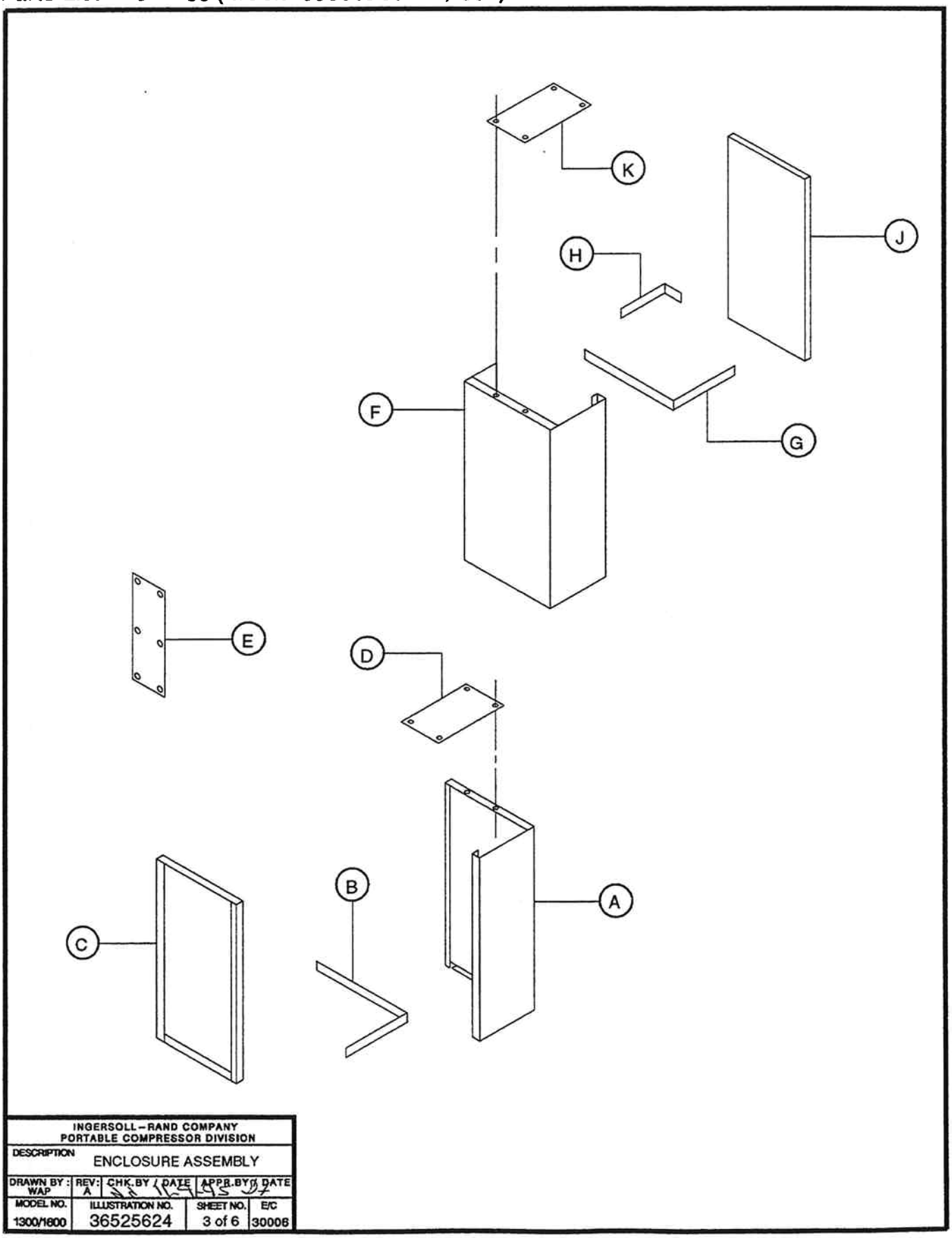
INGERSOLL-RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: WIRING DIAGRAM				
DRAWN BY: WAP	REV: A	CHK. BY / DATE	APPR. BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525616		SHEET NO. 8 OF 8	E/C 30006



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION	ENCLOSURE ASSEMBLY			
DRAWN BY : WAP	REV: A	CHK. BY / DATE	APPR. BY / DATE	
MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C	
1300/1600	36525624	1 of 6	30006	

ITEM	C.P.N.	DESCRIPTION
A	36863439	PANEL , L.H. REAR SIDE
B	36863413	HINGE
C	36863652	DOOR , L.H. & R.H. FRONT SIDE
D	36863561	PANEL , L.H. MIDDLE SIDE
E	36793602	LATCH , DOOR SLAM (5 REQD)
F	36863454	PANEL , L.H. FRONT SIDE
G	36863629	ANGLE , R.H. FRONT
H	36863710	PANEL , L.H. FRONT CORNER
J	36863363	DOOR , FRONT & REAR
K	36863330	PANEL , L.H. REAR CORNER
	36863330	PANEL , R.H. FRONT CORNER
L	36874014	PANEL , R.H. FRONT SIDE
M	36863587	PANEL , R.H. CENTER SIDE
N	36863660	DOOR , R.H. REAR
P	36863579	PANEL , R.H. REAR SIDE
Q	36876639	PANEL , R.H. REAR CORNER
R	35130707	HOLD , HAND
S	36849925	HOLDER , DOOR (5 REQD)
T	36863322	ANGLE , REAR MOUNTING
U	36863645	ANGLE , L.H. FRONT

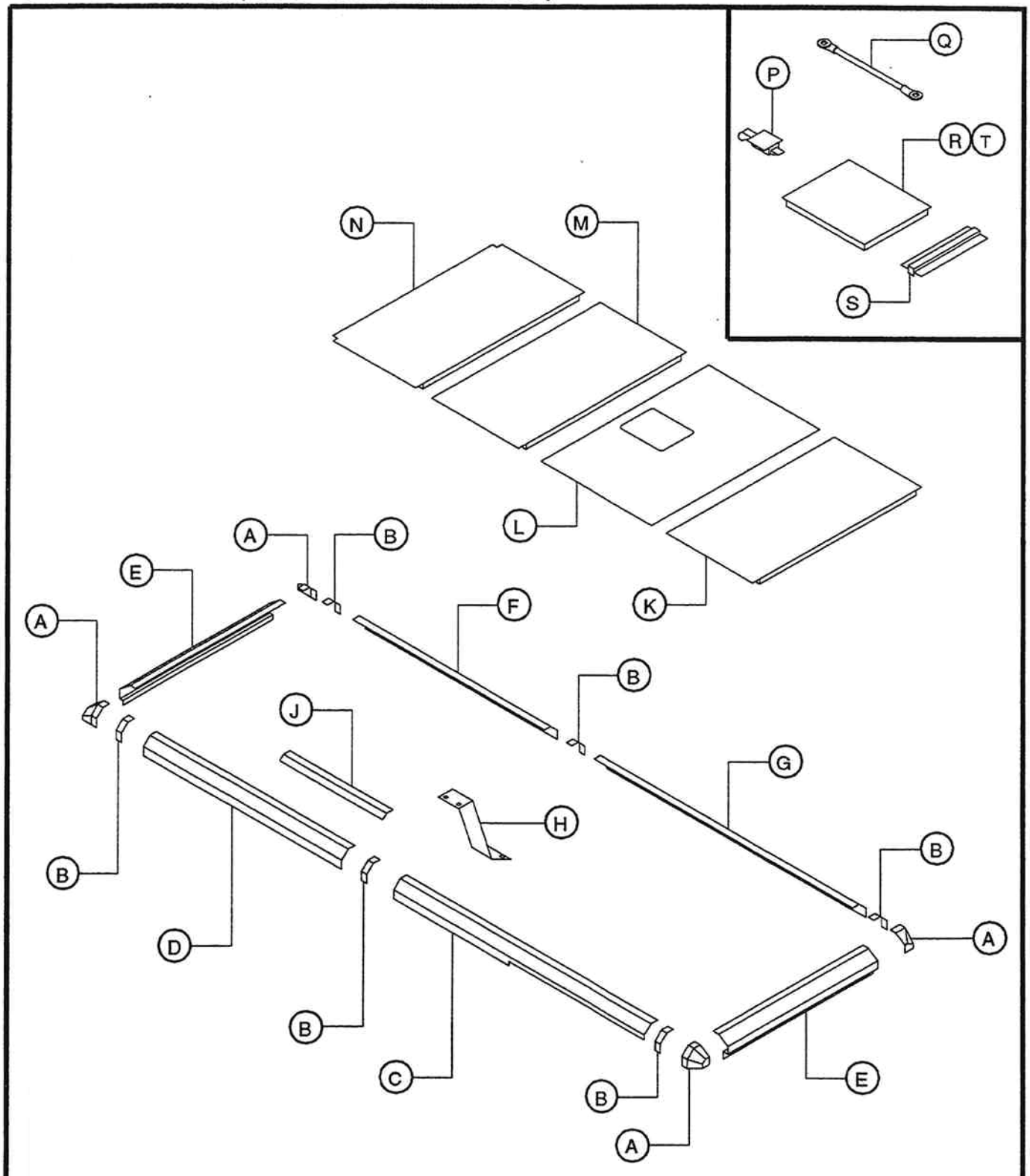
INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: ENCLOSURE ASSEMBLY				
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525624		SHEET NO. 2 of 6	E/C 30006



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION: ENCLOSURE ASSEMBLY			
DRAWN BY: WAP	REV: A	CHK. BY / DATE	APPR. BY / DATE
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525624	SHEET NO.: 3 of 6	E/C: 30006

ITEM	C.P.N.	DESCRIPTION
A	36756070	BAFFLE , L.H. AIR INTAKE
B	36756005	STRAP , L.H. (3 REQD)
C	36757714	BAFFLE , L.H. SPLITTER
D	36763878	BRACKET , L.H. BAFFLE SUPPORT
E	36763894	SUPPORT , BAFFLE
F	36756088	BAFFLE , R.H. AIR INTAKE
G	36756013	STRAP , R.H. (3 REQD)
H	36764736	BRACKET , SPLITTER BAFFLE
J	36757722	BAFFLE , R.H. SPLITTER
K	36762912	BRACKET , R.H. BAFFLE SUPPORT

INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: ENCLOSURE ASSEMBLY				
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525624		SHEET NO. 4 of 6	E/C 30006

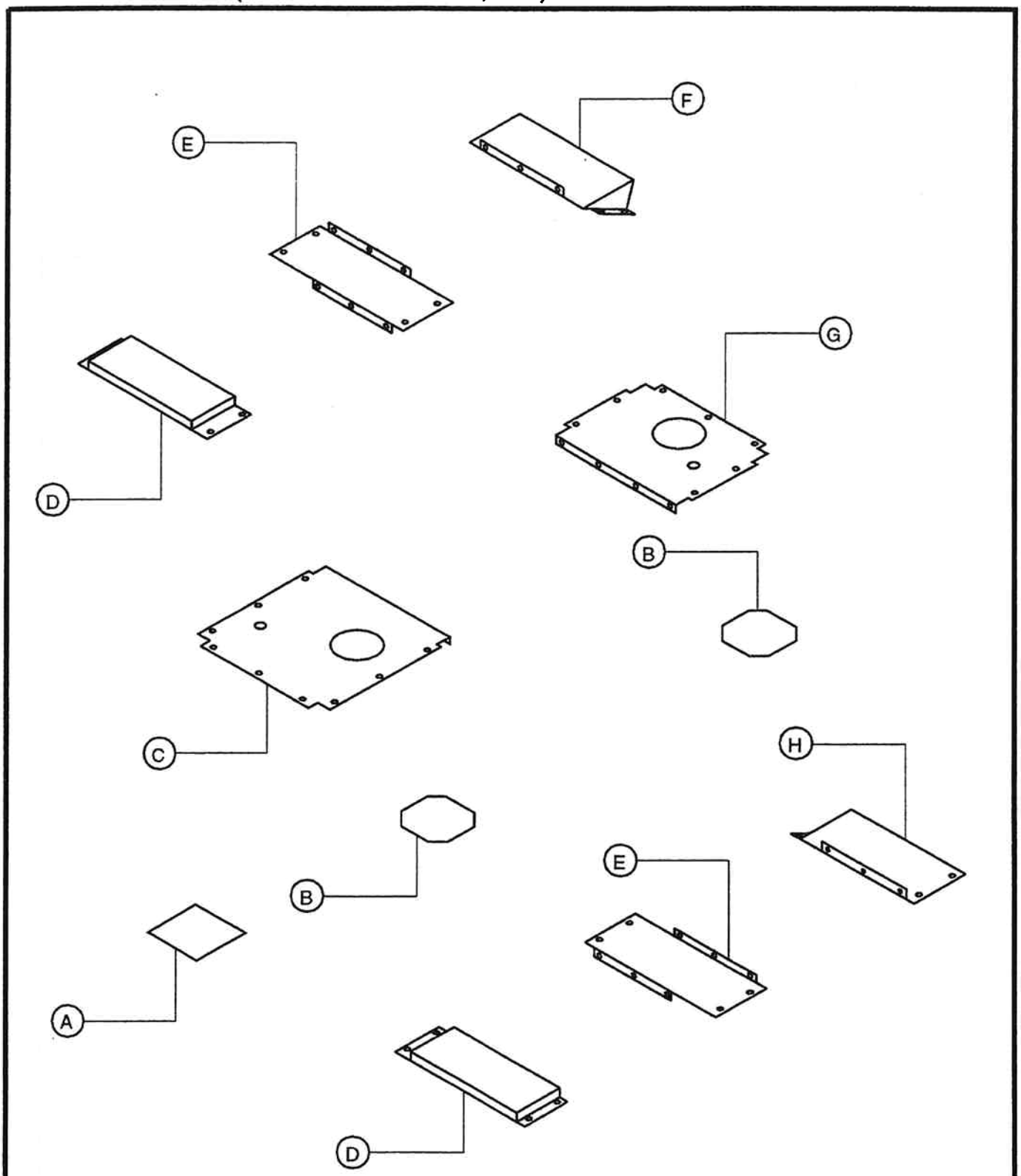


INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION: ENCLOSURE ASSEMBLY			
DRAWN BY: WAP	REV: A	CHK.BY / DATE: 11-7-95 SJF	APPR.BY / DATE
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525624	SHEET NO.: 5 of 6	E/C: 30006

ITEM	C.P.N.	QTY	DESCRIPTION
A	36755981		CORNER , END CAP
B	36755742		STRIP , CONNECTOR
C	36864023		CHANNEL , L.H. REAR
D	36863975		CHANNEL , L.H. FRONT
E	36863355		CHANNEL , FRONT & REAR
F	36864064		CHANNEL , R.H. FRONT
G	36864015		CHANNEL , R.H. REAR
H	36864312		BRACKET , ROOF SUPPORT (2 REQD)
J	36863371		SHIELD , DOOR RAIN (5 REQD)
K	36863991		PANEL , REAR ROOF
L	36864353		PANEL , CENTER ROOF
M	36864007		PANEL , FRONT MIDDLE
N	36863983		PANEL , FRONT ROOF
P	35131051		LATCH , DOOR
Q	36864304		CABLE , DOOR
R	36864403		DOOR , ROOF
S	36864288		HINGE , DOOR
T	36774495		STRIP , DOOR SEAL

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

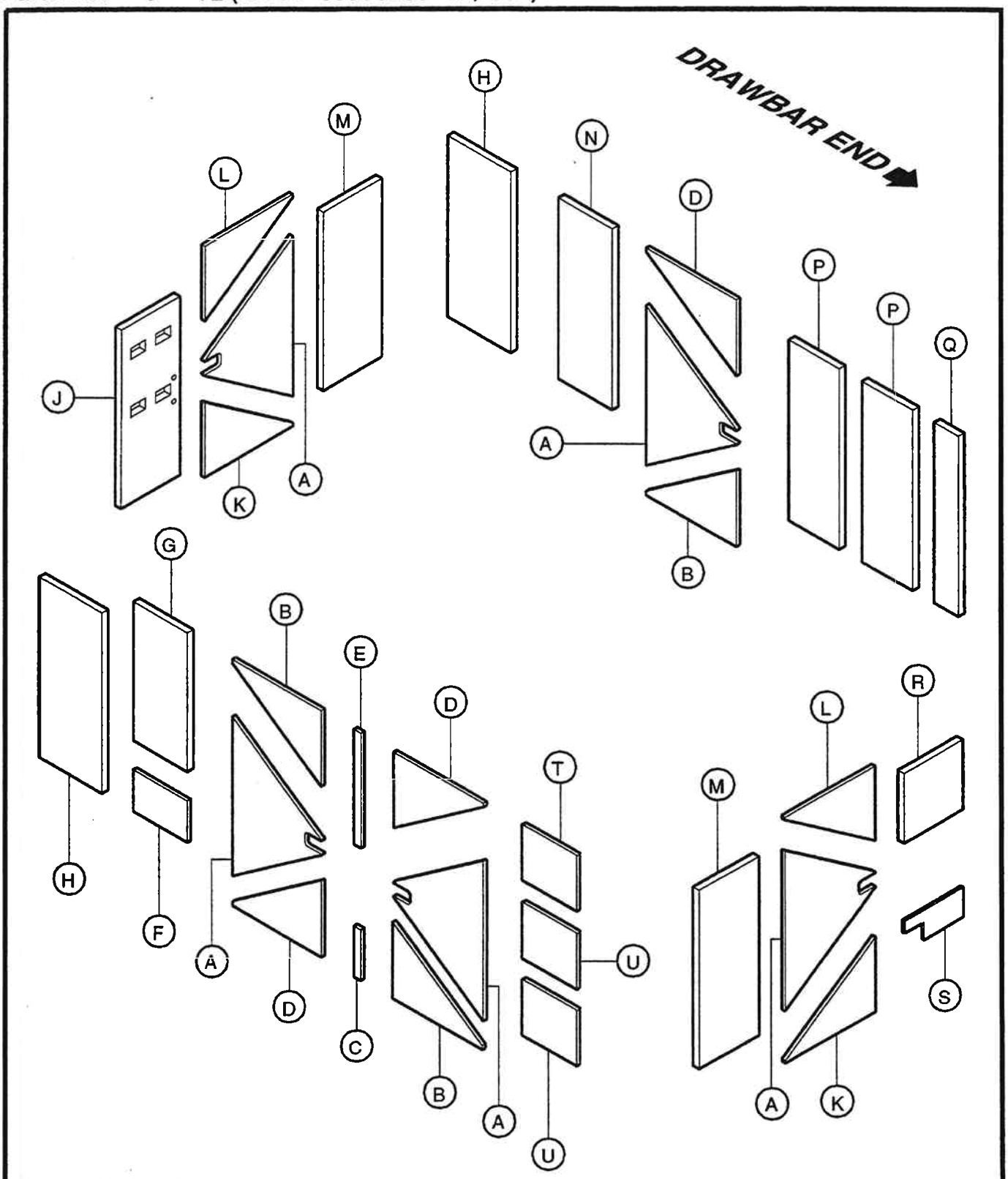
DESCRIPTION	ENCLOSURE ASSEMBLY				
DRAWN BY : WAP	REV: A	CHK BY / DATE	APPR. BY / DATE		
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525624	SHEET NO. 6 of 6	E/C 30006		



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION: BELLY PANS			
DRAWN BY: WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE
MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
1300/1600	36525632	1 OF 2	30006

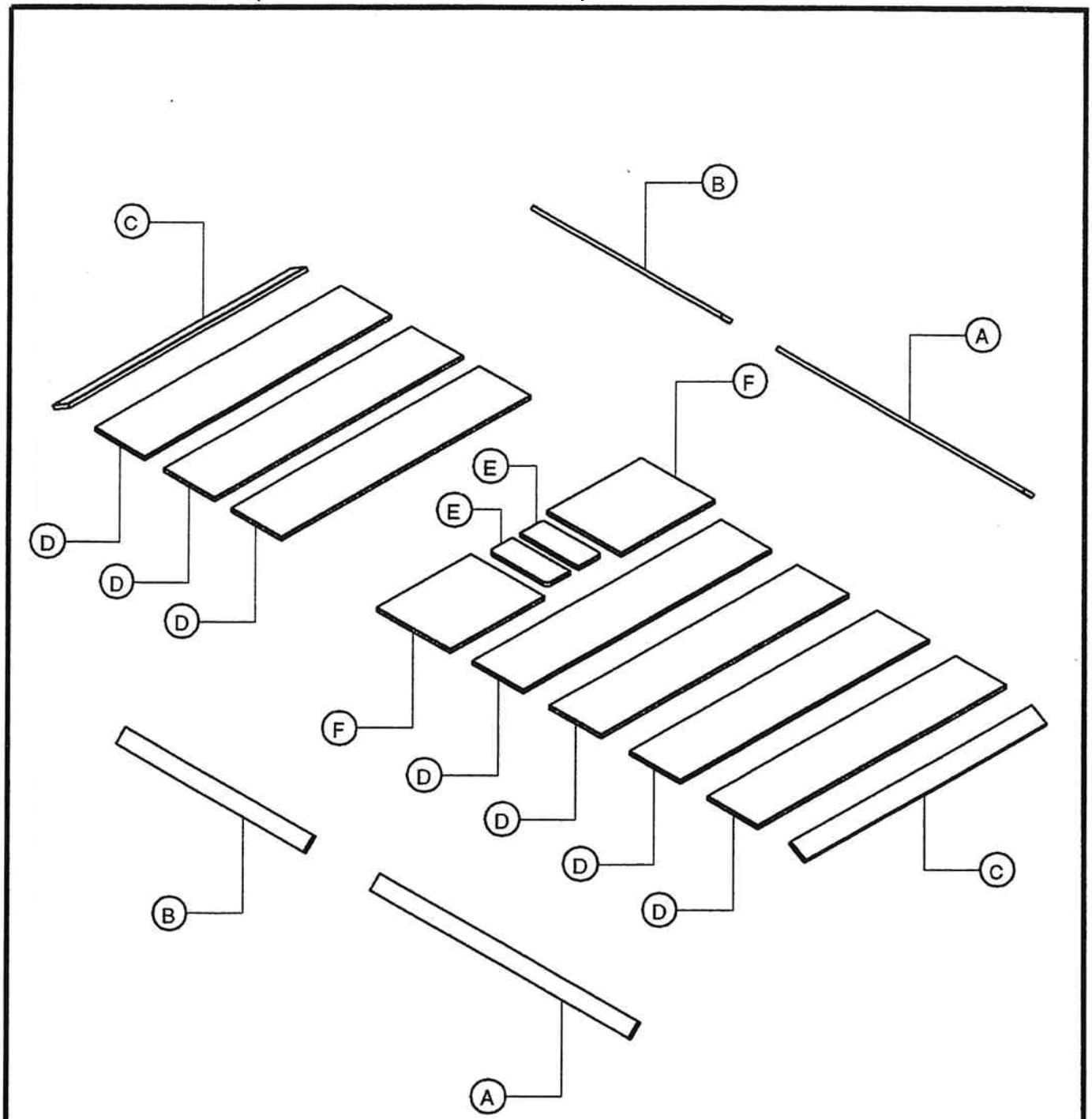
ITEM	C.P.N.	DESCRIPTION
A	36798445	COVER , RADIATOR HOSE
B	35279413	COVER , ACCESS
C	36758365	COVER , ENGINE REAR
D	36758548	COVER , FRONT FRAME
E	36781714	COVER , REAR FUEL
F	36759496	COVER , REAR FRAME
G	36758373	COVER , ENGINE FRONT
H	36759504	COVER , REAR FRAME

INGERSOLL – RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: BELLY PANS				
DRAWN BY: WAP	REV: A	CHK.BY / DATE: 11-9-95	APPR.BY / DATE	
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525632	SHEET NO.: 2 OF 2	E/C: 30006	



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION: ACOUSTIC PANELS			
DRAWN BY: WAP	REV: A	CHK. BY / DATE	APPR. BY / DATE
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525640	SHEET NO.: 1 of 4	E/C: 30006

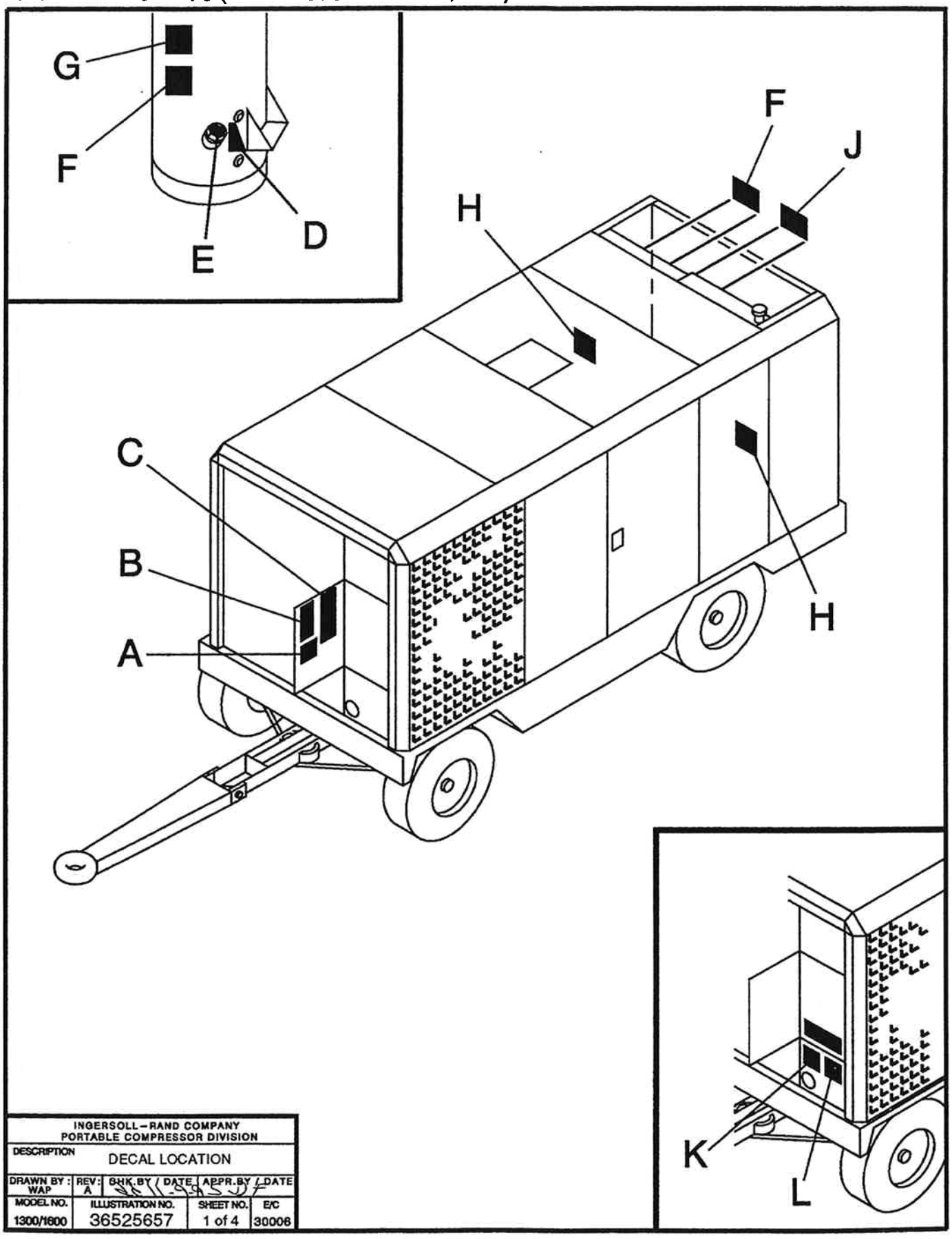
ITEM	C.P.N.	DESCRIPTION
A	36864593	FOAM , CENTER DOOR
B	36864627	FOAM , SIDE DOOR
C	36864486	FOAM , CENTER POST BOTTOM
D	36864635	FOAM ,SIDE DOOR
E	36864494	FOAM , CENTER POST TOP
F	36864502	FOAM , R.H. BOTTOM
G	36864510	FOAM , R.H. TOP
H	36864445	FOAM , R.H. & L.H. REAR
J	36876662	FOAM , R.H. REAR CORNER
K	36864619	FOAM , FRONT & REAR DOOR
L	36864601	FOAM , FRONT & REAR DOOR
M	36864452	FOAM , FRONT & REAR CORNER
N	36864478	FOAM , L.H. SIDE
P	36864551	FOAM , L.H. FRONT SIDE
Q	36864544	FOAM , L.H. FRONT SIDE
R	36864528	FOAM , L.H. FRONT TOP
S	36864536	FOAM , L.H. FRONT BOTTOM
T	36845188	FOAM , R.H.FRONT GRILLE , TOP
U	36845196	FOAM , R.H. FRONT GRILLE , MIDDLE & BOTTOM



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: ACOUSTIC PANELS				
DRAWN BY: WAP	REV: A	CHK BY / DATE	APPR BY / DATE	
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525640	SHEET NO.: 3 of 4	E/C: 30006	

ITEM	C.P.N.	DESCRIPTION
A	36787885	FOAM , TOP REAR SIDE CHANNEL
B	36787877	FOAM , TOP FRONT SIDE CHANNEL
C	36787869	FOAM , FRONT & REAR TOP CHANNEL
D	36864411	FOAM , TOP PANEL
E	36864437	FOAM , TOP DOOR
F	36864429	FOAM , TOP CENTER PANEL

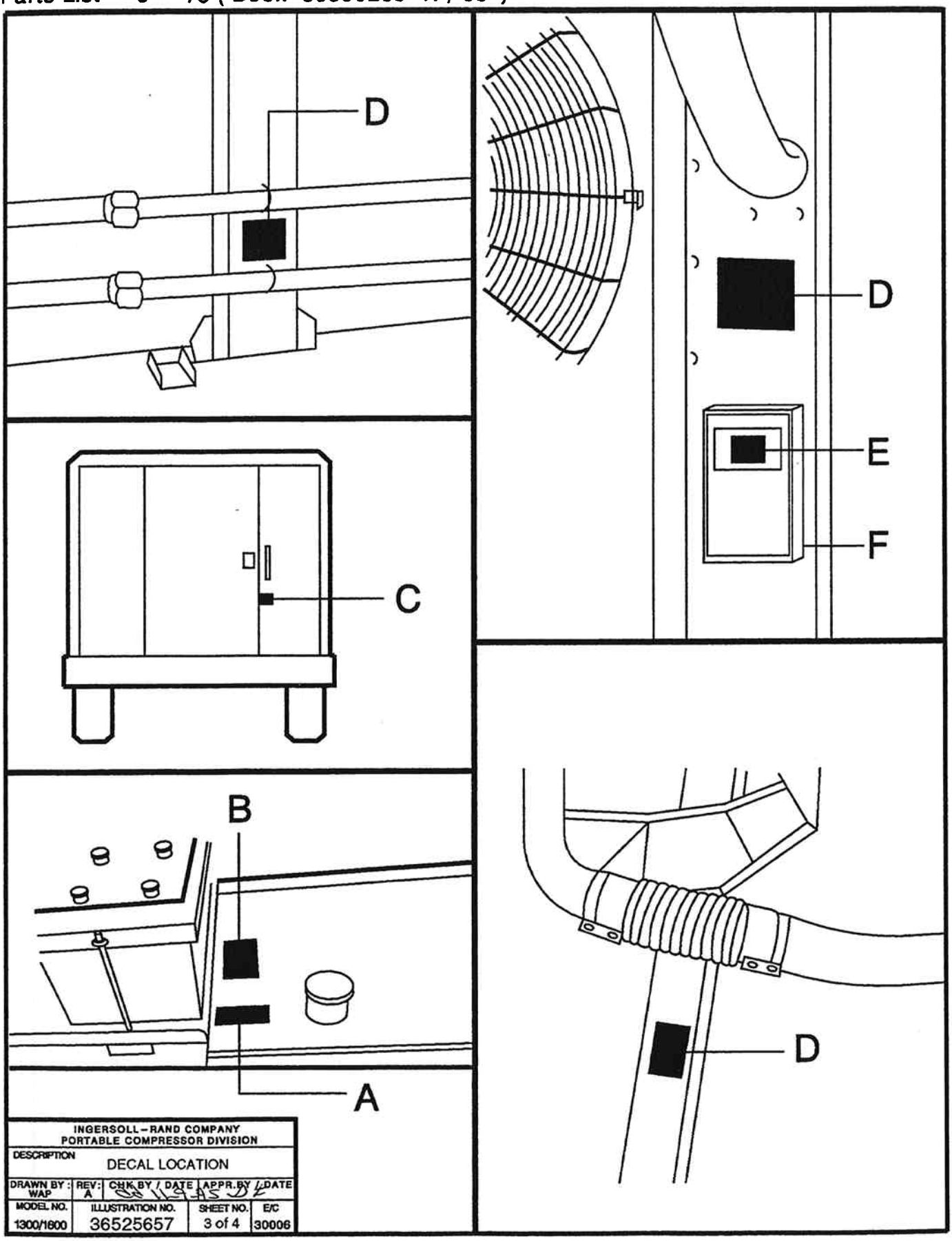
INGERSOLL – RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: ACOUSTIC PANELS				
DRAWN BY: WAP	REV: A	CHK BY / DATE	APPR. BY / DATE	
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525640		SHEET NO.: 4 of 4	E/C: 30006



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION	DECAL LOCATION			
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C	
1300/1600	36525657	1 of 4	30006	

A	36523504	DECAL , IMPROPER OPERATION
B	36521433	DECAL , GENERAL DATA
C	36517134	DECAL , REGULATION
D	36512739	DECAL , OIL LEVEL
E	35810357	DECAL , OIL FILLER PLUG
F	36523892	DECAL , HOT SURFACE
G	36523462	DECAL , HIGH PRESSURE
H	36523520	DECAL , ROTATING FAN
J	36523496	DECAL , RADIATOR CAP
K	36523470	DECAL , BREATHING AIR
L	36523488	DECAL , UNRESTRICTED AIR FLOW

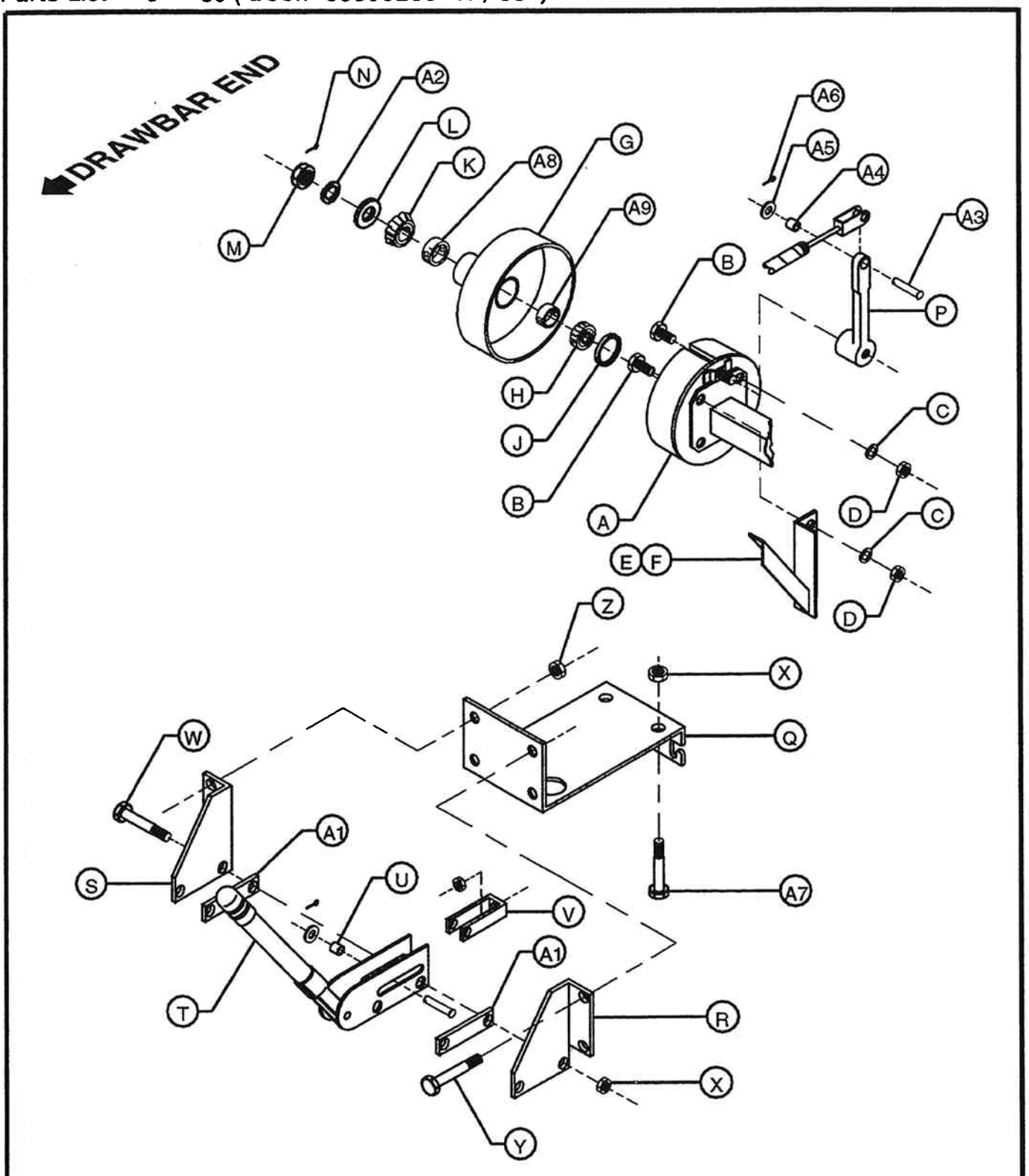
INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: DECAL LOCATION				
DRAWN BY : WAP	REV: A	CHK BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36525657	SHEET NO. 2 of 4	E/C 30006	



INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION: DECAL LOCATION			
DRAWN BY: WAP	REV: A	CHK BY / DATE	APPR. BY / DATE
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525657	SHEET NO.: 3 of 4	E/C: 30006

A	36516474	DECAL , DIESEL FUEL
B	36523512	DECAL , BATTERY
C	36523496	DECAL , DOOR UNDER PRESSURE
D	36523892	DECAL , HOT SURFACE
E	36523884	DECAL , DO NOT REMOVE MANUAL
F	36847580	POUCH , WATER RESISTANT MANUAL

INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: DECAL LOCATION				
DRAWN BY: WAP	REV: A	CHK BY / DATE: SS 11-9-95	APPR. BY / DATE: DF	
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36525657	SHEET NO.: 4 of 4	E/C: 30006	

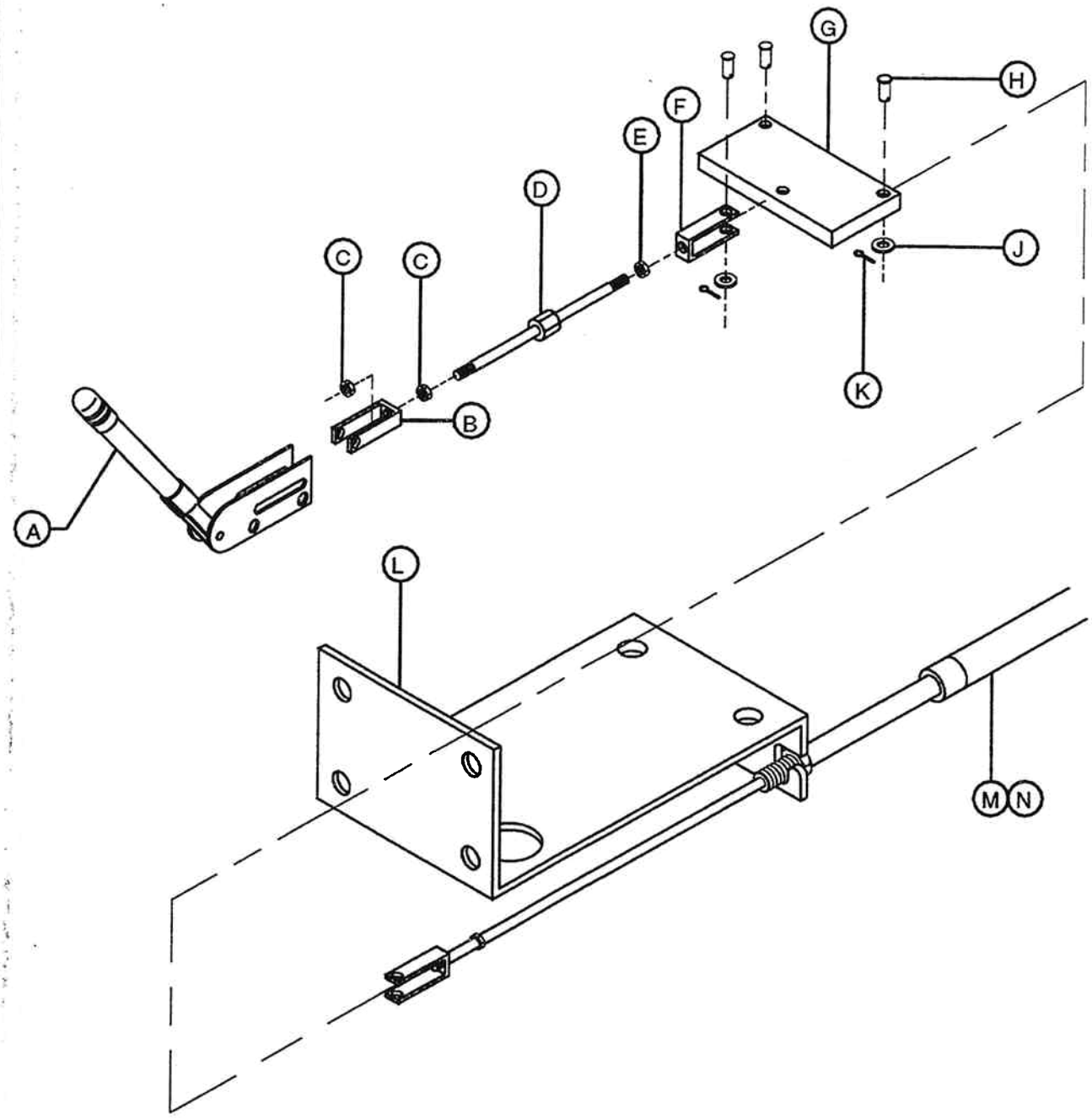


INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION: PARKING BRAKE ASSEMBLY			
DRAWN BY: WAP	REV: A	CHK BY / DATE	APPR BY / DATE
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36524312	SHEET NO.: 1 of 6	E/C: 30008

ITEM	C.P.N.	QTY	DESCRIPTION
A	36781920	2	PARKING BRAKE ASSEMBLY
B	36A2D326G	8	SCREW
C	14A5C120Z1	8	LOCK WASHER
D	22A4C7G	8	NUT
E	36786887	1	LH CABLE LATCH BRKT
F	36786895	1	RH CABLE LATCH BRKT
G	35379916	2	HUB ASSEMBLY
H	35143932	2	INNER BEARING CONE
J	35589126	2	OIL SEAL
K	35143924	2	OUTTER BEARING CONE
L	35106814	2	FLAT WASHER
M	35106806	2	NUT
N	11A13C41E	2	COTTER PIN
P	36782035	2	BRAKE ARM
Q	36783306	1	FRONT CABLE LATCH BRKT
R	36847440	1	LH LEVER MTG BRKT
S	36847432	1	RH LEVER MTG BRKT
T	36782878	1	BRAKE LEVER
U	★	2	BRAKE LEVER SPACER
V	35603208	1	BRAAKE LEVER CLEVIS
W	35A2D119Z1	2	SCREW
X	35145077	4	NUT
Y	35252741	4	SCREW
Z	35252618	4	NUT
A1	35603224	2	SPACER PLATES
A2	36853117	2	LOCK WASHER
A3	36783785	2	CLEVIS PIN
A4	36786697	2	BUSHING
A5	11A5D4Z1	2	FLAT WASHER
A6	11A16C18EZ1	2	COTTER PIN
A7	35144344	2	SCREW
A8	35308360	2	OUTTER BEARING RACE
A9	35308352	2	INNER BEARING RACE

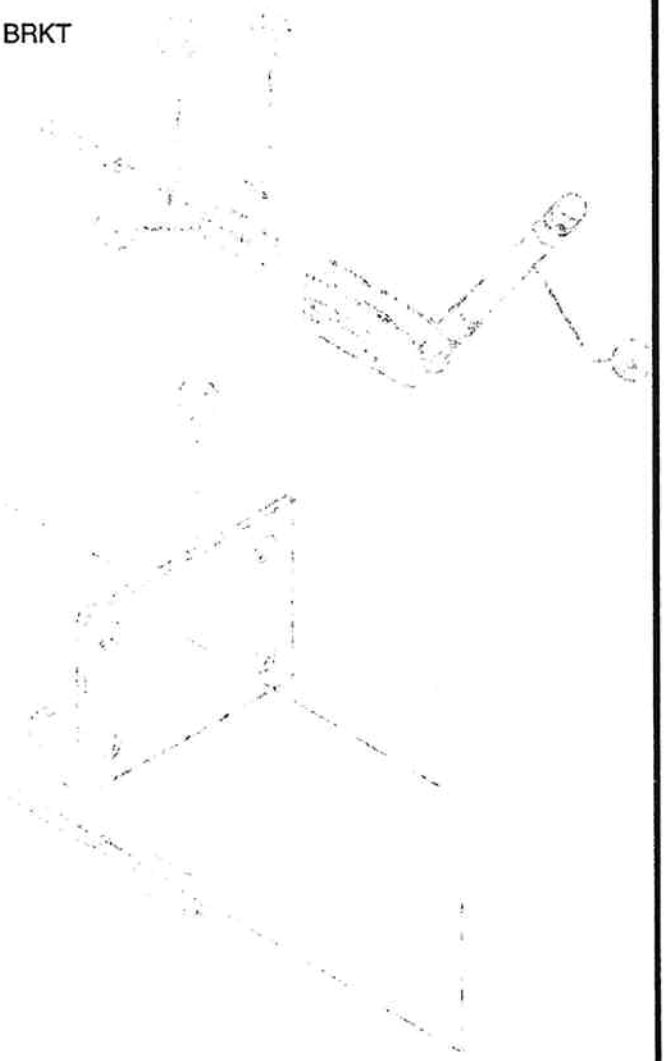
★ FURNISHED WITH BRAKE LEVER

INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: PARKING BRAKE ASSEMBLY				
DRAWN BY: WAP	REV: A	CHK.BY / DATE: 11-95	APPR.BY / DATE	
MODEL NO.: 1300/1600	ILLUSTRATION NO.: 36524312	SHEET NO.: 2 of 6	E/C: 30006	

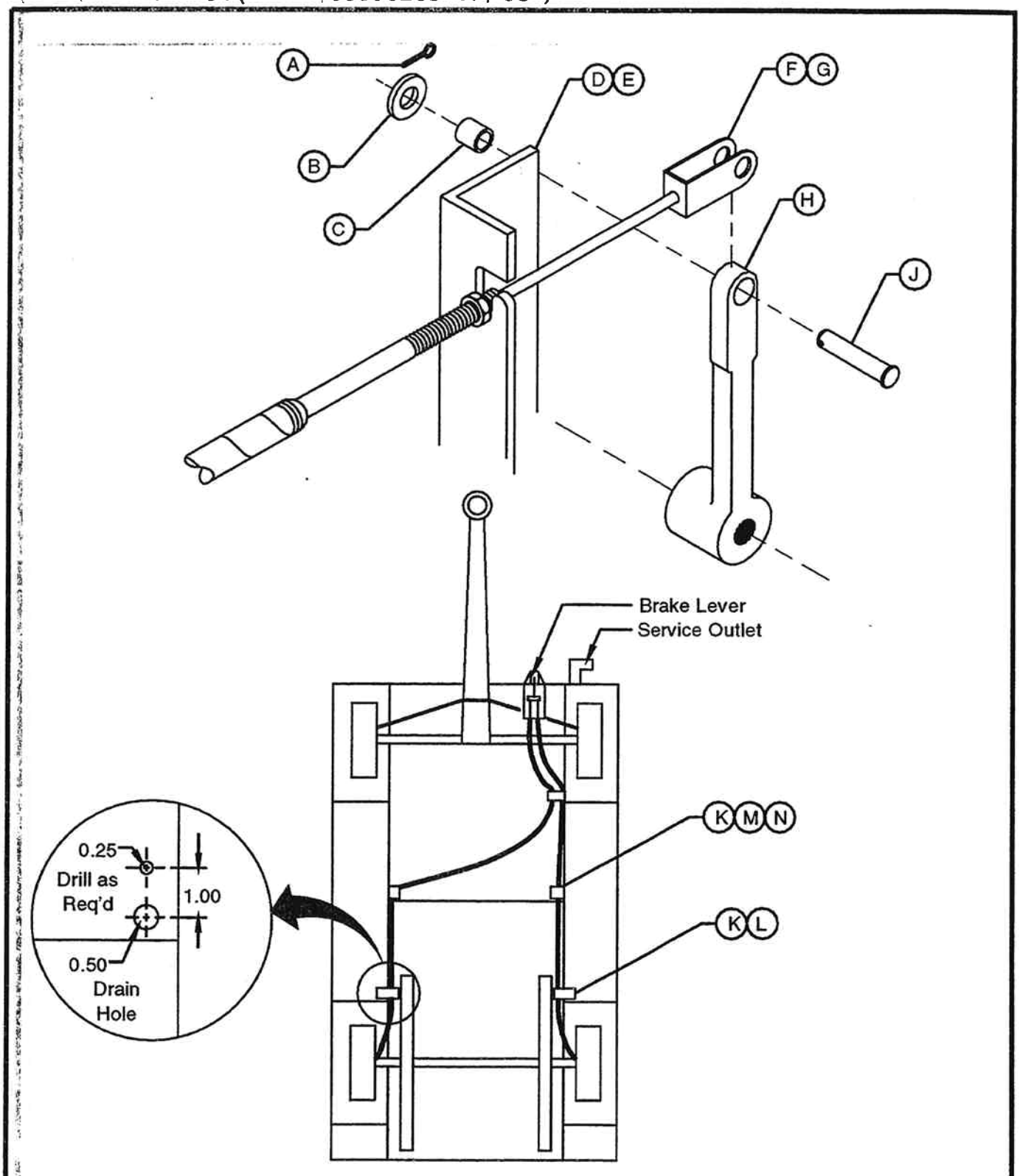


INGERSOLL–RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION	PARKING BRAKE ASSEMBLY			
DRAWN BY : WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO.	ILLUSTRATION NO.		SHEET NO.	E/C
1300/1600	36524312		3 of 6	30008

ITEM	C.P.N.	QTY	DESCRIPTION
A	36782878	1	BRAKE LEVER
B	35603208	1	BRAKE LEVER CLEVIS
C	35118728	2	NUT
D	35603182	1	LINK ROD
E	22A4C2Z1	2	NUT
F	335603216	1	EQUALIZER CLEVIS
G	35602846	1	CABLE EQUALIZER
H	35357151	3	CLEVIS PIN
J	11A5D3Z1	3	WASHER
K	11A13C18EZ1	3	COTTER PIN
L	36783306	1	FRONT CABLE LATCH BRKT
M	36782860	1	L.H. BRAKE CABLE
N	36786648	1	R.H. BRAKE CABLE

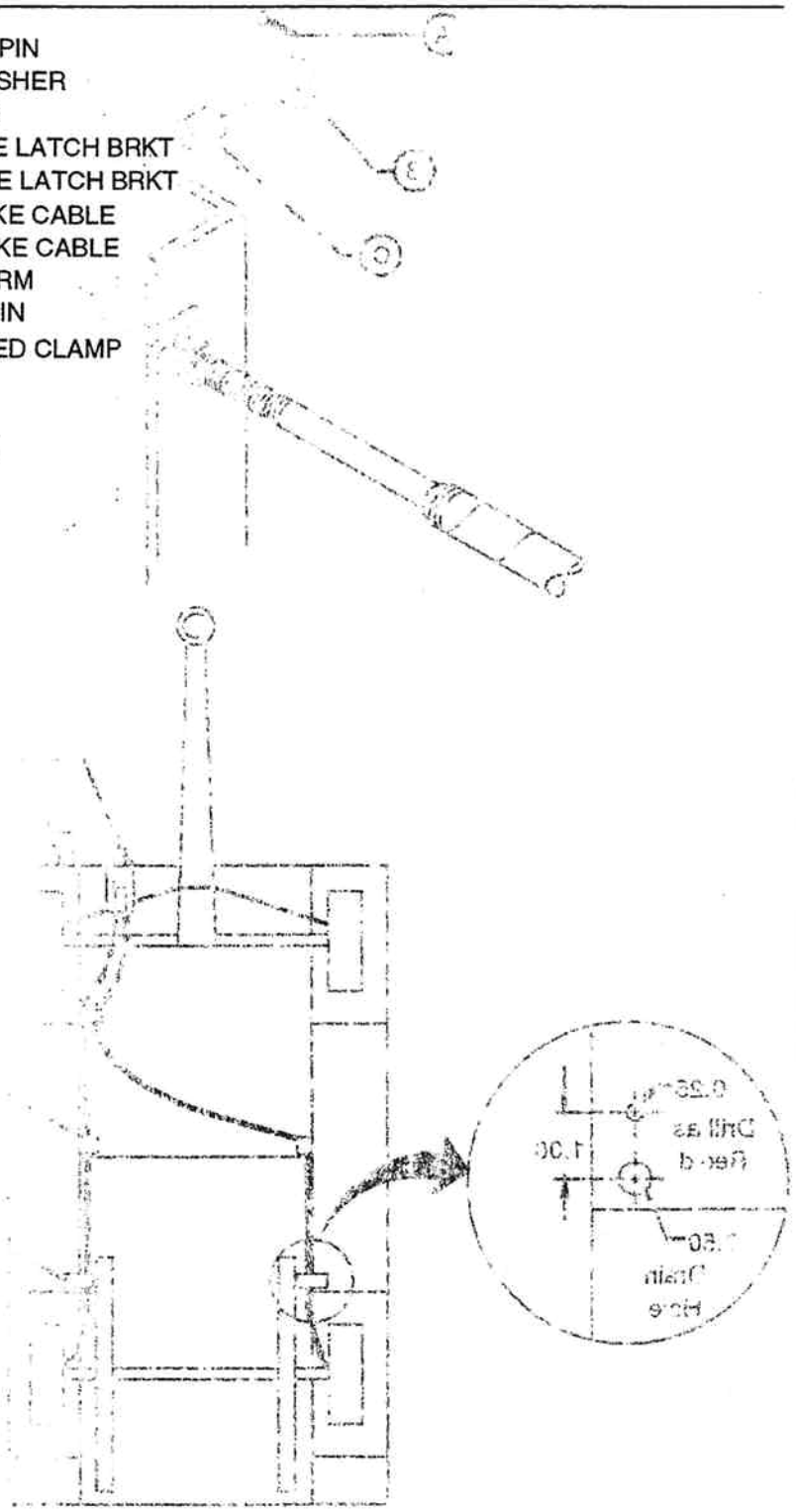


INGERSOLL – RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: PARKING BRAKE ASSEMBLY				
DRAWN BY: WAP	REV: A	CHK.BY / DATE	APPR.BY / DATE	
MODEL NO. 1300/1600	ILLUSTRATION NO. 36524312		SHEET NO. 4 of 6	E/C 30006



INGERSOLL-RAND COMPANY PORTABLE COMPRESSOR DIVISION				
DESCRIPTION: PARKING BRAKE ASSEMBLY				
DRAWN BY: WAP	REV: A	CHK. BY / DATE	APPR. BY / DATE	
MODEL NO.: 1306/1600	ILLUSTRATION NO.: 36524312	SHEET NO.: 5 of 6	E/C: 30006	

ITEM	C.P.N.	QTY	DESCRIPTION
A	11A16C18EZ1	2	COTTER PIN
B	11A5D4Z1	2	FLAT WASHER
C	36786697	2	BUSHING
D	36786887	1	LH CABLE LATCH BRKT
E	36786895	1	RH CABLE LATCH BRKT
F	36782860	1	L.H. BRAKE CABLE
G	36786648	1	R.H. BRAKE CABLE
H	36782035	2	BRAKE ARM
J	36783785	2	CLEVIS PIN
K	W88421	6	INSULATED CLAMP
L	35141365	2	SCREW
M	35300771	4	SCREW
N	12A5D2Z1	4	WASHER



INGERSOLL-RAND COMPANY PORTABLE COMPRESSOR DIVISION					
DESCRIPTION: PARKING BRAKE ASSEMBLY					
DRAWN BY: WAP	REV: A	CHK BY:	DATE:	APPR BY:	DATE:
MODEL NO.: 1309/1600	ILLUSTRATION NO.: 36524312	SHEET NO.: 6 of 6	E/C: 36006		