INGERSOLL-RAND
CONSTRUCTION & MINING

OPERATING, MAINTENANCE & PARTS MANUAL

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

COMPRESSOR MODELS

HP600A–WCU
XP600A–WCU
P750A–WCU
HP750A–WCU
XP825A–WCU
P900A–WCU

COMPRESOR
P-750A
WCU

Book P/N 35386598 (August, 1992)

SERIAL NUMBER RANGE (Apply 220429-220478 Here)

COMPRESSOR NOISE EMISSION CONTROL INFORMATION

THIS COMPRESSOR CONFORMS TO U.S. E.P.A. REGULATIONS FOR NOISE EMISSIONS APPLICABLE TO PORTABLE AIR COMPRESSORS. THE FOLLOWING ACTS OR THE CAUSING THEREOF BY ANY PERSON ARE PROHIBITED BY THE NOISE CONTROL ACT OF 1972;

(A) THE REMOVAL OR RENDERING INOPERATIVE, OTHER THAN FOR THE PURPOSE OF MAINTENANCE, REPAIR, OR REPLACEMENT, OF ANY NOISE CONTROL DEVICE OR ELEMENT OF DESIGN INCORPORATED INTO THIS COMPRESSOR IN COMPLIANCE WITH THE NOISE CONTROL ACT;

(B) THE USE OF THIS COMPRESSOR AFTER SUCH DEVICE OR ELEMENT OF DESIGN HAS BEEN REMOVED OR RENDERED INOPERATIVE.

NOTE; The above information applies only to units that are built in compliance with the U.S. Environmental Protection Agency.

(b) 21/21/97

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IMPORTANT SAFETY INSTRUCTIONS

LOOK FOR THESE SIGNS WHICH POINT OUT POTENTIAL HAZARDS TO THE SAFETY OF YOU AND OTHERS. READ AND UNDERSTAND THOROUGHLY. HEED WARNINGS AND FOLLOW INSTRUCTIONS. IF YOU DO NOT UNDERSTAND, INFORM YOUR SUPERVISOR.

DANGER
(Red Background)

Indicates the presence of a hazard which WILL cause severe injury, death or property damage, if ignored.

WARNING
(Orange Background)

Indicates the presence of a hazard which CAN cause severe injury, death or property damage, if ignored.

CAUTION
(Yellow Background)

Indicates the presence of a hazard which WILL or can cause injury or property damage, if ignored.

NOTICE
(Blue Background)

Indicates important set–up, operating or maintenance information.

TAMPERING WITH NOISE CONTROL SYSTEM PROHIBITED

Federal law prohibits the following acts or the causing thereof:

(1) The removal or rendering inoperative by any persons, other than for purposes of maintenance, repair, or replacement, of any device or element of design incorporated into any new compressor for the purpose of noise control prior to its sale or delivery to the ultimate purchaser or while it is in use; or (2) the use of the compressor after such device or element of design has been removed or rendered inoperative by any person.

Among those acts included in the prohibition against tampering are these:

(1) Removal or rendering inoperative any of the following:

The engine exhaust system or parts thereof

The air intake system or parts thereof

Enclosure or parts thereof

(2) Removal of any of the following:

fan shroud

vibration mounts

sound absorption material

(3) Operation of the compressor with any of the enclosure doors open.

⚠DANGER

If the model number on this air compressor contains the letters "BAP", the compressor is suitable for use in breathing air services. In the absence of such a designation, the compressor is not considered as capable of producing air of breathing quality. For a compressor to be capable of use in breathing air services, it must be fitted with additional specialized equipment to properly filter and/or purify the air to meet all applicable federal, state and local laws, rules, regulations and codes, such as, but not limited to, OSHA 29 CFR 1910.134, Compressed Gas Association Commodity Specification G–7.1–1966, Grade D Breathing Air, and/or Canadian Standards Association. Should the Purchaser and/or User fail to add such specialized equipment and proceeds to use the compressor for breathing air service, the Purchaser/User assumes all liability resulting therefrom without any responsibility or liability being assumed by Ingersoll–Rand Company.

The Purchaser is urged to include the above provisions in any agreement for any resale of this compressor.

0.3 SAFETY WARNINGS (Book 35386598, 8/92)

DANGER

Air discharged from this machine may contain carbon monoxide or other contaminants which will cause severe injury or death. Do not breathe this air.

WARNING

Never operate unit without first observing all safety warnings and carefully reading the operation and maintenance manual shipped from the factory with this machine.

This machine contains high pressure air which can cause severe injury or death from hot oil and flying parts. Always relieve pressure before removing caps, plugs, covers or other parts from the pressurized air system.

WARNING

Never operate the engine of this machine inside a building without adequate ventilation. Avoid breathing exhaust fumes when working on or near the machine.

Do not alter or modify this machine without the express written consent of Ingersoll–Rand Company.

Air pressure can remain trapped in an air supply line which can result in serious injury or death. Always vent air supply line at tool or vent valve before performing any service.

Unrestricted air flow through a hose end will result in a whipping action which can cause severe injury or death. Always attach a safety flow restrictor to each hose "at the source of supply or branch line" in accordance with OSHA Reg. 29CFR Sect. 1926.302(b).

WARNING

Do NOT remove the cap from a hot radiator.

A battery contains sulfuric acid and can give off gases which are potentially explosive. No sparks, open flame or smoking near battery. See operator's manual for instructions on use of booster cables. In case of accident, flush skin or eyes with water. Immediately obtain medical help.

This machine produces loud noise with the doors open or service valve vented. Extended exposure to loud noise can cause hearing loss. Always wear hearing protection when doors are open or service valve is vented.

Rotating fan blade can cause severe injury. Stop this machine before performing maintenance.

Do not store or transport material in or on the unit.

WARNING

Never run unit with guards, covers or screens removed. Keep hands, hair, clothing, tools, blow gun tips, etc. well away from moving parts.

Do not use petroleum products (solvents or fuels) under high pressure as this can penetrate the skin and result in serious illness. Wear eye protection while cleaning unit with compressed air to prevent debris from injuring eye(s).

Always make sure wheels, tires and tow bar connectors are in safe operating condition and tow bar is properly connected before towing.

Towing this vehicle at excessive speeds or with underrated tow vehicle can result in loss of driving control and greater stopping distances. Always determine the maximum safe towing speed and tow vehicle rating before towing. See General Data Decal located on machine or specifications in this manual, Section 2 for maximum speed and gross weight for comparison.

CAUTION

Use Extreme care to avoid contacting hot surfaces (engine exhaust manifold and piping, air receiver and air discharge piping, etc.).

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.

NOTICE

Towing Speed Limit

2 Wheel and Tandem
4 Wheel – 50 mph

4 Wheel (wagon steering) – 20 mph

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.

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

Disconnect battery before servicing unit.

Collapsing jackstand can cause personal injury or property damage. Stand to one side and insure pin is FULLY inserted.

Section

1.1 FOREWORD

(Book 35386598, 8/92)

During the preparation of this manual every effort was made to ensure the adequacy and accuracy of the contents. Only in this manner can the owner be provided with a tool that will aid him in obtaining maximum performance and trouble–free service from the compressor. Since all classes of equipment require a certain amount of attention, the purpose of this manual is to acquaint an operator with the functions, operation and lubrication of the compressor. This manual also provides the owner with the maintenance requirements applicable to the various components designed or selected for incorporation into this unit. Special attention has been given in an effort to make sure that only components built with the very best materials and the finest workmanship have been used, thus reducing the maintenance requirement to a bare minimum.

Before starting the compressor, the instructions should be carefully read to obtain a thorough knowledge of the duties to be performed. Take pride in the compressor, keep it clean, and in good mechanical condition.For complete protection and minimum down–time to facilitate the maintenance effort that is required, it is suggested that a complete set of recommended spares be kept on hand during and after the first few months of operation. For recommended spares, replacement parts or information regarding the condition or operation of your unit or for major servicing not covered in this manual, consult your nearest sales office, autonomous company or authorized distributor. Be sure to specify the model and serial number of the compressor during any correspondence with a company representative.

In addition to preventive maintenance, the compressor airend may require overhauling to maintain maximum output and performance of the unit. 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 a compressor airend exchange program, therefore we do not recommend overhaul of the airend by the customer. However, we do recognize the fact that circumstances may warrant field overhaul of the airend. Prior to any disassembly or reassembly of the airend we strongly suggest the owner contact the Customer Service Department, Ingersoll–Rand Company, Mocksville, North Carolina, 27028 for their advice and suggestions.

For the purpose of encouraging proper maintenance,Ingersoll–Rand Company is providing a Maintenance Log Book (Form PCD685) with each compressor shipped from the factory. This Log Book contains a performance schedule for all required noise emission control maintenance. Space is provided in this log book so that the owner of this compressor can note what maintenance was done, by whom, where and when.

Model	HP600A	XP600A	P750A	HP750A	XP825A	P900A
Rated Delivery:						
–cfm	600	600	750	750	825	900
–litres/sec	285	285	355	355	390	425
Rated Pressure:						
–psi	150	125	100	150	125	100
–kPa	1050	875	700	1050	875	700
Cummins Engine Model:						
LT10C–	225	225	225	290	290	290

Engine (Diesel)

Full Load Speed–rpm ---------- 1800
No Load Speed–rpm ---------- 1200
Electrical System–volt ---------- 24

Overall length–in. (mm) ---------- 192 (4877)
Overall width–in. (mm) ---------- 79 (2007)
Overall height–in. (mm) ---------- 91 (2311)
Track width–in. (mm) ---------- 68 (1727)
Weight, ready to run–lb. (kg) ---------- 9900 (4490)
Tire Size/Load Range ---------- 8.75x16.5 / E
Inflation Pressure (cold) ---------- 75 psi (520 kPa)
Maximum Safe Towing Speed ---------- 50 mph (80 km / hr)

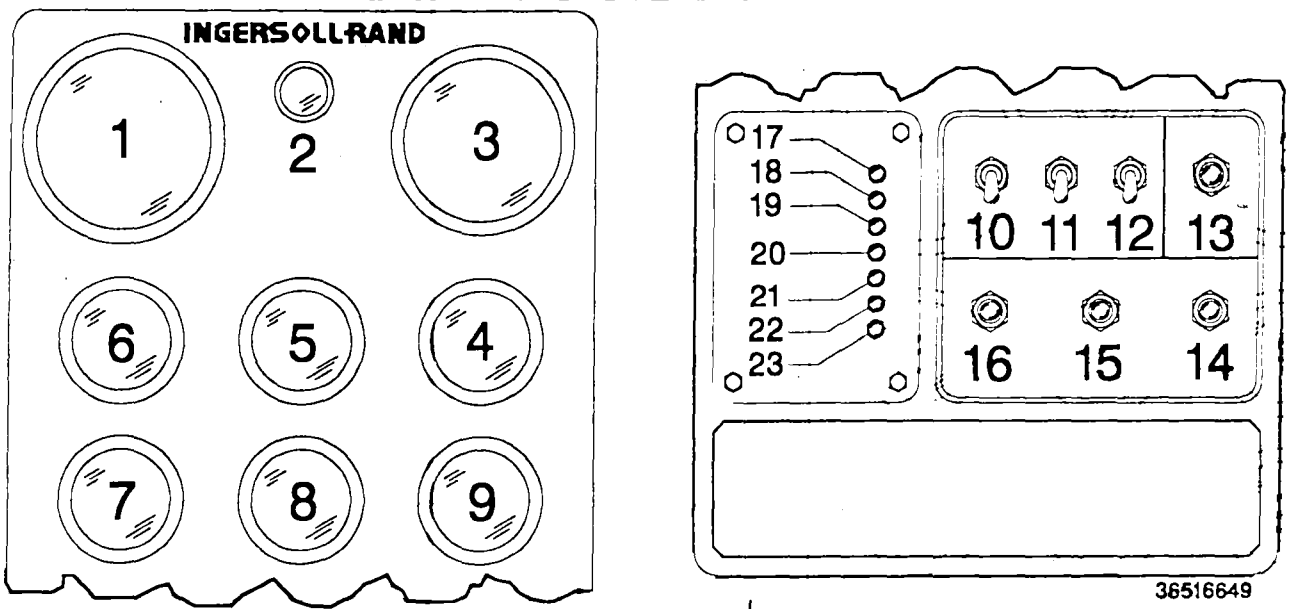
Fluid Capacities

Compressor Lubricant, Refill ---------- 23.0 U.S. Gallons (87 litres)

Fuel Tank (Use clean DIESEL fuel) ---------- 100 U.S. Gallons (380 litres)

Engine Crankcase Lubricant (including filter) ---------- 9.0 U.S. Gallons (34 litres)

Engine Coolant (Radiator) ---------- 15.0 U.S. Gallons (57 litres)



1. **Compressor 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 below.**

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 –** See Engine Operation Manual for normal range.

continued –

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** – 248°F(120°C) or more.
18. **Low Engine Oil Pressure** – 12 psi or less.
19. **High Engine Temperature** – Coolant above 215°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.

CAUTION

- Failure to follow these instructions could result in very serious personal injury or death.
- Do not store or transport material or equipment in or on compressor.
- Towing vehicle must have a trailer capacity of 10,000 lbs. (4550 kg) minimum and dual rear wheels.
- Hydraulic brakes do not work while backing.

BEFORE TOWING

- Engage the parking brake and chock wheel of the compressor. The brakes are engaged when the brake lever is in a horizontal position.
- Check the mounting bolts for the brake actuator and pintle eye for any looseness or wear. Tighten or replace these as required. Ensure that there are two (2) nuts per pintle eye bolt.

Torque: Brake actuator mounting bolts:
290 lbs.–ft. (390 N • m).
Pintle eye mounting bolts:
170 lbs.–ft. (230 N • m).

- Check brake fluid level and top–off reservoir as required. Use Dot –3 fluid.
- Check condition of the brake lines, hoses and cables for any damage (leaks, abrasions, cuts, fraying, dents, etc.). Make adjustments, repairs or replacement as required at this time.
- Position the tow vehicle to align its hitch with the pintle eye of the compressor.
- Engage the parking brake and chock the wheels of the compressor.
- Stand ASIDE while:

– Operating the jack at the drawbar of the compressor to seat the pintle eye onto the hitch of the tow vehicle. Secure the hitch.

- Attach safety chains by crossing under brake actuator, allowing enough slack for turning.
- Attach brake actuator breakaway chain to the tow vehicle directly above the hitch.
- If so equipped, connect the plug for the running lights to the tow vehicle.
- Raise and swing up the jack, and fully insert the pin to lock in the up position.
- Remove the compressor wheel chocks and release the compressor parking brakes

TOWING

• Check the operation of the compressor brakes by performing a sudden stop from approximately 5 mph (8km/hr). All four (4) wheels on the trailer should lock–up and skid the tires. If this doesn't happen, the brake system should be checked and corrections made.

•The maximum safe towing speed is 50 mph (80km/hr) under dry road conditions and slower under adverse conditions.

DISCONNECT AND SET–UP

• Engage parking brakes and chock wheels of both tow vehicle and compressor.

• Stand ASIDE while:

– Withdraw pin, swing jack down and fully insert pin to lock in down position.

– Disconnect safety chains from tow vehicle.

– Disconnect brake actuator chain from tow vehicle.

– If so equipped, disconnect running light plug from the tow vehicle.

– Operate drawbar jack to raise pintle eye from hitch of tow vehicle.

• Move tow vehicle.

• Level the compressor while standing to one side of the drawbar.

NOTICE

This compressor is designed to operate in a maximum out–of–level condition of fifteen degrees (15), from the horizontal, in any direction. All fluid levels (engine oil, compressor oil, radiator coolant, etc.) should be checked and topped–off while the unit is level.

BEFORE STARTING

CAUTION

Do not connect the air discharge on this unit into 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.

BEFORE STARTING(cont'd)

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).

- Open service valve to ensure pressure is relieved in receiver–separator system. Close valve in order to build up full air pressure and ensure proper oil circulation.
- Check battery for proper connections and condition.
- 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. If necessary, refer to Section 5 – Lubrication for recommended lubricant.
- Check the engine lubricating oil level. Add oil if low on dipstick. Refer to the engine Manual for recommended lubricant.

NOTICE

The use of water alone in this engine can result in major engine failure. See Engine Manual for proper coolant.

- The engine coolant level is monitored by a sensor in the radiator top tank with a lamp on the control panel. See page 2.1/2.2. It is recommended to check the coolant level and condition at the filler neck periodically.
- 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, 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 re-circulation 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.

CAUTION

Exercise extreme caution when using a booster battery to start. To jump–start, connect the ends of one booster cable to the positive (+) terminals of each battery. Then connect one end of the other cable to the negative (–) terminal of the booster battery and the other end to the engine block NOT TO THE NEGATIVE (–) TERMINAL OF THE WEAK BATTERY.

After starting:

a. Reduce engine speed to idle.

b. Disconnect the negative (–) cable from engine block; then from booster battery.

c. Disconnect positive (+) cable from both batteries.

STARTING

• In freezing weather, 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.

STARTING cont'd

• 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.

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, press the ETHER INJECT button once and release. Then, while cranking, press/release button once every five (5) seconds. This injects a measured amount of ether to the engine.

• 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.

• Release the START button when the engine starts and sustains running. If the engine does not start after a couple of attempts, refer to Section 7 – Trouble Shooting.

- Release the BYPASS button after two (2)to three (3) seconds.
- 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 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, after the automatic blowdown period (2 minutes), open the manual blowdown valve.

EQUIPMENT PROTECTION

NOTICE

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

All units in this family of machines are protected by five (5) 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.

High Discharge AIR Temperature –

(4) At the airend outlet.

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

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, page 2.1/2.2 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) will automatically reset when the problem condition is corrected. The latter sensor (5) employs a fusible material that melts at approximately 280° F (138 °C). This fusible sensor 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.

Other possible causes for an unexpected shutdown are listed on the Trouble Shooting chart in Section 7.

CONTENTS

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.

Refer to the engine Operator's Manual furnished with the unit for the specific requirements on preventive maintenance for the engine.

SCHEDULED MAINTENANCE

The schedule on page 4–16 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.

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 Section 2, Operating Controls, for the normal readings. To test the diagnostic lamps, refer to the instructions on the control panel.

FUEL TANK

This unit is equipped with multiple tanks.. 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 plug should be removed from the tank so that any sediment or accumulated condensate may be drained. When replacing a drain plug, make sure it is 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. In non–sealed batteries, 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 in Section 2– Specifications. 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

NOTICE

Do NOT wire around or bypass a shutdown sensor or switch. Do not short–circuit fuses.

The operation of the automatic shutdown system should be checked every month, or whenever it appears not to be operating properly. The switches in this system are listed in Section 3 on page 3.4. The operation of these switches is extremely important in order to protect the engine and the compressor airend. The engine oil pressure switch prevents the engine from being damaged due to oil starvation. Three switches help protect the engine and compressor from high temperatures.

Once a month remove a wire from the engine oil pressure switch to check the shutdown solenoid for proper operation.

Once a year, the temperature switches should be tested by removing from the unit. The "fusible" (non–resettable) switches can be checked visually or with an ohmmeter (0 ohms = good). The "resettable" switches must be tested with an ohmmeter.

There should be 0 ohms between the wire terminals. When the switch is placed in the heated oil bath and its contact open, the ohmmeter should indicate infinite ohms.

The high discharge air temperature switch will require approximately 248°F (120°C) to actuate. The engine coolant temperature switch will require approximately 220° F (104° 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 (80 kPa) and show continuity through the contacts. As the pressure is slowly decreased to 8 psi (55 kPa) 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 non-flammable 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 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

NOTICE

The use of water alone in this engine can result in major engine failure. See Engine Manual for proper coolant.

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).

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; they should be tight anjd, if missing, replaced.

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 1/4 inch O.D. tubing. This will ensure that the tubing is fully engaged in the sealing mechanism.

COMPRESSOR OIL FILTER

The compressor lubrication and cooling oil system includes a spin–on, throw away type oil filter. 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 in the oil control 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. See Section 5 – Lubrication.

3. Inspect filter gasket contact area for cleanliness and damage. Clean or repair as necessary.

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

5. 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 six (6) months or on an hours of operation basis, whichever comes first, as follows: Refer to Section 5 – Lubrication for detailed instructions and specifications.

CFM	HOURS
< 450	**500**
≥ 450	**1000**

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 SYSTEM

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 plug at bottom of separator tank. Replace and tighten plug.

* 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 airend. See piping schematic in Section 9 for detail parts.

Once a year or appropriate hours of operation (See PM schedule), whichever comes first, remove this line and any related components (orifice, check valve, etc.), thoroughly clean, then reassemble.

NOTICE

Excessive oil carry–over may be caused by an oil–clogged 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, 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.

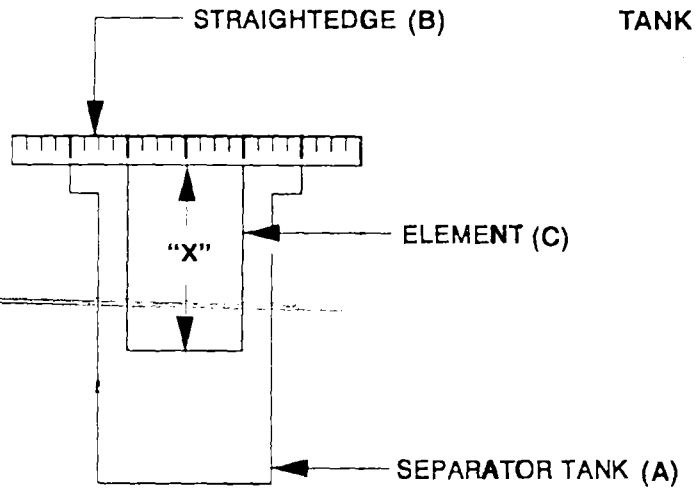


Figure 4.1 Element Measurement

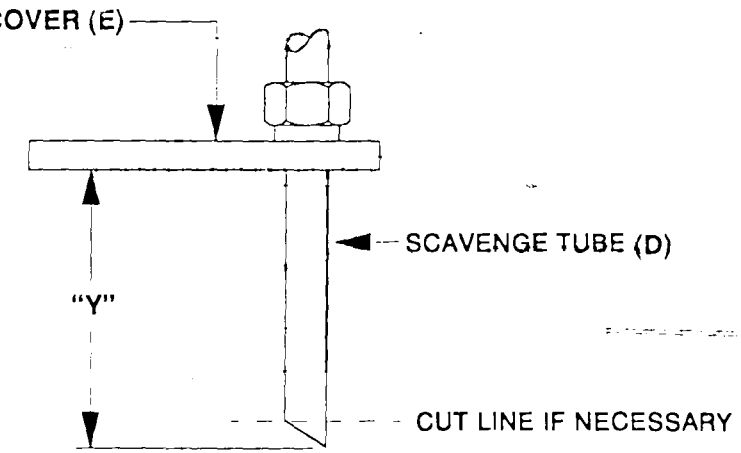


Figure 4.2 Tube Measurement

The life of the oil separator element is dependent upon the operating environment (soot, dust, etc.) and should be replaced every twelve months or appropriate hours of operation basis (See PM Schedule on page 4.16). 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 element,with new gasket, and inner shell in separator tank (A).

continued –

NOTICE

Do not remove staples from the element/gasket connection.

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

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

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

*Remove scavenge tube.

*Reposition cover, using care to not damage gasket.

*Replace cover mounting screws: tighten in a crisscross pattern to 150 ft–lbs.

NOTICE

When replacing the element, the scavenge line and related components (orifice, check valve, etc.) should be thoroughly cleaned and the oil changed.

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

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

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 clorinated 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:

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

2. 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).

3. 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.

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

COOLING FAN DRIVE

The heat exchanger or cooling fan is driven by a multiple V–belt arrangement directly from the compressor. 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. The fan shaft bearing housing is so mounted that it may be adjusted to establish the correct belt drive tension.

BRAKE SYSTEMS

This compressor is equipped with mechanical parking brakes and hydraulic surge brakes. The maintenance of these brake systems is required to ensure safe operation of this compressor.

Every six months check the brake shoes for proper operation and deterioration. The common automotive standards and procedures would apply in replacing the brake shoes.

When replacing brake cables it is necessary to adjust the brake shoes before adjusting the parking brake system. To adjust the shoes, remove the rubber hole plug in the brake backing plate and rotate the star adjusting nut until you cannot rotate the wheel by hand. Then back off the adjustment ten to twelve (10–12) notches. Note: always rotate wheel in direction of forward travel only. Replace hole plug and proceed to next wheel and repeat procedure.

Adjust parking brakes after all brake shoes have been adjusted by:

1. Turning knob on brake lever until lever is perpendicular to bracket when in "OFF" position. Wheels should turn freely.

2. With lever in "OFF" position, adjust brake cables until each has approximately the same tension. Wheels should turn freely.

3. Move lever to "ON" position. Check each wheel to see that it will not rotate. If all wheels will rotate, adjust knob on lever until brakes are fully applied. If one or two wheels will still rotate, adjust the cables for those wheels and recheck.

4. After brakes are adjusted, move lever to "ON" position and apply grease to cable strands from conduit six inches toward lever. This is to prevent dirt from getting into the conduit.

NOTE: New cables will stretch and therefore should be readjusted after the first week of use.

Every six months, apply a multi-purpose grease to the fittings on the brake actuator.

Before servicing the hydraulic surge brake system, the actuator, reservoir, wheels and underside of frame should be cleaned to prevent dirt and other contaminants from entering the hydraulic system.

Whenever a brake line hose, tube or fitting is removed/replaced, the hydraulic brake system must be bled of air to ensure proper brake operation. Bleed the brakes, at each wheel cylinder, in the following order: RH rear; LH rear; RH front; LH front (front is the hitch end; instrument panel is on LH side), while maintaining brake fluid level in reservoir. Use brake fluid conforming to DOT 3 or DOT 4 specifications.

Preventive Maintenance

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	Daily	Wkly	MO.	3 MO. 250 HRS	6 MO. 500 HRS	12 MO. 1000 HRS
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			C	CLEAN		
* ENGINE RADIATOR EXTERIOR			C	CLEAN		
FASTENERS						
AIR CLEANER ELEMENTS				WI		
* FUEL/WATER SEPARATOR ELEMENT					R#	
COMPRESSOR OIL FILTER ELEMENT					R	
COMPRESSOR OIL					R#	
* WHEEL HUBS (BEARINGS, SEALS, ETC.)					C#	
[illegible] TEST					C#	R#
SHUTDOWN SWITCH [illegible] TEST						C#
SCAVENGER ORIFICE & RELATED PARTS						CLEAN#
OIL SEPARATOR ELEMENT						R#
*BRAKE FLUID/LINES;PINTLE EYE BOLTS	Before Towing					
*BRAKE SHOES/ACTUATOR					C	
ENGINE (OIL CHANGES, FILTERS, ETC.)	REFER TO ENGINE OPERATOR'S MANUAL					

C=Check (and adjust or replace if necessary). WI=OR when Indicated. R=Replace

Units of 450 cfm and greater; Use double (2X) these hours. *Disregard if not appropriate

FLUIDS AND LUBRICANTS TABLE

ITEM	FLUID	AMBIENT TEMP.	SPECIFICATION
Compressor Models: VHP–(200 + psi)	Lubricant	–10°F to 125°F (–23°C to 52°C)	• Dexron ® or Dexron ® II ATF • MIL–L–46152 SAE 10W, API CC
HP–(150 psi) XP–(125 psi) P–(100 psi)		–40°F to 125 ° F (–40°C to 52°C)	• I–R P/N 35382472 Synthetic Fluid
XHP (300 psi)		–10°F to 125°F (–23°C to 52°C)	• Dexron® II ATF • I–R XHP 505 Synthetic or Equivalent
XHP (350 psi)		–10°F to 100°F (–23°C to 38°C) 70°F to 125°F (21°C to 52°C)	• I–R XHP 505 Synthetic or Equivalent • I–R XHP 1001 Synthetic or Equivalent
Engine:	• Oil • Coolant • Fuel	Refer to Engine Operator's Manual or Manufacturer's Representative	
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.

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 on page 4.18 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 Section 4 – Maintenance.

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 table on page 5.0.

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

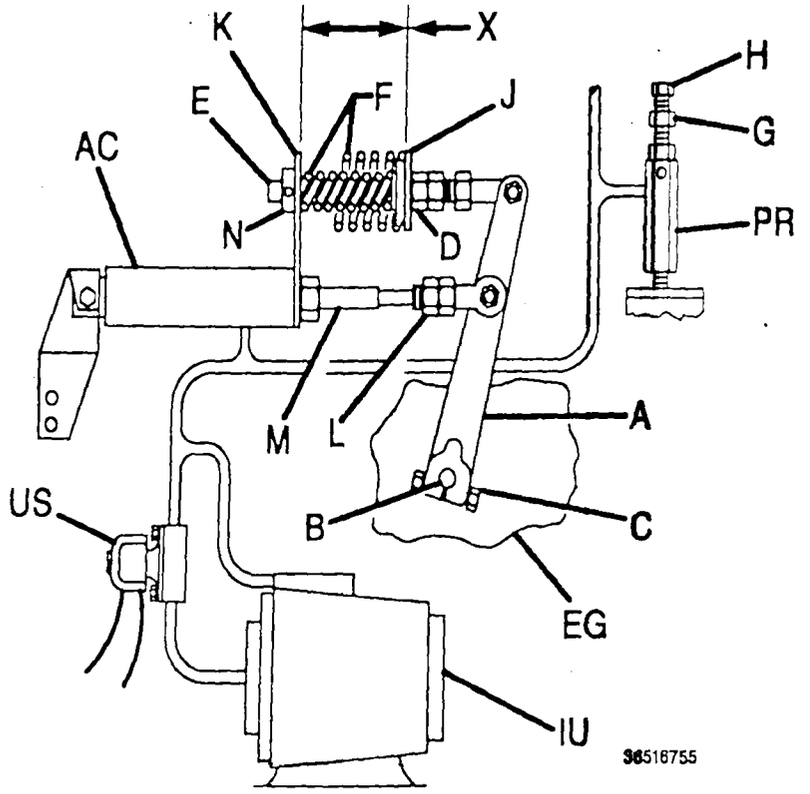
High pressure air can cause severe injury or death from hot oil and flying parts. Always relieve pressure before removing caps, plugs, covers or other parts from pressurized air system. Ensure the following conditions are met:

– 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 within the "OK" range, stop the unit and make corrections. DO NOT OVERFILL OR OPERATE IN THE "ADD" RANGE.



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).

continued –

3. Atop separator cover at pressure regulator (PR) loosen locknut (G) counterclockwise. Turn adjustment cap (H) and locknut (G) counterclockwise to remove from valve. Replace adjustment cap assembly (G & H) turning clockwise two full revolutions.

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

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

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

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. Ensure 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).

* Refer to General Data (Section 2).

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Notes and Comments

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" in the top horizontal line.

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

C. A reference for most causes is indicated in the extreme right column and the footnotes. For example, "M" stands for Maintenance – Section 4 in this manual.

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.

TROUBLE SHOOTING I-R PORTABLE COMPRESSOR

CAUSE / COMPLAINT	Short Air Cleaner Life	Excessive Oil In Air	Oil Seal Leak	Oil In Air Cleaner	Excessive Comp. Oil Temperature	Engine RPM Down	Will Not Unload	Safety Valve Relieves	Low CFM	Unit Shutdown	Unit Fails To Shutdown	Excessive Vibration	Won't Start/Run	Alternator Lamp Stays On	Alternator Lamp Stays On	Engine Temp. Lamp Stays On	Engine Temp. Lamp Stays On	Engine Oil Press. Lamp Stays On	Engine Oil Press. Lamp Stays On	*REFER TO: SECTION
Dirty Operating Conditions	1		1		6				3							5				M
Wrong Air Filter Element	6					8			13											P
Defective Service Indicator	3																			P
Inadequate Element Cleaning	2								4											M
High Oil Level		1																		M
Out Of Level > 15°		2			2											7			3	O
Clogged Scavenge Orifice		3																		M
Defective Separator Element		8				9		7	12											P
Scavenge Tube Blocked		4																		M
Defective Scavenge Check Valve		5																		M
Defective Minimum Pressure Valve		7			14				11											P
Contaminated Lube Oil			2																	M
Malfunctioning Seal			6																	P
Scored Shaft			7																	P
Malfunctioning Inlet Unloader	5			3			5	6	9											P
Incorrect Stopping Procedure	4			1																O
Dirty Cooler					5											6				M
Low Oil Level					3														2	M
Clogged Oil Filter Elements					7														5	M
Wrong Lube Oil			3		4														4	L
Malfunctioning Thermostat					12															P
Defective Oil Cooler Relief Valve					13															P
Recirculation Of Cooling Air					10											11				RA
Operating Pressure Too High			5		9	2		1	8							9				O/A
Loose Or Broken Belts					8							1		1		8				M/P
Blocked Or Restricted Oil Lines			4		15														6	—
Incorrect Linkage Adjustment						5			5											A
Clogged Fuel Filters						1							5							EM
Incorrect Pressure Regulator Adjustment						3	3	3	6											A
Ruptured Inlet Unloader Diaphragm				2			2	5												P
Defective Discharge Air Temp. Switch										7	1		11							P/M
Defective Engine Belt Break Switch										8	2		12			3	4			P/M
Defective Engine Oil Pressure Switch										9	3		13					3		P/M
Defective Shutdown Solenoid										10	4		14							P/M
Malfunctioning Relay										11	5		15							P/M
Loose Wire Connection										6			10	2	2		2			W/P
Blown Fuse										1			3							P
Low Battery Voltage													2	3						—
Malfunctioning Start Switch													4							P
Defective Safety Bypass Switch											6		16							P
< 9 Volts At Shutdown Solenoid										12			1							—
Malfunctioning Alternator														4						P
Bulb Burnt Out															1		1	1		P
Broken Engine Fan Belt										4			8			1				M
Malfunctioning Circuit Board														5	3	2	3	2		P
Ambient Temp. >125°F (52°C)					1											4				RA
Ice In Regulation Lines/Orifice						10	6	8	14											RA
Sep. Tank Blown Down Too Quickly		6																		O
Dirty Air Filter						6			1											M
Malfunctioning Pressure Regulator						4	4	4	7											P
Malfunctioning Air Cylinder						7			10											P
Leaks In Regulator Piping							1	2	2											—
Compressor Oil Temp. Too High										3			7							TC
Engine Water Temp. Too High										4			8							TC
Engine Oil Pressure Too Low										5			9							TC
Out Of Fuel										2			6							—
Malfunctioning Fan					12							3						9		P
Rubber Mounts Damaged												2								P
Engine Malfunctioning						11				14		5	18					12	7	EM
Drive Coupling Defective												4								P
Airend Malfunctioning					17	12						6	19							P
Defective Safety Valve								9												P

Numbers (1, 2, 3, Etc.) Suggest Order To Follow In Cause Trouble Shooting

*M – Maintenance (5) O – Operating (4) RA – Review Application EM – Engine Manual TC – Trouble Complaint
P – Parts (10) L – Lubrication (6) A – Adjustments (7) W – Wiring Diagram (10)

SECTION 8 – PARTS ORDERING INFORMATION

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.

All parts orders pertaining to your engine should be referred to your particular engine manufacturer's authorized distributor or dealer.

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. Your nearby Ingersoll–Rand dealer can cross reference part numbers to standard, locally available hardware. In some cases the finish (cadmium, zinc, etc.) may be special to minimize corrosion. Any fastener part numbers that cannot be cross referenced to standard hardware 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 instructional and warning decals and their mounting locations are shown within Section 9 – Parts List. 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 Section 9 – Parts List.

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 [illegible] 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 AND 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 la ter 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 hereof, 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.

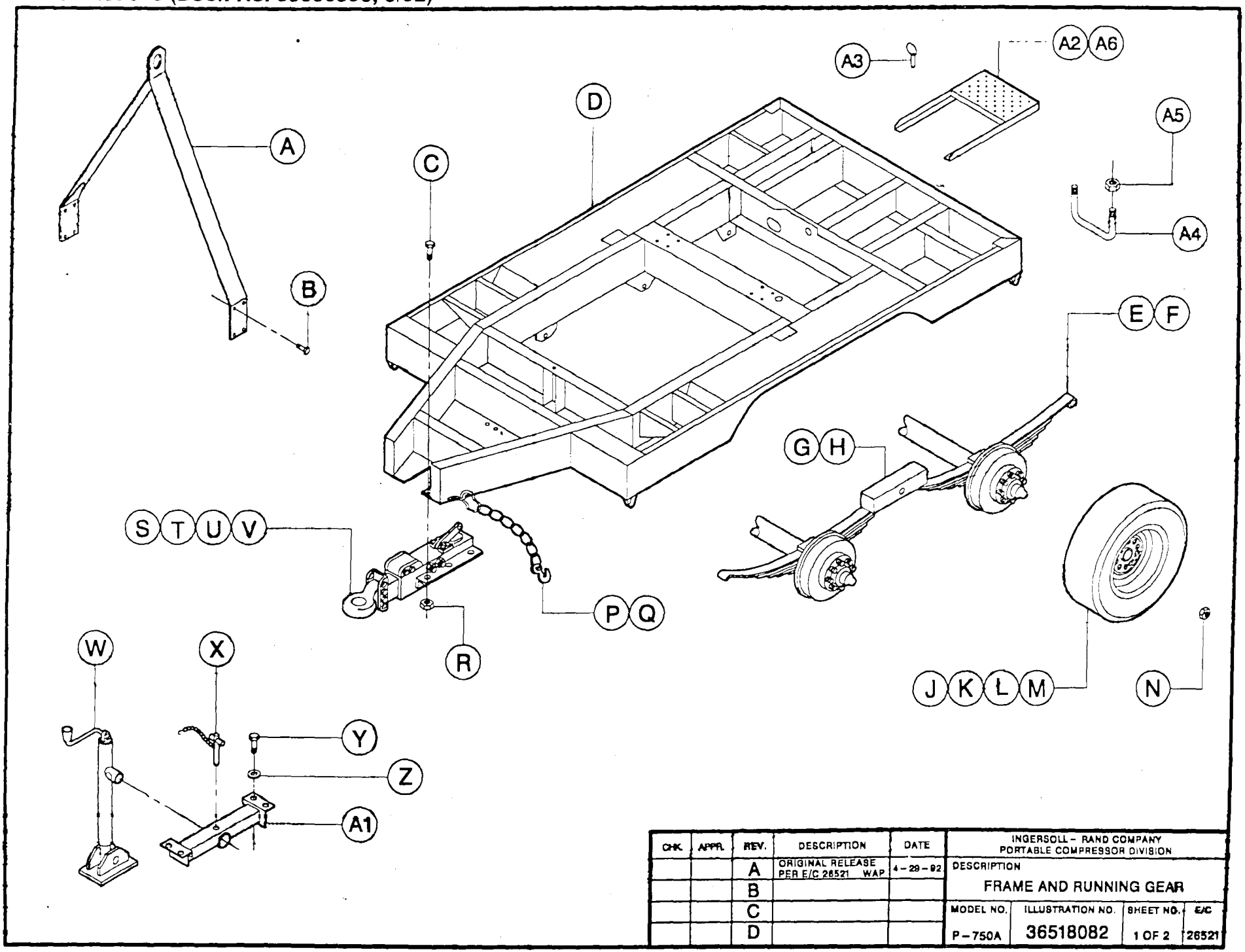
8.5 PARTS ORDERING INFORMATION Book 35386598, 8/92

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.

continued –



CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	4–29–92
		B		
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
FRAME AND RUNNING GEAR

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P–750A	36518082	1 OF 2	26521

(A)	36845816	LIFTING BAIL	(R)	35356526	NUT , LOCK (6 REQD)
(B)	35M2AB564M3	SCREW (8 REQD)	(S)	36734879	DRAWBAR
(C)	35272558	SCREW (6 REQD)	(T)	35605187	EYE , PINTLE
(D)	36841955	FRAME	(U)	35376094	SCREW (2 REQD)
(E)	36847358	FRONT AXLE ASSEMBLY	(V)	16M4JC26M3	NUT (4 REQD)
(F)	36847366	REAR AXLE ASSEMBLY	(W)	36752228	JACK
(G)	35385434	EQUALIZER	(X)	35609544	PIN , QUICK RELEASE
(H)	12A5C10Z1	WASHER (4 REQD)	(Y)	35272558	SCREW (4 REQD)
(J)	36011203	TIRE & WHEEL ASSEMBLY	(Z)	12A5D9Z1	WASHER (4 REQD)
(K)	35148071	TIRE	(A1)	36847457	BRACKET , JACK
(L)	35385525	WHEEL	(A2)	36848018	STEP , PULL – OUT
(M)	35148204	STEM , VALVE	(A3)	35278720	PIN , QUICK RELEASE
(N)	35385244	NUT , WHEEL (12 REQD)	(A4)	35304666	STEP
(P)	35610385	CHAIN ASSEMBLY	(A5)	16A4C7Z1	NUT (4 REQD)
(Q)	35369800	CLEVIS	(A6)	36847549	BRACKET , STEP SUPPORT

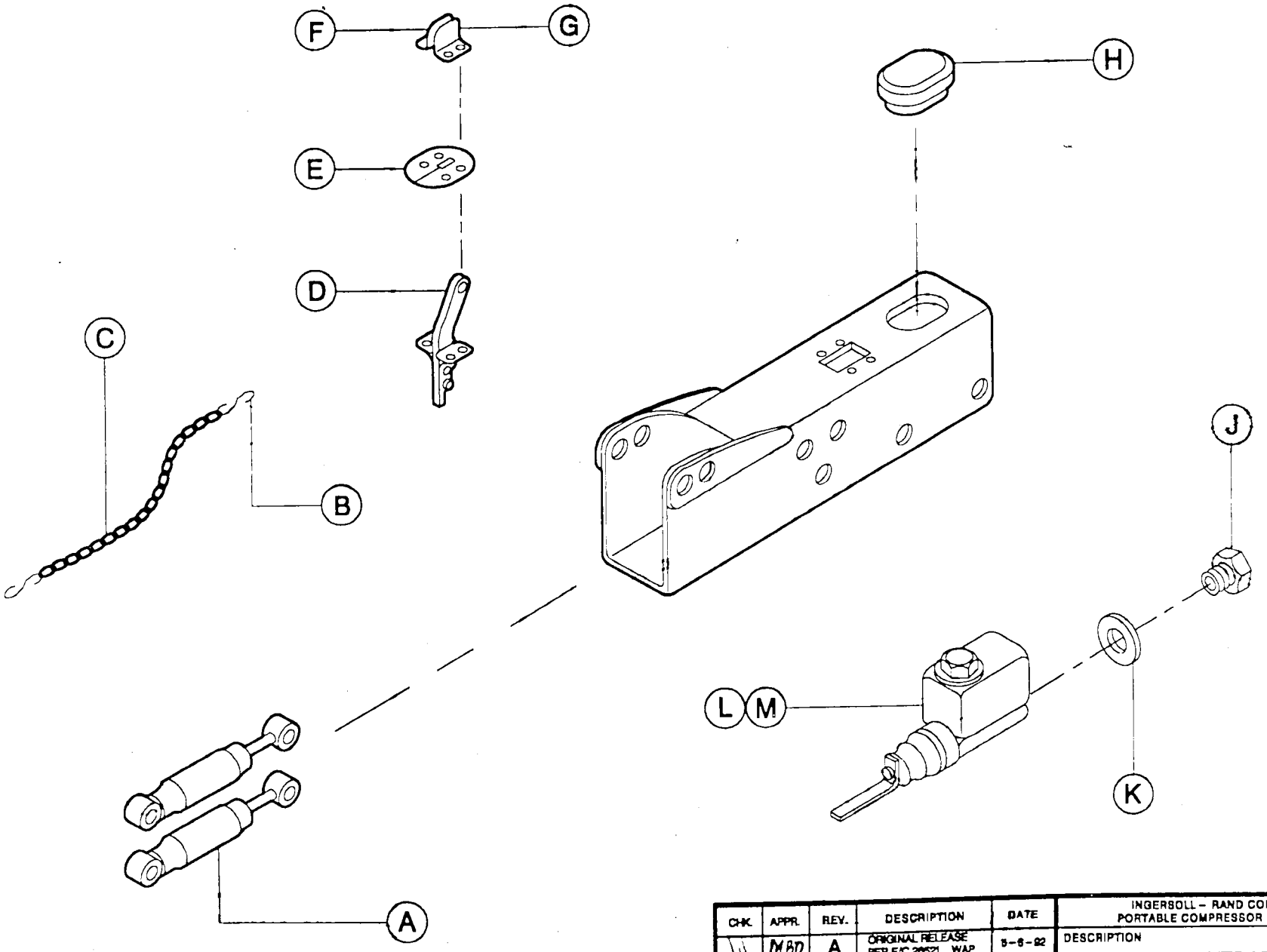
36847374 —— RUNNING GEAR ASSEMBLY COMPLETE

CHK.	APPR.	REV.	DESCRIPTION	DATE
AA	MBD	A	ORIGINAL RELEASE PER E/C 26521 WAP	4-29-92
JJ	MBD	B	ERROR CORRECTION PER PAUL BEAVER	10-8-92
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION: FRAME AND RUNNING GEAR

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P – 750A	36518082	2 OF 2	26521



CHK.	APPR.	REV.	DESCRIPTION	DATE
JL	MBD	A	ORIGINAL RELEASE PER E/C 26521 WAP	5-6-92
		B		
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
BRAKE ACTUATER ASSEMBLY

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P – 750A	36518181	1 OF 2	26521

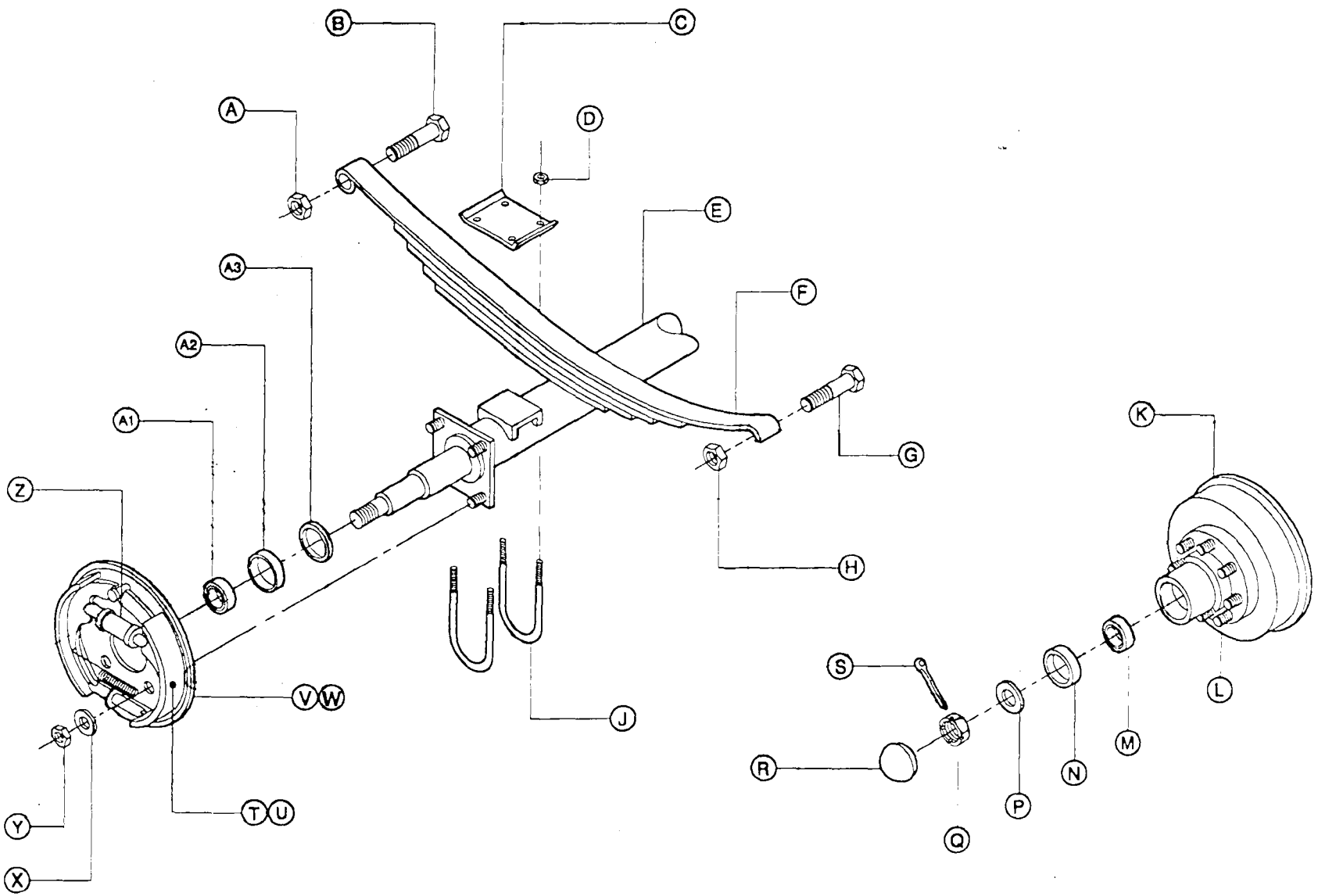
(A)	35373026	DAMPER
(B)	35373083	S – HOOK
(C)	35373091	CHAIN
(D)	35373042	LEVER ASSEMBLY
(E)	35373059	SEAL , WEATHER
(F)	35373067	LOCK , R.H.
(G)	35373075	LOCK , L.H.
(H)	35373034	COVER
(J)	35373109	CONNECTOR
(K)	35373125	GASKET
(L)	35373117	MASTER CYLINDER
(M)	35376433	REPAIR KIT

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 28521 WAP	5-8-92
		B		
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
BRAKE ACTUATER ASSEMBLY

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P – 750A	36518181	2 OF 2	28521



CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	4-29-92
		B		
		C		
		D		

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
RUNNING GEAR ASSEMBLY

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518090	1 OF 2	26521

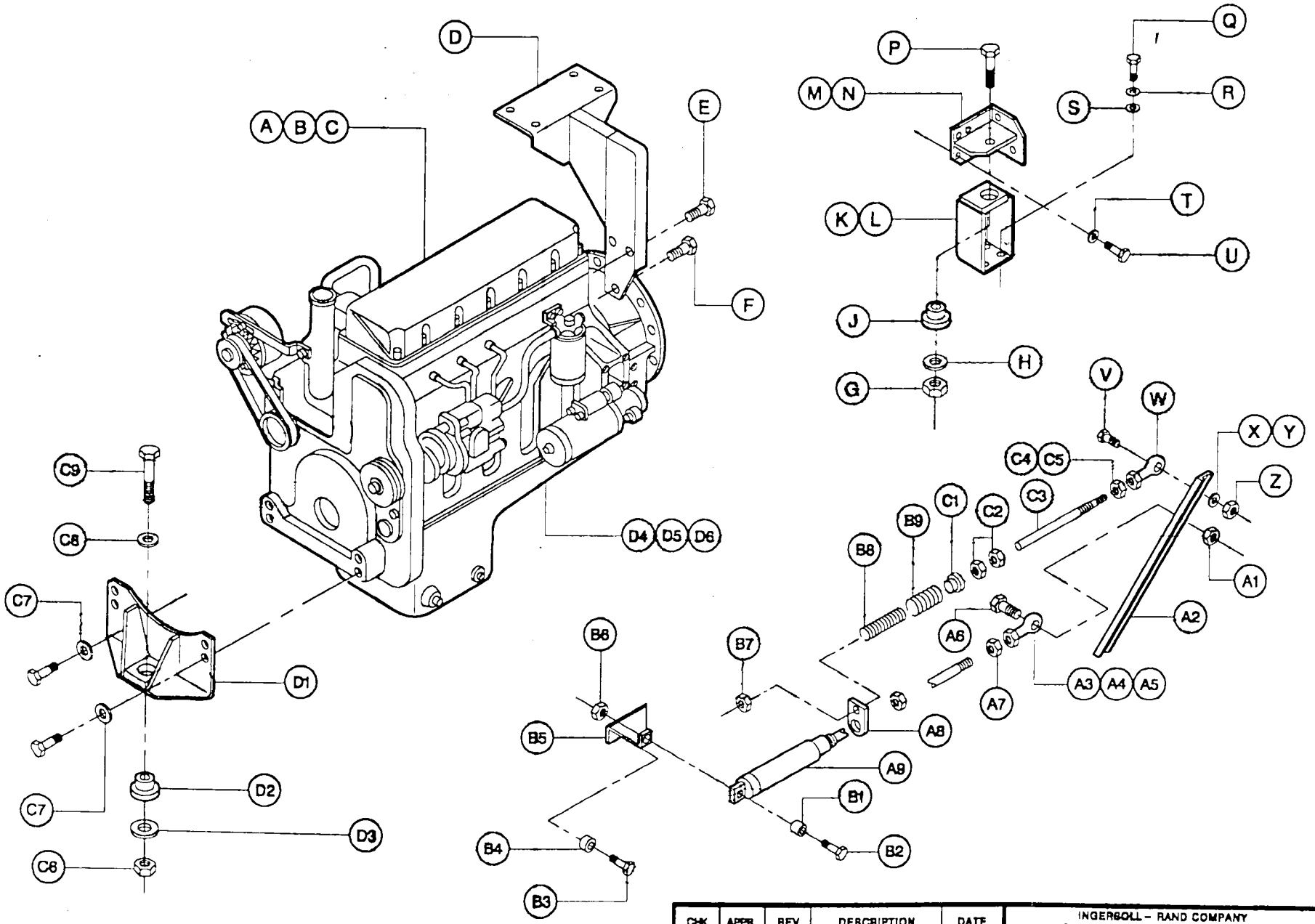
(A)	35315357	NUT
(B)	35315340	BOLT
(C)	35359389	PLATE , TIE
(D)	35359397	NUT (4 REQD)
	36847358	FRONT AXLE ASSEMBLY
(E)	36847366	REAR AXLE ASSEMBLY
	35385152	BARE AXLE
(F)	35385392	SPRING
(G)	35315365	BOLT
(H)	35315373	NUT
(J)	35356922	U – BOLT (2 REQD)
(K)	35385236	HUB
(L)	35385244	STUD (12 REQD)
(M)	35385293	BEARING , OUTER
(N)	35385277	CUP , OUTER
(P)	35356914	WASHER
(Q)	35315217	NUT
(R)	35385343	CAP , GREASE
(S)	35315225	PIN , COTTER
(T)	35359413	SHOE , FRONT
(U)	35359421	SHOE , REAR
(V)	35359363	L.H. BRAKE ASSEMBLY
(W)	35359371	R.H. BRAKE ASSEMBLY
(X)	35356864	WASHER (5 REQD)
(Y)	35356872	NUT (4 REQD)
(Z)	35359405	KIT , WHEEL CYLINDER
(A1)	35316876	BEARING , INNER
(A2)	35316884	CUP , INNER
(A3)	35316868	SEAL , GREASE

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 28521 WAP	4-29-92
	MBD	B	ERROR CORRECTION PER PAUL BEAVER	10-5-92
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
RUNNING GEAR ASSEMBLY

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P – 750A	36518090	2 OF 2	28521



CHK.	APPR.	REV.	DESCRIPTION	DATE
JJ	MBD	A	ORIGINAL RELEASE PER E/C 26521 WAP	6-11-92
		B		
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
ENGINE ASSEMBLY

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518454	1 OF 2	26521

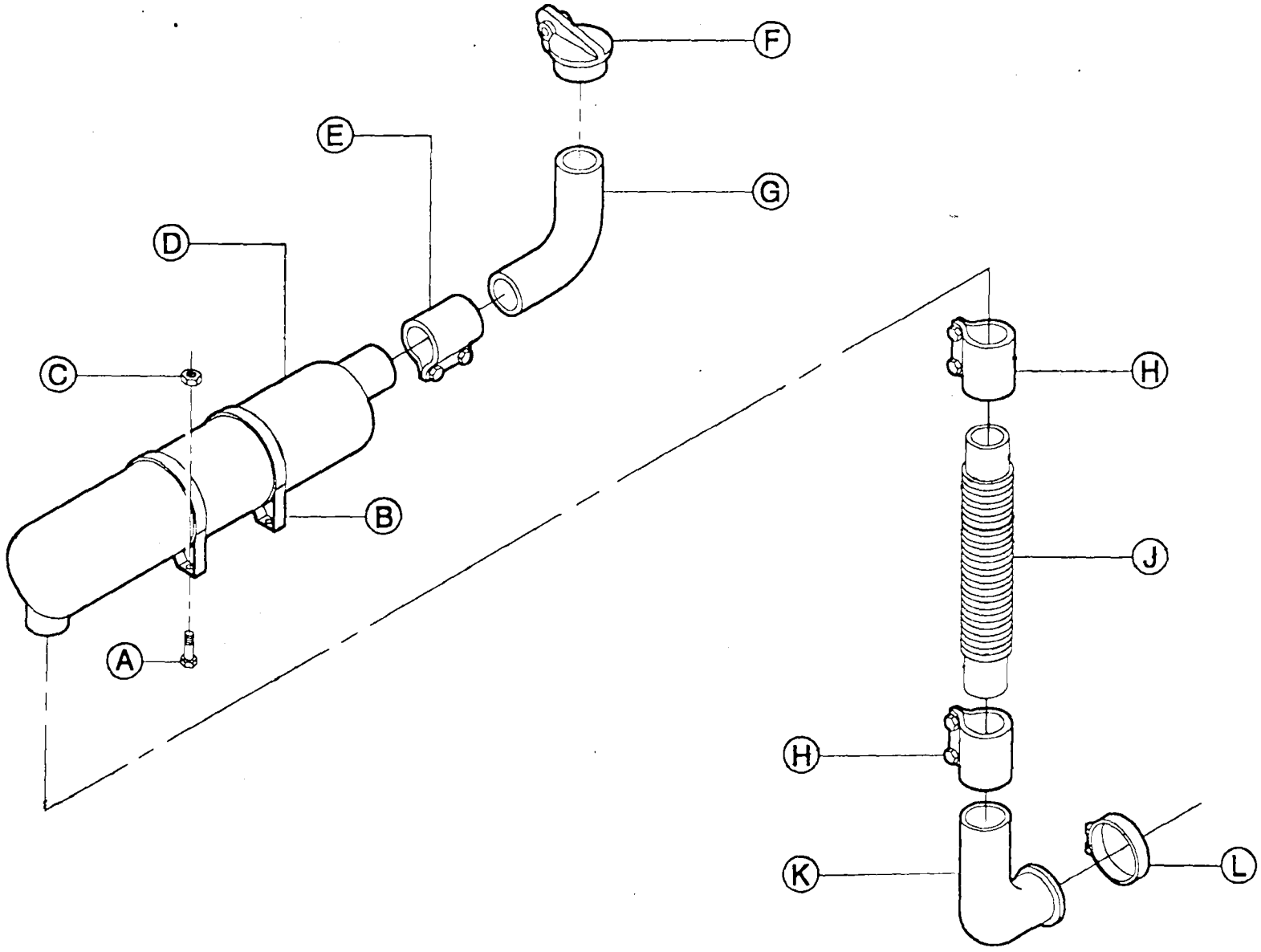
(A)	36852432	ENGINE	(XP – 600A , HP – 600A , P – 750A)
	36852440	ENGINE	(HP – 750A , XP – 825A , P – 900A)
(B)	35116920	HOSE , ENG. BREATHER	
(C)	122A23S16	CLAMP	
(D)	36737393	SUPPORT	
(E)	35285584	SCREW	
(F)	35358274	SCREW	
(G)	35356526	NUT	
(H)	35273837	WASHER	
(J)	35584556	MOUNT , BONDED	
(K)	36840718	BRACKET , A/E SUPPORT L.H.	
(L)	36840726	BRACKET , A/E SUPPORT R.H.	
(M)	35853548	BRACKET , A/E R.H.	
(N)	36736876	BRACKET , A/E L.H.	
(P)	35356518	SCREW	
(Q)	35271147	SCREW	
(R)	14A5C101	WASHER	
(S)	11A5C8	WASHER	
(T)	14A5C101	WASHER	
(U)	35295757	SCREW	
(V)	35322808	SCREW	
(W)	35322835	JOINT , BALL	
(X)	12A5C2	WASHER	
(Y)	14A5C55	WASHER	
(Z)	16M4JC21M3	NUT	
(A1)	35144492	NUT	
(A2)	35801475	LEVER	
(A3)	35300532	BEARING	
(A4)	23A4C4	NUT	
(A5)	35322452	BUSHING	
(A6)	35145242	BUSHING	
(A7)	23A4C8G	NUT	
(A8)	35322445	GUIDE	
(A9)	35594225	CYLINDER	
(B1)	35288885	BUSHING	
(B2)	95326609	SCREW	
(B3)	92304393	SCREW	
(B4)	92304874	WASHER	
(B5)	35855089	BRACKET	
(B6)	67A4C2	NUT	
(B7)	35324884	COLLAR	
(B8)	35329721	SPRING	
(B9)	35322411	SPRING	
(C1)	35322437	MOUNT	
(C2)	23A4C3	NUT	
(C3)	35322429	ROD	
(C4)	14A5C55	WASHER	
(C5)	22A4C1	NUT	
(C6)	35356526	NUT	
(C7)	92304874	WASHER	
(C8)	35101468	WASHER	
(C9)	35356518	SCREW	
(D1)	36770618	BRACKET	
(D2)	35273812	MOUNT	
(D3)	35273837	WASHER	
(D4)	35378546	ELEMENT , ENGINE LUBE	
(D5)	35357268	FILTER , FUEL	
(D6)	35357276	FILTER , WATER	

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	6-18-92
		B	CHANGED PER E/C 26691 WAP	9-15-92
	MBD	C	ERROR CORRECTION PER PAUL BEAVER	10-2-92
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION: ENGINE ASSEMBLY

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P – 750A	36518454	2 OF 2	26891



CHK.	APPR.	REV.	DESCRIPTION	DATE
	MJD	A	ORIGINAL RELEASE PER E/C 26521 WAP	6-15-92
		B		
		C		
		D		

INGERSOLL - RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
EXHAUST COMPLETE

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518579	1 OF 2	26521

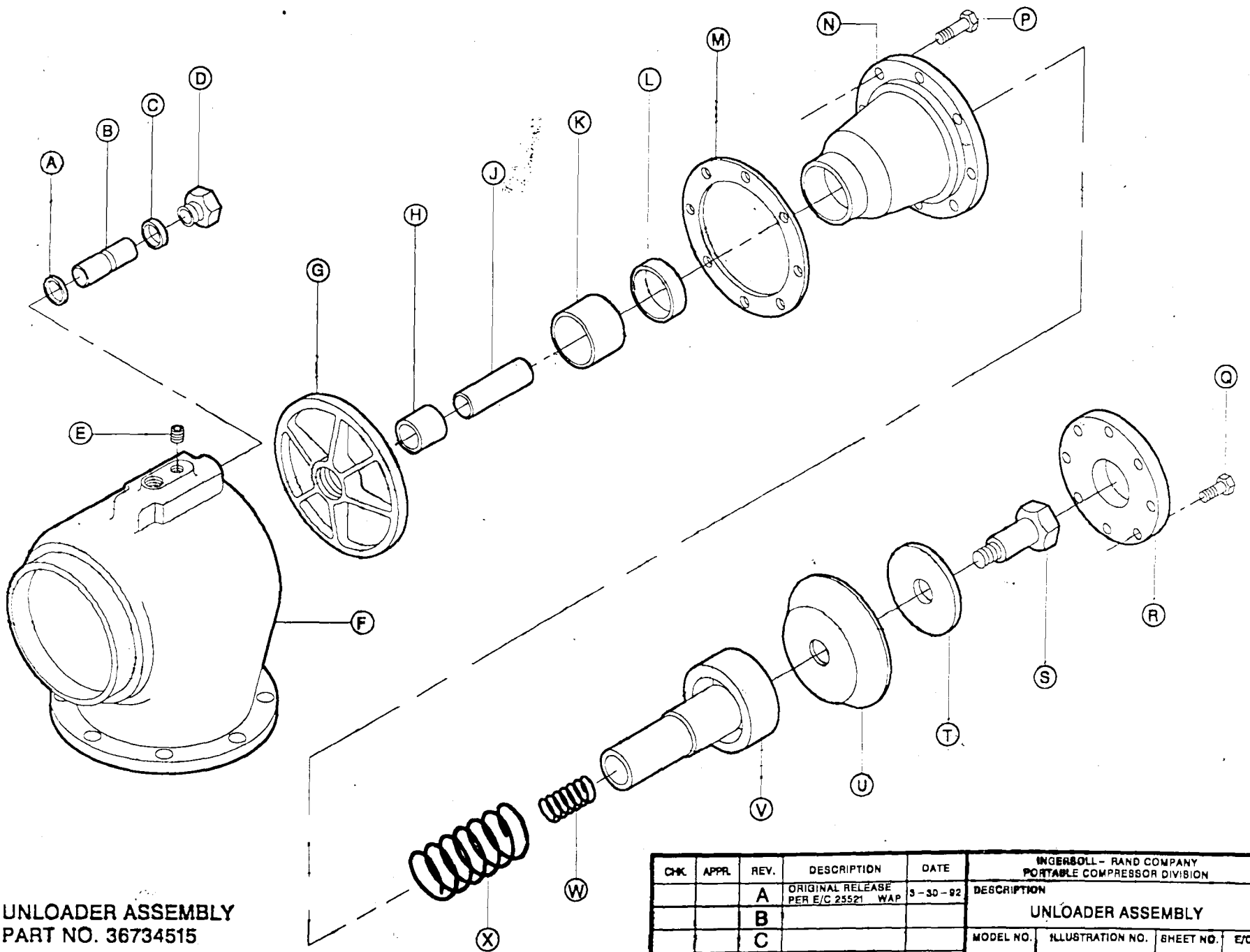
(A)	35272558	SCREW	(6 REQD)
(B)	92341239	SCREW	(2 REQD)
(C)	36734515	UNLOADER ASSEMBLY	
(D)	36010908	AIR END ASSEMBLY	
(E)	35501618	GASKET , PLATE	
(F)	35582238	PLATE , COVER	
(G)	92304435	SCREW	(4 REQD)
(H)	35834787	COUPLING	XP – 600A HP – 600A P – 750A
	35834795	COUPLING	HP – 750A XP – 825A P – 900A
(J)	35103852	BUSHING , SPLIT	
(K)	119A2A198N	SCREW	(8 REQD)
(L)	35A2D113	SCREW	(12 REQD)
(M)	14A5C76	WASHER	(12 REQD)
(N)	32A11A12	GASKET, UNLOADER	

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	6-17-92
		B		
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
AIR END COMPLETE

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P – 750A	36518595	2 OF 2	26521



UNLOADER ASSEMBLY
PART NO. 36734515

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 25521 WAP	3-30-92
		B		
		C		
		D		

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION: UNLOADER ASSEMBLY

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36517985	1 OF 2	26521

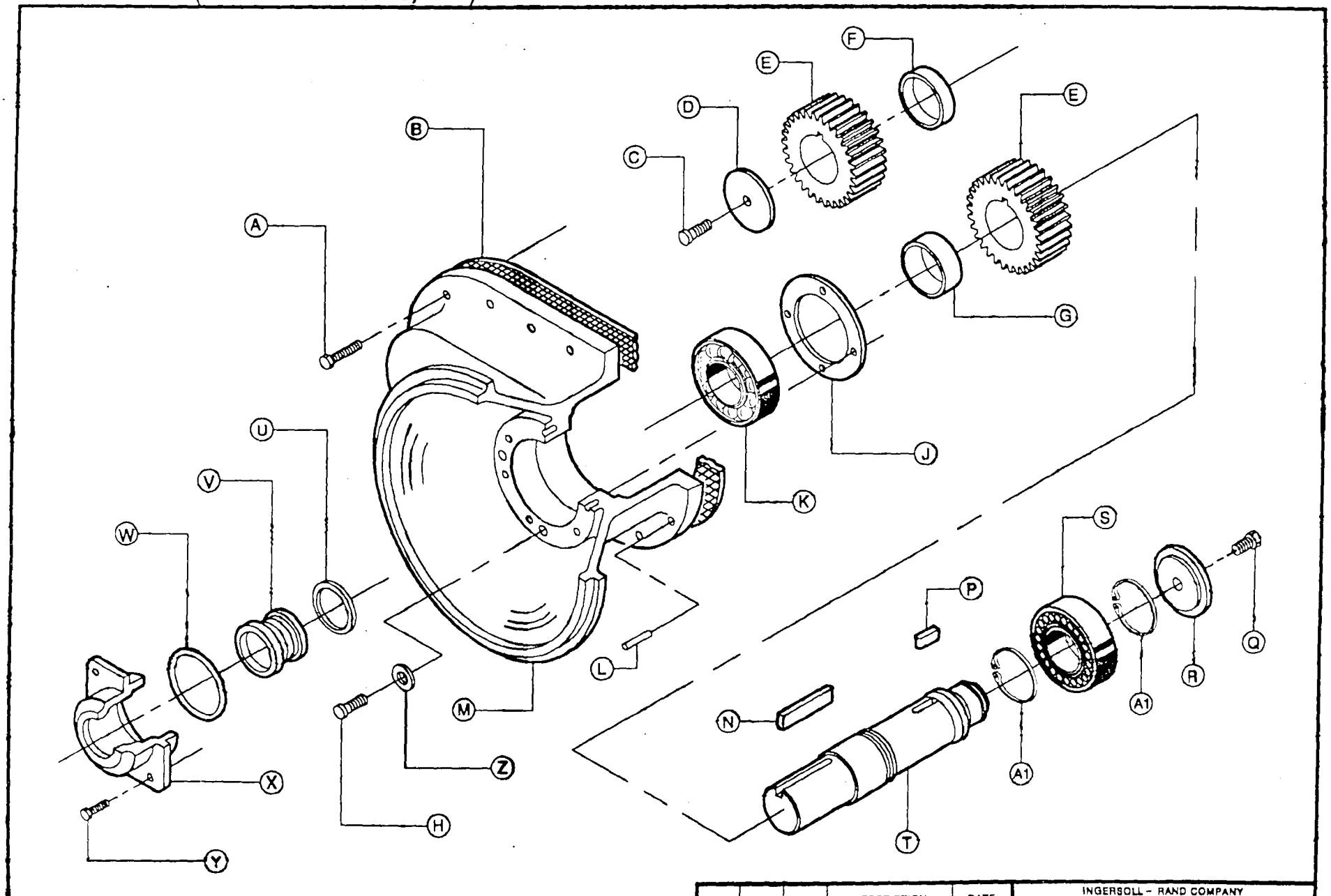
A	35331586	GROMMET
B	35328210	VALVE
C	35331578	GROMMET
D	35328236	ADAPTER
E	34A7S5	PLUG
F	36734507	BODY
G	35591171	VALVE
H	35328269	BUSHING (2 REQD)
J	35332006	STEM , VALVE
K	35328228	BUSHING
L	35328244	SEAL
M	35328251	GASKET
N	36722460	HOUSING
P	35271188	SCREW (12 REQD)
Q	35273416	SCREW (8 REQD)
R	35591189	COVER , PISTON
S	35A2D217	SCREW
T	35327204	WASHER
U	35592534	DIAPHRAGM
V	35591163	PISTON
W	35332683	SPRING
X	35332691	SPRING

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	3-30-92
	MBD	B	ERROR CORRECTION PER PAUL BEAVER	10-2-92
		C		
		D		

INGERSOLL - RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
UNLOADER ASSEMBLY

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36517985	2 OF 2	26521



CHK.	APPR.	REV.	DESCRIPTION	DATE
	MBD	A	ORIGINAL RELEASE PER E/C 26521 WAP	3-25-92
		B		
		C		
		D		

INGERSOLL - RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
AIR END ASSEMBLY

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36517977	1 OF 8	26521

(A) 35375385 SCREW (12 REQD)

(B) 35611359 GASKET

(C) 92367663 SCREW

(D) 35255819 PLATE , CLAMP

(E) GEAR SET NO. UNIT

35298132	XP – 600A / HP – 600A
35334853	P – 750A / HP – 750A
36740546	XP – 825A
35296011	P – 900A

(F) 35299346 SPACER

(G) 35263232 SPACER , BEARING

(H) 119A2A206N SCREW (4 REQD)

(J) 35573070 PLATE , RETAINING

(K) 35601517 BEARING , BALL

(L) 17A13A289 PIN , DOWEL

(M) 36778355 CASE , GEAR

(N) 35364975 KEY

(P) 35361328 KEY

(Q) 35336304 SCREW

(R) 36764785 CAP

(S) 35313568 BEARING

(T) 36780906 SHAFT , DRIVE

(U) 35104082 NUT , LOCK

(V) 35593508 SEAL , SHAFT

(W) 20A11C2M252 0 – RING

(X) 36507515 COVER

(Y) 36763704 SCREW (6 REQD)

(Z) 35374826 WASHER (4 REQD)

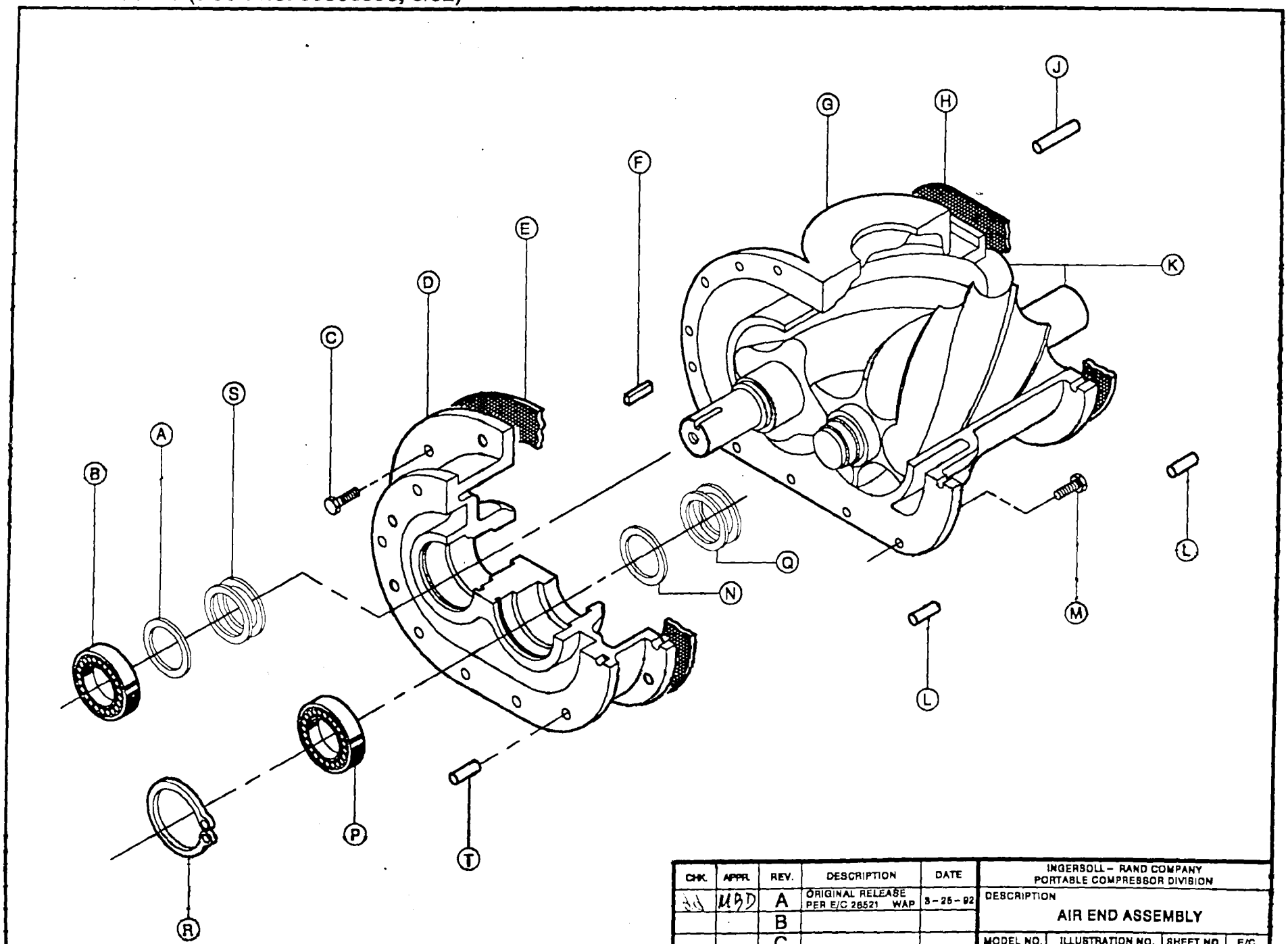
(A1) 95223178 RING , RETAINING

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	3-25-92
	MBD	B	ERROR CORRECTION PER PAUL BEAVER	10-2-92
		C		
		D		

INGERSOLL - RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
AIR END ASSEMBLY

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36517977	2 OF 6	26521



CHK.	APPR.	REV.	DESCRIPTION	DATE
JJ	MSD	A	ORIGINAL RELEASE PER E/C 26521 WAP	3-25-92
		B		
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
AIR END ASSEMBLY

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36517977	3 OF 8	26521

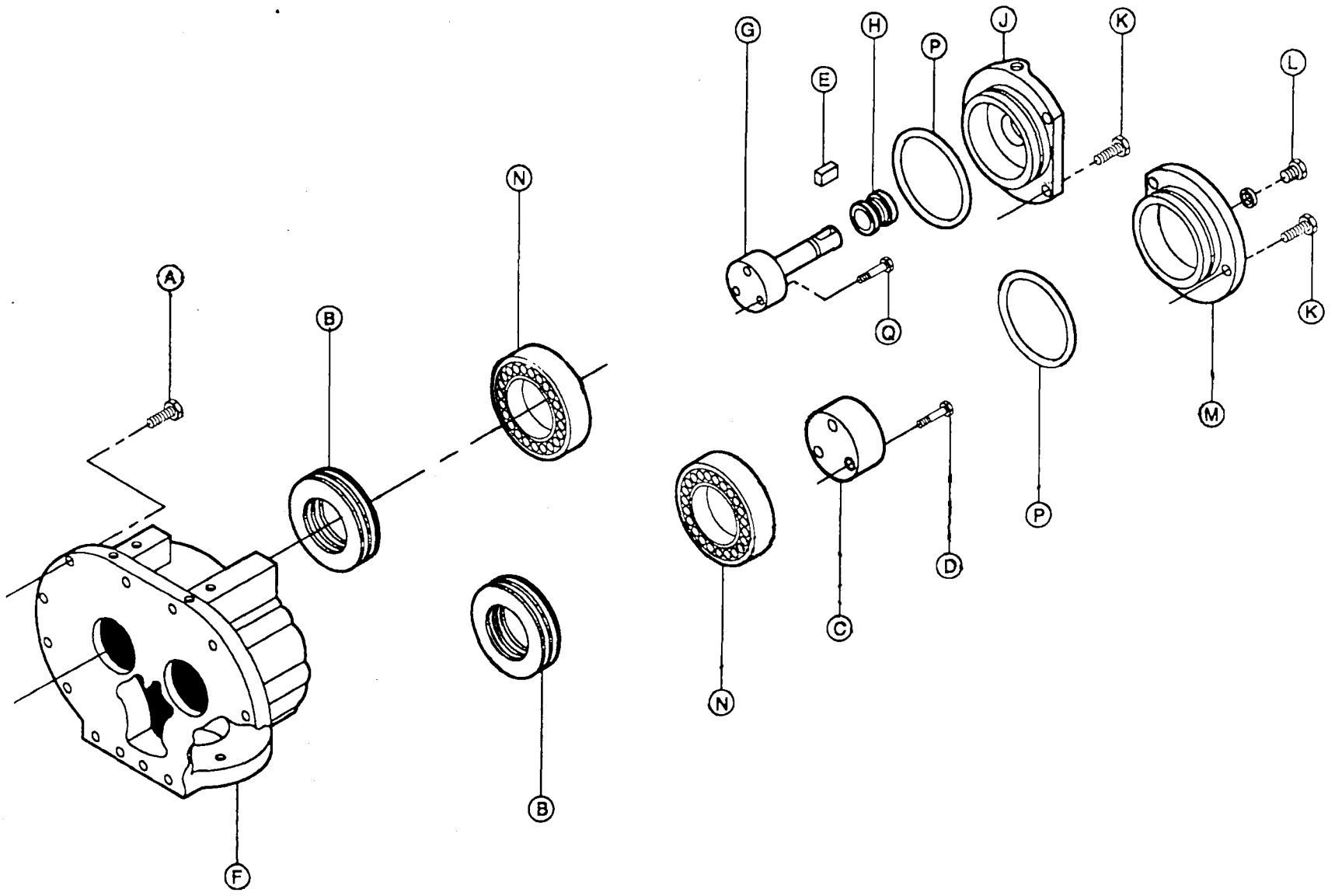
(A)	35299296	SPACER	
(B)	35299262	BEARING , ROLLER	
(C)	35375385	SCREW	(17 REQD)
(D)	36711620	HOUSING , FRONT BEARING	
(E)	36506699	GASKET	
(F)	35361310	KEY	
(G)	36794287	HOUSING , ROTOR	
(H)	35611342	GASKET	
(J)	95239927	PIN , LOCATING	
(K)	36005023	ROTOR SET	
(L)	35365261	PIN , LOCATING	
(M)	35272558	SCREW	(16 REQD)
(N)	35299312	SPACER	
(P)	35299270	BEARING , ROLLER	
(Q)	35364728	SPRING SET	
(R)	35299338	RING , SNAP	
(S)	35365261	PIN , LOCATING	
(T)	35364710	SPRING , SET	

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	3-25-92
		B		
		C		
		D		

INGERSOLL - RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
AIR END ASSEMBLY

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36517977	4 OF 6	26521



CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	8-25-92
		B		
		C		
		D		

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
AIR END ASSEMBLY

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36517977	5 OF 8	26521

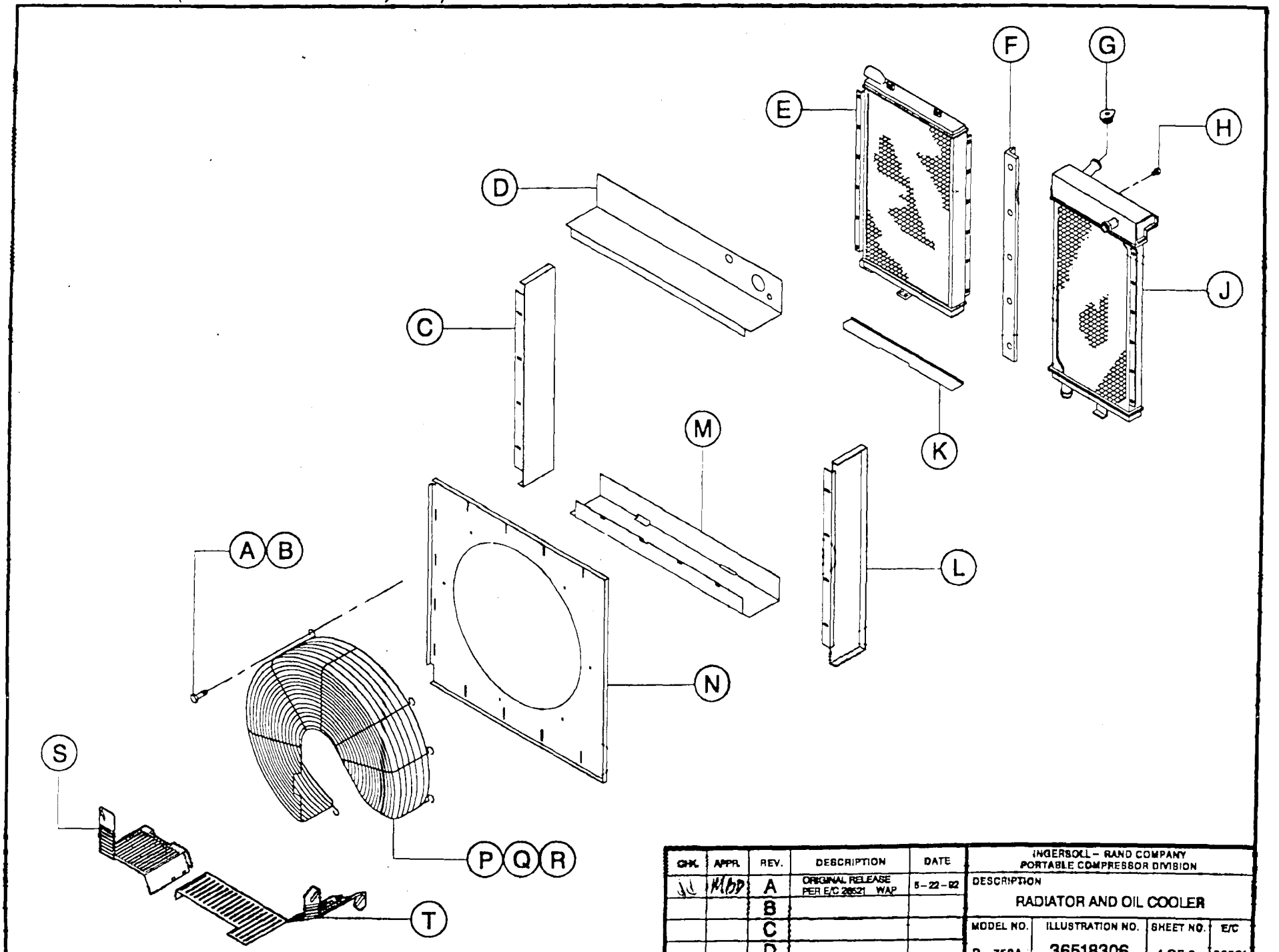
(A)	35597699	BUSHING
(B)	92304419	SCREW (6 REQD)
(C)	36721652	FAN
(D)	35273366	NUT (6 REQD)
(E)	35851708	HUB , FAN
(F)	162A13S177	RING , SNAP
(G)	35598796	BEARING
(H)	36733939	HOUSING
	36733947	FAN BEARING ASSEMBLY
(J)	36743938	BRACKET , MAIN
(K)	35851732	SHAFT , FAN
(L)	35313642	KEY
(M)	35598796	BEARING
(N)	35356435	NUT , LOCK
(P)	35280437	BUSHING
(Q)	35282490	SHEAVE , DRIVEN
(R)	35316173	SHEAVE , DRIVEN (HP – 750A ONLY)
(S)	35356187	BELT SET
(T)	35376672	BELT SET (HP – 750A ONLY)
(U)	35325661	BUSHING
(V)	35280460	SHEAVE , DRIVE (HP – 600A / XP – 600A)
(W)	35280460	SHEAVE , DRIVE (P – 750A / XP – 825A)
(X)	35311398	SHEAVE , DRIVE (P – 900A ONLY)
(Y)	35316140	SHEAVE , DRIVE (HP – 750A ONLY)
(Z)	35304047	NUT (4 REQD)
(A1)	35285584	SCREW (4 REQD)
(A2)	35368190	SCREW , JACK
(A3)	16A4C5Z1	NUT
(A4)	35301746	SCREW (4 REQD)
(A5)	12M5L27M3	WASHER (4 REQD)

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 28521 WAP	4-8-92
	MBD	B	ERROR CORRECTION PER PAUL BEAVER	10-2-92
		C		
		D		

INGERSOLL– RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
AIR END ASSEMBLY

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P – 750A	36518009	2 OF 2	28521



CHK.	APPR.	REV.	DESCRIPTION	DATE
JL	MBP	A	ORIGINAL RELEASE PER E/C 26521 WAP	5-22-92
		B		
		C		
		D		

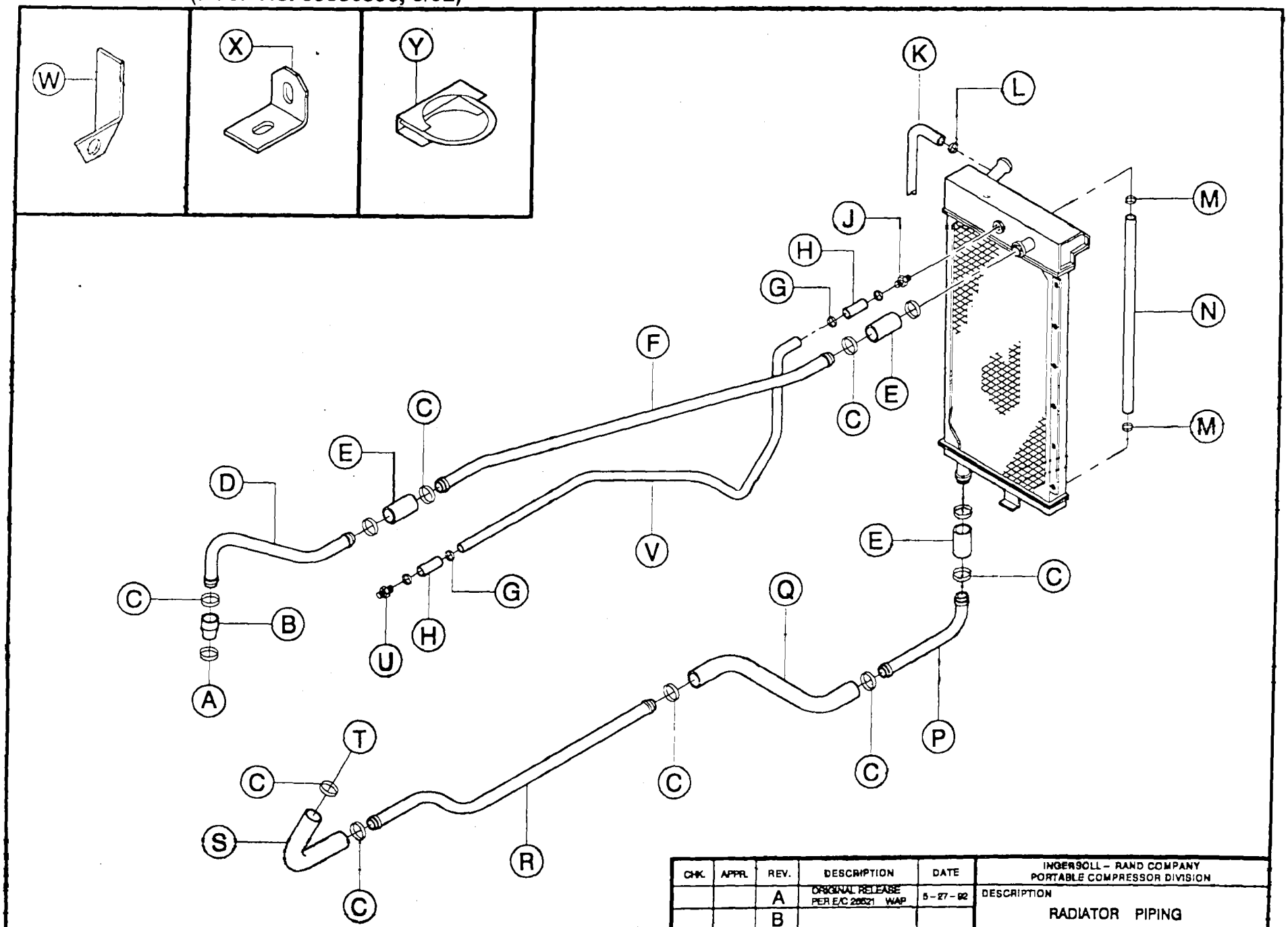
INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
RADIATOR AND OIL COOLER

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518306	1 OF 2	26521

(A)	35144336	SCREW	(4 REQD)
(B)	35141365	SCREW	(2 REQD)
(C)	36742138	CHANNEL , RIGHT OIL COOLER	
(D)	36841757	BAFFLE , UPPER COOLER	
(E)	35368935	COOLER , OIL	
(F)	35854009	ANGLE , SUPPORT	
(G)	35335157	CAP , RADIATOR	
(H)	36794071	GLASS , SIGHT	
(J)	36765519	RADIATOR	
(K)	36847499	BAFFLE , BOTTOM COOLER	
(L)	36742161	CHANNEL , LEFT RADIATOR	
(M)	36793933	BAFFLE , LOWER COOLING	
(N)	36793925	PLATE , ORIFICE	
(P)	36738284	GUARD , FAN	
(Q)	35144336	SCREW	(4 REQD)
(R)	35252600	NUT	(4 REQD)
(S)	36787463	GUARD , LOWER R.H.	
(T)	36787455	GUARD , LOWER L.H.	

CHK.	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL-RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 26521 WAP	5-22-92	DESCRIPTION			
		B			RADIATOR AND OIL COOLER			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518306	2 OF 2	26521



CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 28521 WAP	5-27-92
		B		
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

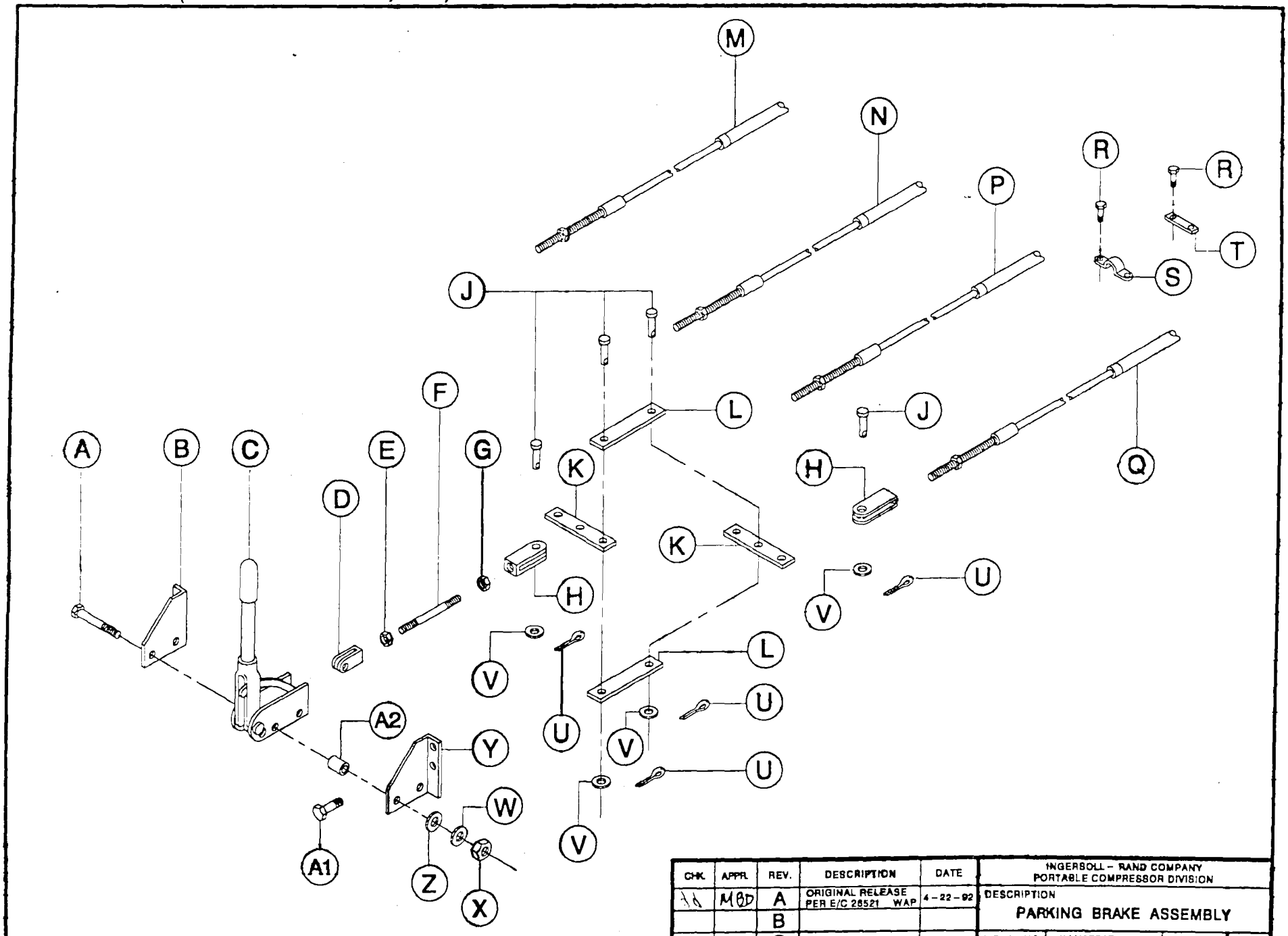
DESCRIPTION
RADIATOR PIPING

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518355	1 OF 2	28521

(A)	ENGINE OUTLET	
(B)	35356534	HOSE , REDUCER
(C)	W86719	CLAMP , HOSE
(D)	36737260	TUBE , ENGINE OUTLET
(E)	35330570	HOSE , CONNECTOR (FURNISHED BY THE INCH)
(F)	36737211	TUBE , ENGINE OUTLET
(G)	122A23S6	CLAMP , HOSE
(H)	35285600	HOSE , CONNECTOR (3 INCHES)
(J)	35305234	ADAPTER
(K)	35360775	HOSE , OVERFLOW (58 INCHES)
(L)	W88678	CLAMP , HOSE
(M)	122A23S20	CLAMP , HOSE
(N)	35135458	HOSE , VENT (45 INCHES)
(P)	35853795	TUBE , ENGINE INLET
(Q)	35853787	HOSE , ENGINE INLET
(R)	35600170	TUBE , ENGINE INLET
(S)	35853779	HOSE , ENGINE INLET
(T)	ENGINE INLET	
(U)	35356476	ADAPTER
(V)	36742013	TUBE , VENT
(W)	35602721	BRACKET
(X)	35600527	BRACKET
(Y)	W57639	CLAMP

36777399 —— RADIATOR DRAIN VALVE

CHK.	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL – RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 26521 WAP	6-27-92	DESCRIPTION			
	MBD	B	ERROR CORRECTION PER PAUL BEAVER	10-2-92	RADIATOR PIPING			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518355	2 OF 2	26521



CHK.	APPR.	REV.	DESCRIPTION	DATE
tb	MBD	A	ORIGINAL RELEASE PER E/C 28521 WAP	4-22-92
		B		
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
PARKING BRAKE ASSEMBLY

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518058	1 OF 2	28521

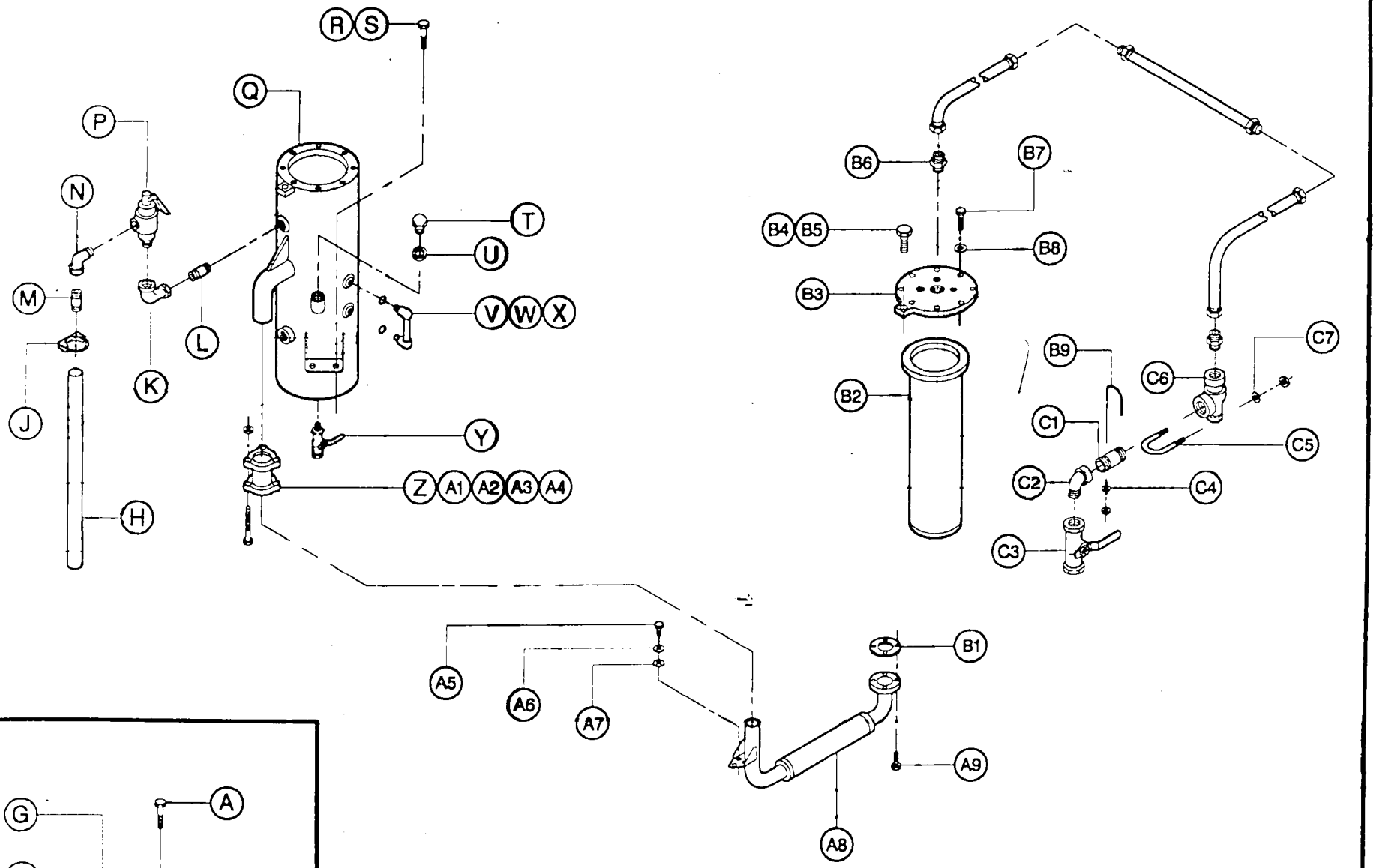
(A)	35356369	HOSE ASSEMBLY
(B)	35356310	BRACKET
(C)	35279025	SCREW
(D)	35356302	CLIP
(E)	35356419	TUBE
(F)	35356336	UNION
(G)	35356401	TUBE
(H)	35356328	TEE
(J)	35602481	BRACKET
(K)	22A4C5	NUT
(L)	35316603	TEE
(M)	35275007	SCREW
(N)	12A5C2	WASHER
(P)	14A5C55	WASHER , LOCK
(Q)	92304500	NUT
(R)	35356344	ADAPTER
(S)	35603653	TUBE
(T)	35356591	TIE , CABLE
(U)	14A5C102	WASHER
(V)	35356377	HOSE
(W)	35605310	HOSE
(X)	35603695	HOSE
(Y)	35603703	HOSE
(Z)	TO L.H. FRONT BRAKE	
(A1)	TO BRAKE ACTUATOR	
(A2)	TO R.H. REAR BRAKE	
(A3)	TO L.H. REAR BRAKE	
(A4)	TO R.H. FRONT BRAKE	

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 28521 WAP	6-23-92
		B		
		C		
		D		

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION: BRAKE LINE PIPING

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518777	2 OF 2	28521



CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 28521 WAP	6-15-92
		B		
		C		
		D		

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
SEPARATOR TANK ASSEMBLY

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518587	1 OF 2	28521

(A)	35273416	SCREW	(2 REQD)
(B)	35599463	COVER , FILTER HEAD	
(C)	35602226	GASKET	
(D)	36735801	HEAD , FILTER	
(E)	35271147	SCREW	(2 REQD)
(F)	36738672	BRACKET , FILTER	
(G)	14A5C101	WASHER	(2 REQD)
(H)	90103854	NUT	(2 REQD)
(J)	92304385	SCREW	(4 REQD)
(K)	92304674	SCREW	(4 REQD)
(L)	36735785	HOUSING , THERMOSTAT	
(M)	35292309	GASKET	
(N)	35288117	THERMOSTAT	
(P)	35584770	COVER , THERMOSTAT	
(Q)	35271188	SCREW	(4 REQD)
(R)	36735793	TEE	
(S)	35273408	(AS REQD)	
(T)	35602234	GASKET	
(U)	35602218	VALVE , RELIEF	
(V)	35296920	FILTER	(2 REQD)
(W)	35599471	NIPPLE	(2 REQD)

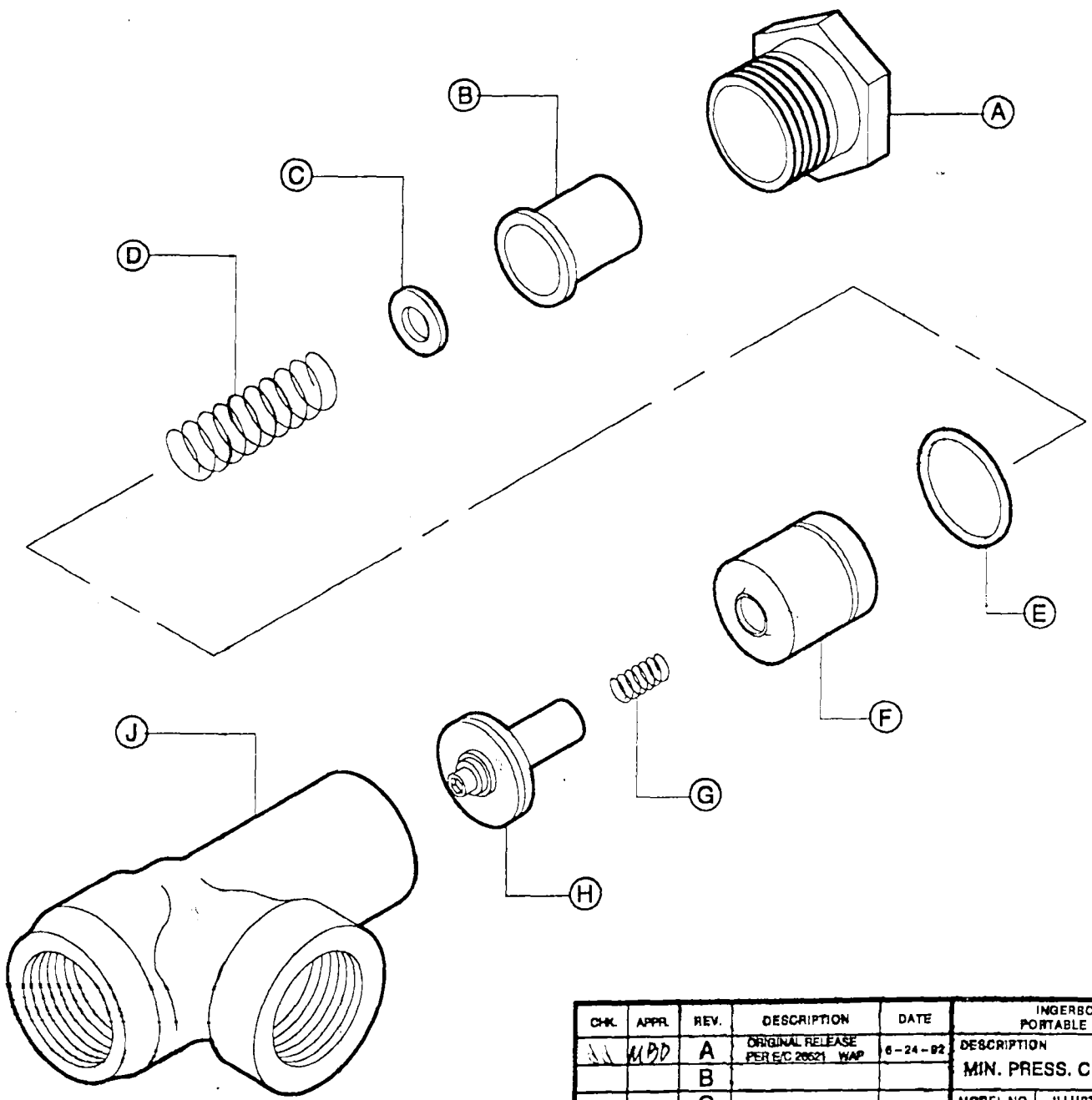
36739647 — OIL TEMPERATURE BY – PASS VALVE ASSEMBLY

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	4-16-92
RL	MBD	B	ERROR CORRECTION PER PAUL BEAVER	10-2-92
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
OIL TEMP. BYPASS VALVE & FILTER

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518041	2 OF 2	26521



CHK.	APPR.	REV.	DESCRIPTION	DATE
JJ	MBD	A	ORIGINAL RELEASE PER E/C 26521 WAP	6-24-92
		B		
		C		
		D		

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
MIN. PRESS. CHECK VALVE ASSEMBLY

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518793	1 OF 2	26521

(A)	35367341	CAP
(B)	35367390	INSERT
(C)	11A5C6	WASHER
(D)	35367366	SPRING
(E)	35367374	O – RING
(F)	35367325	PISTON
(G)	35367358	SPRING
(H)	35367317	CHECK VALVE ASSEMBLY
(J)	35367333	BODY

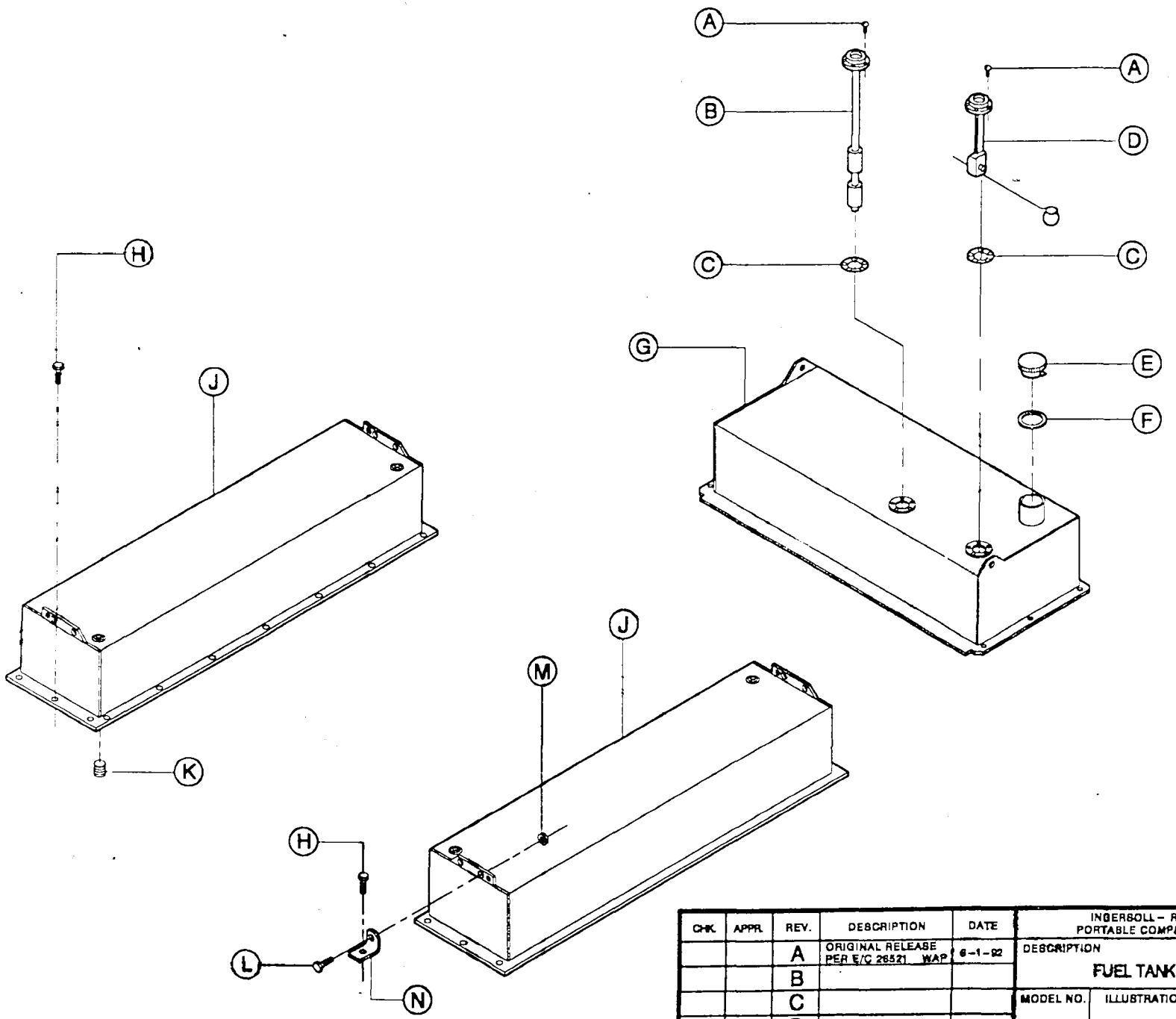
MINIMUM PRESSURE CHECK VALVE ASSEMBLY —— PART NUMBER 35598770

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	6-24-92
		B		
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
MIN. PRESS. CHECK VALVE ASSEMBLY

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518793	2 OF 2	26521



CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	6-1-92
		B		
		C		
		D		

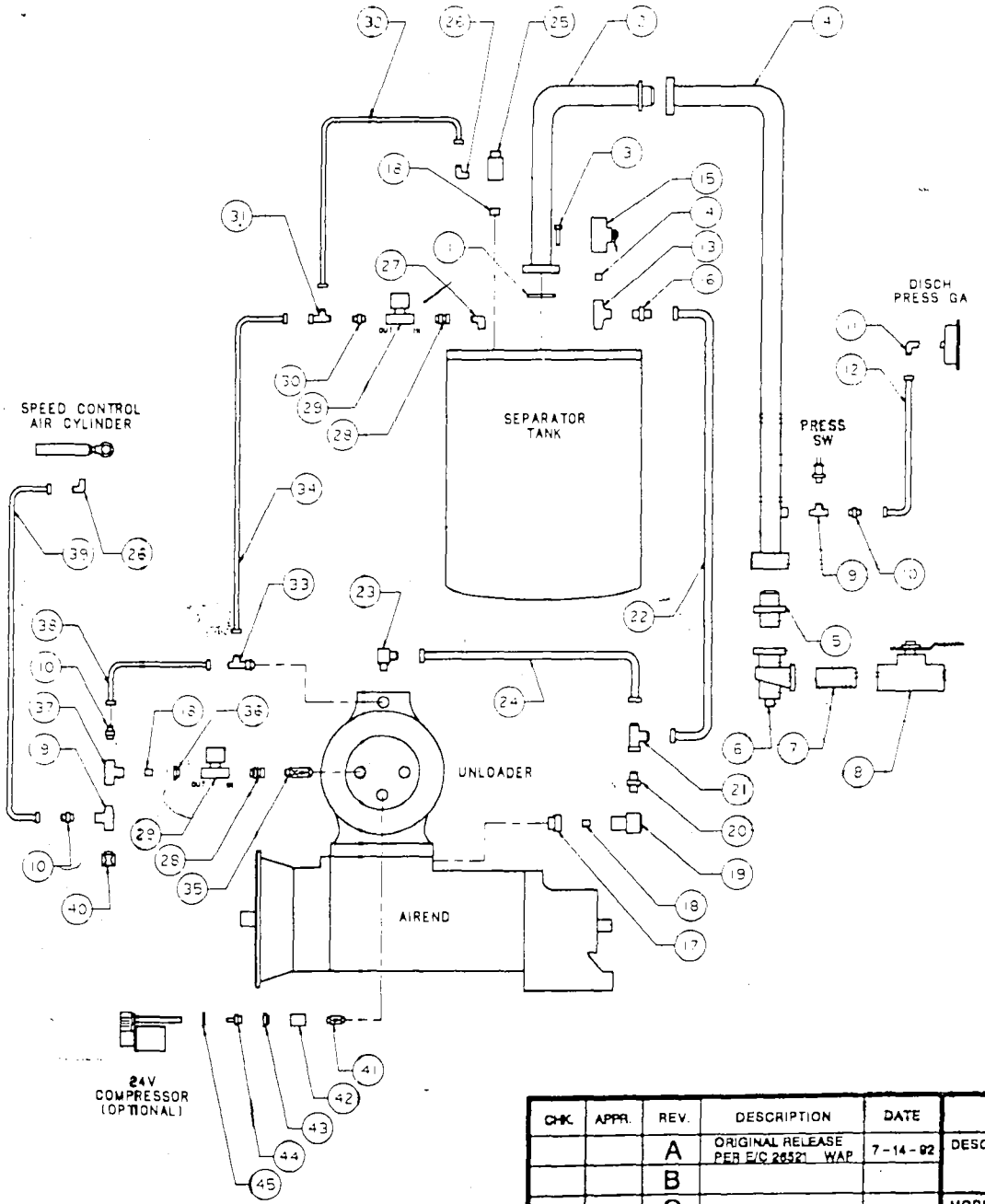
INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
FUEL TANK ASSEMBLY

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518439	1 OF 2	26521

(A)	35286509	ELBOW , 45°
(B)	35120377	HOSE
(C)	35296250	ELBOW , 90°
(D)	35287911	ELBOW , 90°
(E)	35305473	HOSE
(F)	35356559	CONNECTOR
(G)	35356484	TUBE
(H)	35356542	CONNECTOR
(J)	35322395	SILENCER
(K)	35356567	TEE
(L)	35356575	ELBOW , 90°
(M)	109A23S32	ELBOW , 90°
(N)	36747244	TUBE
(P)	35606755	TUBE
(Q)	95263190	PLUG
(R)	TO ENGINE FUEL RETURN	
(S)	TO FUEL FILTER	

CHK.	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL – RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 28521 WAP	6-1-92	DESCRIPTION: FUEL TANK PIPING			
		B						
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518447	2 OF 2	28521



CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 28521 WAP	7-14-92
		B		
		C		
		D		

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION: AIR PIPING

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36851442	1 OF 2	28521

PARTS LIST

ITEM NO.	PART NO.	DESCRIPTION
1	20A11C2M228	O-RING
2	36850295	TUBE SVCE SEP TK
3	35A2D219G	SCR HEX 500-13 X 125
4	36850287	TUBE SVCE MIN PRESS
5	35335124	CONN MALE -32X2NPT
6	35598770	V CHK MIN PRESS 2IN
7	95928479	NIP 18A7S020X180Z1
8	35602473	VALVE BALL 2
9	72A7MZ2	T STNPT025
10	35284082	CONN.1/4 NPT X -6JIC
11	35280098	L.90.1/4NPT FEM.6JIC
12	35310994	HOSE ASSY -6X39
13	72A7MZ5	T STNPT075
14	19A7JZ5	NIP CLNPT075
15	35576115	VALVE BALL
16	35313287	ADAPTER 3/4NPTX-8
17	35302314	ADAPTER
18	19A7JZ2	NIP CLNPT025X088
19 *	35322379	BLOWDOWN VALVE
20	35283134	CONN. 1/4 NPT -8JIC
21	35287929	TEE.RN.SWV NUT. -8
22	35306679	HOSE -08 X 56.00 LG
23	35287937	ELL.90.9/16-18X-8
24	35857176	TBG FLRD 0.50 ELB180
25	36841518	V PRESS RLF 100-150
26	35301126	ELB 90 1/8NPT X -6
27	109A2358	ELBOW
28	35368927	3/8NPT X -6 FML SWL
29	36840841	V SOL 24V .375NPT
30	35290147	CONN 3/8 NPT -6 JIC
31	35283084	TEE.RN.SWV NUT.-6JIC
32	35282946	HOSE.JIC -6 X 9.5
33	35279850	TEE.RN.9/16-18X-6JIC
34	35310994	HOSE ASSY -6X39
35	36840460	CV/ORF .04 9/16-18
36	23A7SZ2	BSHG RDCNPT038X025
37	71A7MZ2	T NPT025
38	36843464	TBG FLRD 038 UNLDR
39	36844074	HOSE -06 X 52.00 LG
40	35322346	ORF CONN .156
41	35248145	VALVE 1/4 CHECK
42	11A7SZ2	CPLG NPT025X119
43	23A7SZ1	BSHG RDCNPT025X012
44	35316587	ADPTR BARB012X012NPT
45	35296342	CLP WMGRM006-16

* 35379064 DIAPH RPR KIT

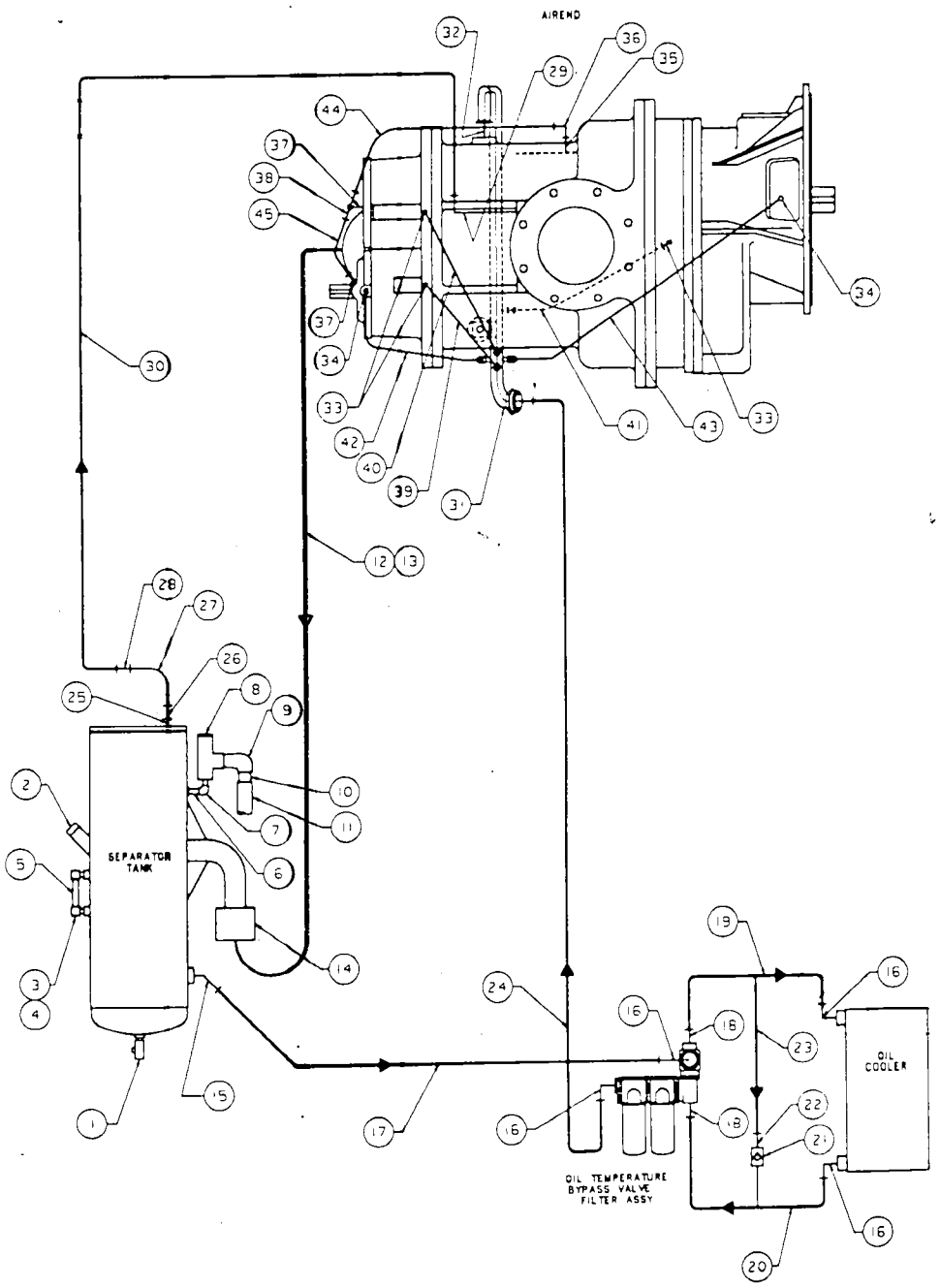
CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	7-14-92
		B		
		C		
		D		

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION: AIR PIPING

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36851442	2 OF 2	26521

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 28521 WAP	7-14-92
		B		
		C		
		D		



INGERSOLL-RAND COMPANY PORTABLE COMPRESSOR DIVISION			
DESCRIPTION: OIL PIPING			
MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36843795	1 OF 2	28521

PARTS LIST

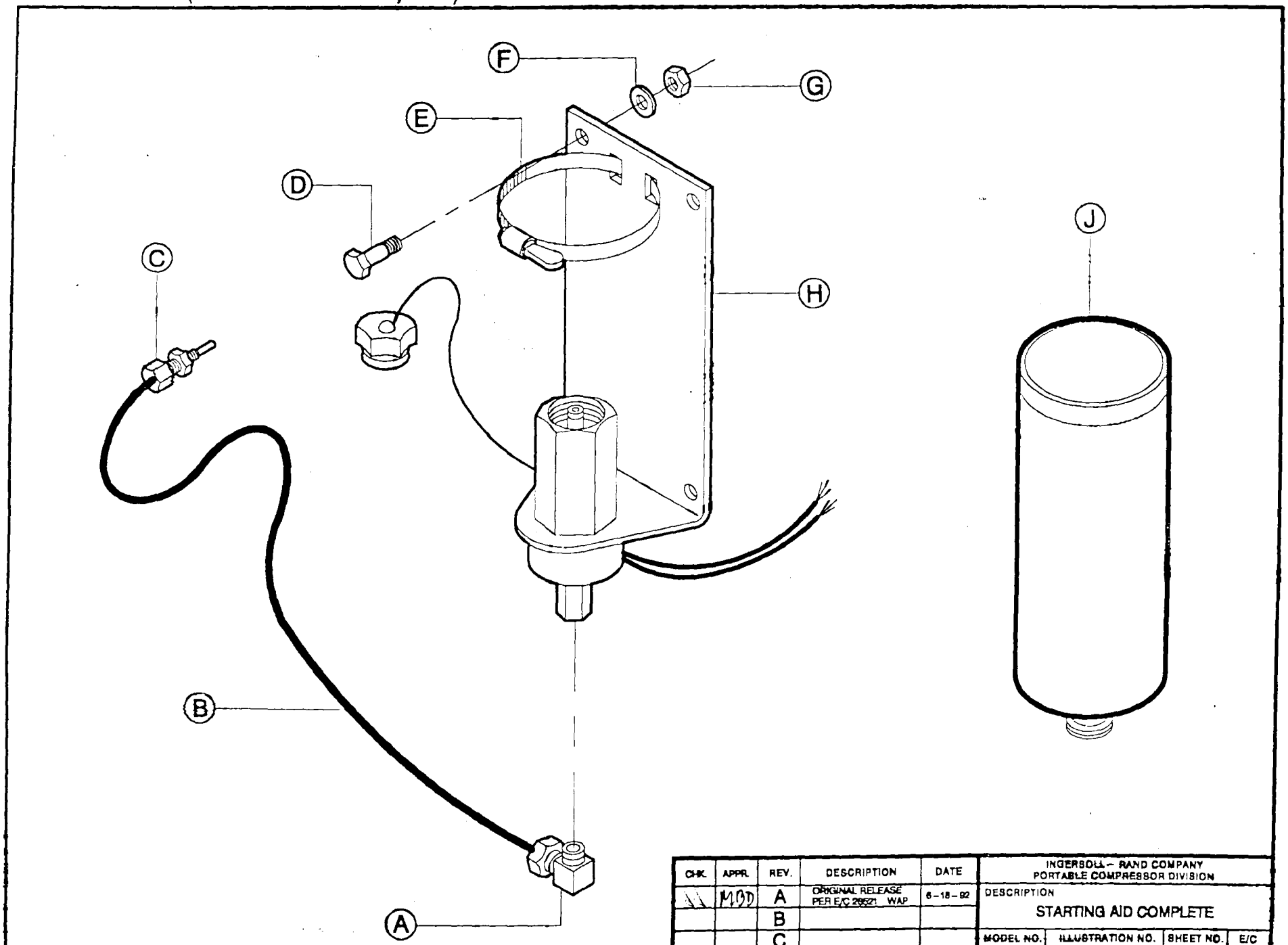
ITEM NO.	PART NO.	DESCRIPTION
1	36795680	V BALL .75NPT X 1.06
2	35579630	PLUG 1-5/8 ORNG VNTD
3	35323955	FITTINGS, SIGHT TUBE
4	35324649	GASKET, SIGHT TUBE
5	92121532	TUBE, SIGHT GAGE
6	19A7JZ47	NIPPLE 1.25X2.50LG
7	65A7MZ7	ELB 125X90
8	35358472	VLV SAF 1.25NPT 150#
9	67A7MZ9	ELB STNPT200X90
10	36762714	NIP2.00NPT THD 1 END
11	36765204	PIPE SV DISCH
12	35855691	PIPE DISCH 3IN
13	36786549	GSKT FLG
14	W69438	COUPLING DRESSER
15	35296425	ELB 45 1-7/8-12X-24
16	144A23S13	ELL.90.1-7/8-12X-24
17	36792596	TUBE -24 SEP TNK TO
18	35296409	CONN 1-7/8-12 X -24
19	36738854	TBG FLRD 1.50 CMPD
20	36738870	TBG FLRD 1.50 CMPD
21	35355668	V CHK 3/4 NPT
22	108A23S120	ADPTR 3/4PX3/4JIC
23	35294693	HOSE ASSY
24	35130863	HOSE -24 X 35.00 LG
25	23A7SZ4	BSHG RDCNPTOSOX036
26	35329309	FITTING, TUBE LENZ
27	36794147	TUBE SCAV PLO
28	36840411	CHK V/INLINE
29	144A23S15	ELB.90.9/16X-4 JIC
30	35331842	HOSE, JIC -4 X 53
31	36755403	MANF OIL 226MM
32	35356468	CONN-12SAEORNG-16JIC
33	35279876	ELL.90.7/16-20X-4JIC
34	35287903	CONN 7/16-20 TO -4
35	35286954	CONN.7/8SAE-7/8 JIC
36	35305648	ELB-10 90 SWVL NUT
37	35305622	ELB 90-3/4-16X-10
38	35356450	TEE BR SWV NUT-10JIC
39	36506012	TBG FLRD 0.25 ELB90
40	36506020	TBG FLRD 0.25 CMPD
41	36506004	TBG FLRD 0.25 ELB29
42	36755411	TBG FLRD 0.25 CMPD
43	36758969	TUBE, FRONT SEAL
44	35856251	TBG FLRD 0.62 ELB70
45	35602200	TBG FLRD 0.62 ELB57

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	7-14-92
	MBD	B	ERROR CORRECTION PER PAUL BEAVER	10-5-92
		C		
		D		

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION: OIL PIPING

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36843795	2 OF 2	26521



CHK.	APPR.	REV.	DESCRIPTION	DATE
	MOD	A	ORIGINAL RELEASE PER E/C 26521 WAP	6-18-92
		B		
		C		
		D		

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
STARTING AID COMPLETE

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518629	1 OF 2	26521

(A)	35144492	NUT	(16 REQD)
(B)	12A5D321	WASHER	(16 REQD)
(C)	35850593	BRACKET , UNLOADER	
	35851674	BRACKET , ENGINE	
(D)	35295757	SCREW	(8 REQD)
(E)	14A5C102	WASHER	(8 REQD)
(F)	36849891	ISOLATOR	(8 REQD)
(G)	35863638	BAND , MOUNTING	(4 REQD)
(H)	35123496	CLAMP	
(J)	35315894	ELBOW , RUBBER	
(K)	35119858	CLAMP	
(L)	35112648	TUBE	
(M)	35598838	ELBOW , RUBBER	
(N)	35355403	NUT	
(P)	35355379	NUT	
(Q)	35355361	GASKET	
(R)	35123496	CLAMP	
(S)	35281328	ELBOW , RUBBER	
(T)	35116615	CLAMP	
(U)	35598911	ELBOW , RUBBER	
(V)	W30485	CLAMP	
(W)	35274406	REDUCER	
(X)	35279553	CLAMP	
(Y)	35337344	TUBE	
(Z)	35852110	TUBE , ELBOW	
(A1)	35851310	CLEANER , AIR	
(A2)	35355429	MARKING	
(A3)	35355346	BODY	
(A4)	35355353	ELEMENT , SAFETY	
(A5)	35355387	PIN	
(A6)	35355395	ELEMENT , PRIMARY	
(A7)	35355411	CLIP	
(A8)	35109230	VALVE	

CHK.	APPR.	REV.	DESCRIPTION	DATE
	MPD	A	ORIGINAL RELEASE PER E/C 26521 WAP	6-22-92
		B		
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
AIR INTAKE COMPLETE

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518637	2 OF 2	26521

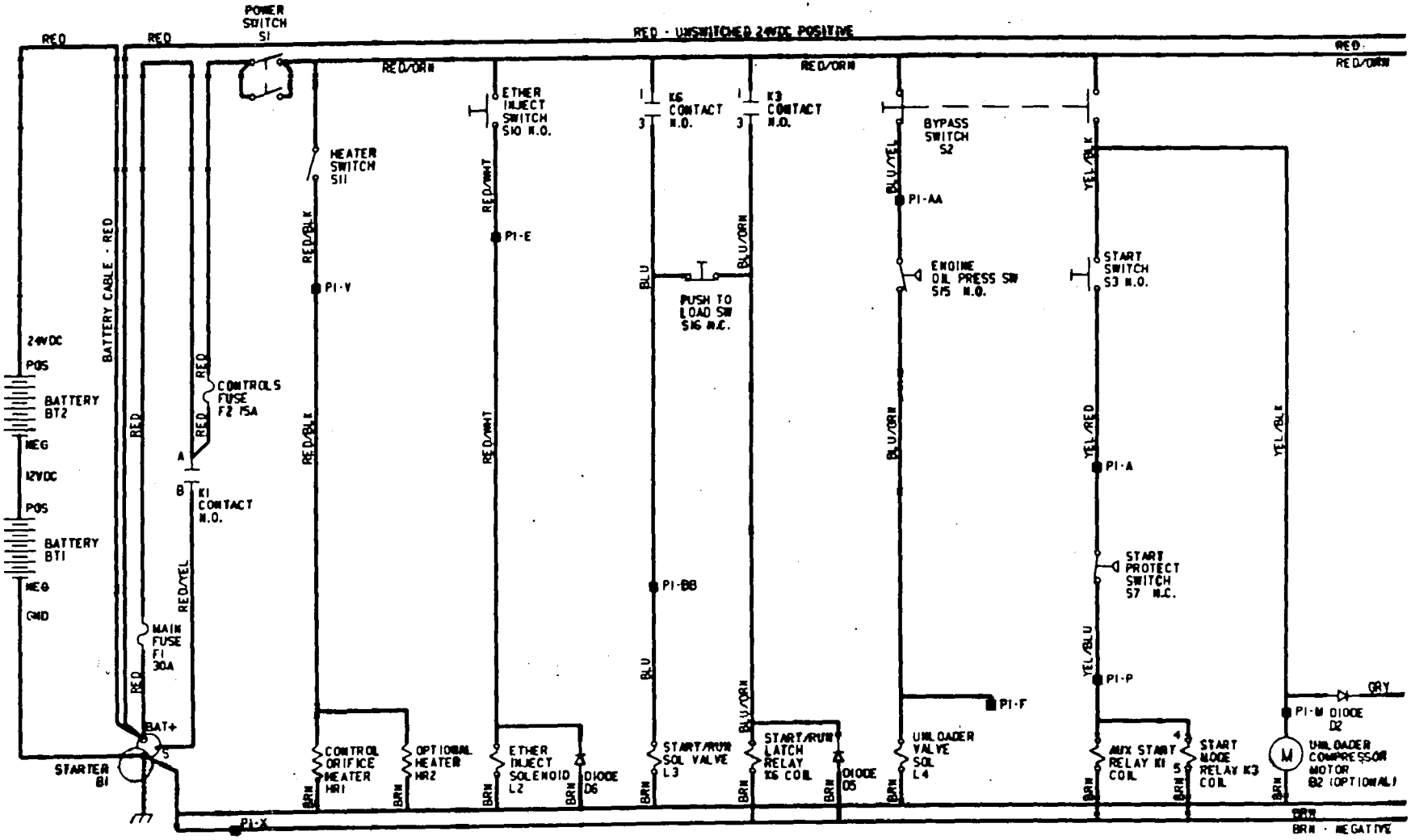
B2	36840734	COMPR MOTOR
BT1	36793545	BATTERY
BT2	36793545	BATTERY
D1	35376169	DIODE
D2	35376169	DIODE
D3	35376169	DIODE
D4	35376169	DIODE
D5	35376169	DIODE
D6	35376169	DIODE
DS1	35290089	PANEL LAMP
DS2		
DS3		
DS4	36841146	KIT PART NUMBER
DS5		
DS6		
DS7		
F1	36786259	FUSE 30A
F2	36782464	FUSE 15A
F3	35363472	FUSE 4A
G1	36759512	ALTERNATOR
HR1	36841526	HEATER
K1	35577873	RELAY
K2	35586130	RELAY
K3	35586130	RELAY
K4	35586130	RELAY
K5	35583442	RELAY
K6	35586130	RELAY
L2	35357052	ETHER VALVE SOL
L3	36840841	START/RUN VALVE SOL
L4	36840841	UNLOADER VALVE SOL
M2	35373729	ENG OIL PRESS GAGE
M3	35604099	FUEL GAGE
M4	35604115	ENG TEMP GAGE
M5	36841245	HOURMETER
M6	36799989	TACHOMETER
M7	36841153	VOLTMETER
M8	35604115	COMPR TEMP GAGE
PB1	35356799	COOLANT PROBE
R1		
R2	36841146	KIT PART NUMBER
R3		
R4		
RP1	35373737	ENG OIL PRESS SNDR
RT1	35604180	COMPR TEMP SNDR
RT2	35367218	ENG TEMP SNDR
S1	35337435	POWER SW
S2	35255561	BYPASS SW
S3	35255553	START SW
S4	35577592	AIR DISCH TEMP SW
S5	36757581	ENG OIL PRESS SW
S6	35371673	ENG COOLANT TEMP SW
S7	36757573	START PROTECT SW
S8	35368992	FLTR RESTRICT SW
S9	35368992	FLTR RESTRICT SW
S10	35255553	ETHER INJECT SW
S11	35337435	HEATER SW
S12	35337435	PANEL LIGHT SW
S15	36843423	ENG OIL PRESS SW
S16	35255561	SERVICE AIR SW
TS1	36764769	THERMAL SENSOR
U1	36771434	DIAGNOSTIC MODULE
U2	36842011	FUEL LEVEL MODULE
U3	35356781	COOLANT LEVEL MODULE
W1	36842078	CHASSIS HARNESS
W2	36841831	CONTROL PANEL HARNESS

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	5-22-92
tcl	MBD	B	ERROR CORRECTION PER PAUL BEAVER	10-5-92
		C		
		D		

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION: WIRING DIAGRAM PARTS LIST

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36843480	1 OF 1	26521

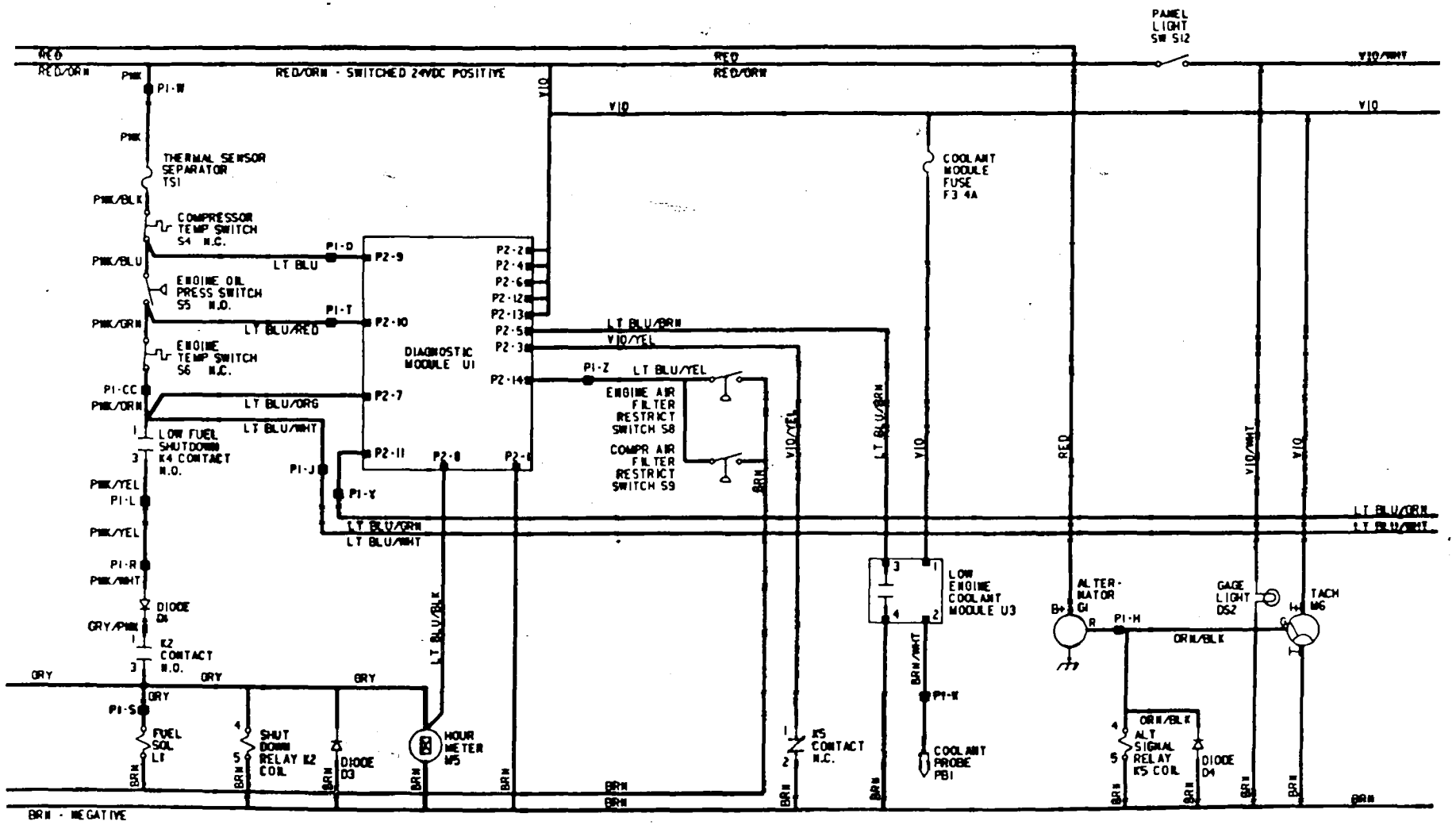


CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	5-22-92
		B		
		C		
		D		

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
WIRING DIAGRAM

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36843472	1 OF 3	26521

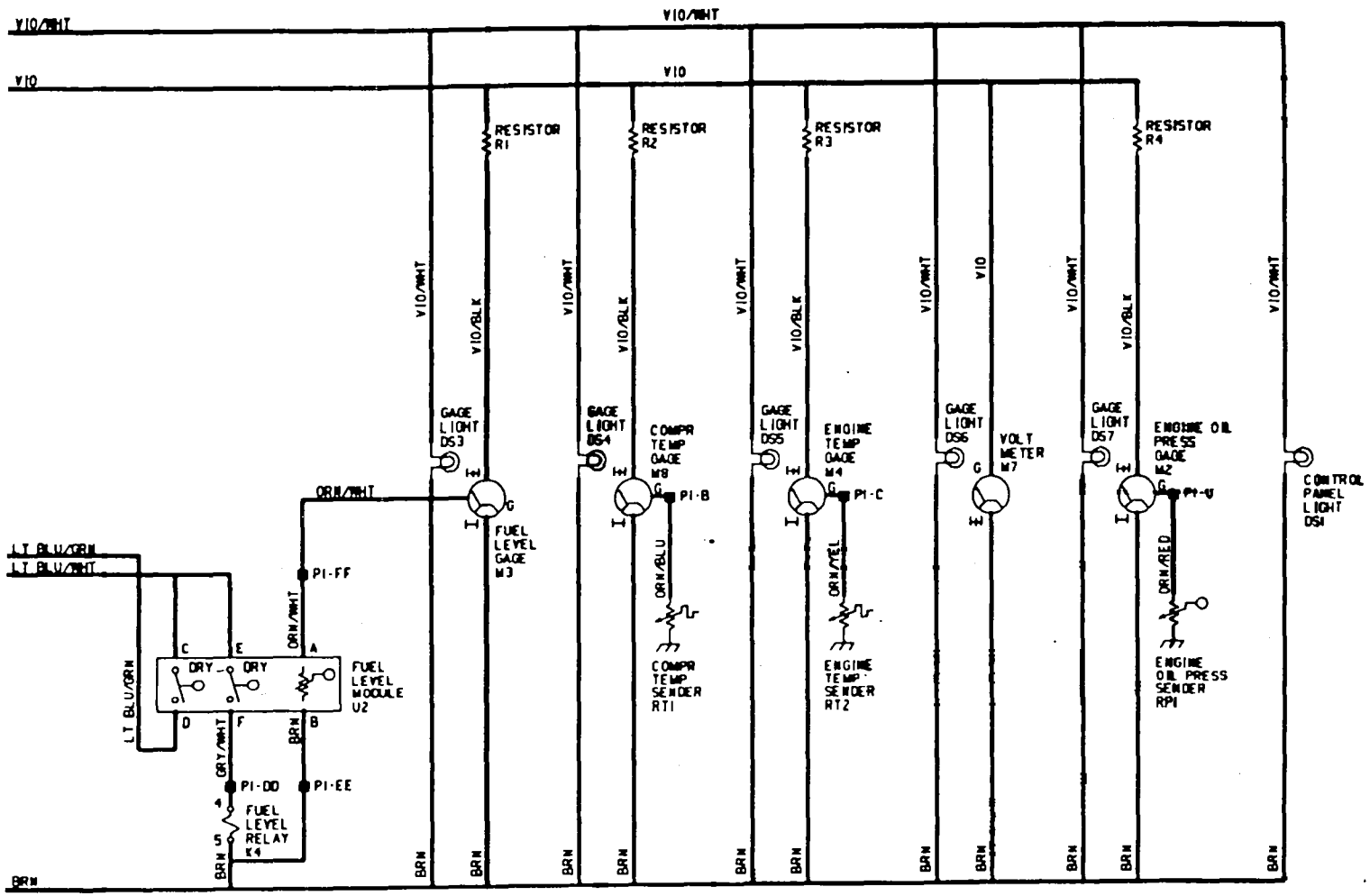


CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26921 WAP	5-22-92
		B		
		C		
		D		

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
WIRING DIAGRAM

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36843472	2 OF 3	26521

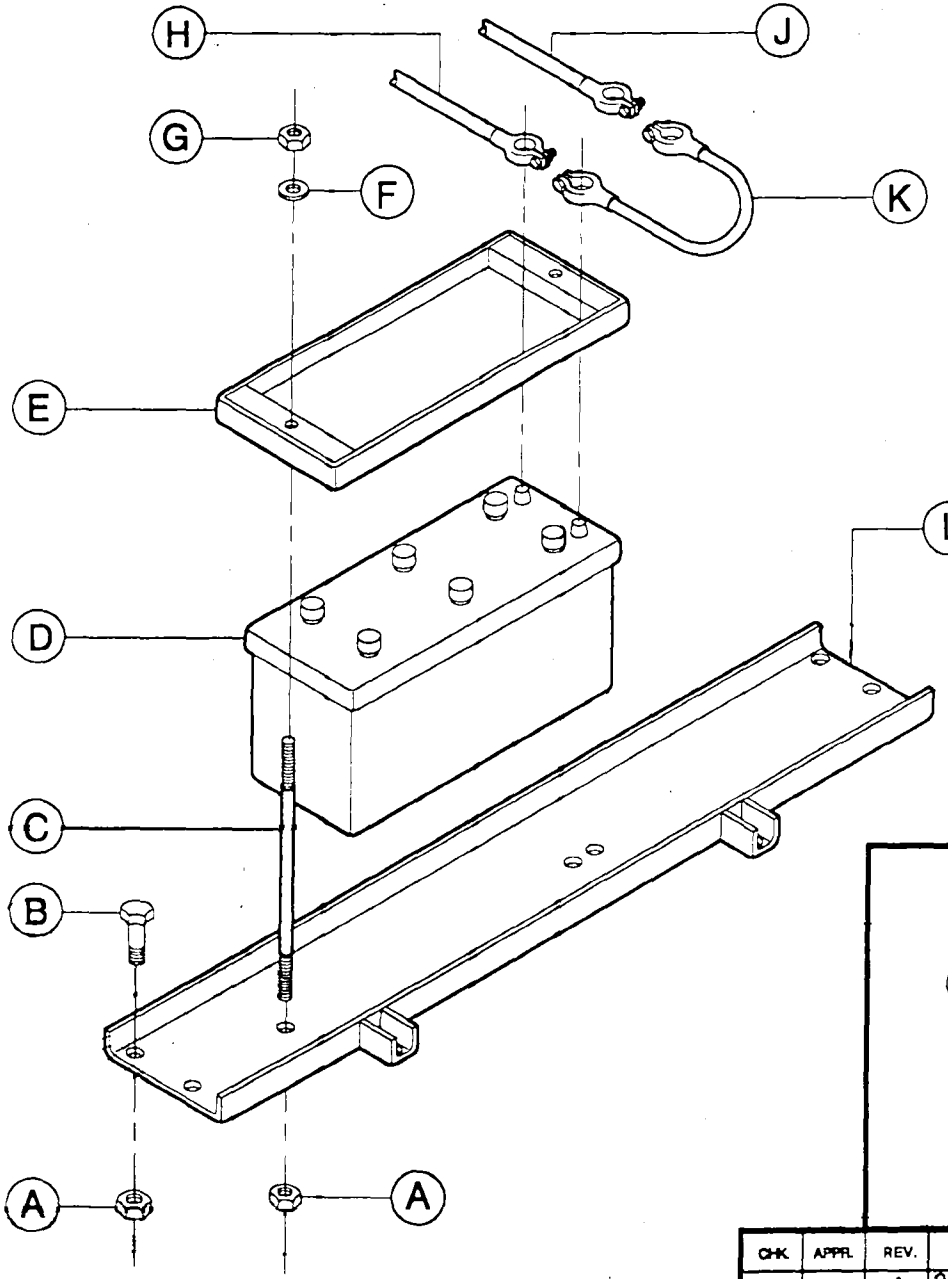


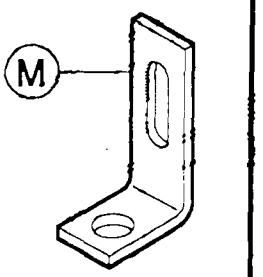
CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	5-22-92
		B		
		C		
		D		

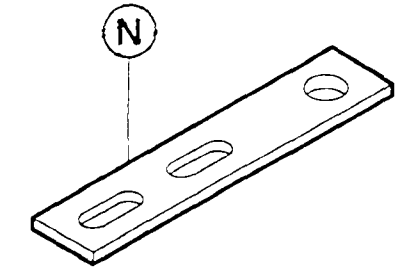
INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
WIRING DIAGRAM

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36843472	3 OF 3	26521







CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	4-18-92
		B		
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
BATTERY AND MOUNTING

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518025	1 OF 2	26521

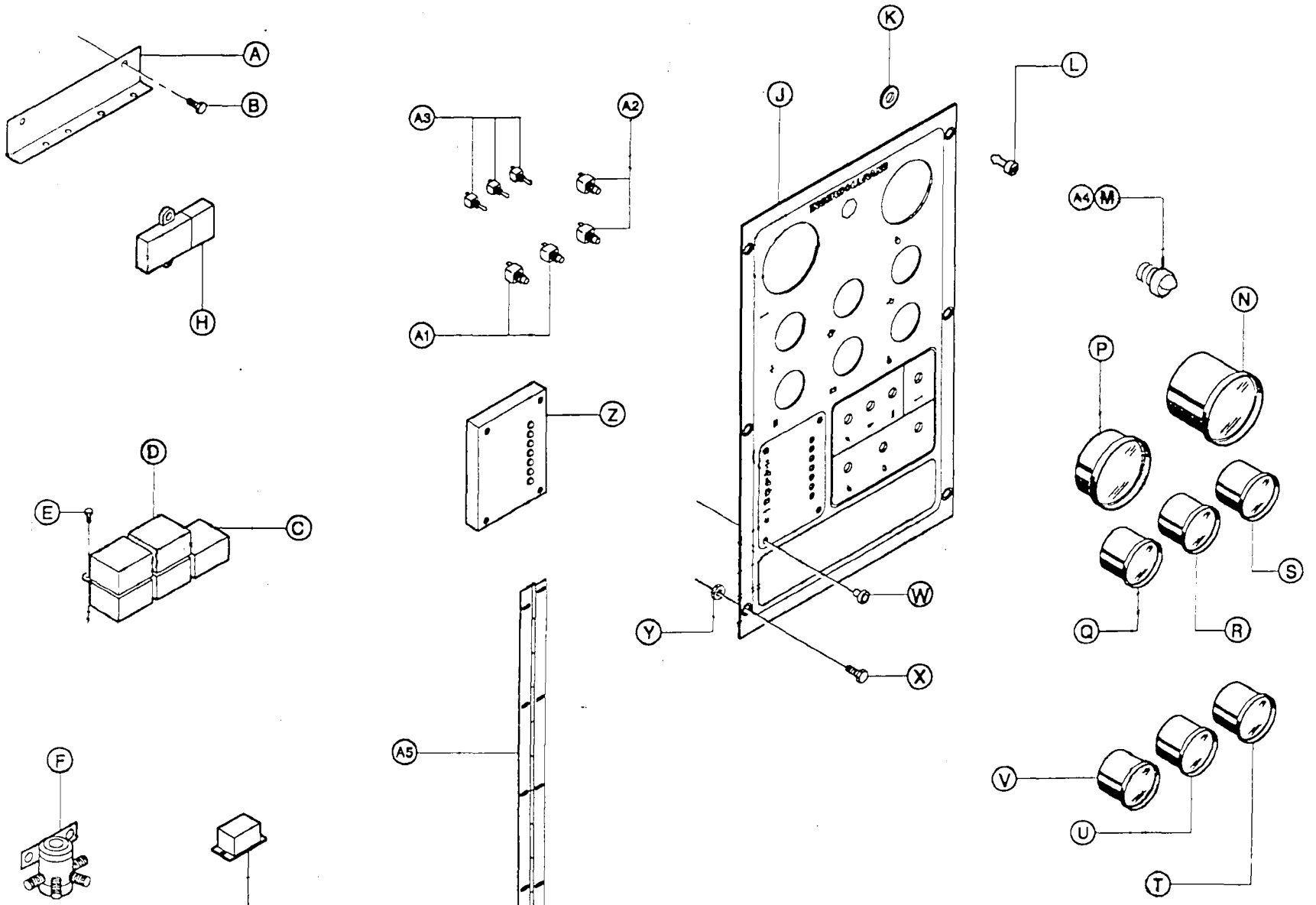
(A)	35145077	NUT	(8 REQD)
(B)	35144344	SCREW	(4 REQD)
(C)	35608116	STUD	(4 REQD)
(D)	36793545	BATTERY	(2 REQD)
(E)	36793404	FRAME	(2 REQD)
(F)	12A5D4Z1	WASHER	(4 REQD)
(G)	67A4C3G	NUT	(4 REQD)
(H)	35512425	CABLE , BATTERY (+)	
(J)	35602705	CABLE , BATTERY (−)	
(K)	W48866	CABLE , JUMPER	
(L)	36737666	TRAY , BATTERY	
(M)	W44050	BRACKET , CLAMP	
(N)	35118033	BRACKET , CLAMP	
(P)	35578194	GROUND STRAP TO ENGINE (NOT ILLUSTRATED)	
(Q)	35293075	GROUND STRAP FROM NEGATIVE POST ON STARTER TO ENGINE BLOCK (NOT ILLUSTRATED)	

CHK	APPR	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	4-18-92
		B		
		C		
		D		

INGERSOLL - RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
BATTERY AND MOUNTING

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518025	2 OF 2	26521



CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	5-27-92
		B		
		C		
		D		

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
INSTURMENT / CONTROL PANEL

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518363	1 OF 2	26521

(A)	36840924	BRACKET , RELAY
(B)	92368687	SCREW (2 REQD)
(C)	35583442	RELAY , POWER SUPPLY
(D)	35586130	RELAY (4 REQD)
(E)	92368687	SCREW (2 REQD)
(F)	35577873	SWITCH , SOLENOID
(G)	36779742	RELAY , TIMER
(H)	35356781	MODULE , LOW WATER
(J)	36840239	PANEL , INSTR/CONTROL
(K)	35369180	RETAINER (3 REQD)
(L)	36761906	STUD (3 REQD)
(M)	36841252	LIGHT , INDICATOR
(N)	36799989	TACHOMETER
(P)	36840767	GAGE , DISCH. PRESS.
(Q)	35604115	GAGE , AIR TEMP.
	36841146	RESISTOR / BULB KIT FOR 24 VOLT GAUGES

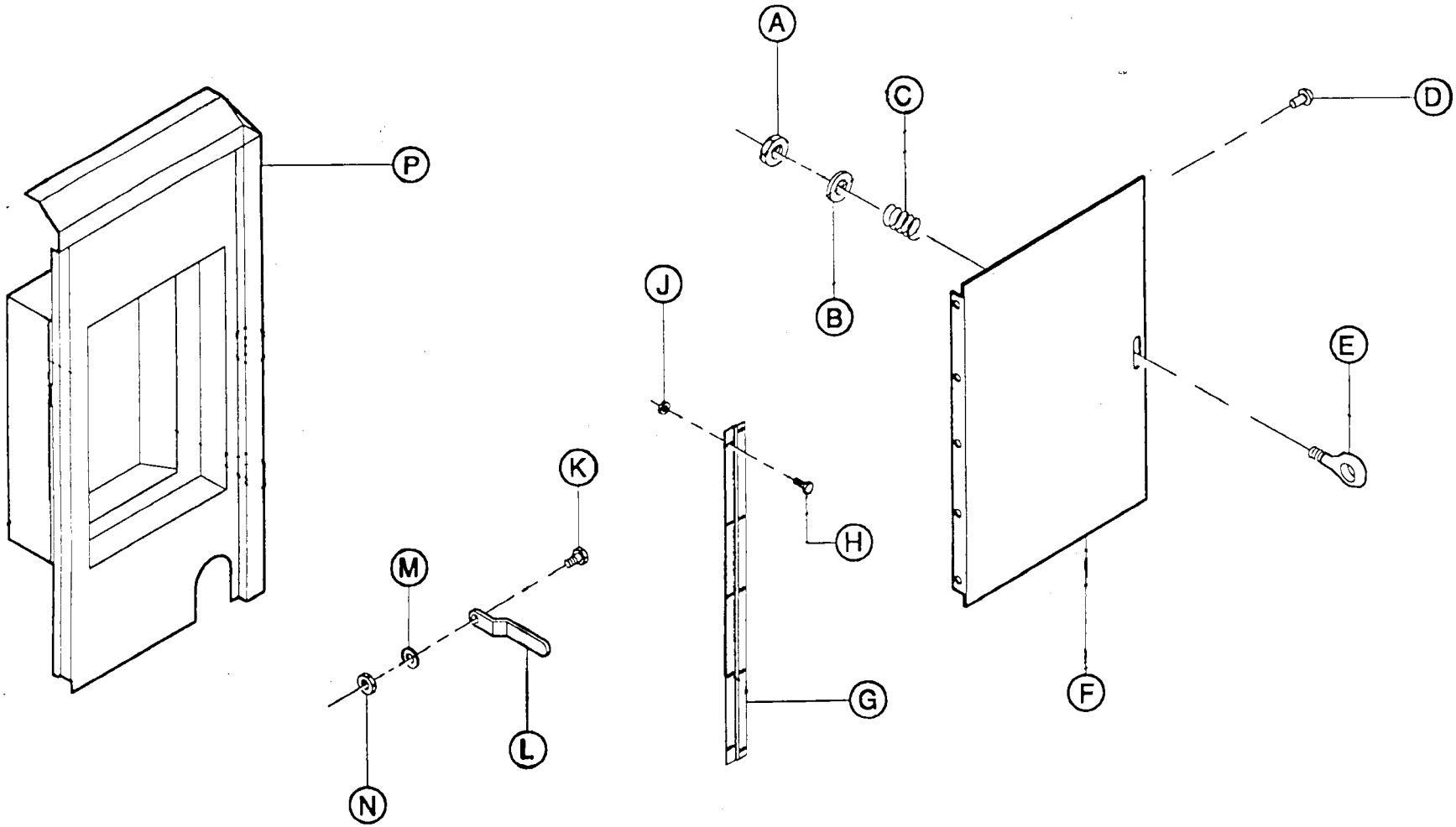
(R)	35604099	GAGE , FUEL LEVEL
(S)	35373729	GAGE , ENG. OIL PRESS.
(T)	35604115	GAGE , WATER TEMP.
(U)	36841153	GAGE , VOLTMETER
(V)	36841245	GAGE , HOURMETER
(W)	36775484	RIVET (4 REQD)
(X)	35144328	SCREW (3 REQD)
(Y)	35144492	NUT (3 REQD)
(Z)	36771434	MODULE , DIAGNOSTIC
(A1)	35255553	SWITCH , ETHER/START
(A2)	35255561	SWITCH , BYPASS/AIR
(A3)	35337435	SWITCH , TOGGLE
(A4)	35290089	BULB , LIGHT
(A5)	36840908	HINGE , INSTR. PANEL

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 28521 WAP	5-27-92
	MBD	B	ERROR CORRECTION PER PAUL BEAVER	10-2-92
		C		
		D		

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
INSTURMENT / CONTROL PANEL

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518363	2 OF 2	28521



CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	6-22-92
		B		
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
INSTR./CONTROL PANEL MOUNTING

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518736	1 OF 2	26521

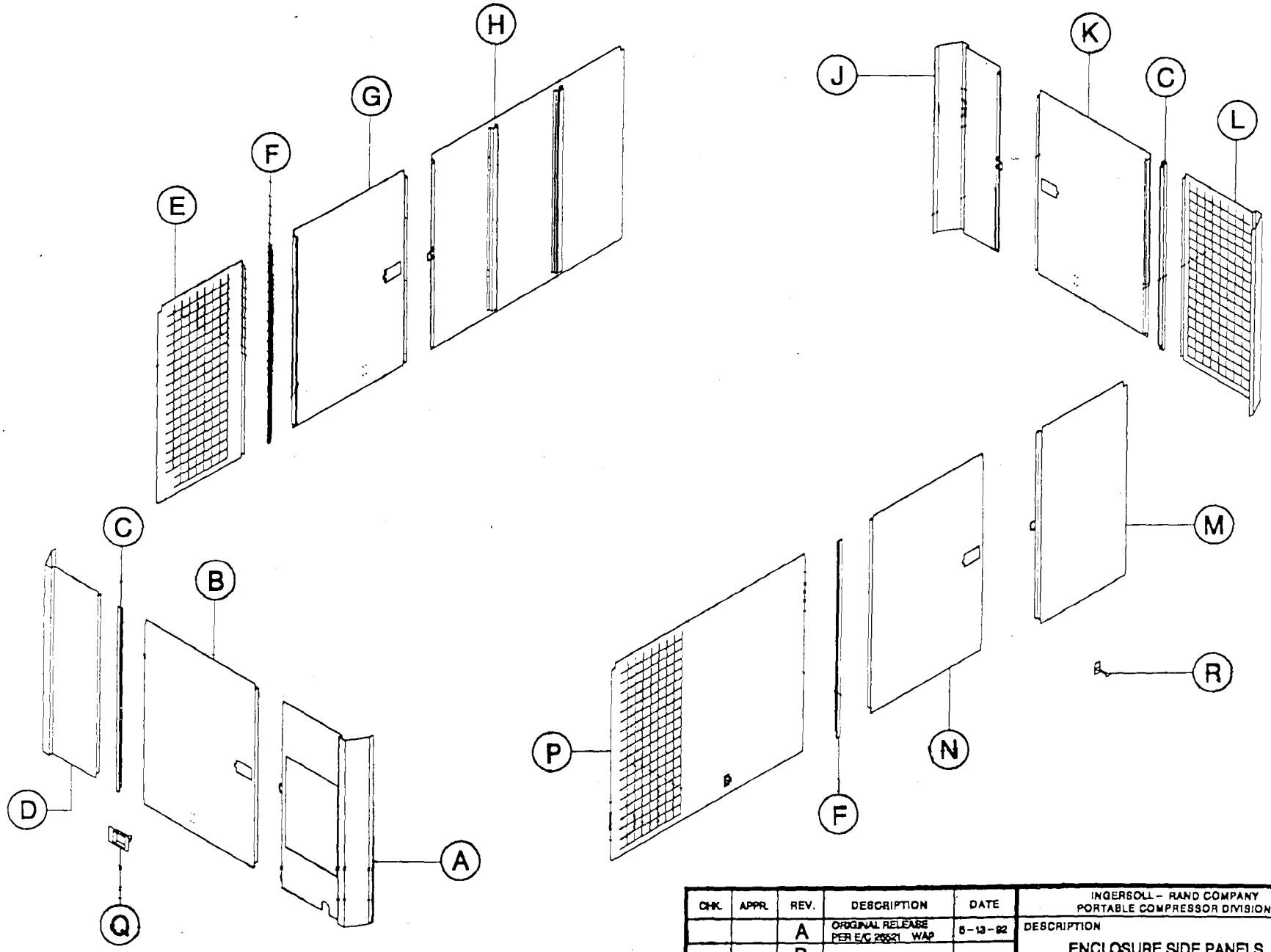
A	67A4C2G	NUT	
B	11A5G3	WASHER	
C	35327311	SPRING	
D	35356617	RIVET	(5 REQD)
E	35327303	EYEBOLT	
F	36738565	DOOR , CONTROL PANEL	
G	36740405	HINGE , CONTROL DOOR	
H	35144328	SCREW	(4 REQD)
J	35144492	NUT	(4 REQD)
K	35357995	STUD	
L	35603349	HOLDER , DOOR	
M	11A5G4	WASHER	
N	35273366	NUT	
P	36843290	PANEL , L.F. VERT.COR.	

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 28521 WAP	6-22-92
		B		
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
INSTR./CONTROL PANEL MOUNTING

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518736	2 OF 2	28521



CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	6-13-92
		B		
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
ENCLOSURE SIDE PANELS

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518256	1 OF 2	26521

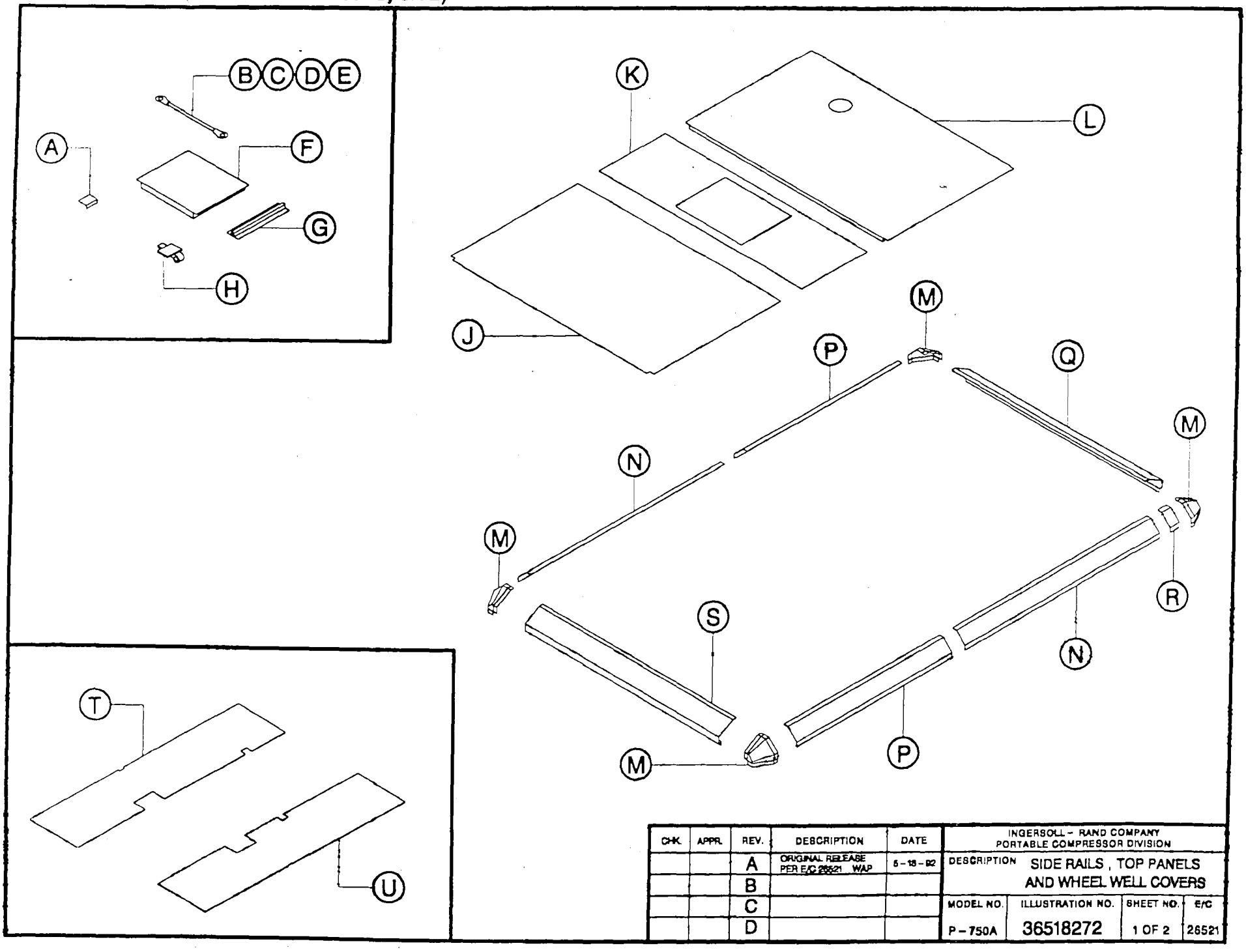
(A)	36841641	PANEL , LEFT VERTICAL CORNER
(B)	36848182	DOOR , FRONT
(C)	36740421	HINGE , DOOR
(D)	36841633	PANEL , RIGHT VERTICAL CORNER
(E)	36841625	PANEL , RIGHT FRONT SIDE
(F)	36740421	HINGE , DOOR
(G)	36845790	DOOR , RIGHT SIDE
(H)	36841617	PANEL , RIGHT REAR SIDE
(J)	36841609	PANEL , RIGHT REAR VERTICAL
(K)	36841591	DOOR , REAR
(L)	36841583	PANEL , LEFT REAR VERTICAL
(M)	36841575	PANEL , LEFT REAR SIDE
(N)	36841567	DOOR , LEFT SIDE
(P)	36841559	PANEL , LEFT FRONT SIDE
(Q)	36793602	LATCH , DOOR
(R)	36849925	HOLDER , DOOR

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	5-13-92
		B		
		C		
		D		

INGERSOLL - RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
ENCLOSURE SIDE PANELS

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518256	2 OF 2	26521



CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	5-18-92
		B		
		C		
		D		

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION: SIDE RAILS, TOP PANELS AND WHEEL WELL COVERS

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518272	1 OF 2	26521

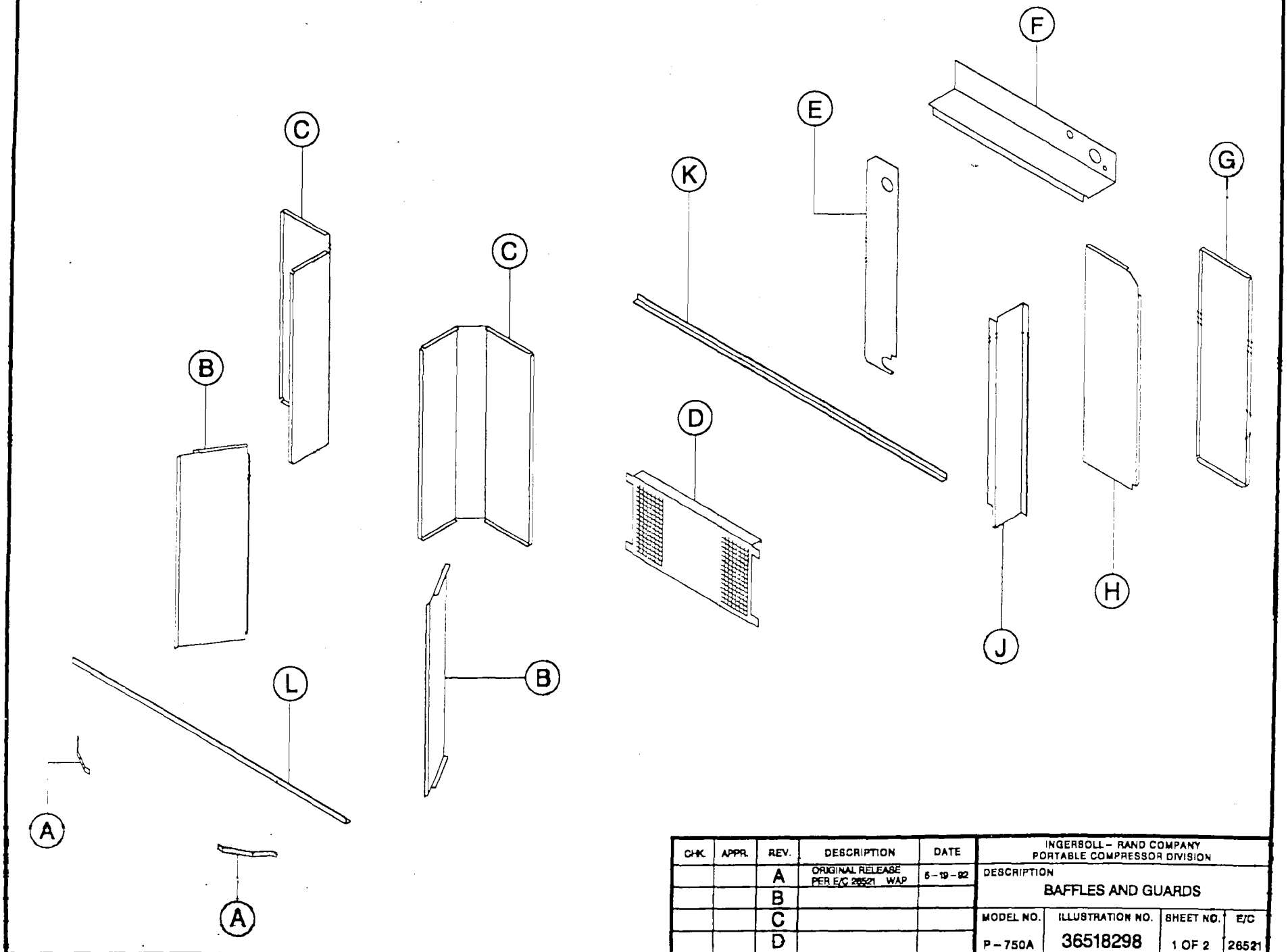
A	35305416	PLATE , STRIKER
B	36771186	CABLE , DOOR
C	35300771	SCREW (AS REQD)
D	11A5G6	WASHER (AS REQD)
E	11A5G2	WASHER (AS REQD)
F	36798635	DOOR , TOP
G	36756773	HINGE , DOOR
H	35131051	LATCH , DOOR
J	36841666	PANEL , FRONT ROOF
K	36841690	PANEL , CENTER ROOF
L	36841682	PANEL , REAR ROOF
M	36755981	CAPS , CORNER
N	36849073	CHANNEL , R.H. FRONT & L.H. REAR
P	36849065	CHANNEL , R.H. REAR & L.H. FRONT
Q	36841807	CHANNEL , REAR
R	36755742	STRIP , CONNECTOR
S	36841781	CHANNEL , FRONT
T	36848109	COVER , R.H. WHEEL WELL
U	36848364	COVER , L.H. WHEEL WELL

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	8-18-92
		B		
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION: SIDE RAILS , TOP PANELS AND WHEEL WELL COVERS

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518272	2 OF 2	26521



CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	5-19-92
		B		
		C		
		D		

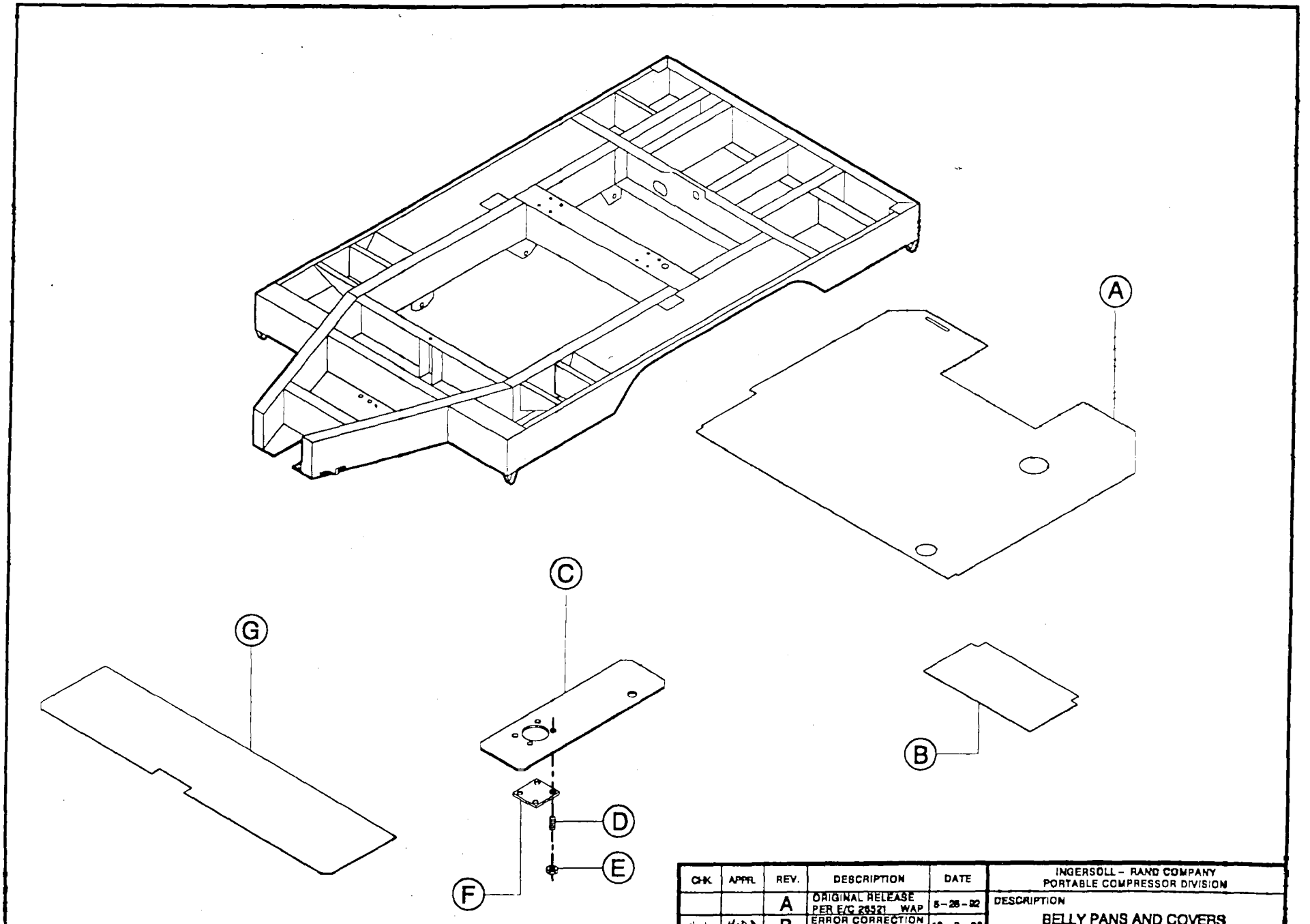
INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
BAFFLES AND GUARDS

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518298	1 OF 2	26521

(A)	36846475	BRACKET , SUPPORT
(B)	36841716	BAFFLE , SPLITTER
(C)	36841724	BAFFLE , INTAKE
(D)	36845808	GUARD , ENGINE PULLEY
(E)	36841773	BAFFLE , RIGHT OIL COOLER
(F)	36841757	BAFFLE , UPPER COOLER
(G)	36841732	BAFFLE , EXHAUST DUCT
(H)	36841740	BAFFLE , LEFT COOLER
(J)	36841765	FILLER , LEFT COOLER BAFFLE
(K)	36848356	ANGLE , REAR MOUNTING
(L)	36846962	ANGLE , FRONT MOUNTING

CHK.	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL – RAND COMPANY PORTABLE COMPRESSOR DIVISION			
	MBB	A	ORIGINAL RELEASE PER E/C 28521 WAP	6-19-92	DESCRIPTION BAFFLES AND GUARDS			
		B						
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518298	2 OF 2	28521



CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	5-26-92
	MBD	B	ERROR CORRECTION PER PAUL BEAVER	10-2-92
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION: BELLY PANS AND COVERS

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518405	1 OF 2	26521

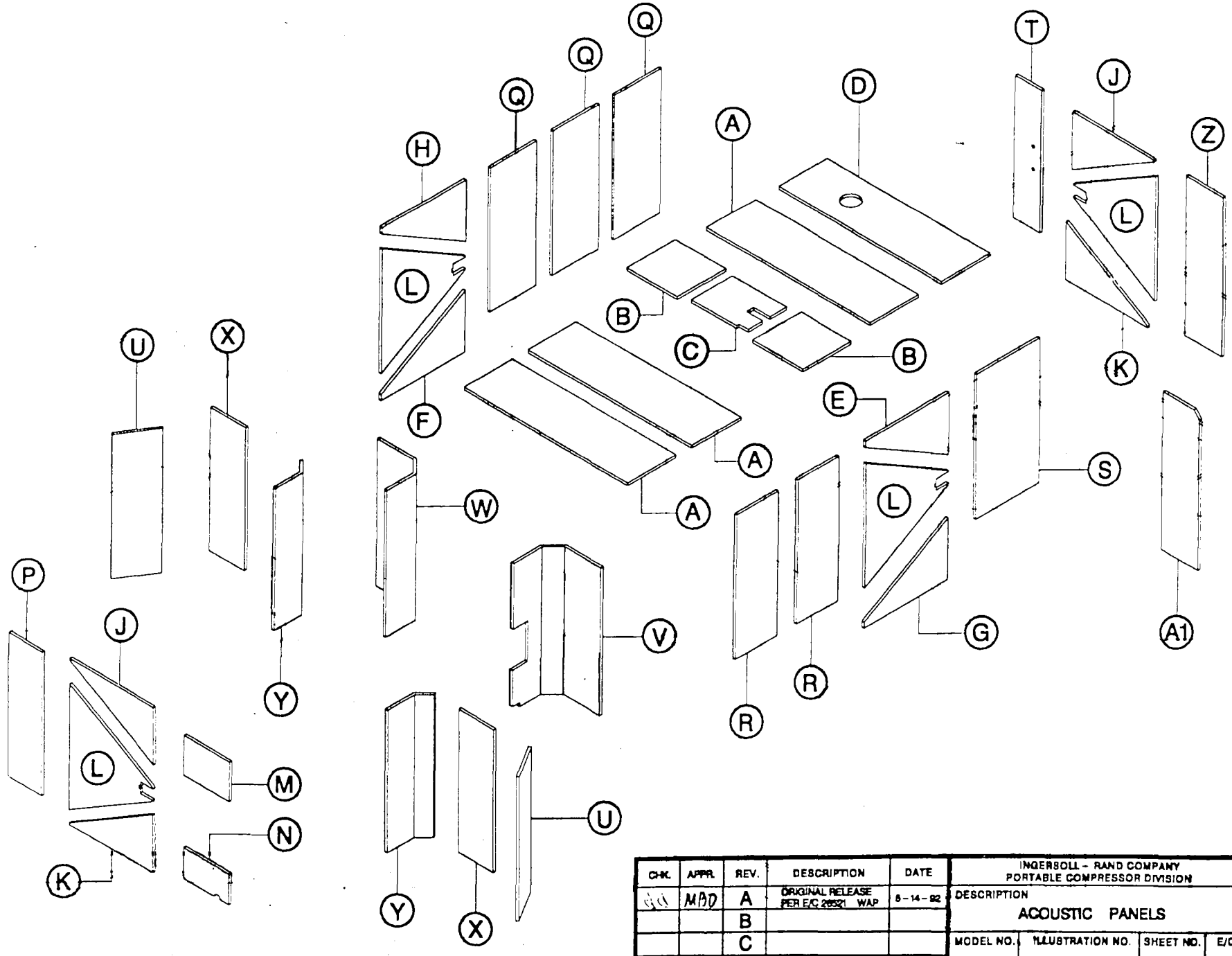
(A)	36847473	PAN , REAR BELLY
(B)	36847481	COVER , REAR ACCESS
(C)	36852838	PAN , CENTER BELLY
(D)	35256429	STUD (4 REQD)
(E)	35256445	NUT (4 REQD)
(F)	35279413	COVER , ACCESS
(G)	36847465	PAN , FRONT BELLY

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	5-26-92
AA	MBD	B	ERROR CORRECTION PER PAUL BEAVER	10-2-92
		C		
		D		

INGERSOLL - RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
BELLY PANS AND COVERS

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518405	2 OF 2	26521



CHK.	APPR.	REV.	DESCRIPTION	DATE
GG	MBD	A	ORIGINAL RELEASE PER E/C 26521 WAP	8-14-92
		B		
		C		
		D		

INGERSOLL - RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
ACOUSTIC PANELS

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518264	1 OF 2	26521

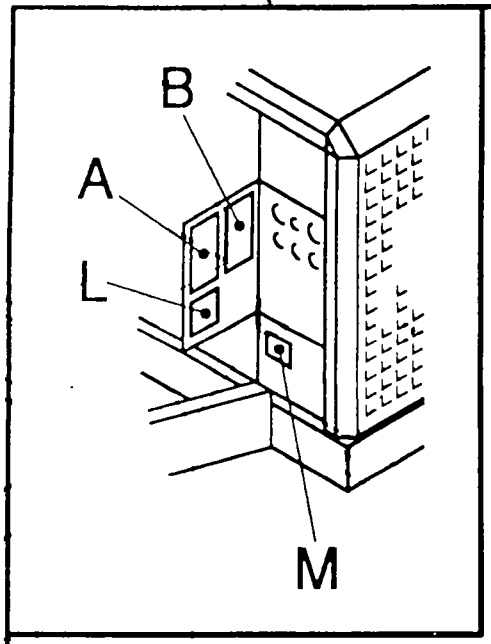
(A)	36846806	PANEL , ROOF
(B)	36846814	PANEL , ROOF DOOR SIDE
(C)	36846822	PANEL , ROOF DOOR
(D)	36846830	PANEL , ROOF REAR
(E)	36846848	PANEL , LEFT SIDE DOOR TOP
(F)	36846848	PANEL , RIGHT SIDE DOOR BOTTOM
(G)	36846855	PANEL , LEFT SIDE DOOR BOTTOM
(H)	36846855	PANEL , RIGHT SIDE DOOR TOP
(J)	36846863	PANEL , REAR DOOR TOP
(K)	36846871	PANEL , REAR DOOR BOTTOM
(L)	36846889	PANEL , CENTER DOOR
(M)	36846897	PANEL , LEFT FRONT TOP
(N)	36846905	PANEL , LEFT FRONT BOTTOM
(P)	36846913	PANEL , RIGHT FRONT
(Q)	36846921	PANEL , RIGHT SIDE
(R)	36846939	PANEL , LEFT FRONT SIDE
(S)	36846947	PANEL , LEFT REAR SIDE
(T)	36847234	PANEL , RIGHT REAR
(U)	36847150	PANEL , INTAKE SPLITTER
(V)	36847168	PANEL , LEFT INTAKE INSIDE
(W)	36847176	PANEL , RIGHT INTAKE OUTSIDE
(X)	36848299	PANEL , INTAKE SPLITTER INSIDE
(Y)	36848307	PANEL , INTAKE SPLITTER INSIDE
(Z)	36847192	PANEL , EXHAUST DUCT BAFFLE
(A1)	36847184	PANEL , LEFT COOLER BAFFLE

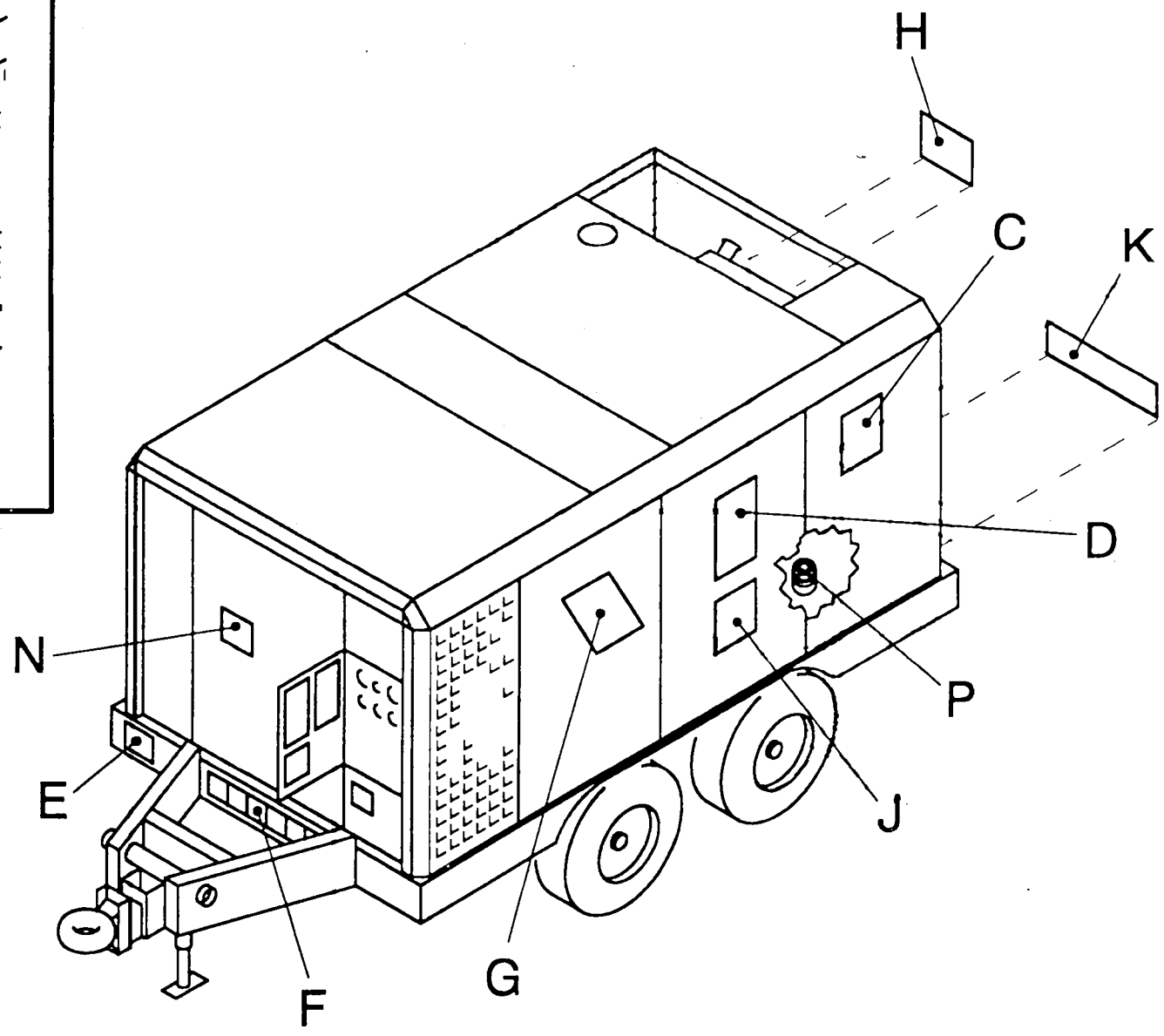
CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	5-14-02
		B		
		C		
		D		

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
ACOUSTIC PANELS

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518264	2 OF 2	26521





CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	6-23-92
		B		
		C		
		D		

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
DECAL LOCATION

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518785	1 OF 2	26521

DECAL LOCATION

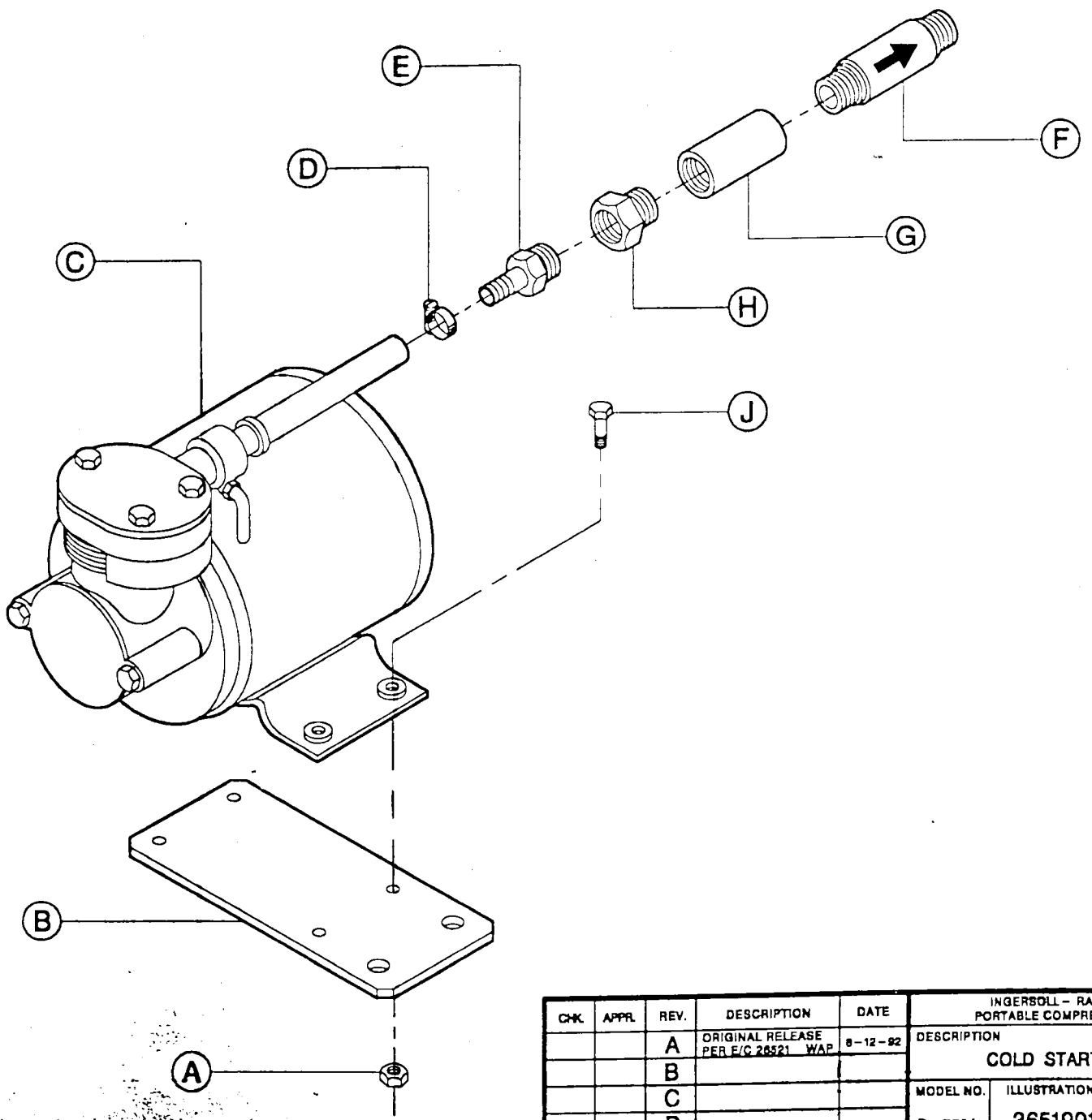
LOCATION	DESCRIPTION	PART NO.
A	GENERAL DATA HP – 600A – W – CU	36518801
	GENERAL DATA XP – 600A – W – CU	
	GENERAL DATA P – 750A – W – CU	
	GENERAL DATA HP – 750A – W – CU	
	GENERAL DATA XP – 825A – W – CU	
	GENERAL DATA P – 900A – W – CU	
B	PRESSURE ADJUSTING	36516797
C	ROTATING FAN	36513430
D	SEPARATOR SERVICE	35859503
E	TOWING INSTRUCTIONS	36504843
F	6 PART DECAL	36791192
G	HIGH PRESSURE AIR	36504942
H	RADIATOR CAP	35859339
J	DIESEL FUEL	36516474
K	STEP	35858703
L	MAINTENANCE SCHEDULE	35859883
M	EPA	35863703
N	BATTERY	36513638
P	OIL FILL	35810357

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	8-23-92
		B		
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION: DECAL LOCATION

MODEL NO.	ILLUSTRATION NO.	SHEET NO	E/C
P – 750A	36518785	2 OF 2	26521



CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	8-12-92
		B		
		C		
		D		

INGERSOLL – RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
COLD START OPTION

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36519015	1 OF 2	26521

(A)	66A4S03	NUT	(4 REQD)
(B)	36842474	BRACKET , MOUNTING	
(C)	36840734	COMPRESSOR , 24V	
(D)	35296342	CLAMP	
(E)	35316587	ADAPTER , BARBED	
(F)	35248145	VALVE , CHECK	
(G)	11A7SZ2	COUPLING	
(H)	23A7S1Z1	BUSHING	
(J)	36842102	SCREW	(4 REQD)
(K)	36010247	COLD WEATHER KIT	

CHK.	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 26521 WAP	8-12-92
		B		
		C		
		D		

INGERSOLL-RAND COMPANY
PORTABLE COMPRESSOR DIVISION

DESCRIPTION
COLD START OPTION

MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36519015	2 OF 2	26521