

A700149 Manifold retrofit for the S700033

This document details the replacement of the oil filter/ coalescing manifold (part # 9300026) with the modified oil filter/ coalescing manifold (part # 9300058). **The new manifold no longer contains the blow-down facility.**

IMPORTANT SAFETY NOTICE



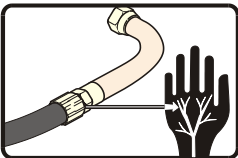
WHEN THE ENGINE IS RUNNING, EVEN WITH THE COMPRESSOR TURNED OFF, THE COMPRESSOR WILL BE PRODUCING UP TO 414 kPa (50 PSI) OF COMPRESSED AIR. THEREFORE NEVER WORK ON THE COMPRESSORS SYSTEM WITH THE ENGINE RUNNING. ALWAYS ALLOW THE SYSTEM A MINIMUM OF 5 MINUTES TO DRAIN OFF THE PRESSURE, THEN OPEN THE SUPPLY VALVE AND TRIGGER ANY TOOLS ATTACHED TO DEPRESSURIZE THE SYSTEM BEFORE SERVICING THE COMPRESSOR AND ITS COMPONENTS. ADDITIONALLY ALLOW COMPONENTS TO COOL PRIOR TO WORKING ON THEM.

Personal Hazards

Follow all safe work practices. Wear the appropriate safety equipment.



Do not breathe the compressor air. Vaporized oil is a respiratory hazard.



The compressor system is under sufficient pressure that a leak could force the oil/air mixture through the skin directly into your bloodstream. This will cause death.

General Precautions



Follow all safety precautions for mechanical work. Moving drive belts or fan blades are an extreme hazard. Stay clear of all moving parts when the system is operating. Only Qualified personnel should perform maintenance and repair on system components with the welder/compressor shutdown.



Always use the appropriate personal protective equipment, particularly eye and hearing protection when operating air-powered equipment.

Follow all necessary safety precautions when performing work on the compressor system. Switch off the engine and allow the system to depressurize and for components to cool as detailed in the Important Safety Notice. Ensure that the system is completely depressurized.

Retrofit Instructions

Identify hoses as indicated in Figure 5; mark them close to the manifold so that the connections can be repeated on the new manifold. Remove all hoses from the manifold. See Figure 1. Temporarily cover the hose ends so that no debris can enter the system.

Remove the manifold and bracket from the engine, removing the three 5/16 bracket mount bolts and all other retaining hardware.

Note this manifold has the blow-down connections built in.

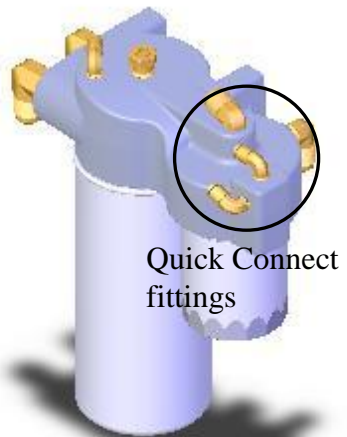


Figure 1- 9300026

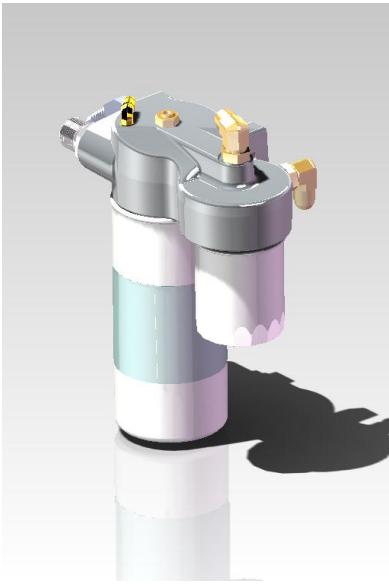


Figure 2 - 9300058

Replace the manifold with the new manifold (9300058). See Figure 2. The units are almost identical with the exception of the removal of a boss and the two quick connect fittings previously used for the blow-down. Remove any temporary protective coverings and reinstall the hoses with the exception of the two quick connect fittings detailed in Figure 1. Remount the manifold using the existing hardware.

Identify hoses as indicated in Figure 5 mark them close to the inlet valve so that the connections can be repeated on the new valve. Remove all hoses from the inlet control valve and then remove the valve from the compressor. Ensure the hoses and compressor inlets are covered to ensure no debris can get inside the system.

Remove the quick connect fitting from the regulated pressure connection on the inlet control valve. See Figure 3.



Figure 3 – Quick Connect Fitting

Apply Loctite 567 or equivalent to the exposed NPT threads and install the muffler assembly supplied with this accessory into this port with the muffler pointing towards the left hand side of the valve. See Figure 4.



Figure 4 – Muffler Assembly

Remove any coverings from the inlet valve and compressor which were temporarily installed

Cut to an appropriate length (approx 12") and route the plastic line (regulated pressure line) that was previously installed into the single quick connect fitting in the inlet control valve (Figure 3). Install into the new quick connect fitting in muffler assembly on the inlet control valve (Figure 4) and route directly into the solenoid valve.

Remove any other temporary protective coverings from system hoses and re-install all hoses.

See Figure 5 for complete system connection diagram. Ensure all hoses that were removed are re-installed free of any moving or hot parts. Ensure all connections are tight.

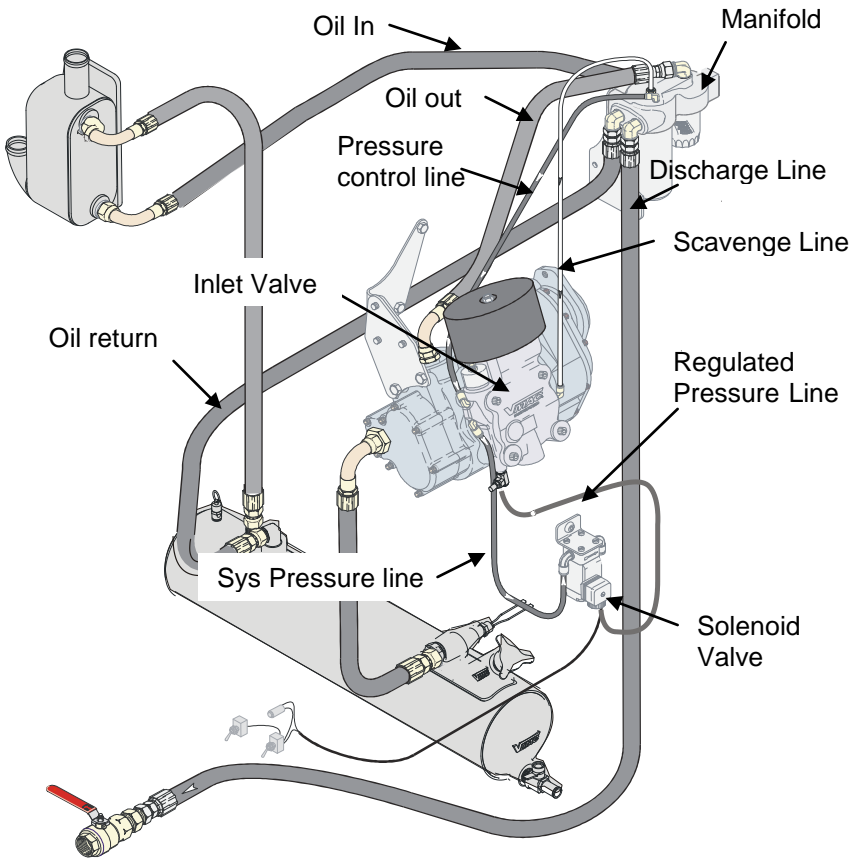


Figure 5 – Complete system connection diagram.