

Engineering Data

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|------------------------|------------------------|-------------------|-------|-----------------------------------|-------|
| Bore: | 3" & (3"-2.63") & 0.5" | Min RPM: | 750 | Aircooled Aftercooler CTD: | 40° F |
| Stroke: | 2.75" | Max RPM: | 985 | Number of Belts: | 1 |
| Inlet Size: | 0.75" NPT | Sheave OD: | 13.75 | Belt Section: | 3V |
| Discharge Size: | 0.25" NPT | Sheave PD: | 13.7 | | |

| Performance | | | | | | Nameplate Amp Ratings | | | | | |
|-------------|----------|------|-----|------|-----|-----------------------|----------|----------|----------|----------|----------|
| Bare | Motor HP | PSI | RPM | ACFM | BHP | 115-1-60 | 200-3-60 | 230-1-60 | 230-3-60 | 460-3-60 | 575-3-60 |
| 223 | 5 | 2000 | 985 | 5.4 | 4.3 | 5HP xxx | 17.5 | 28.0 | 15.2 | 7.6 | 6.1 |
| 223 | 5 | 2500 | 985 | 5.3 | 4.5 | | | | | | |
| 223 | 5 | 3000 | 985 | 5.2 | 4.7 | | | | | | |

Nominal Amps are based on NEC full load amperage rating for this size motor. Actual nameplate amps may vary according to motor design and/or motor manufacturer.

Bare Pump Detailed Specifications

FRAME—The 100% cast iron frame is designed to support the overhung crankshaft. Cylinders bolt directly to the cast iron frame. Frame is completely sealed yet allows for maximum accessibility.

CRANKSHAFT—A unique overhung design supported by two heavy-duty ball bearings with replaceable crankpin bushing. Entire shaft is balanced with an integral counterweight to insure smooth operation.

CONNECTING RODS—Solid one-piece design. These simple, easy to maintain rods can be used only with an overhung crankshaft. Crankpin bushing inside the rod is precision ground requiring no alignment.

CYLINDERS—These are 100% cast iron, separately cast and individually bolted to the frame in a V-type configuration. The cylinders are precision honed for low oil carryover. Radial fins on the cylinders help remove heat and ensure 360 degree cooling of the cylinders.

PISTONS—The first stage utilizes a standard automotive type piston, while the second stage utilizes a steeple type piston.

RINGS—The first stage utilizes one compression ring, one oil scrapper ring, and two oil control rings, while the second stage utilizes four compressions rings and one oil scrapper ring.

FLYWHEEL—The cast iron fan type flywheel forces a "cyclone" air blast to provide cooling for the deep finned cylinders, finned copper tube intercooler. and dinned tube aftercooler. The flywheel is balanced to keep vibration to a minimum.

INTERCOOLER—The intercooler between stages is of finned copper tube construction to provide maximum cooling area. They are located directly in the flywheel air blast to remove the heat of compression between stages keeping running temperatures and power needs to a minimum, ensuring high air delivery for horsepower expended. The intercoolers are provided with a safety valve to prevent over-pressurization.

LUBRICATION—Splash lubrication of running parts is simple and reliable. Lubrication dippers are integral with connecting rods and cannot come loose.

INLET FILTER—The filter has a durable carbon steel canister with baked enamel finish. A dry type 10 micron inlet filter/silencer is standard.

VALVES—Reliable, time proven finger valves are quick acting and made from premium grade stainless steel. Valve components are easily removable for maintenance.

CENTRIFUGAL UNLOADER—The centrifugal unloader automatically bleeds the air from intercooler and cylinders, preventing the compressor from starting against full load. This protects the motor from premature wear.

SHEAR DISC DISCHARGE RELIEF VALVE—The shear disc discharge relief valve protects gainst any sudden, abnormal pressure surge, which a conventional relief valve may not relieve quickly enough.

LOW OIL LEVEL SWITCH—Low oil level switch prevents unit from operating when oil is low.

AIRCOOLED AFTERCOOPER—Aircooled aftercooler lowers discharge air temperature to within 40°F of ambient temperature.

DISCHARGE SEPARATOR/DRAIN LEG— A drain leg is supplied at the discharge of the unit to help separate and drain the condensate after the aircooled aftercooler.

AUTOMATIC CONDENSATE DRAIN SYSTEM—An automatic condensate drain is supplied to automatically drain condensate when the compressor stops or when the timer & solenoid valve interrupts the control air pressure during extended run times.

TIMER & SOLENOID VALVE—A timer and solenoid valve provides preset, electrically timed intervals for operating the automatic condensate drain system during extended run times.

Baseplate Detailed Specifications

BASE—The compressor and motor are aligned on a heavy steel base.

DRIVE—The drive is V-belt type with provision for easy adjustment of belt slack. An easily removed, totally enclosed beltguard is standard equipment.

MOTOR—Standard AC motors are 1800 rpm, NEMA T frame with drip-proof enclosure, Class B insulation, 1.15 S.F., and grease lubricated ball bearings. Standard single phase motor voltages are 115/230. Standard three phase motor voltages are 200, 230/460 and 575.

CONTROLS—Units are equipped for automatic start and stop control only.

Options Detailed Specifications

OUTDOOR MODIFICATION—Compressor package is furnished with TEFC (1.15 SF) motor, NEMA 4 pressure switch, NEMA 4 low oil level switch, and NEMA 4 timer & solenoid valve. This configuration can be used for outdoor installation.

DELUXE STARTER—Non-Combination Deluxe starters provide full-voltage control of electric motors. They include NEMA 1 enclosure, manual reset button, on/off switch, fused control circuit, 120 volt control transformer, and thermal relays which provide overload protection. Also, available with NEMA 4 enclosure.

PRIORITY VALVE—Priority valve allows no flow out of the compressor until the valve setting is reached. This valve improves the compressor efficiency and reduces oil carryover.