

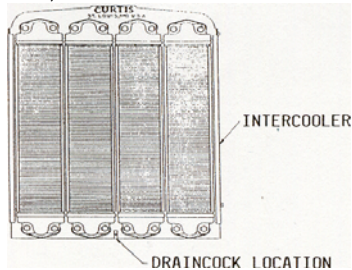
COMPRESSOR TECHNICAL DATA

CHART A

| MODEL NO. | H.P. | R.P.M. MIN. | R.P.M. MAX. | OIL REQUIRED | INTAKE | | DISCHARGE |
|---------------------|------------|----------------|----------------|-----------------|---------------|------------------------------|---------------------|
| | | | | | PIPE SIZE | PIPE SIZE (if over 50 ft) | PIPE SIZE |
| SINGLE STAGE | | | | | | | |
| 40 | 3/4-1 | 500 | 800 | 1-1/4 Pints | 3/4" | 1" | 3/4" |
| 50 | 1/2-2 | 500 | 800 | 3 Pints | 3/4" | 1" | 3/4" |
| 80 | 3-5 | 500 | 750 | 4 Pints | 1" | 1-1/4" | 1" |
| TWO STAGE | | | | | | | |
| 90 | 1-1/2-2 | 500 | 850 | 3 Pints | 3/4" | 1" | 3/4" |
| 93 | 3 | 500 | 900 | 3 Pints | 1" | 1-1/4" | 1" |
| 96 | 5 | 500 | 800 | 4 Pints | 1" | 1-1/4" | 1" |
| 79 | 7-1/2 | 500 | 900 | 4 Pints | 1-1/4" | 1-1/2" | 1" |
| 97 | 10 | 500 | 800 | 5 Pints | 1-1/4" | 1-1/2" | 1-1/4" |
| 89 | 15 | 600 | 950 | 5 Pints | 1-1/2" | 2" | 1-1/2" |
| 98 | 20 & 25 | 500 | 950 | 6 Quarts | 2" | 2-1/2" | 2" |
| 100 | 30 & 40 | 500 | 850 | 4 Gal. | Two 2" | Two 2-1/2" | 2-1/2" |
| 100S | | | | | | | |
| 150H | 40,50 & 60 | 550 | 900 | 4 Gal. | Two 2" | Two 2-1/2" | 2-1/2" |
| 200 | 50 | 600 | 950 | 4-1/2 Gal. | Two 2-1/2" | Two 3" | 2-1/2" |
| 200S | | | | | | | |
| 260 | | | | | | | |
| 260H | | | | | | | |
| 260H | 50 & 60 | 600 | 835 | | | | |
| 300 | 75 | 550 | 950 | 6 Gal. | Two 3" | Two 4" | 4" A.S.A. Flange |
| 300S | 100 & 125 | | | | | | 3" A.S.A. Flange |
| 300H | 100 & 125 | | | | | | 550 |

INTERCOOLER MAINTENANCE

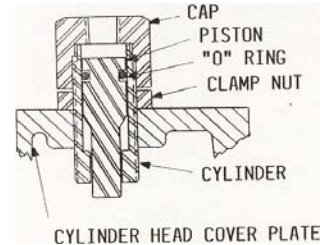
200, 260H, 300 AND 300H COMPRESSORS



All atmospheric air contains some water vapor, which will begin to condense into liquid water when the compressed air in the intercooler cools to the saturation point. Although the amount of condensation accumulated varies with any given temperature and pressure, it is important that the intercooler be drained on a daily basis. This is accomplished by switching off compressor, and slowly opening the draincock located at either bottom of the intercooler. Exercise caution when opening draincock because the intercooler is pressurized at 35 P.S.I. Turn the drain cock wing nut counterclockwise to open and clockwise to close. Once the condensation has been fully drained, close the draincock and restart compressor. This procedure will help prevent any condensation from being introduced into the second stage cylinder and valves.

PISTON UNLOADER ASSEMBLY

INSPECTION AND MAINTENANCE PROCEDURE



1. Remove unloader cap and unloader piston only.
2. Inspect "O" Ring for deterioration or cracking, replace as required (refer to Parts List)
3. Inspect for contamination and corrosion on unloader piston and unloader cylinder I.D. Clean or replace as required.
4. Lubricate piston "O" Ring and cylinder I.D. with Lithium High Temperature Grease (thin coating). Reassemble piston and cap.
5. If unloader piston and cylinder are both removed, unloader adjustment will be required after reassembly.
6. Note: Air to unloader shall be free of moisture and contamination. If necessary a filter addition is required.