

INGERSOLL-RAND.

CONSTRUCTION & MINING

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

Book P/N 35386598 (August, 1992)

OPERATING, MAINTENANCE & PARTS MANUAL

COMPRESSOR
P-750A
WCU

SERIAL NUMBER RANGE

(Apply 220429-220478 and More)

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.

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


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Jahan Compressor

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(b)

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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.



(Red Background)

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



(Orange Background)

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



(Yellow Background)

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



(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.



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.

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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.

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0.5 SAFETY WARNINGS

(Book 35386598, 8/92)

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

SAFETY WARNINGS

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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.

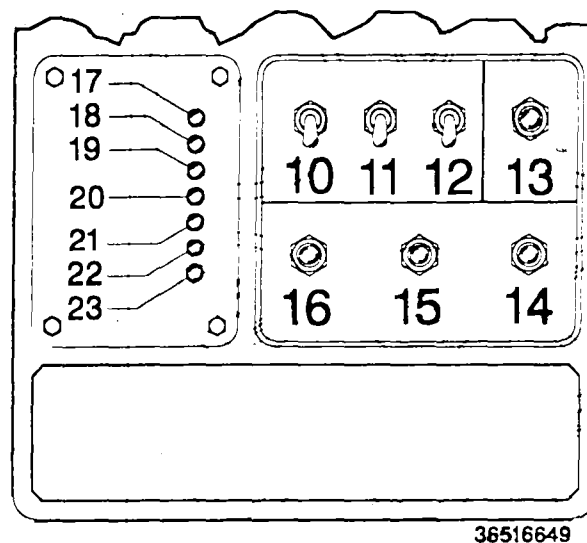
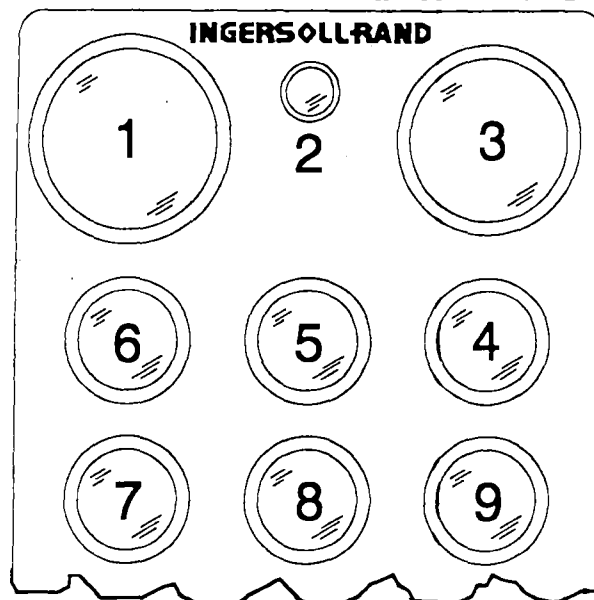
Before starting the compressor, the instructions should be carefully read to obtain a thorough knowledge of the duties to be performed. Take pride in the compressor, keep it clean, and in good mechanical condition. For complete protection and minimum down-time to facilitate the maintenance effort that 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 ----- 9.0 U.S. Gallons (34 litres)						
(including filter)						
Engine Coolant (Radiator) ----- 15.0 U.S. Gallons (57 litres)						

2.1 OPERATING CONTROLS/INST. Book 35386598, 8/92



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 break-away 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

3.1 OPERATING INSTRUCTIONS

Book 35386598, 8/92

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 recirculation of hot air. This will maximize the life of the engine and compressor and protect the hearing of surrounding personnel. Be sure no one is IN or ON the compressor unit.

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 aircend 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.

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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.

4.1 PREVENTIVE MAINTENANCE (Book 35386598, 8/92)

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 air end. 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 and, 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:

4.9 PREVENTIVE MAINTENANCE (Book 35386598, 8/92)

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.

<u>CFM</u>	<u>HOURS</u>
< 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 aircend. 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.

4.13 PREVENTIVE MAINTENANCE (Book 35386598, 8/92)

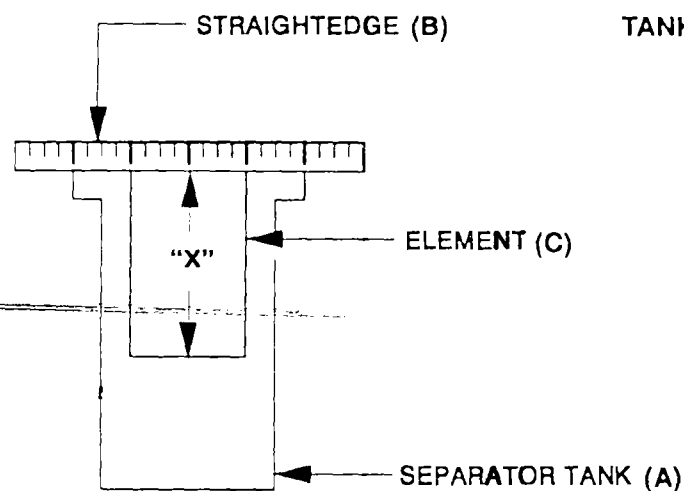


Figure 4.1 Element Measurement

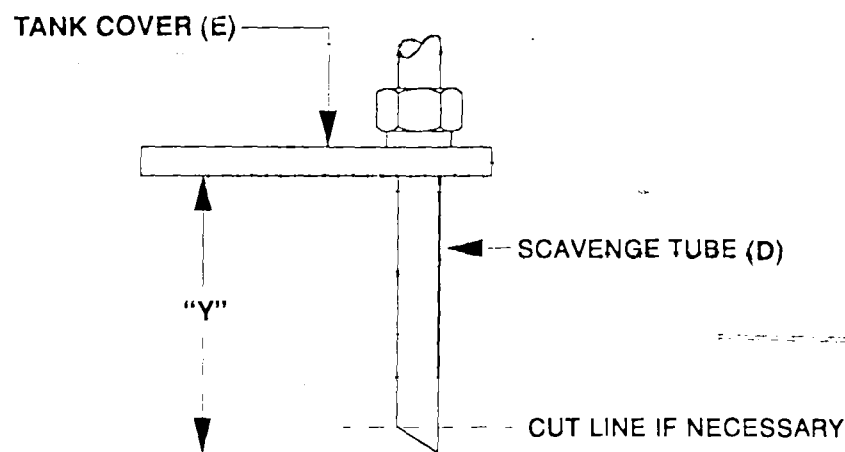


Figure 4.2 Tube Measurement

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 chlorinated solvent can be used. Note: This may cause some dulling of the paint finish.
3. If the paint has faded or chalked, the use of a commercial grade, non-abrasive car wax may partially restore the color and gloss.

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

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.

4.17 PREVENTIVE MAINTENANCE

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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#	
TEST					C#	R#
SHUTDOWN SWITCH						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)	<ul style="list-style-type: none"> • 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)	<ul style="list-style-type: none"> • I-R P/N 35382472 Synthetic Fluid
XHP (300 psi)		-10°F to 125°F (-23°C to 52°C)	<ul style="list-style-type: none"> • 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)	<ul style="list-style-type: none"> • I-R XHP 505 Synthetic or Equivalent • I-R XHP 1001 Synthetic or Equivalent
Engine:	<ul style="list-style-type: none"> • Oil • Coolant • Fuel 	Refer to Engine Operator's Manual or Manufacturer's Representative	
Running Gear	Grease Grease Fluid	All	MIL-G-10924
• Wheel Bearings		All	Multi-Purpose
• Other		All	Dot 3 or 4
• Hydraulic Brakes		All	

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 re-filled 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

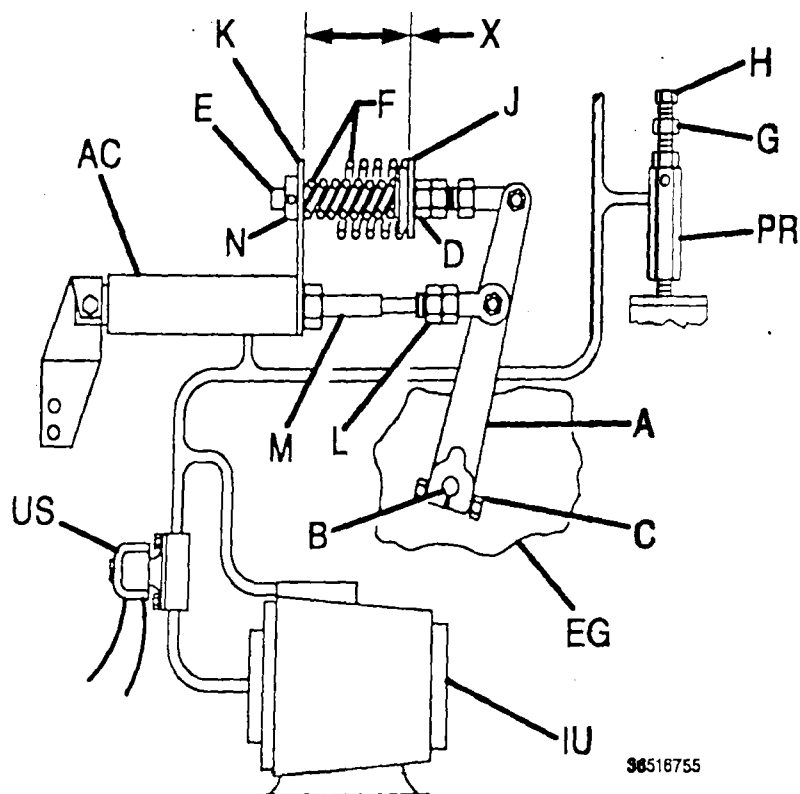
High pressure air can cause severe injury or death from hot oil and flying parts. Always relieve pressure before removing caps, plugs, covers or other parts from pressurized air system. Ensure the following conditions are met:

- 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 OVER-FILL 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) clockwise 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).

6.3

PRESSURE REGULATION ADJUSTMENT Book 35386598, 8/92

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 Off	Engine Temp. Lamp Stays On	Engine Temp. Lamp Stays Off	Engine Oil Press. Lamp Stays On	Engine Oil Press. Lamp Stays Off	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

Contents	Page	Contents	Page
General	1	How to Use Parts List	2
Description	1	How to Order	2
Fasteners	2	Terms and Conditions	3
Markings and Decals	2	Airend Exchange Program	4

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 on the rear 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.

8.3 PARTS ORDERING INFORMATION Book 35386598, 8/92

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

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

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

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

Warranty: The Company warrants that parts manufactured by it will be as specified and will be free from defects in materials and workmanship. The Company's liability under this warranty shall be limited to the repair or replacement of any part which was defective at the time of shipment provided Purchaser notifies the Company of any such defect promptly upon discovery, but in no event later than three (3) months from the date of shipment of such part by the Company. The only exception to the previous statement is the extended warranty as it applies to the special airfreight 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, 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 aircend exchange number. The aircend must be tagged with this preassigned number and returned to the factory prepaid. The aircend must be intact, with no excluded parts, otherwise the exchange agreement may be cancelled. The warranty on an exchange or factory rebuilt aircend is 365 days.

NOTICE

Aircends 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.

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9.1 PARTS LIST

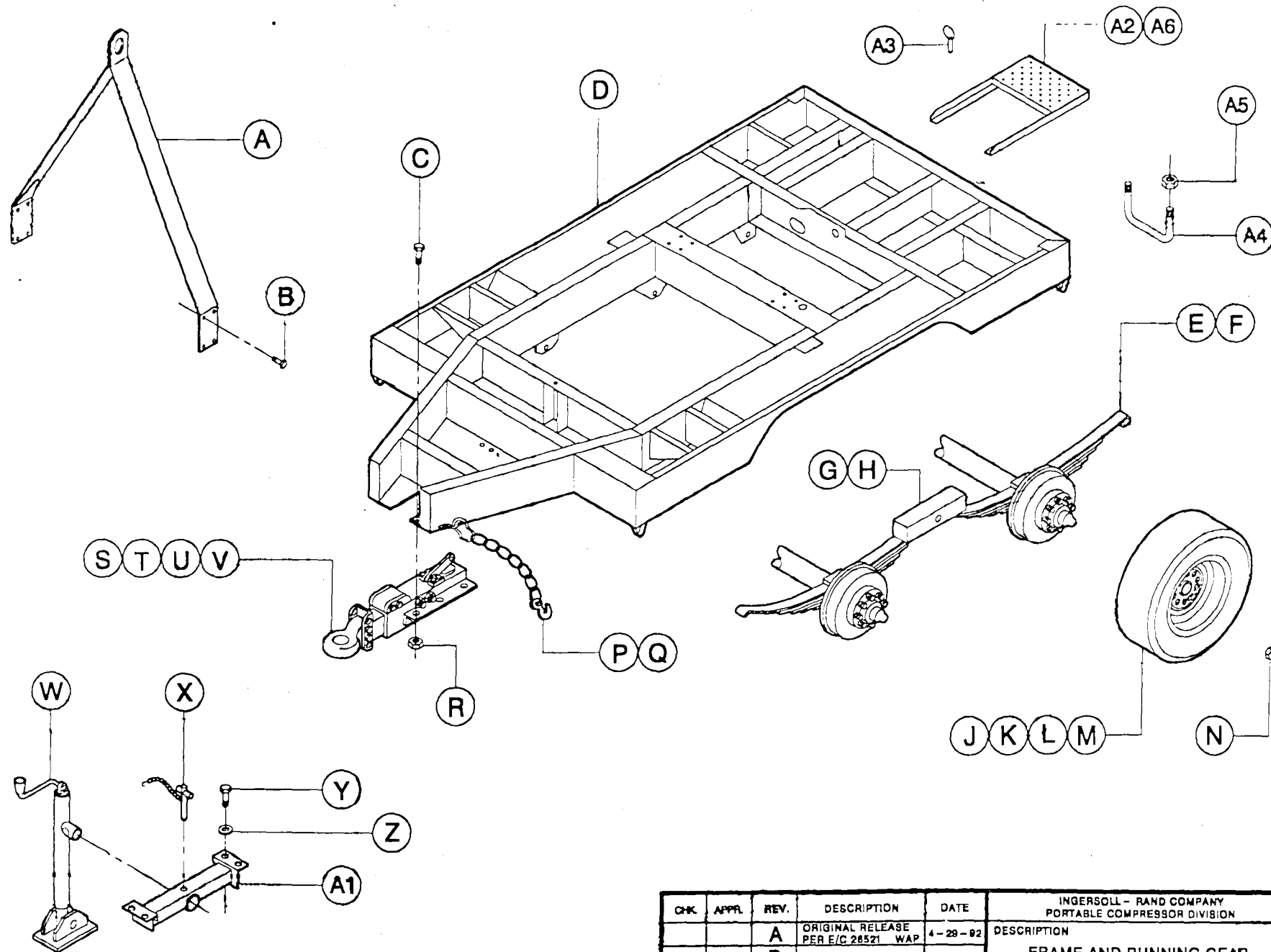
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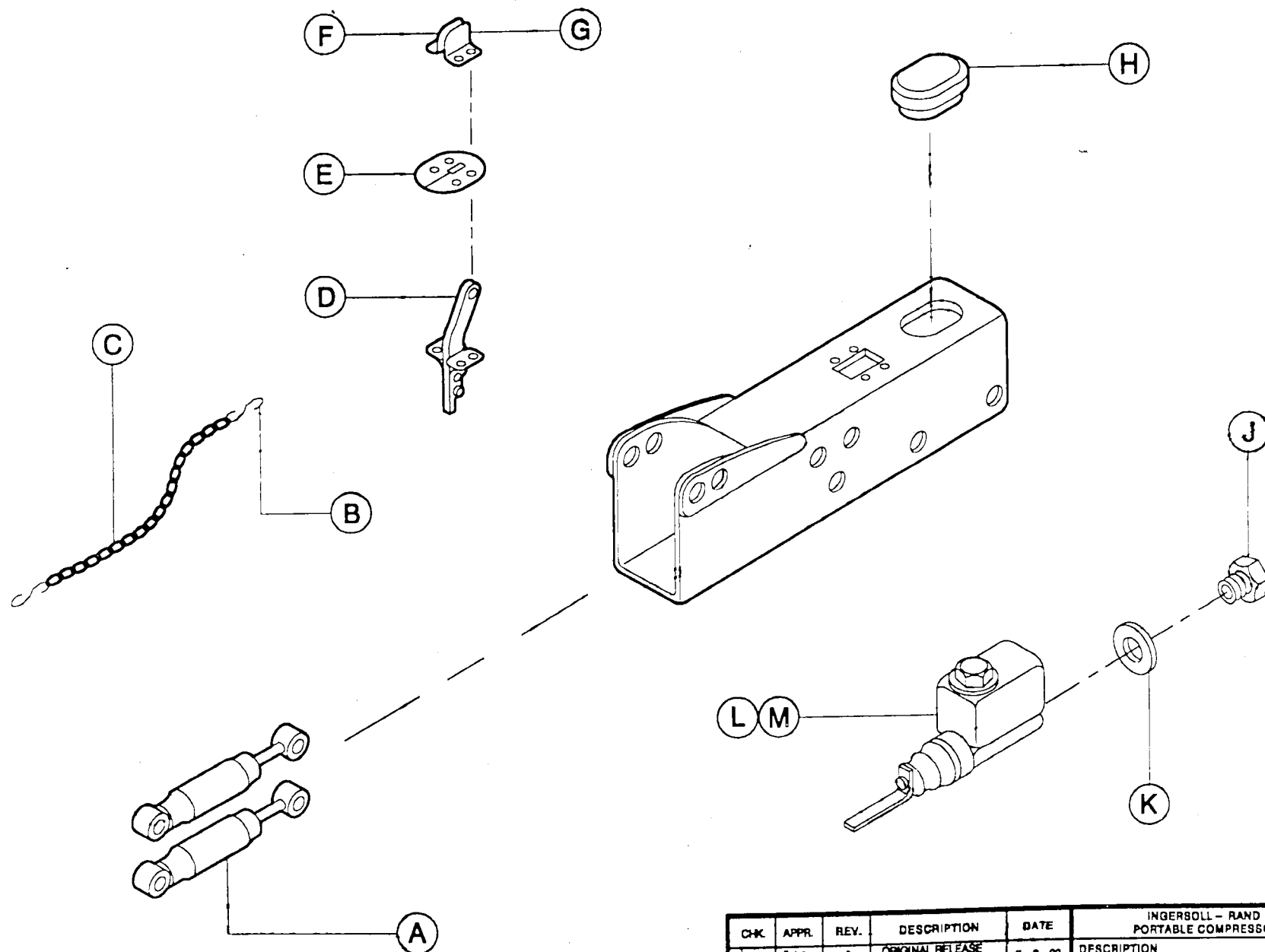
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		A	ORIGINAL RELEASE PER E/C 26521 WAP	4-29-92	DESCRIPTION			
		B			FRAME AND RUNNING GEAR			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518082	1 OF 2	26521

(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	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
AA	MRD	A	ORIGINAL RELEASE PER E/C 26521 WAP	4-29-92	DESCRIPTION FRAME AND RUNNING GEAR			
BB	MRD	B	ERROR CORRECTION PER PAUL BEAVER	10-8-92				
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518082	2 OF 2	26521

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CHK.	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
10	MBD	A	ORIGINAL RELEASE PER E/C 26521 WAP	8-8-92	DESCRIPTION BRAKE ACTUATOR ASSEMBLY			
		B			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		C			P-750A	36518181	1 OF 2	26521
		D						

(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

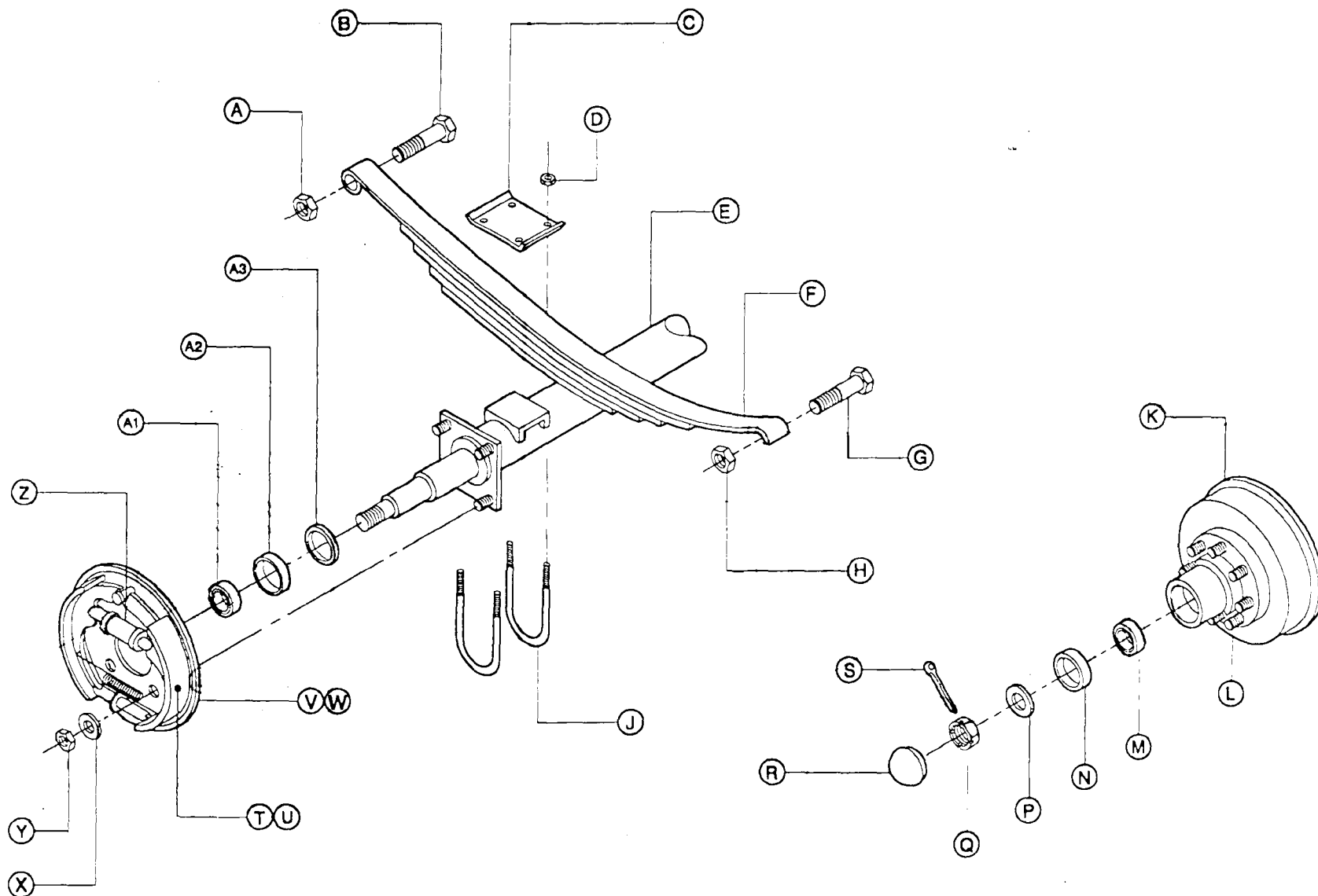
(J) 35373109 CONNECTOR

(K) 35373125 GASKET

(L) 35373117 MASTER CYLINDER

(M) 35376433 REPAIR KIT

CHK.	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 28521 WAP	5-8-82	DESCRIPTION BRAKE ACTUATOR ASSEMBLY			
		B						
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518181	2 OF 2	28521

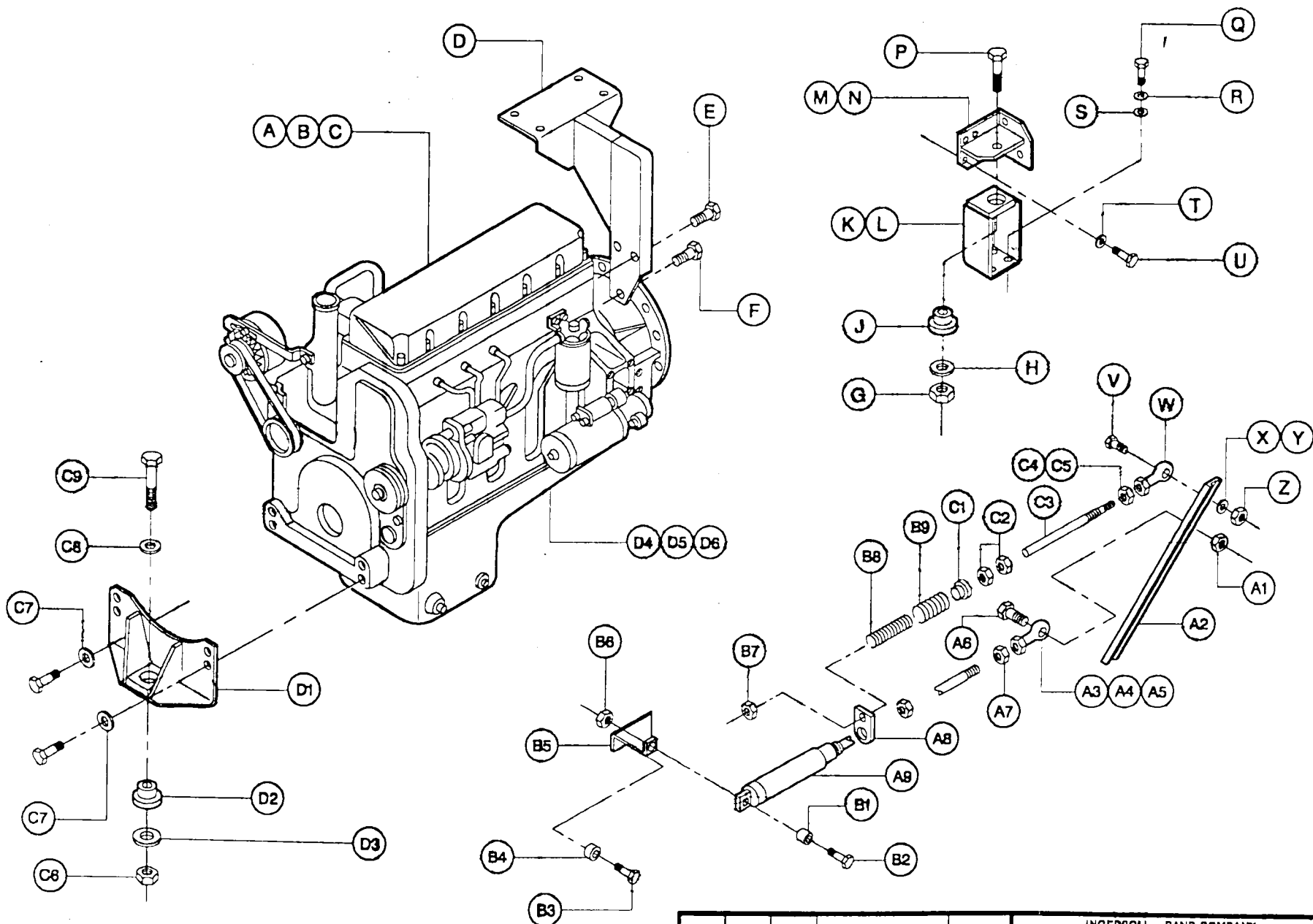


CHK	APPL	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 26521 WAP	4-29-92	DESCRIPTION			
		B			RUNNING GEAR ASSEMBLY			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518090	1 OF 2	26521

- (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	INGERBOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 28521 WAP	4-29-92	DESCRIPTION RUNNING GEAR ASSEMBLY			
		B	ERROR CORRECTION PER PAUL BEAVER	10-5-92				
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518090	2 OF 2	28521



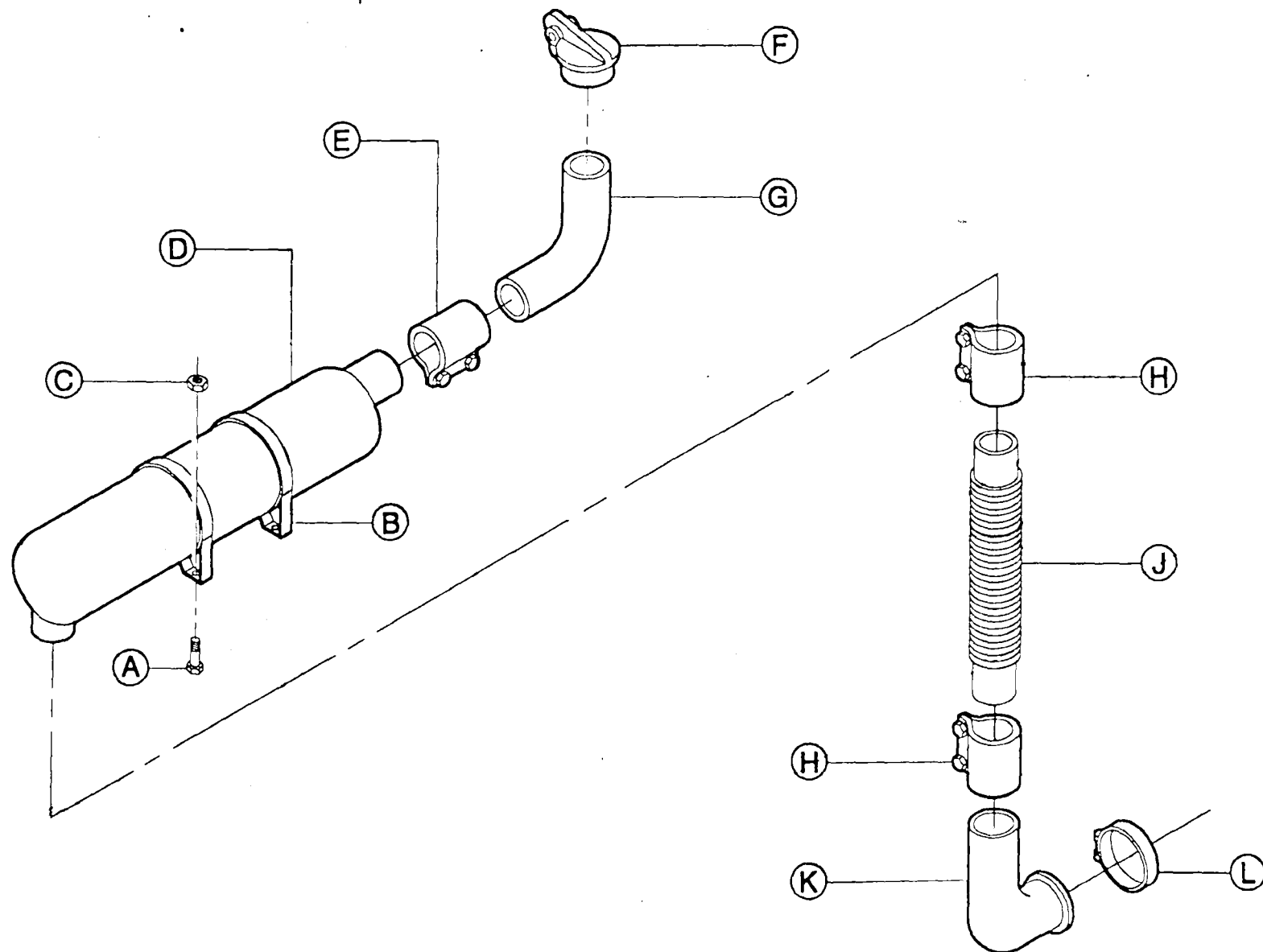
CHK.	APPR.	REV.	DESCRIPTION	DATE	INGERBOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
11	WSD	A	ORIGINAL RELEASE PER E/C 20521 WAP	8-11-82	DESCRIPTION			
		B			ENGINE ASSEMBLY			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518454	1 OF 2	26521

(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) 35273937 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) 35322908 SCREW
 (W) 35322835 JOINT, BALL
 (X) 12A5C2 WASHER
 (Y) 14A5C55 WASHER
 (Z) 16M4JC21M3 NUT
 (A1) 35144492 NUT
 (A2) 35601475 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) 87A4C2 NUT
 (B7) 35324684 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) 35273937 WASHER
 (D4) 35378546 ELEMENT, ENGINE LUBE
 (D5) 35357268 FILTER, FUEL
 (D6) 35357276 FILTER, WATER

CHK.	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 26821 WAP	8-18-92	DESCRIPTION ENGINE ASSEMBLY			
		B	CHANGED PER E/C 26821 WAP	9-15-92				
	MBD	C	ERROR CORRECTION PER PAUL BRAVER	10-2-92	MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518454	2 OF 2	26891

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CHK.	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
11	N3D	A	ORIGINAL RELEASE PER E/C 28521 WAP	6-15-92	DESCRIPTION EXHAUST COMPLETE			
		B			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		C			P-750A	36518579	1 OF 2	28521
		D						

(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)

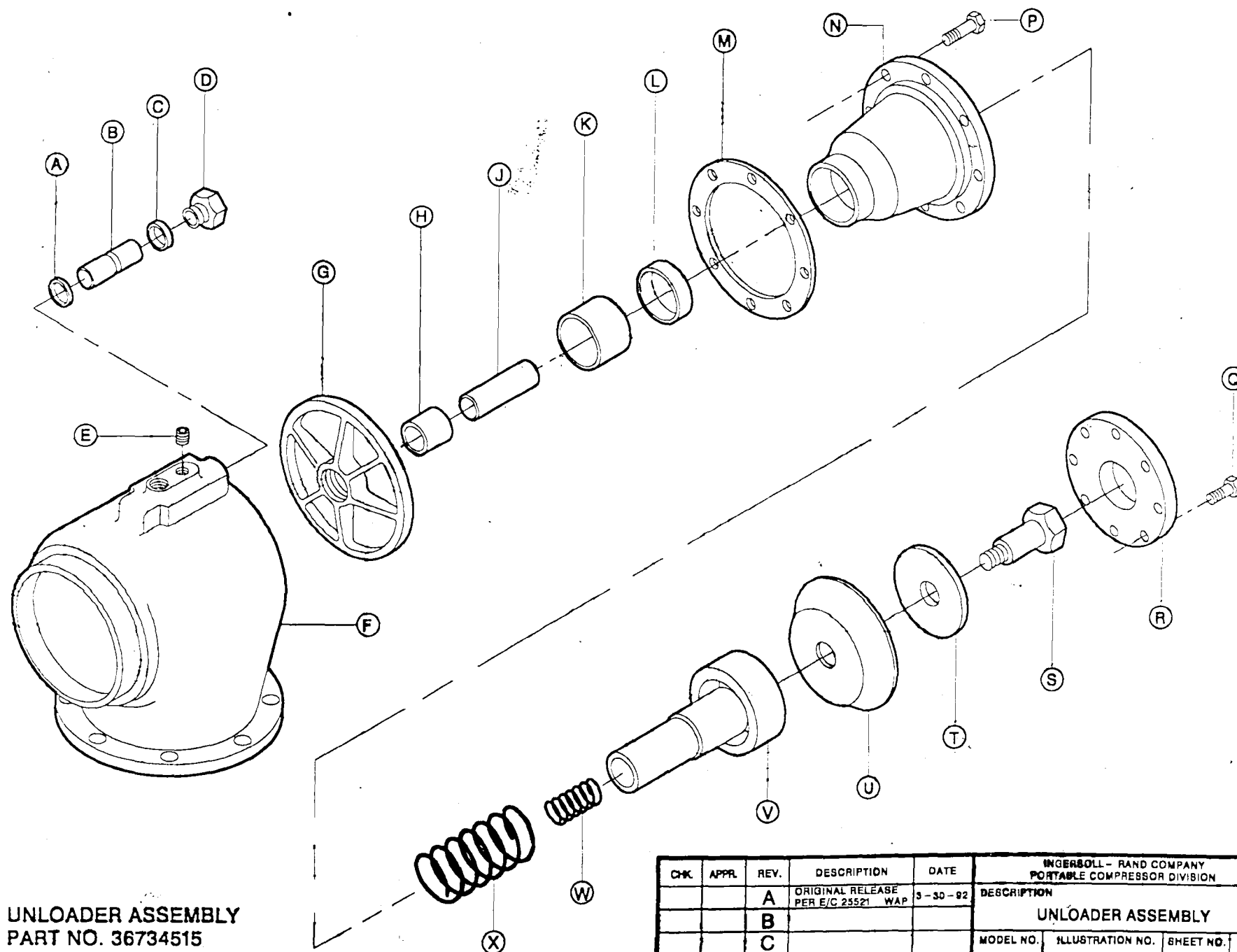
(L) 35A2D113 SCREW (12 REQD)

(M) 14A5C76 WASHER (12 REQD)

(N) 32A11A12 GASKET, UNLOADER

CHK	APPR	REV.	DESCRIPTION	DATE	INGERBOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 26521 WAP	8-17-82	DESCRIPTION AIR END COMPLETE			
		B						
		C						
		D			MODEL NO. P-750A	ILLUSTRATION NO. 36518595	SHEET NO. 2 OF 2	E/C 26521

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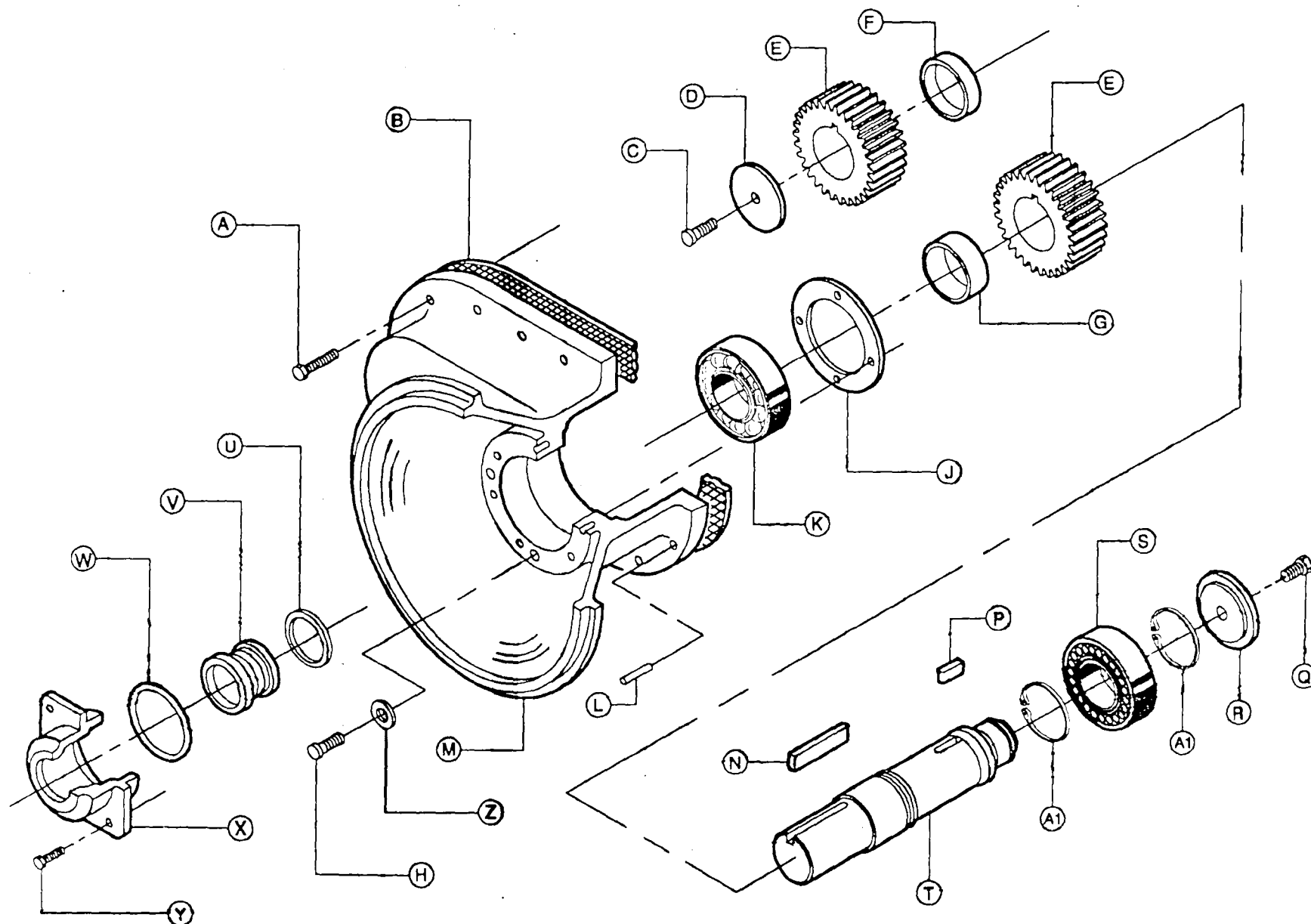
UNLOADER ASSEMBLY
PART NO. 36734515

CHK.	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 25521 WAP	3-30-92	DESCRIPTION			
		B			UNLOADER ASSEMBLY			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36517985	1 OF 2	28521

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

CHK	APPR	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 26521 WAP	3-30-92	DESCRIPTION			
	MBD	B	ERROR CORRECTION PER PAUL BEAVER	10-2-92	UNLOADER ASSEMBLY			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36517985	2 OF 2	26521

Parts List 9-17 (Book No. 35386598, 8/92)



CHK	APPR	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
30	MBD	A	ORIGINAL RELEASE PER E/C 26521 WAP	3-25-92	DESCRIPTION			
		B			AIR END ASSEMBLY			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			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 O-RING

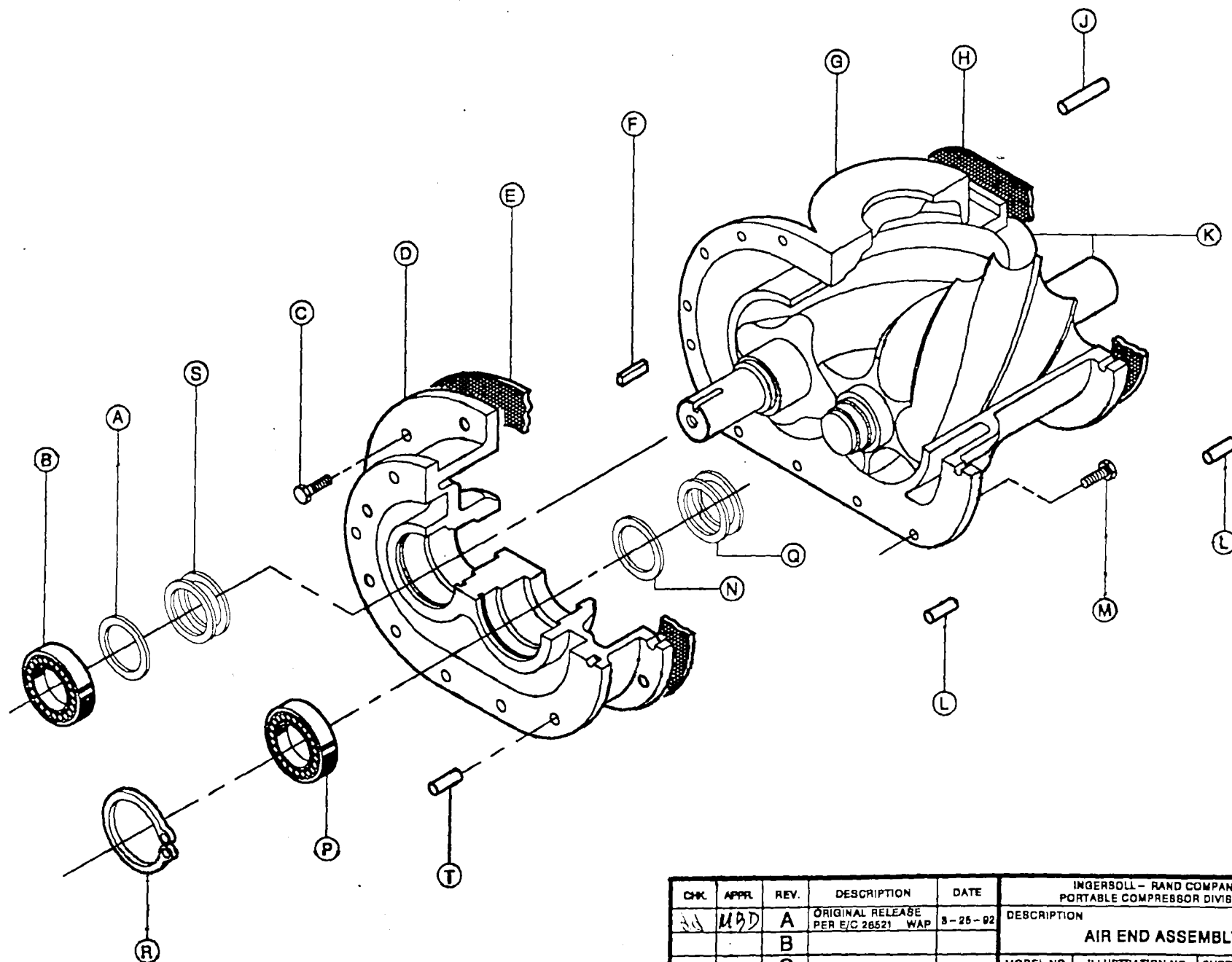
(X) 36507515 COVER

(Y) 36763704 SCREW (6 REQD)

(Z) 35374826 WASHER (4 REQD)

(A1) 95223178 RING, RETAINING

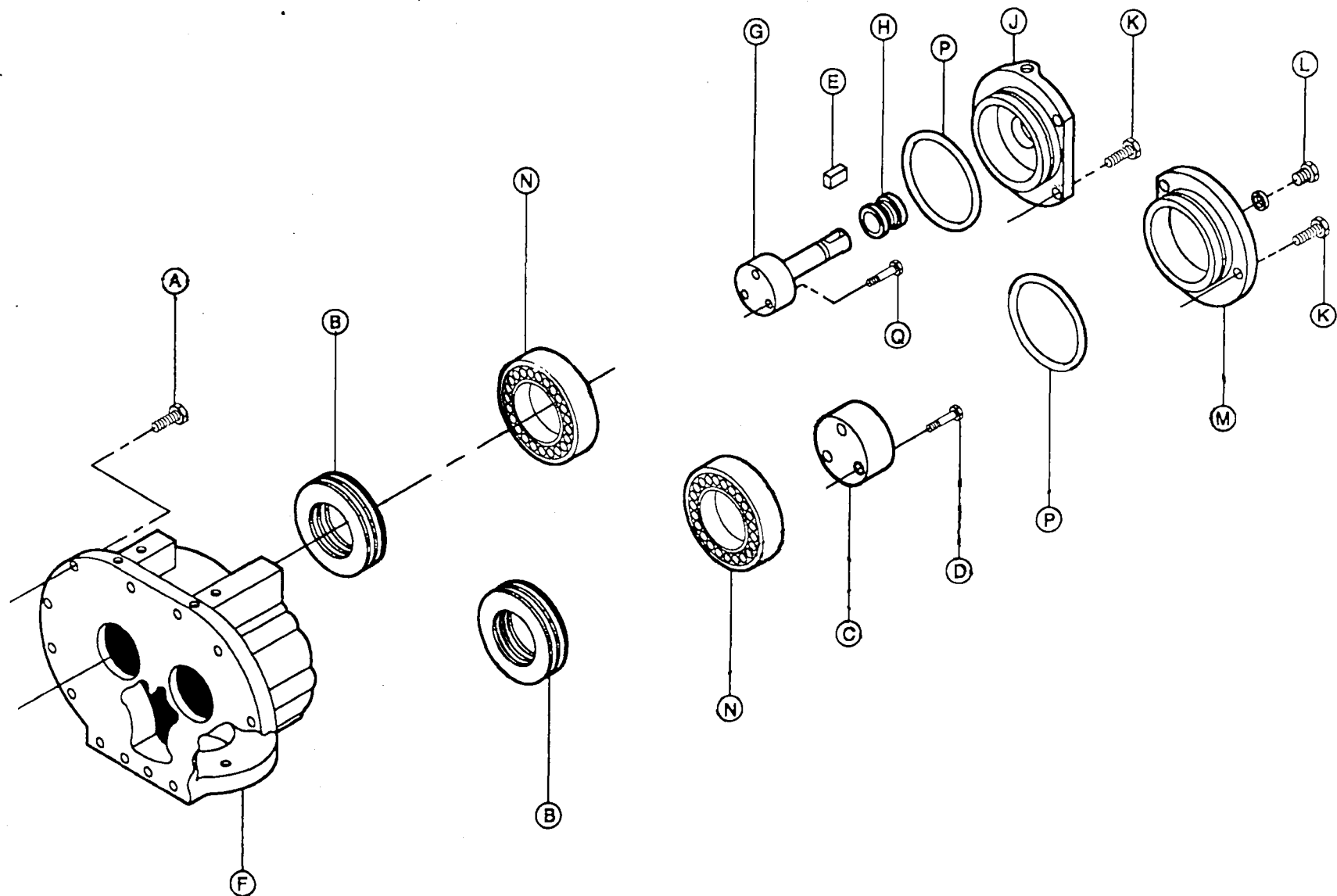
CHK	APPR.	REV	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 26521 WAP	3-28-92	DESCRIPTION			
	MBD	B	ERROR CORRECTION PER PAUL BEAVER	10-2-92	AIR END ASSEMBLY			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36517977	2 OF 6	26521



CHK.	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
24	MD	A	ORIGINAL RELEASE PER E/C 28521 WAP	8-25-92	DESCRIPTION AIR END ASSEMBLY			
		B			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		C			P-750A	36517977	3 OF 8	28521
		D						

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

CHK	APPR	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 28521 WAP	3-25-82	DESCRIPTION			
		B			AIR END ASSEMBLY			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36517977	4 OF 6	28521

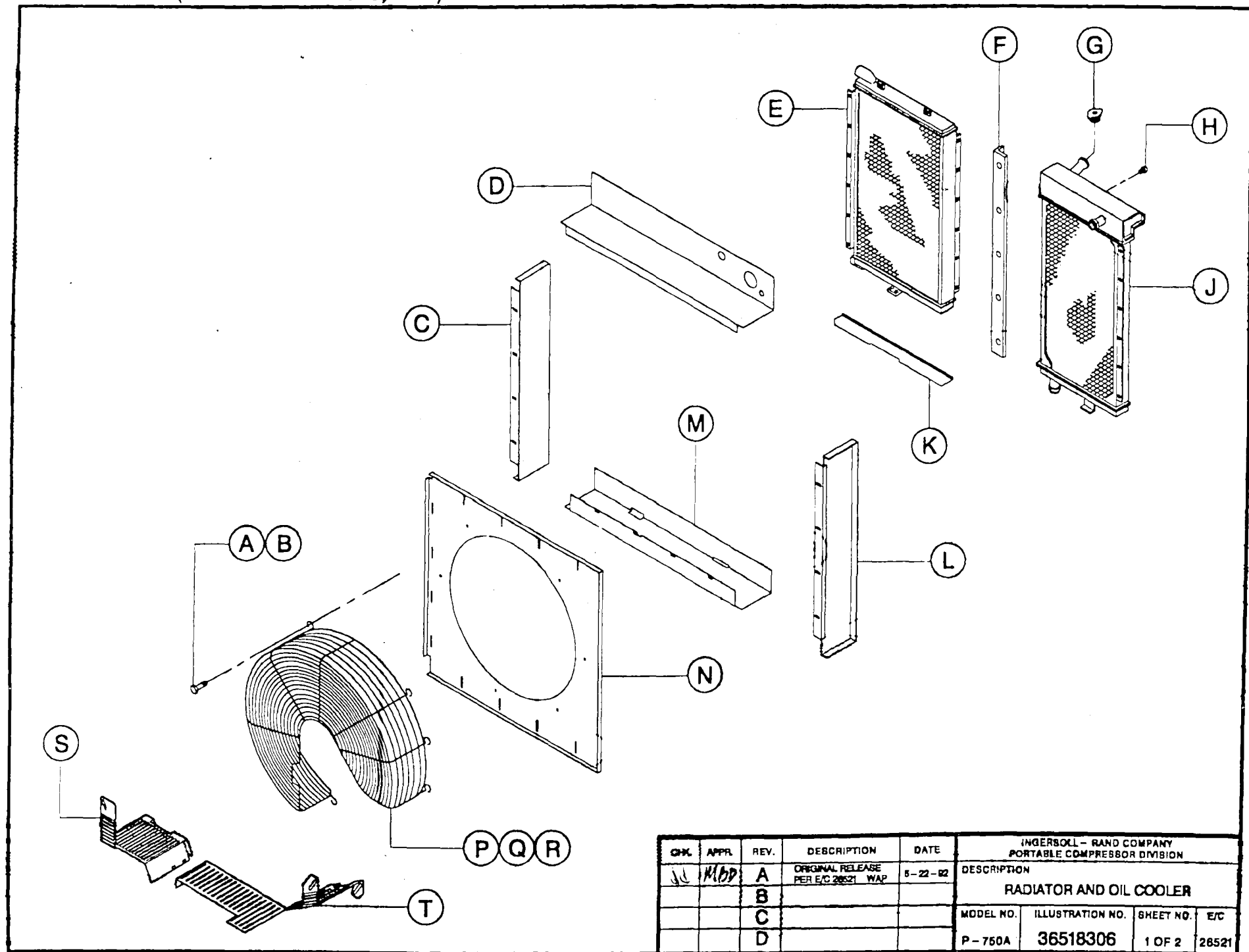


CHK	APPR	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 28521 WAP	8-25-92	DESCRIPTION			
		B			AIR END ASSEMBLY			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36517977	5 OF 8	28521

- (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) 35598798 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	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/G 25521 WAP	4-8-92	DESCRIPTION			
	MBD	B	ERROR CORRECTION PER PAUL BEAVER	10-2-92	AIR END ASSEMBLY			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518009	2 OF 2	28521

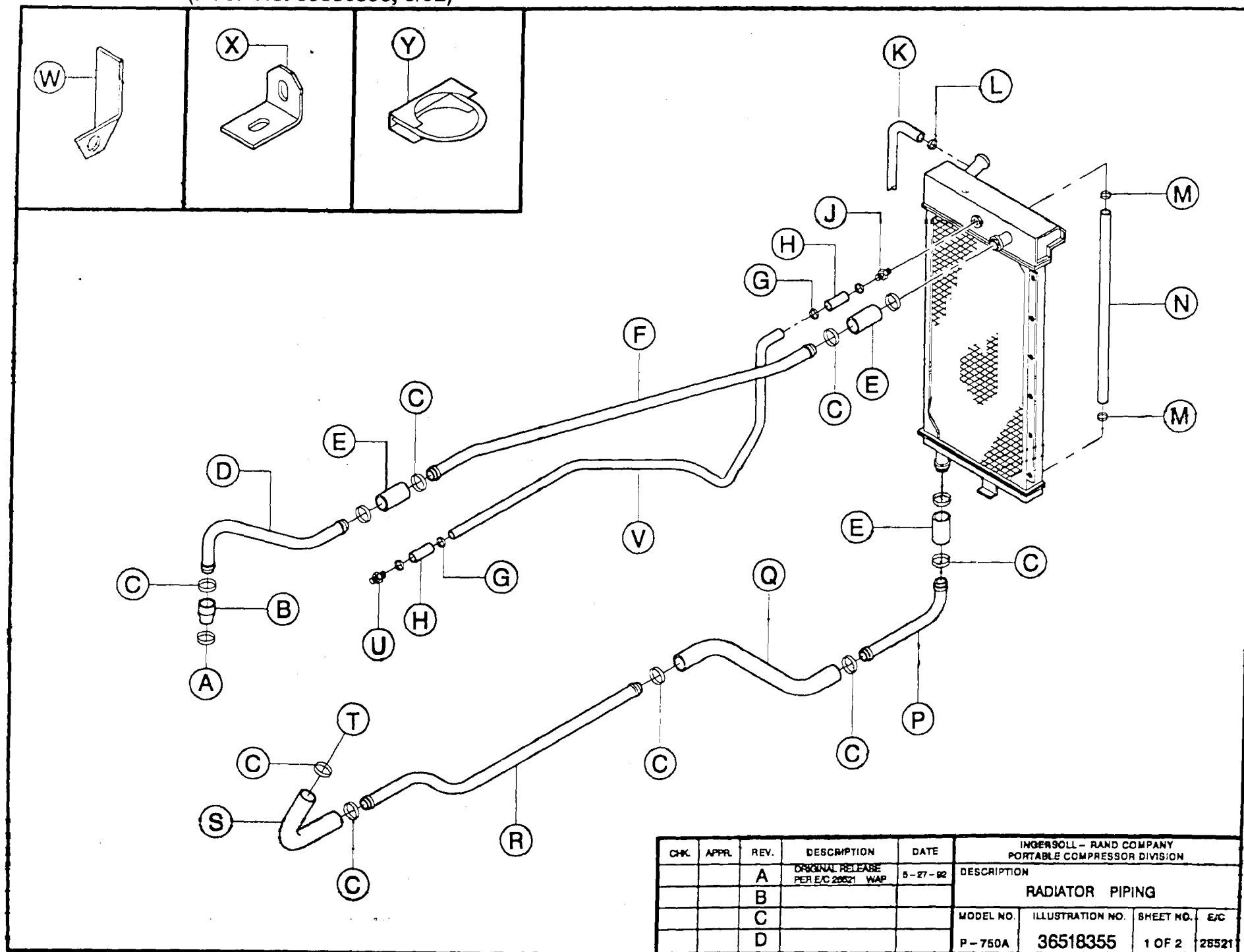


CHK	APPR	REV.	DESCRIPTION	DATE	INGERSOLL-RAND COMPANY PORTABLE COMPRESSOR DIVISION			
JK	KBD	A	ORIGINAL RELEASE PER E/C 28521 WAP	5-22-02	DESCRIPTION RADIATOR AND OIL COOLER			
		B			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		C			P-750A	36518306	1 OF 2	28521
		D						

- | | | | | | |
|-----|----------|----------------------------|-----|----------|-------------------------|
| (A) | 35144336 | SCREW (4 REQD) | (K) | 36847499 | BAFFLE , BOTTOM COOLER |
| (B) | 35141365 | SCREW (2 REQD) | (L) | 36742161 | CHANNEL , LEFT RADIATOR |
| (C) | 36742138 | CHANNEL , RIGHT OIL COOLER | (M) | 36793933 | BAFFLE , LOWER COOLING |
| (D) | 36841757 | BAFFLE , UPPER COOLER | (N) | 36793925 | PLATE , ORIFICE |
| (E) | 35368935 | COOLER , OIL | (P) | 36738284 | GUARD , FAN |
| (F) | 35854009 | ANGLE , SUPPORT | (Q) | 35144336 | SCREW (4 REQD) |
| (G) | 35335157 | CAP , RADIATOR | (R) | 35252600 | NUT (4 REQD) |
| (H) | 36794071 | GLASS , SIGHT | (S) | 36787463 | GUARD , LOWER R.H. |
| (J) | 36765519 | RADIATOR | (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	8-22-92	DESCRIPTION RADIATOR AND OIL COOLER			
		B			MODEL NO. P-750A	ILLUSTRATION NO. 36518306	SHEET NO. 2 OF 2	E/C 26521
		C						
		D						

Parts List 9-27 (Book No. 35386598, 8/92)

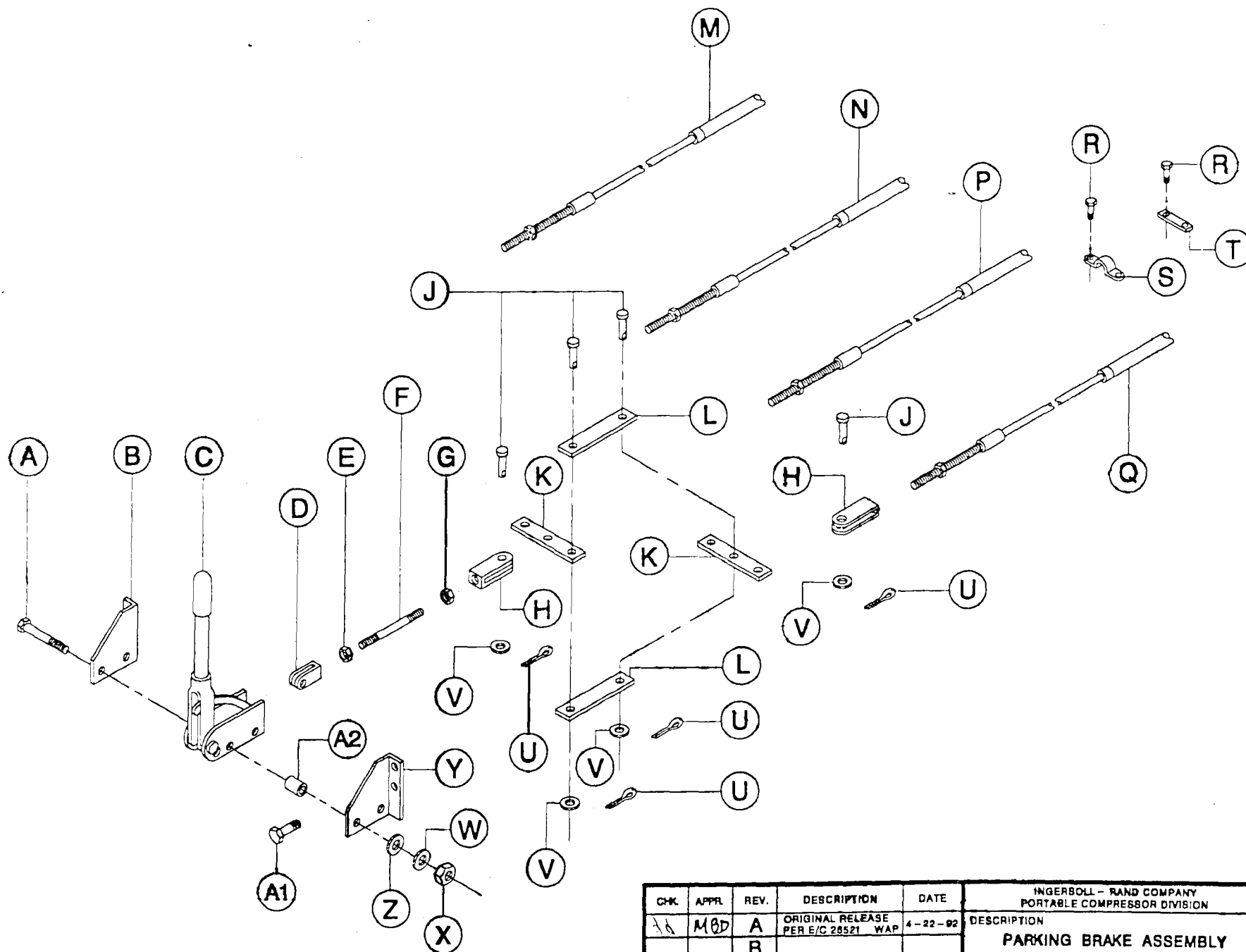


CHK.	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 20021 WAP	5-27-92	DESCRIPTION			
		B			RADIATOR PIPING			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518355	1 OF 2	28521

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

36777399 — RADIATOR DRAIN VALVE

CHK	APPR	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 26521 WAP	5-27-92	DESCRIPTION			
		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

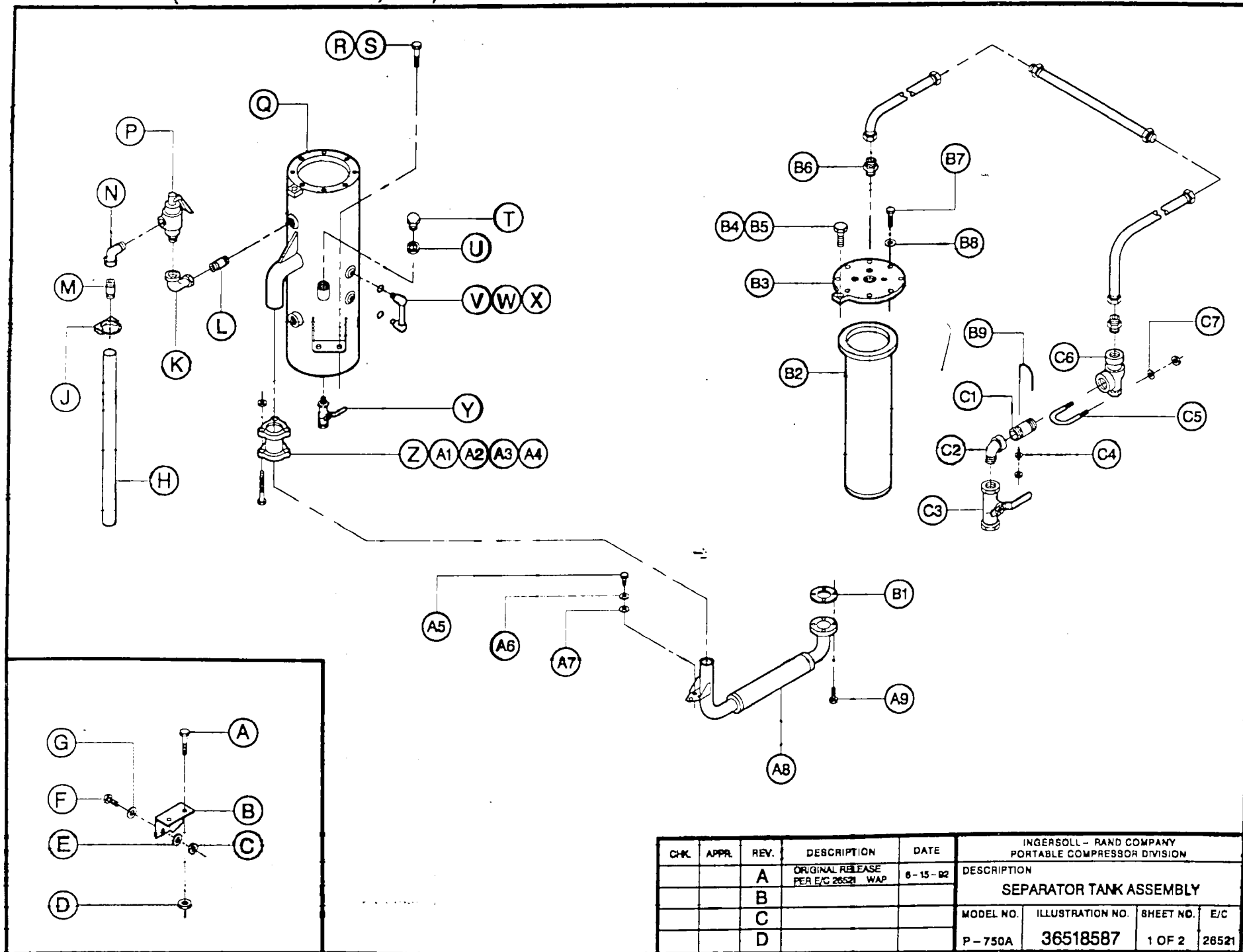


CHK.	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
11	MDD	A	ORIGINAL RELEASE PER E/C 28521 WAP	4-22-92	DESCRIPTION PARKING BRAKE ASSEMBLY			
		B						
		C						
		D						
MODEL NO.		ILLUSTRATION NO.		SHEET NO.		E/C		
P-750A		36518058		1 OF 2		28521		

(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	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 28521 WAP	8-23-62	DESCRIPTION BRAKE LINE PIPING			
		B						
		C						
		D						
MODEL NO.		ILLUSTRATION NO.		SHEET NO.		E/C		
P-750A		36518777		2 OF 2		28521		



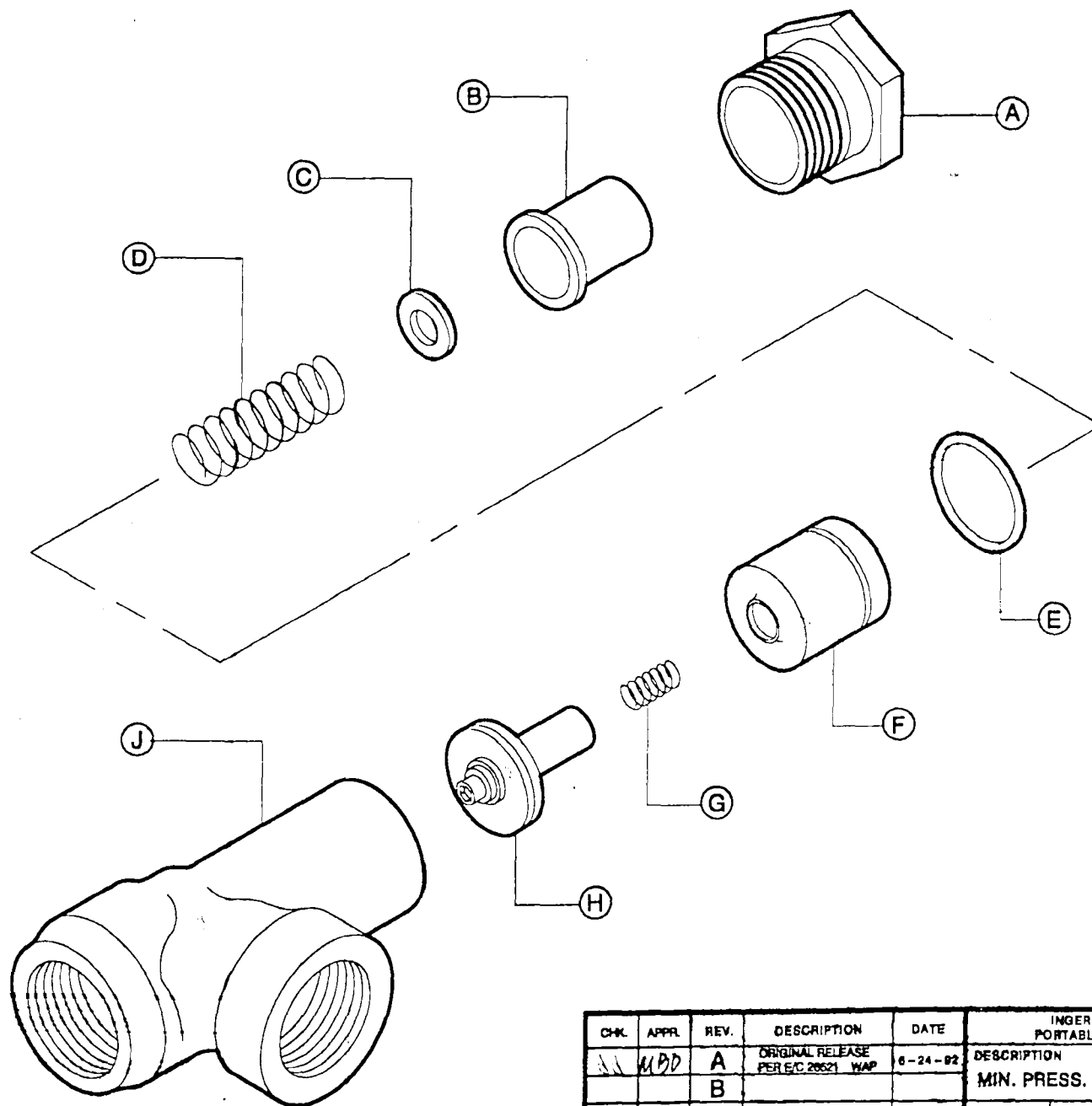
(A) 35273416 SCREW (2 REQD)
 (B) 35599463 COVER , FILTER HEAD
 (C) 35602226 GASKET
 (D) 36735801 HEAD , FILTER
 (E) 35271147 SCREW (2 REQD)
 (F) 36738672 BRACKET , FILTER
 (G) 14A5C101 WASHER (2 REQD)
 (H) 90103854 NUT (2 REQD)
 (J) 92304385 SCREW (4 REQD)
 (K) 92304674 SCREW (4 REQD)
 (L) 36735785 HOUSING , 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	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE	4-16-92	DESCRIPTION			
		B	PER E/C 26521 WAP ERROR CORRECTION PER PAUL BEAVER	10-2-92	OIL TEMP. BYPASS VALVE & FILTER			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518041	2 OF 2	26521

Parts List 9-37 (Book No. 35386598, 8/92)

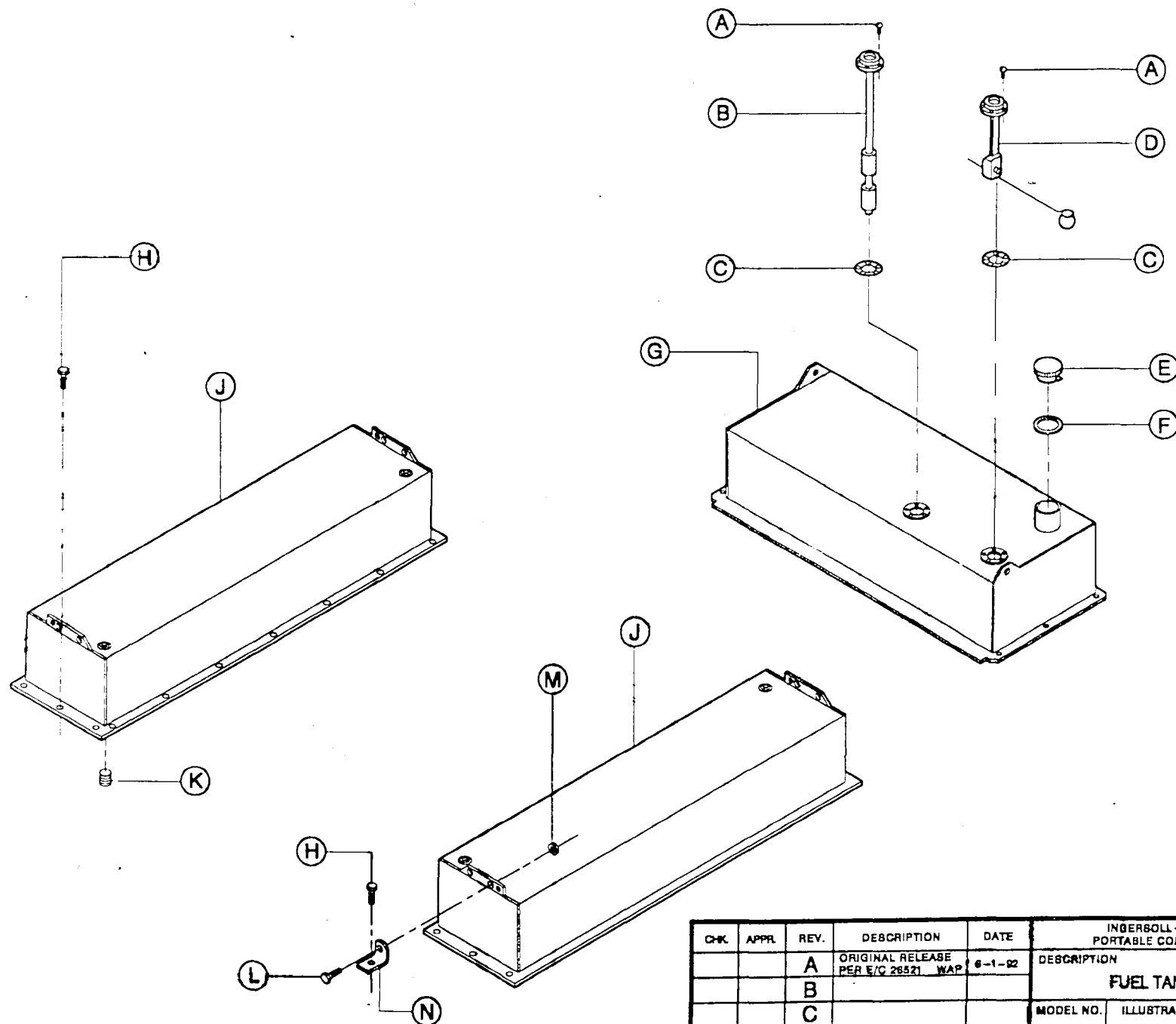


INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
CHK.	APPR.	REV.	DESCRIPTION
		A	ORIGINAL RELEASE PER E/C 20621 WAP
		B	
		C	
		D	
MODEL NO.		ILLUSTRATION NO.	SHEET NO. E/C
P-750A		36518793	1 OF 2 26521

- (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	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 26521 WAP	8-24-92	DESCRIPTION			
		B			MIN. PRESS. CHECK VALVE ASSEMBLY			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518793	2 OF 2	26521

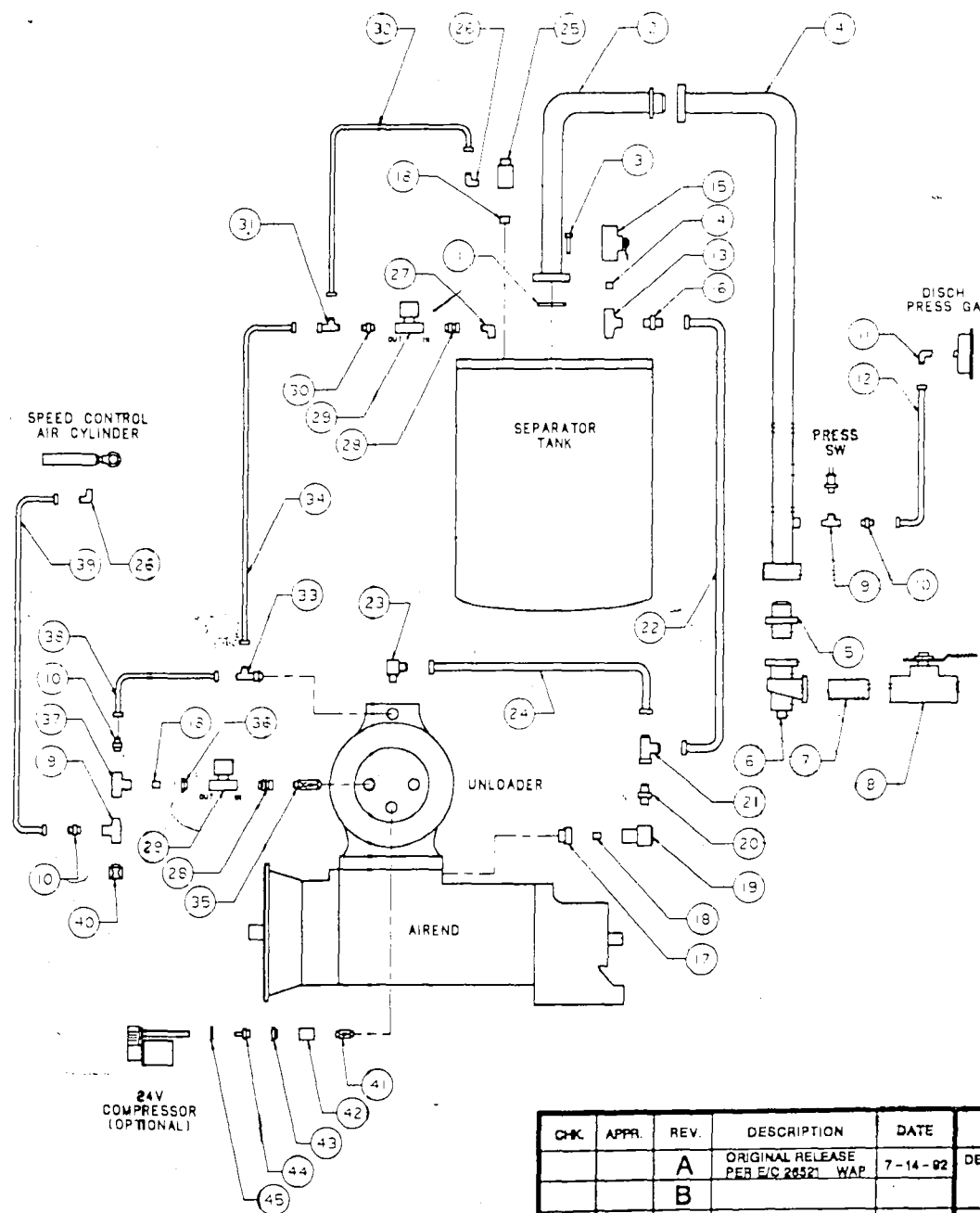


INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION					DESCRIPTION			
CHK	APPR	REV.	DESCRIPTION	DATE	FUEL TANK ASSEMBLY			
		A	ORIGINAL RELEASE PER E/C 26521 WAP	6-1-92	MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		B			P-750A	36518439	1 OF 2	26521
		C						
		D						

(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

C-#	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 28521 WAP	8-1-82	DESCRIPTION			
		B			FUEL TANK PIPING			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518447	2 OF 2	28521



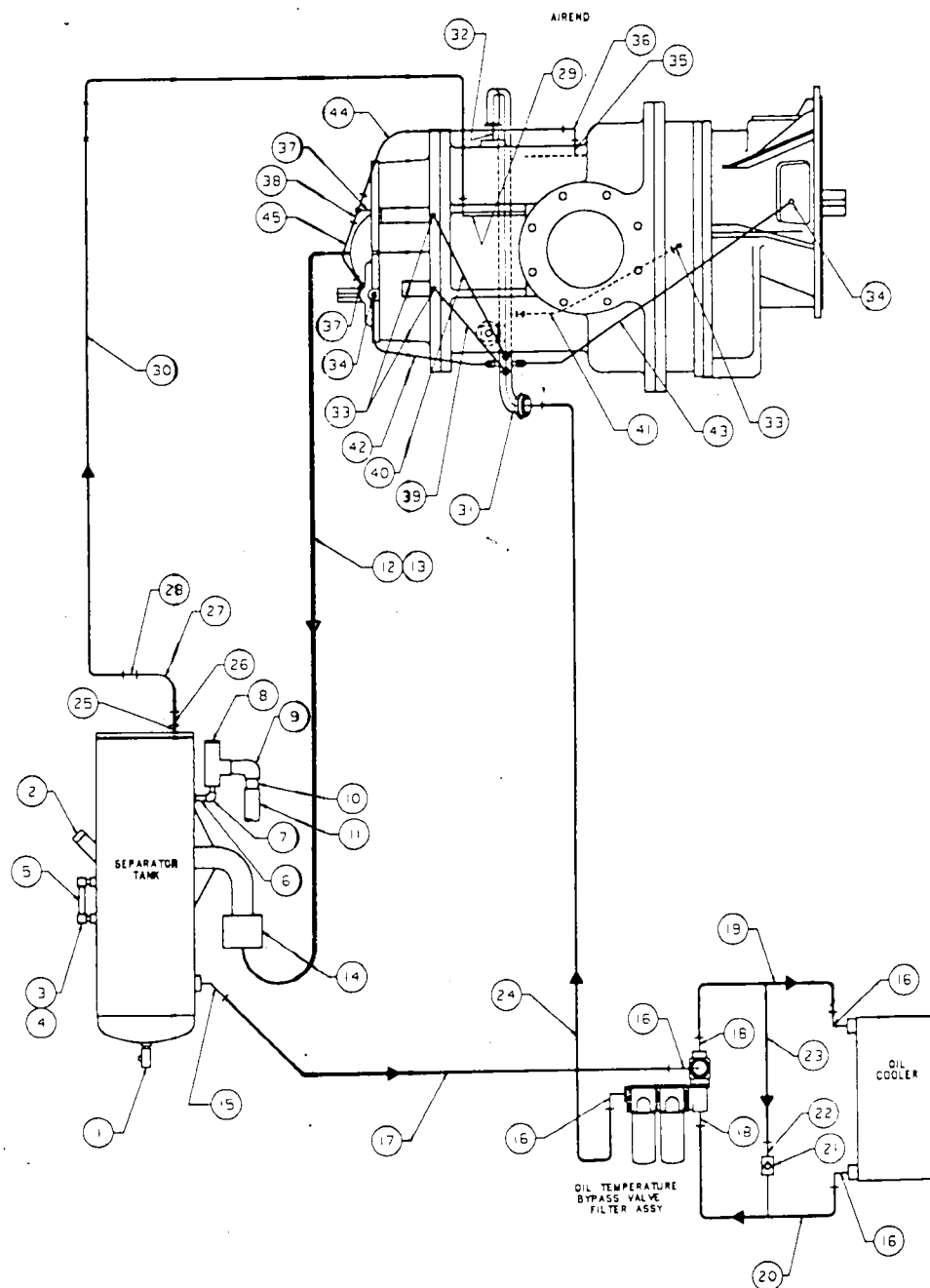
CHK	APPR	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 26521 WAP	7-14-92	DESCRIPTION AIR PIPING			
		B			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		C			P-750A	36851442	1 OF 2	28521
		D						

PARTS LIST

ITEM NO.	PART NO.	DESCRIPTION			
1	20A11C2M228	O-RING	24	35857176	TBG FLRD 0.50 ELB180
2	36850295	TUBE SVCE SEP TK	25	36841518	V PRESS RLF 100-150
3	35A202190	SCR HEX 500-13 X 125	26	35301126	ELB 90 1/8NPT X -6
4	36850287	TUBE SVCE MIN PRESS	27	109A2358	ELBOW
5	35335124	CONN MALE -32X2NPT	28	35368927	3/8NPT X -6 FML SWL
6	35598770	V CHK MIN PRESS 2IN	29	36840841	V SOL 24V .375NPT
7	95928479	NIP 18A7S020X180Z1	30	35290147	CONN 3/8 NPT -6 JIC
8	35602473	VALVE BALL 2	31	35283084	TEE.RN.SWV NUT.-6JIC
9	72A7M22	T STNPT025	32	35282946	HOSE.JIC -6 X 9.5
10	35284082	CONN.1/4 NPT X -6JIC	33	35279850	TEE.RN.9/16-18X-6JIC
11	35280098	L.90.1/4NPT FEM.6JIC	34	35310994	HOSE ASSY -6X39
12	35310994	HOSE ASSY -6X39	35	36840460	CV/ORF .04 9/16-18
13	72A7M25	T STNPT075	36	23A7SZ2	BSHG RDCNPT038X025
14	19A7JZ5	NIP CLNPT075	37	71A7M22	T NPT025
15	35576115	VALVE BALL	38	36843464	TBG FLRD 038 UNLDR
16	35313287	ADAPTER 3/4NPTX-8	39	36844074	HOSE -06 X 52.00 LG
17	35302314	ADAPTER	40	35322346	ORF CONN .156
18	19A7JZ2	NIP CLNPT025X088	41	35248145	VALVE 1/4 CHECK
19 *	35322379	BLOWDOWN VALVE	42	11A7SZ2	CPLG NPT025X119
20	35283134	CONN. 1/4 NPT -8JIC	43	23A7SZ1	BSHG RDCNPT025X012
21	35287929	TEE.RN.SWV NUT. -8	44	35316587	ADPTR BARB012X012NPT
22	35306679	HOSE -08 X 56.00 LG	45	35296342	CLP WMGRM006-16
23	35287937	ELL.90.9/16-18X-8			

* 35379064 DIAPH RPR KIT

CHK	APPR	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 26521 WAP	7-14-92	DESCRIPTION AIR PIPING			
		B						
		C						
		D						
					MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
					P-750A	36851442	2 OF 2	26521



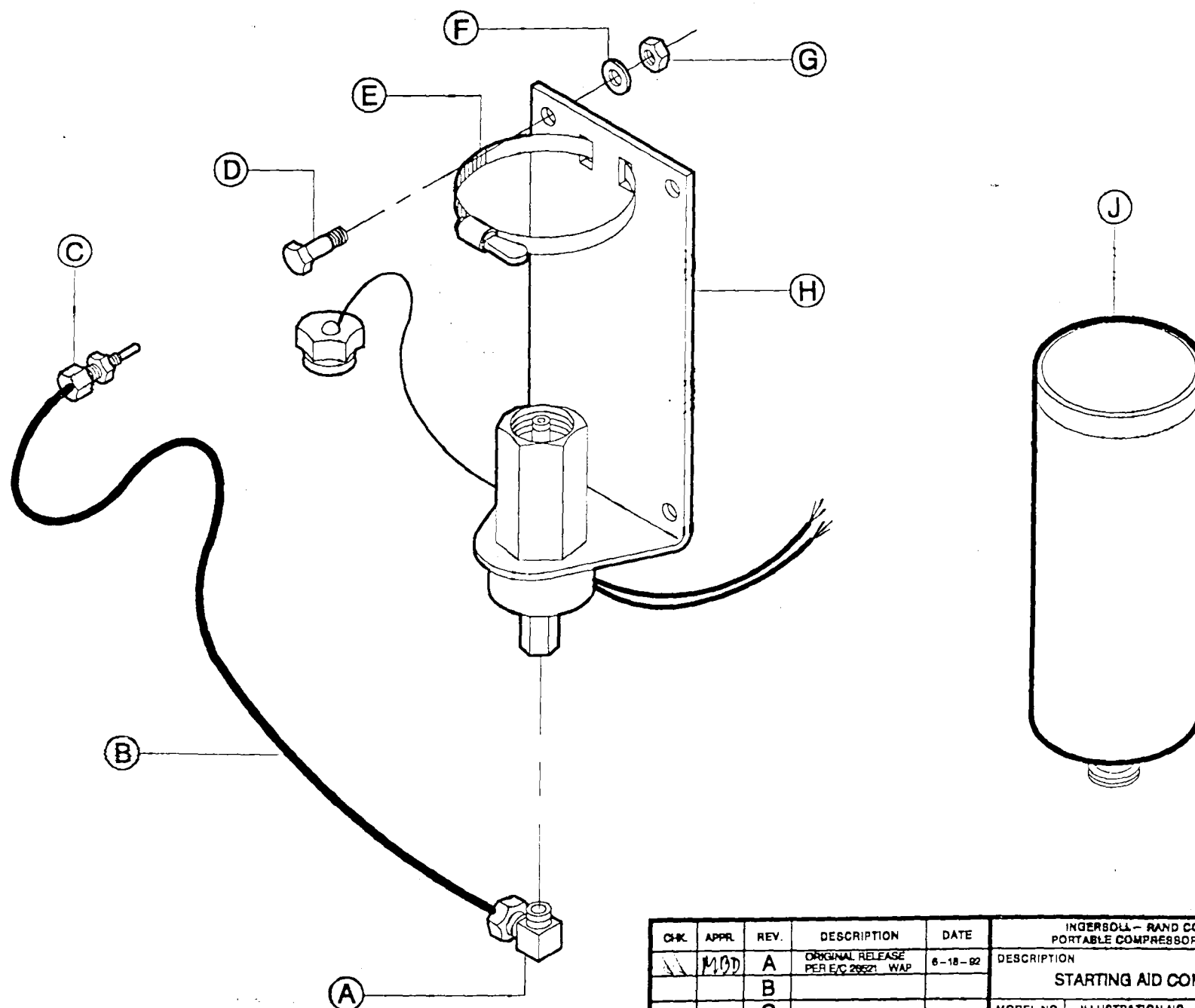
CHK	APPR	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 28521 WAP	7-14-92
		B		
		C		
		D		

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	24	35130863	HOSE -24 X 35.00 LG
2	35579630	PLUG 1-5/8 ORNG VNTO	25	23A7SZ4	BSHG RDCNPT050X036
3	35323955	FITTINGS, SIGHT TUBE	26	35329309	FITTING, TUBE LENZ
4	35324649	GASKET, SIGHT TUBE	27	36794147	TUBE SCRV PLO
5	92121532	TUBE, SIGHT GAGE	28	36840411	CHK V/INLINE
6	19A7JZ47	NIPPLE 1.25X2.50LG	29	144A23S15	ELB .90.9/16X-4 JIC
7	65A7M27	ELB 125X90	30	35331842	HOSE, JIC -4 X 53
8	35358472	VLV SAF 1.25NPT 150"	31	36755403	MANF OIL 226MM
9	67A7M29	ELB STNPT200X90	32	35356468	CONN-12SAEORNG-16JIC
10	36762714	NIP2.00NPT THD 1 END	33	35279876	ELL .90.7/16-20X-4JIC
11	36765204	PIPE SV DISCH	34	35287903	CONN 7/16-20 TO -4
12	35855691	PIPE DISCH 3IN	35	35286954	CONN.7/8SAE-7/8 JIC
13	36786549	GSKT FLG	36	35305648	ELB-10 90 SWVL NUT
14	W69438	COUPLING DRESSER	37	35305622	ELB 90-3/4-16X-10
15	35296425	ELB 45 1-7/8-12X-24	38	35356450	TEE BR SWV NUT-10JIC
16	144A23S13	ELL .90.1-7/8-12X-24	39	36506012	TBG FLRD 0.25 ELB90
17	36792596	TUBE -24 SEP TNK TO	40	36506020	TBG FLRD 0.25 CMPD
18	35296409	CONN 1-7/8-12 X -24	41	36506004	TBG FLRD 0.25 ELB29
19	36738854	TBG FLRD 1.50 CMPD	42	36755411	TBG FLRD 0.25 CMPD
20	36738870	TBG FLRD 1.50 CMPD	43	36758969	TUBE, FRONT SEAL
21	35355668	V CHK 3/4 NPT	44	35856251	TBG FLRD 0.62 ELB70
22	108A23S120	ADPTR 3/4PX3/4JIC	45	35602200	TBG FLRD 0.62 ELB57
23	35294693	HOSE ASSY			

CHK	APPR	REV.	DESCRIPTION	DATE	INGERSOLL-RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 28521 WAP	7-14-92	DESCRIPTION OIL PIPING			
	MBO	B	ERROR CORRECTION PER PAUL BEAVER	10-5-92				
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36843795	2 OF 2	28521



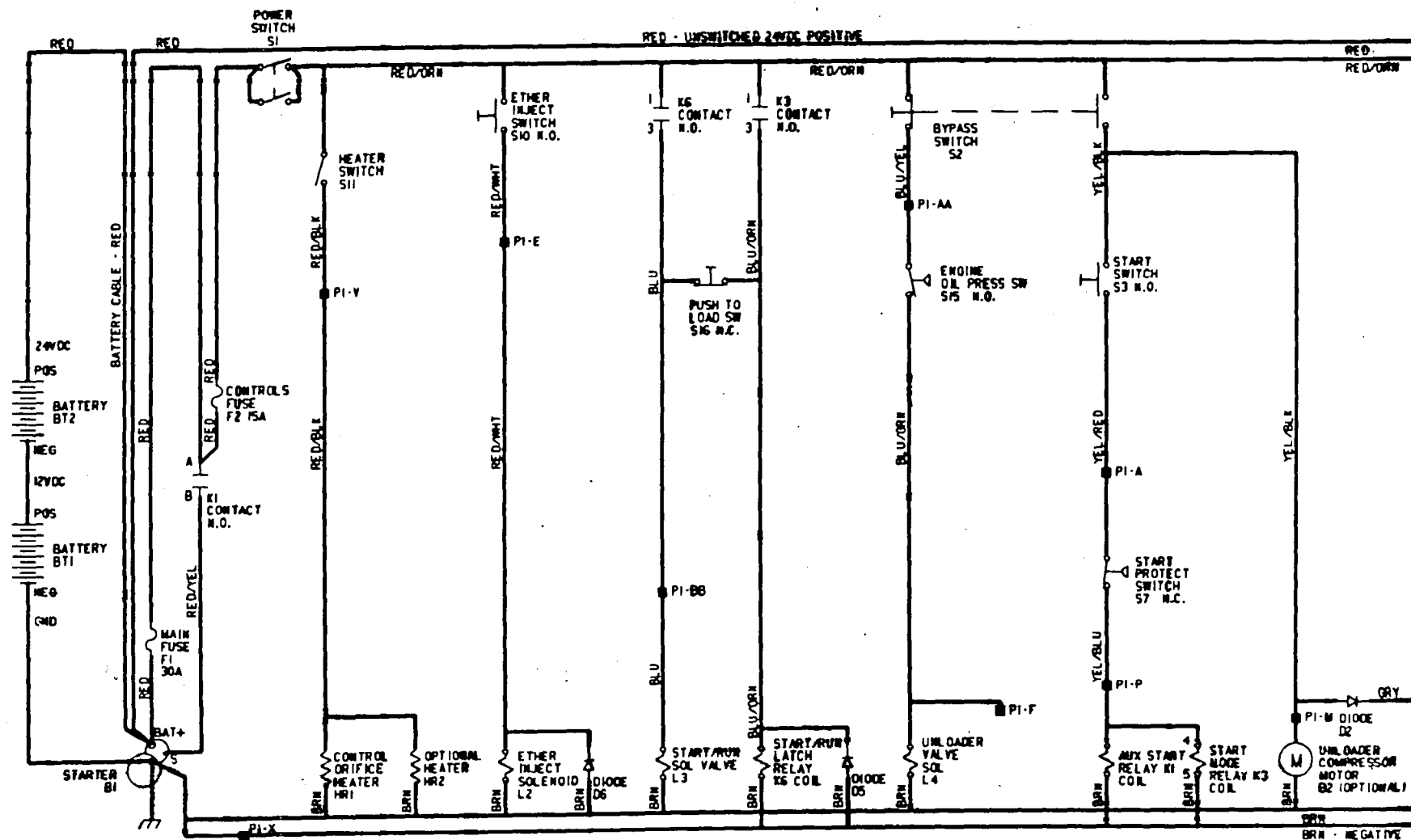
CHK	APPR	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
	MOD	A	ORIGINAL RELEASE PER E/C 28521 WAP	6-18-92	DESCRIPTION STARTING AID COMPLETE			
		B			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		C			P-750A	36518629	1 OF 2	28521
		D						

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

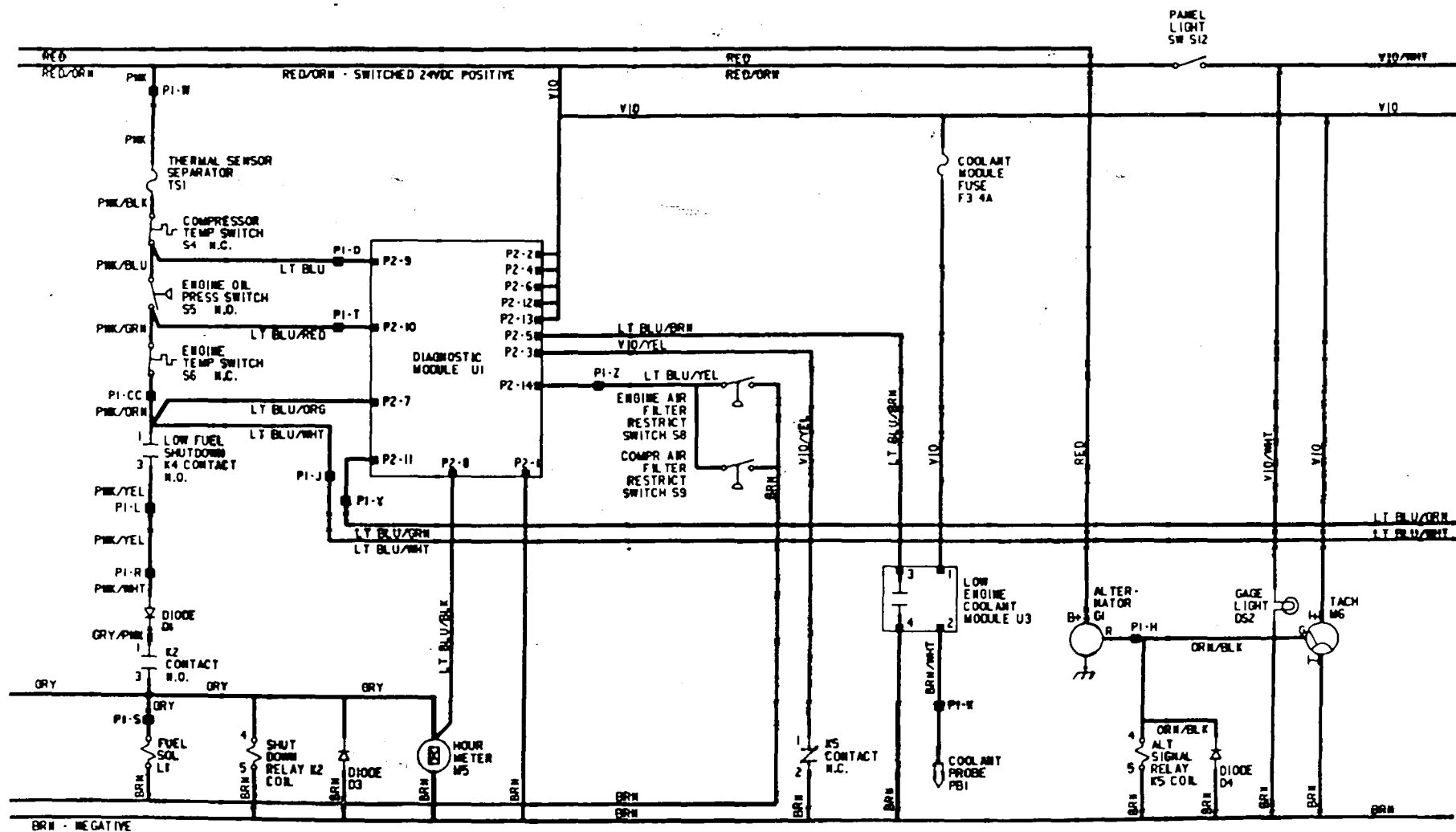
CHK	APPL	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
11	WAPD	A	ORIGINAL RELEASE PER E/C 28521 WAP	8-22-92	DESCRIPTION			
		B			AIR INTAKE COMPLETE			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518637	2 OF 2	28521

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

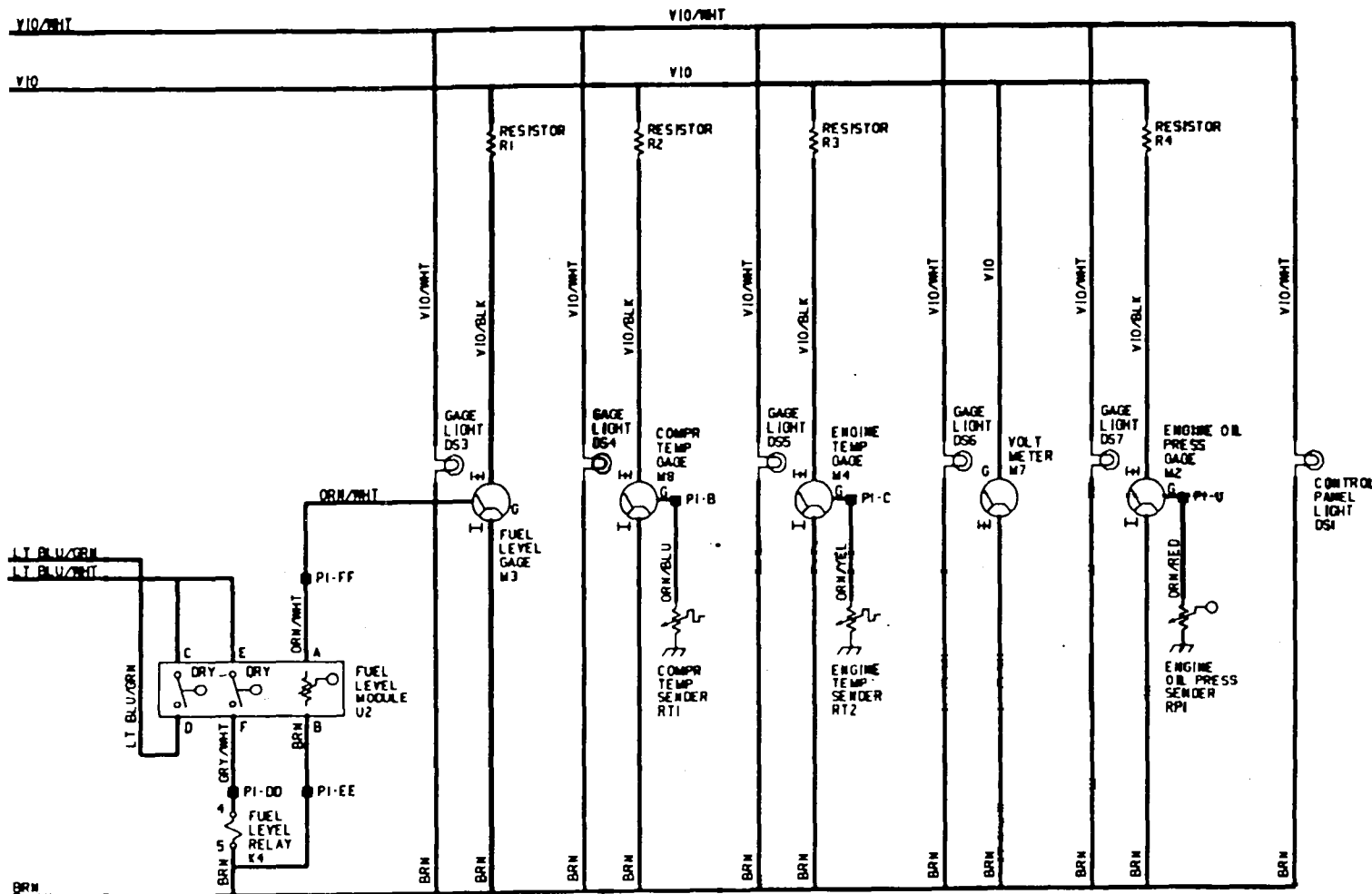
CHK	APPL	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 28821 WAP	8-22-92	DESCRIPTION			
10	11/30	B	ERROR CORRECTION PER PAUL BEAVER	10-5-92	WIRING DIAGRAM PARTS LIST			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36843480	1 OF 1	28521



CHK	APPR	REV	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 20021 WAP	5-22-82	DESCRIPTION			
		B			WIRING DIAGRAM			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36843472	1 OF 3	28521

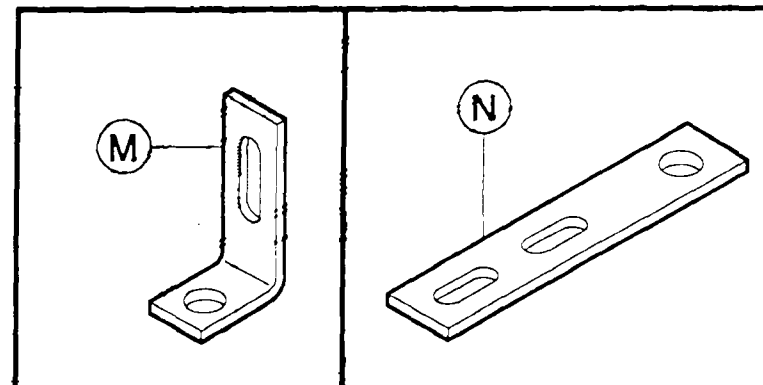
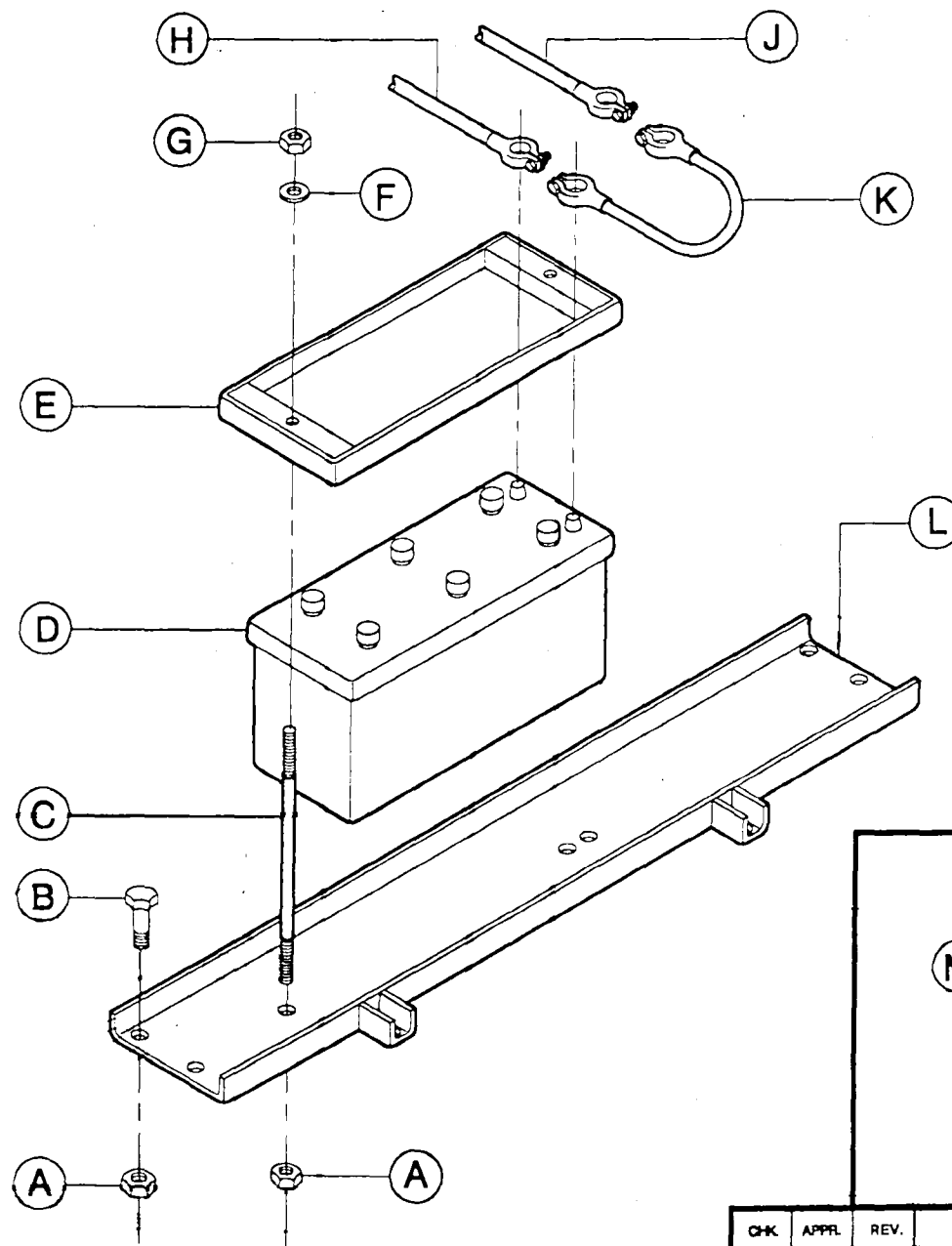


CHK	APPR	REV	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 20021 WAP	5-22-82	DESCRIPTION			
		B			WIRING DIAGRAM			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36843472	2 OF 3	28521



CHK	APPR	REV	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 20021 WAP	8-22-92	DESCRIPTION WIRING DIAGRAM			
		B						
		C						
		D						
MODEL NO.		ILLUSTRATION NO.		SHEET NO.		E/C		
P-750A		36843472		3 OF 3		28521		

Parts List 9-55 (Book No. 35386598, 8/92)

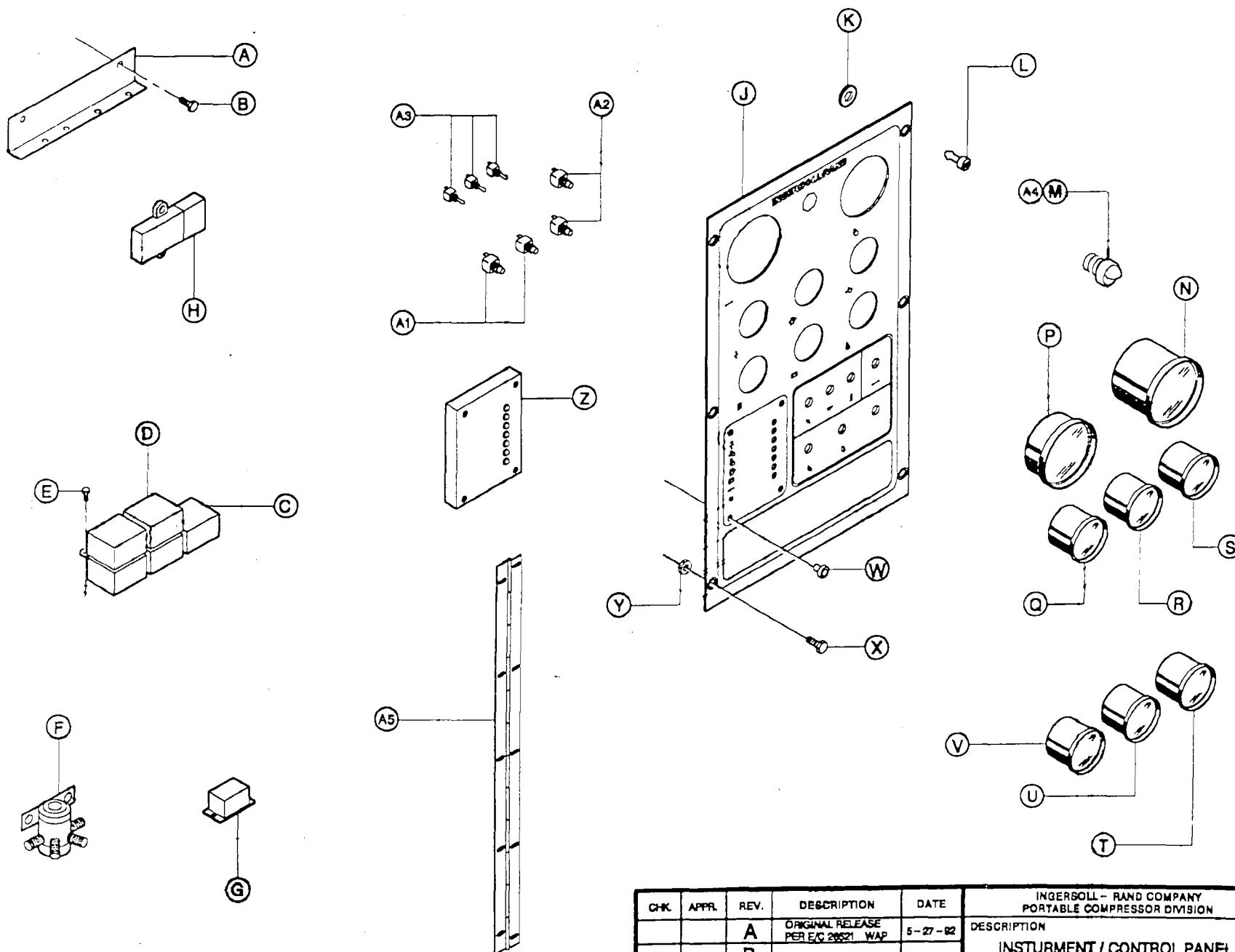


INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION				
CHK	APPR.	REV.	DESCRIPTION	DATE
		A	ORIGINAL RELEASE PER E/C 28521 WAP	4-18-82
		B		
		C		
		D		
DESCRIPTION				
BATTERY AND MOUNTING				
MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C	
P-750A	36518025	1 OF 2	28521	

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

CHK	APPR	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 26521 WAP	4-18-92	DESCRIPTION			
		B			BATTERY AND MOUNTING			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518025	2 OF 2	26521

Parts List 9-57 (Book No. 35386598, 8/92)



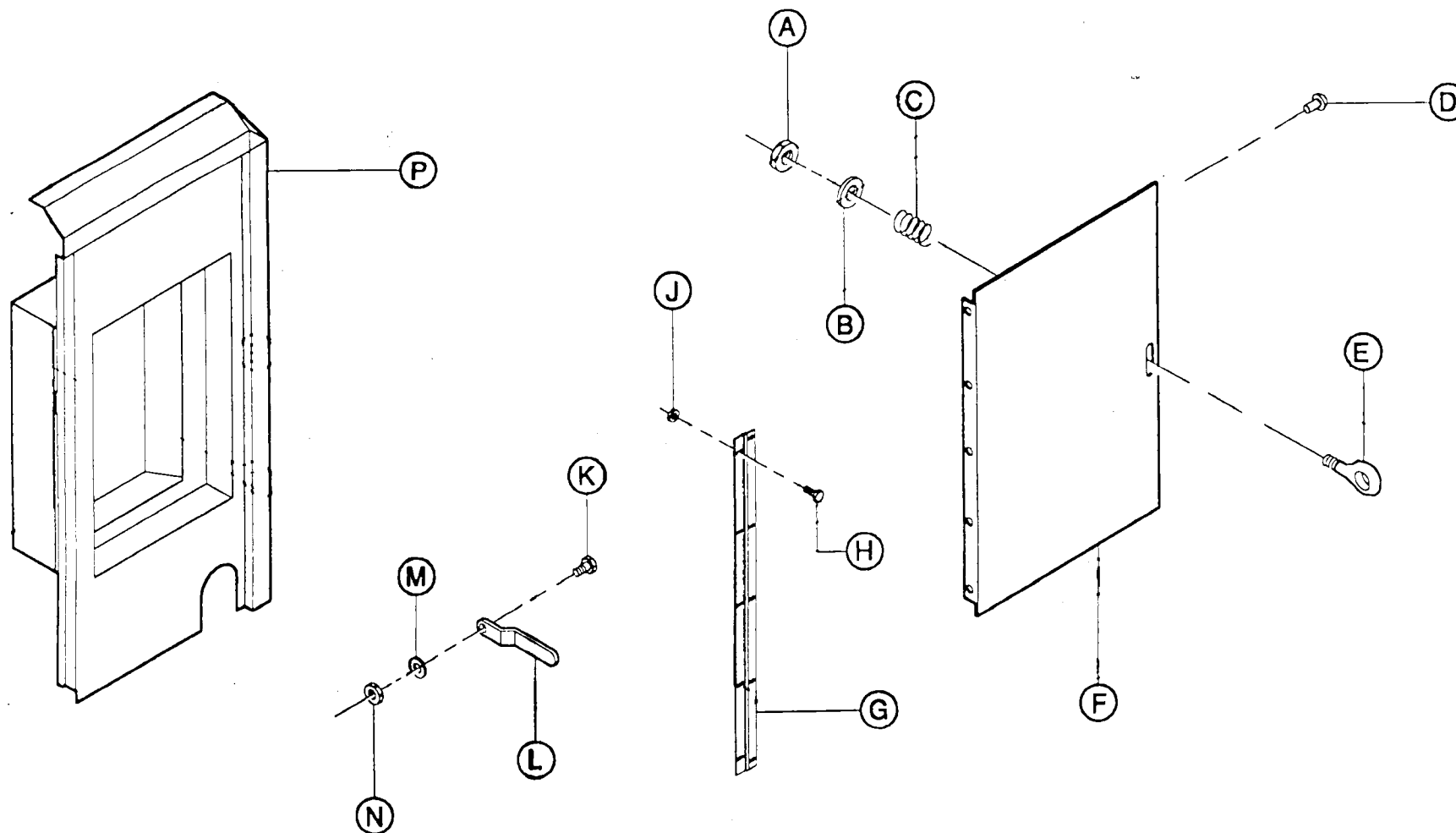
CHK.	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 26521 WAP	5-27-82	DESCRIPTION INSTURMENT / CONTROL PANEL			
		B						
		C						
		D						
					MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
					P-750A	36518363	1 OF 2	26521

- (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.

- (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

36841146 RESISTOR / BULB KIT FOR 24 VOLT GAUGES

CHK	APPR	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 28521 WAP	5-27-92	DESCRIPTION INSTURMENT / CONTROL PANEL			
1-1	KDD	B	ERROR CORRECTION PER PAUL BEAVER	10-2-92				
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518363	2 OF 2	28521



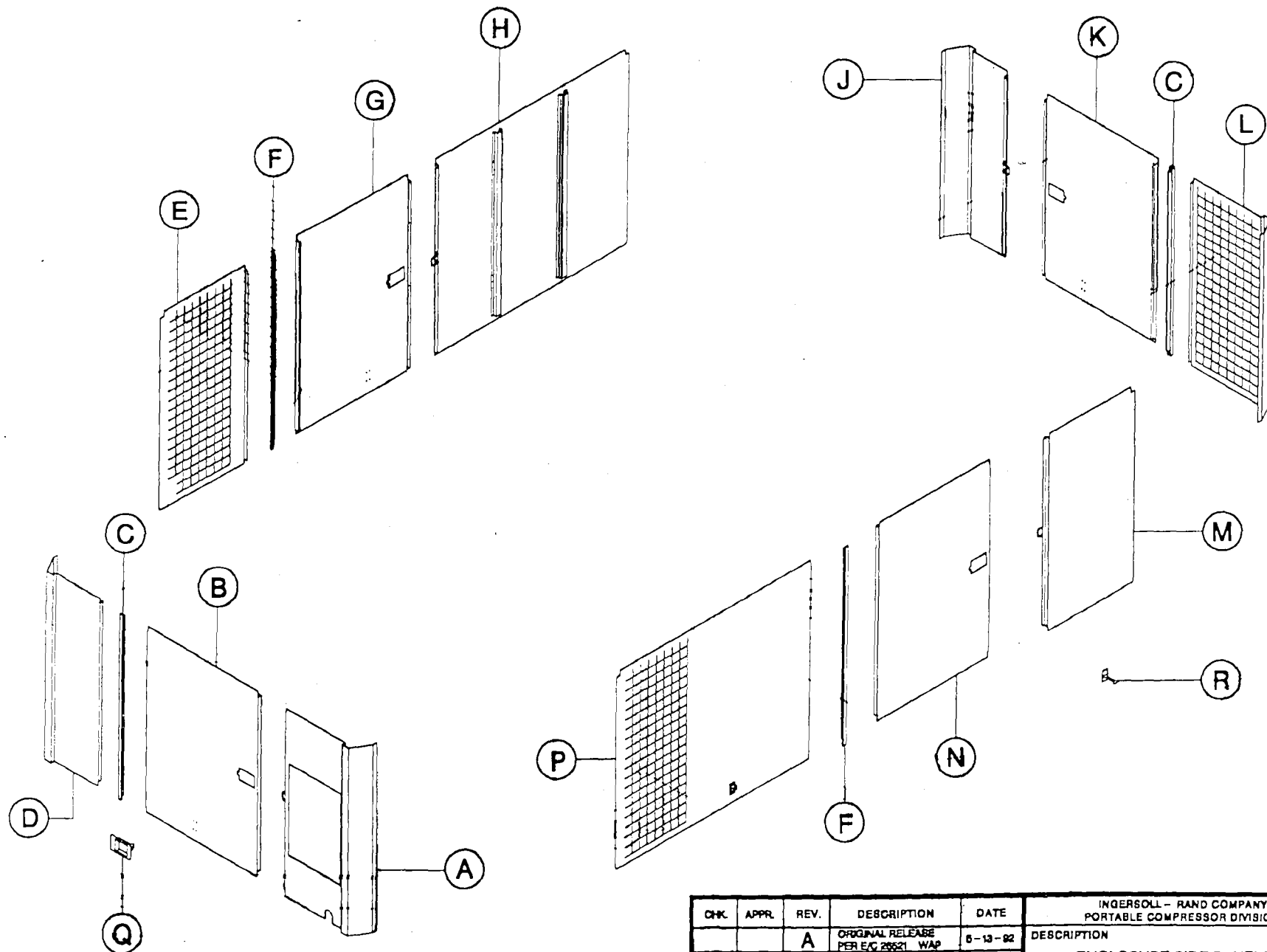
INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
CHK.	APPL.	REV.	DESCRIPTION
		A	ORIGINAL RELEASE PER E/C 28521 WAP
		B	
		C	
		D	
DESCRIPTION			
INSTR./CONTROL PANEL MOUNTING			
MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
P-750A	36518736	1 OF 2	28521

(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	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 20521 WAP	6-22-62	DESCRIPTION			
		B			INSTR./CONTROL PANEL MOUNTING			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518736	2 OF 2	20521

Parts List 9-61 (Book No. 35386598, 8/92)

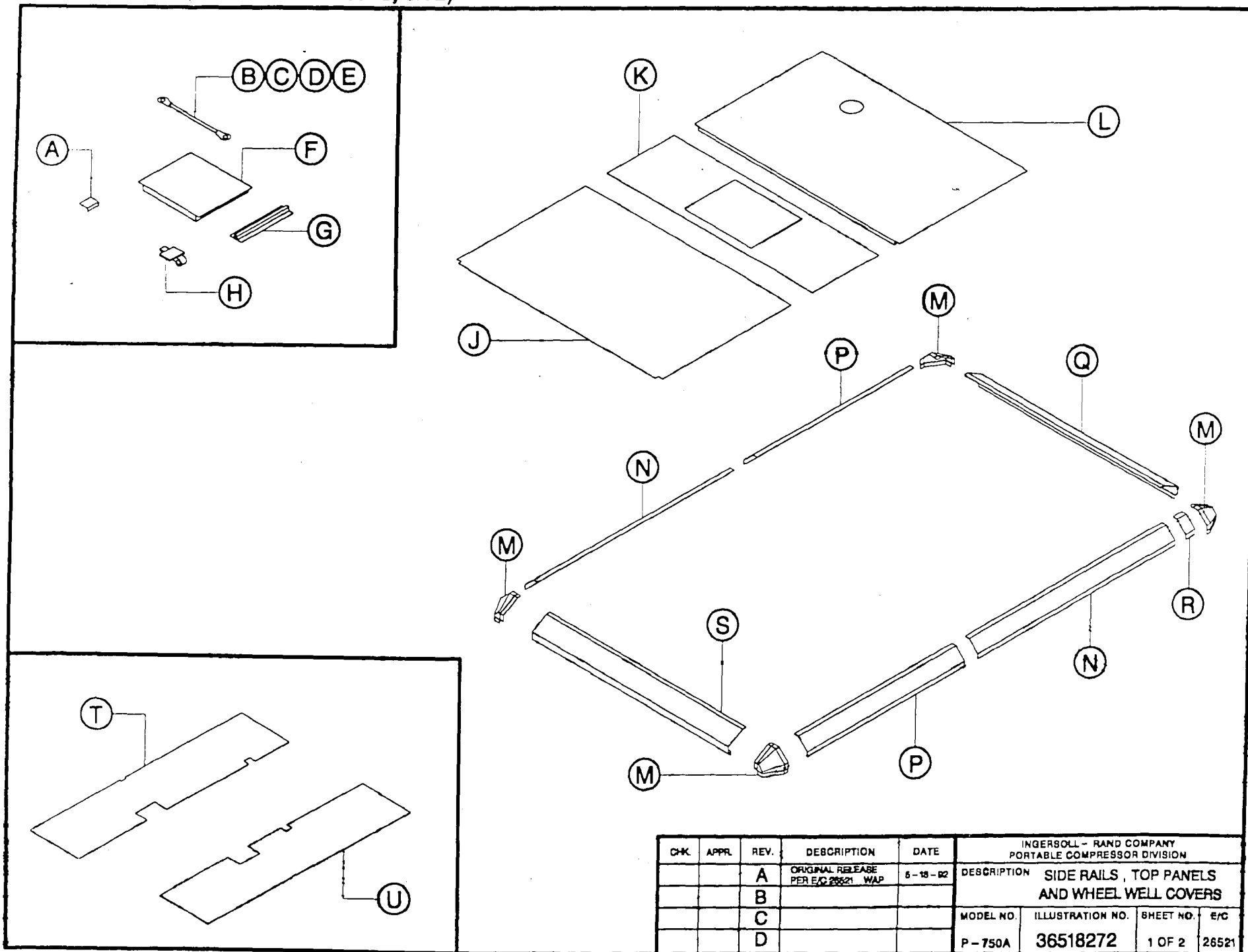


CHK.	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E.C. 28521 WAP	5-13-92	DESCRIPTION			
		B			ENCLOSURE SIDE PANELS			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518256	1 OF 2	26521

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

CHK	APPR	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E.C. 28521 WAP	5-13-82	DESCRIPTION			
		B			ENCLOSURE SIDE PANELS			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518256	2 OF 2	26521

Parts List 9-63 (Book No. 35386598, 8/92)



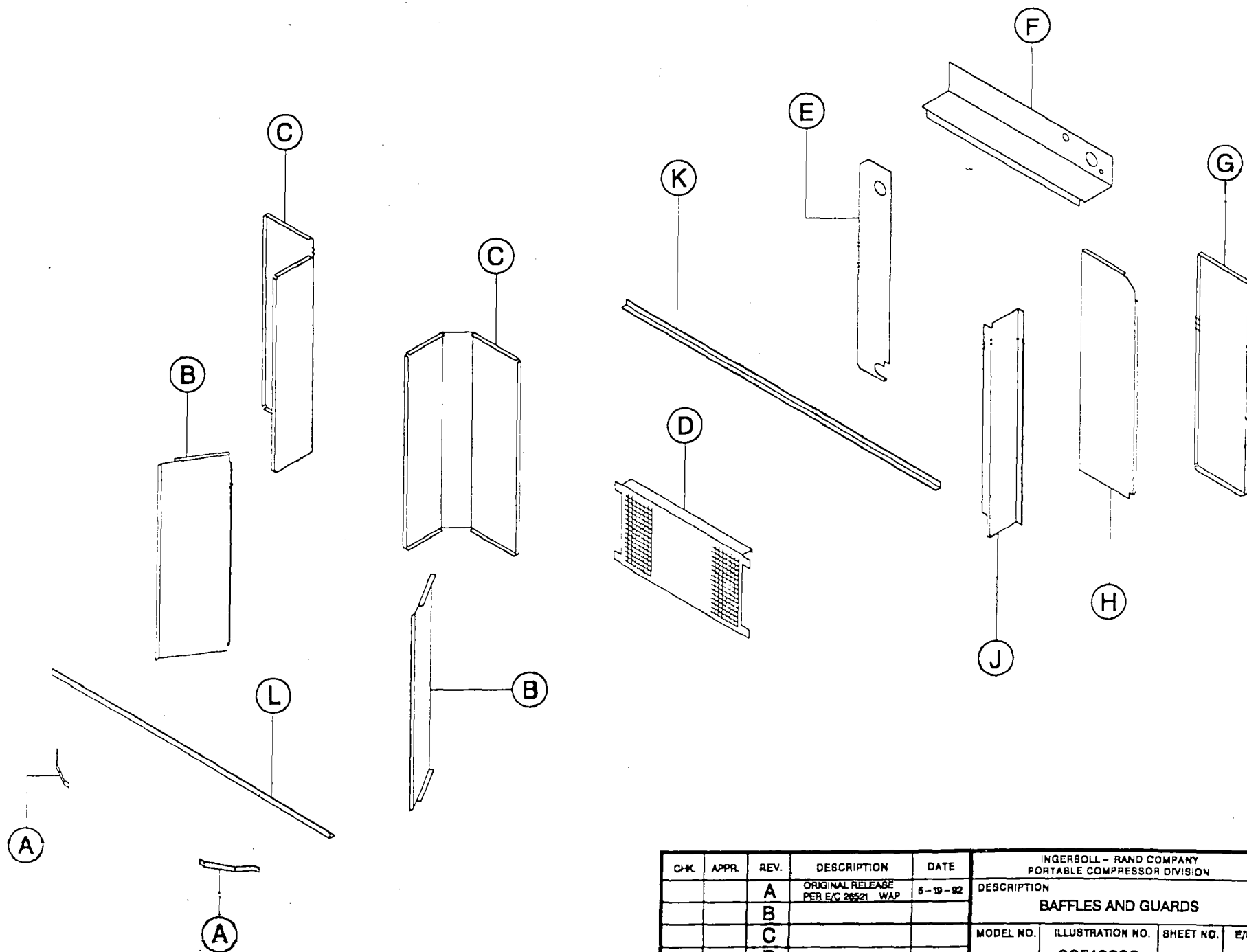
CHK.	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER EIC 26521 WAP	5-18-92	DESCRIPTION	SIDE RAILS, TOP PANELS AND WHEEL WELL COVERS		
		B			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		C			P-750A	36518272	1 OF 2	26521
		D						

- (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	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 20521 WAP	8-18-92	DESCRIPTION SIDE RAILS , TOP PANELS AND WHEEL WELL COVERS			
		B						
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518272	2 OF 2	26521

Parts List 9-65 (Book No. 35386598, 8/92)



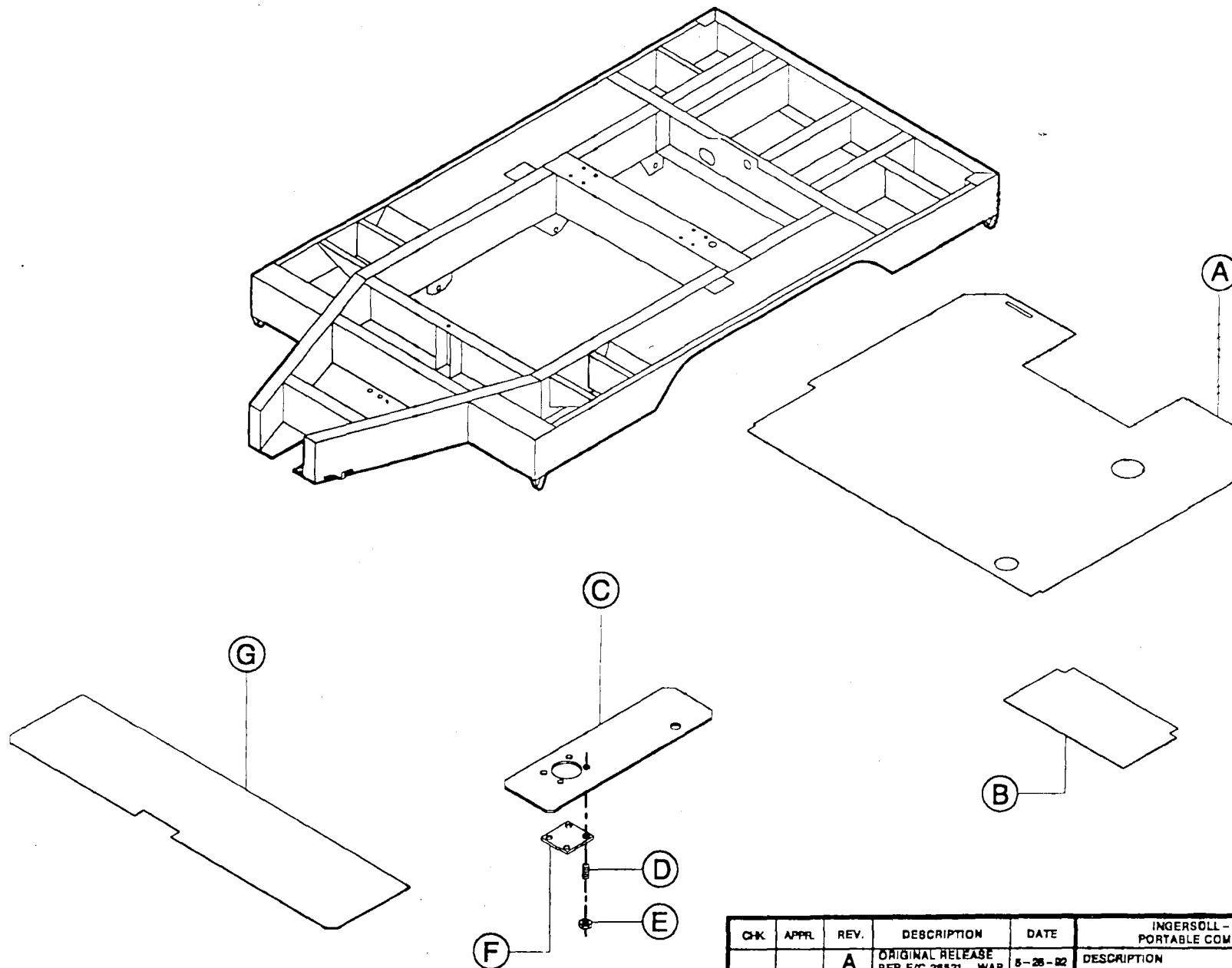
CHK	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 26521 WAP	5-19-92	DESCRIPTION			
		B			BAFFLES AND GUARDS			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518298	1 OF 2	26521

- (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			
SA	MOB	A	ORIGINAL RELEASE PER E/C 28521 WAP	8-10-82	DESCRIPTION BAFFLES AND GUARDS			
		B						
		C						
		D						
					MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
					P-750A	36518298	2 OF 2	28521

Parts List 9-67 (Book No. 35386598, 10-15-92)

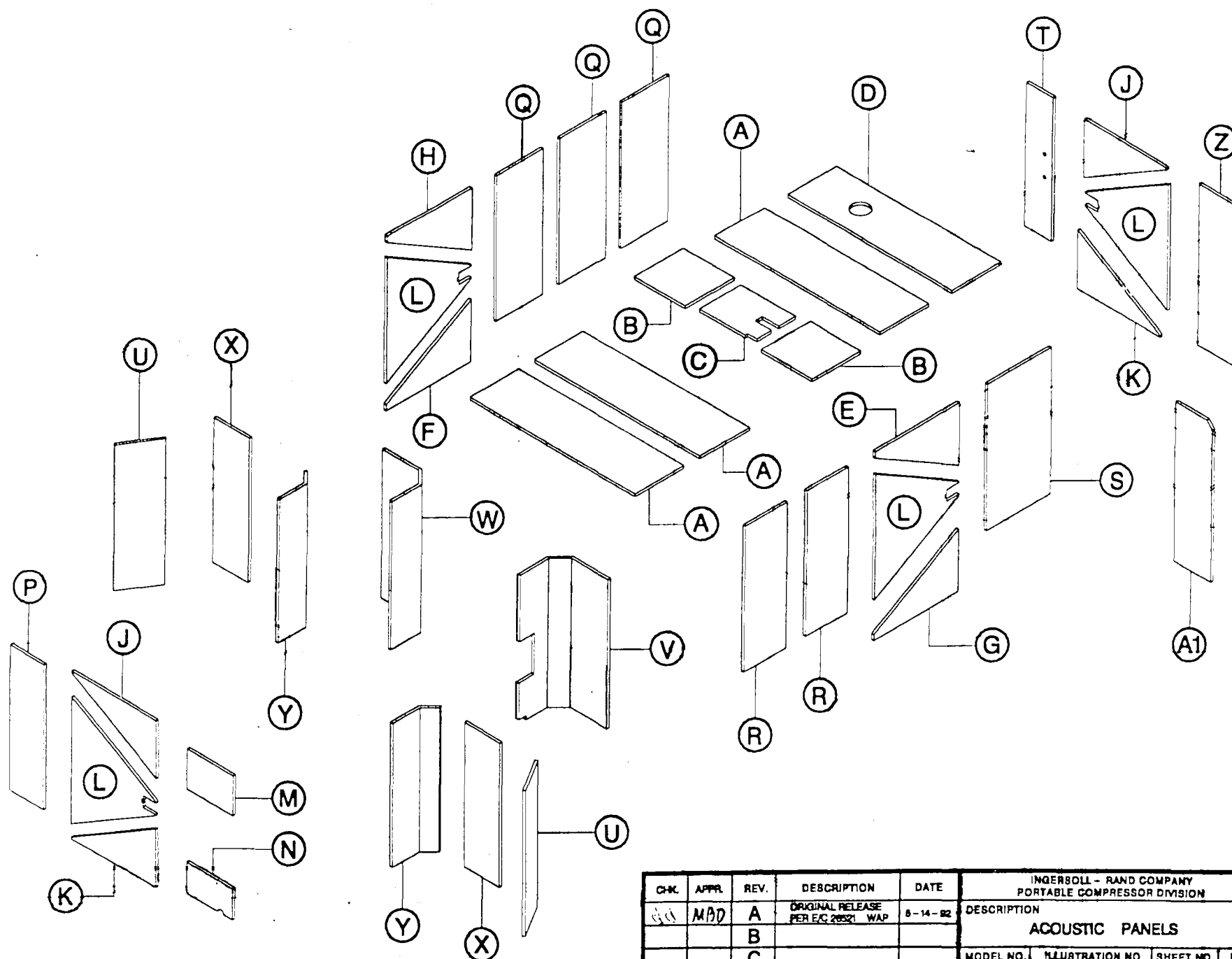


CHK	APPR	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 26521 WAP	5-26-82	DESCRIPTION			
		B	ERROR CORRECTION PER PAUL BEAVER	10-2-82	BELLY PANS AND COVERS			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518405	1 OF 2	26521

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

CHK	APPR	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 26521 WAP	5-28-92	DESCRIPTION			
10	MIBD	B	ERROR CORRECTION PER PAUL BEAVER	10-2-92	BELLY PANS AND COVERS			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518405	2 OF 2	26521

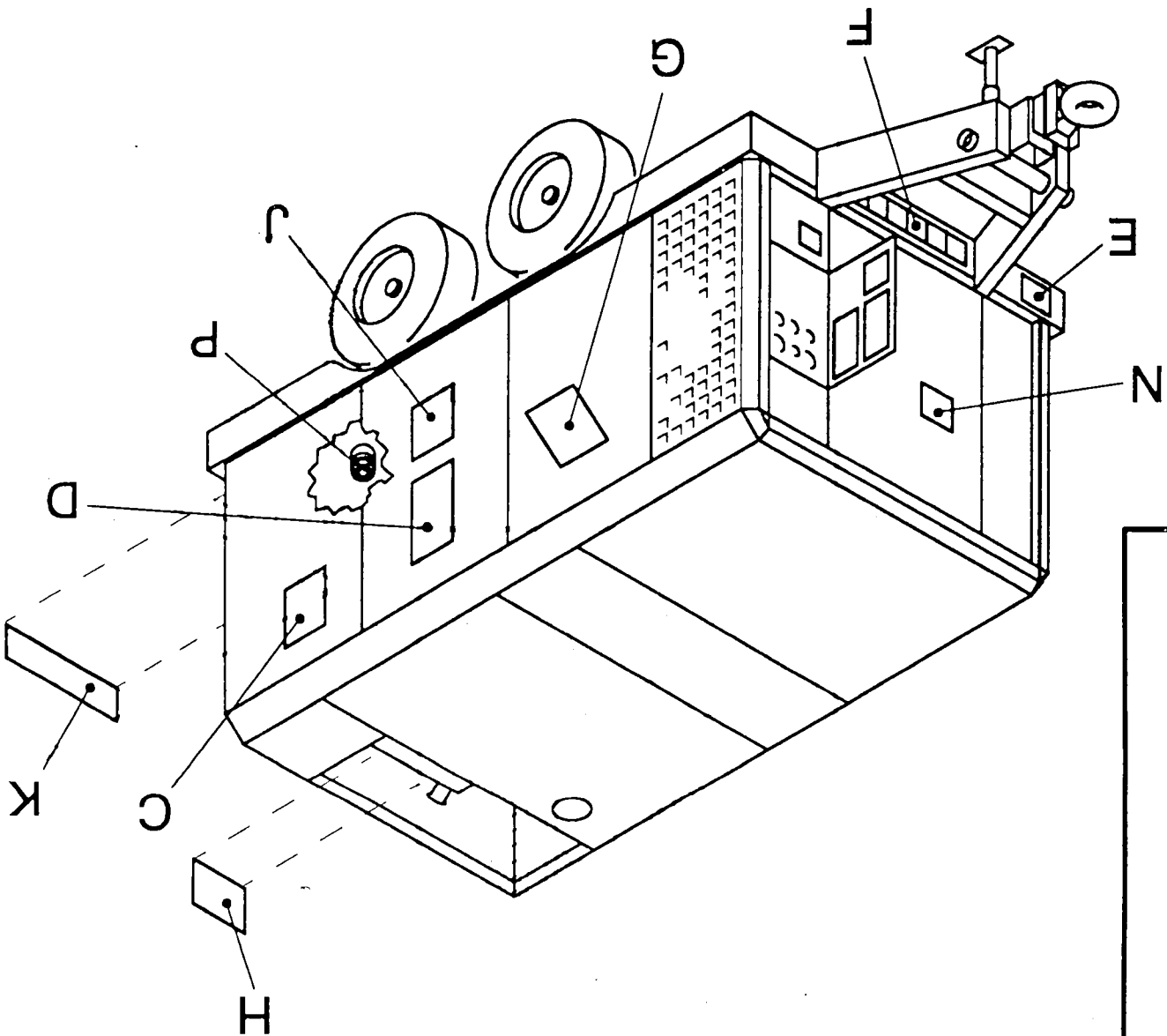
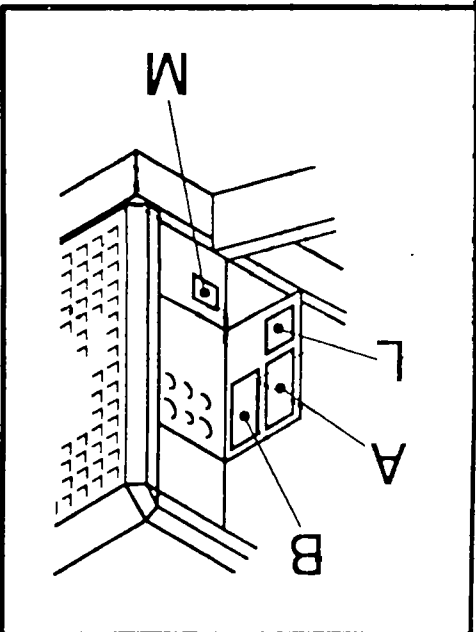
Parts List 9-69 (Book No. 35386598, 8/92)



CHK.	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
6/10	MAD	A	ORIGINAL RELEASE PER E/C 20021 WAP	6-14-82	DESCRIPTION			
		B			ACOUSTIC PANELS			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518264	1 OF 2	26521

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

CHK	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 26521 WAP	5-14-02	DESCRIPTION			
		B			ACOUSTIC PANELS			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518264	2 OF 2	26521



CHK	APPR.	REV.	DESCRIPTION	DATE	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION		
		A	ORIGINAL RELEASE PER E.O. 20821 WAP	8-23-92	DESCRIPTION		
		B			DECAL LOCATION		
		C			MODEL NO. ILLUSTRATION NO. SHEET NO. E/C		
		D			P-750A 36518785 1 OF 2 28521		

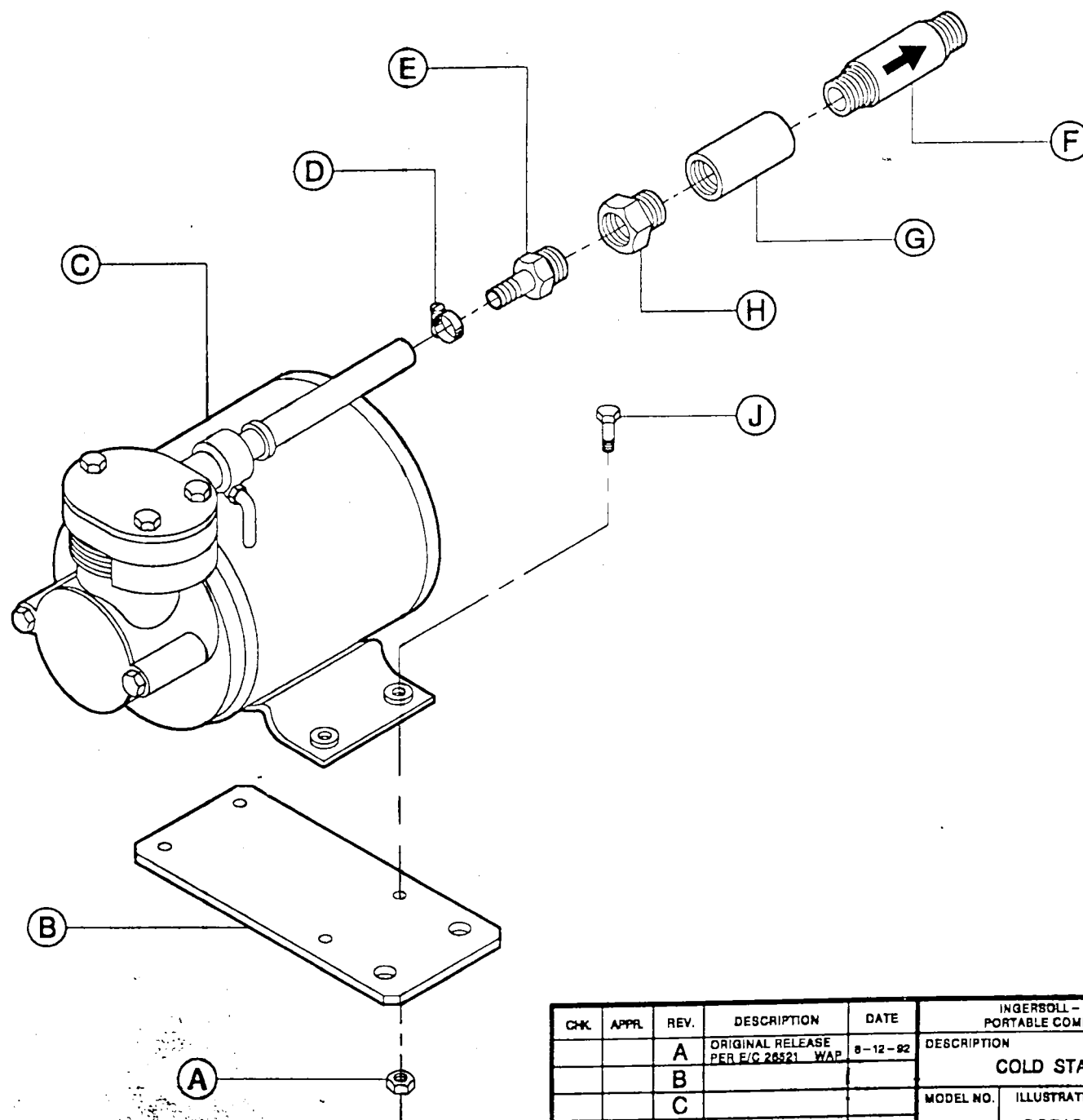
DECAL LOCATION

LOCATION	DESCRIPTION	PART NO.
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A	GENERAL DATA HP - 600A - W - CU	
	GENERAL DATA XP - 600A - W - CU	
	GENERAL DATA P - 750A - W - CU	
	GENERAL DATA HP - 750A - W - CU	36518801
	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	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 20521 WAP	8-23-92	DESCRIPTION DECAL LOCATION			
		B						
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36518785	2 OF 2	26521

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INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION					DESCRIPTION			
CHK	APPL	REV.	DESCRIPTION	DATE	COLD START OPTION			
		A	ORIGINAL RELEASE PER E/C 28521 WAP	8-12-92				
		B			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		C			P-750A	36519015	1 OF 2	28521
		D						

- (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	INGERSOLL - RAND COMPANY PORTABLE COMPRESSOR DIVISION			
		A	ORIGINAL RELEASE PER E/C 28521 WAP	8-12-92	DESCRIPTION			
		B			COLD START OPTION			
		C			MODEL NO.	ILLUSTRATION NO.	SHEET NO.	E/C
		D			P-750A	36519015	2 OF 2	28521