



Features

TRUE UNIVERSAL MOUNT — Can be installed and operated in any position from horizontal left to horizontal right as received. No field adjustments are necessary. If the compressor is mounted horizontally, the suction side should be on top.

UNIVERSAL ROTATION — Compressor rotation can be clockwise or counter-clockwise. No field adjustments are necessary.

LUBRICATION SYSTEM — A splash lubrication system provides more than adequate lubrication to the front and rear crankshaft bearings, connecting rods and cylinder walls. Positive pressure differential between the crankcase and the suction intake is utilized to provide lubrication to the front shaft seal.

TWO OIL PLUGS — One on each side of the crankcase, permits easy checking of crankcase oil level regardless of mounting position.

EXTERNAL CLUTCH MOUNT — Four bosses on the seal end of the crankcase provide accommodation for mounting the clutch. Simplifies field replacement of compressor shaft seals.

SERVICEABILITY — All components readily accessible and removable with standard tools.

- Crankcase — Light weight die cast noncorrosive aluminum.
- Cylinder Liners — Cast iron, permanently cast into crankcase body. Precision honed finish.
- Head — Die cast aluminum.
- Base — Die cast aluminum.
- Piston — Die cast aluminum fitted with cast iron piston rings for optimum wear.
- Connecting Rods — Die cast aluminum, heavy cross section, super-finished surfaces, assembly doweled for positive alignment.
- Crankshaft — Cast ductile iron. Large connecting rod and main bearing areas.
- Bearings — High load capacity ball type bearings for longer life at heavy loads and high speed.
- Valves — Swedish steel suction and discharge valves mounted on ground valve plate.
- Shaft Seal — Carbon face seal specially designed for high speed operation.
- Gaskets — Neoprene composite fiber gaskets used to seal base plate and valve plate. Rubber coated metal gaskets used to seal cylinder head.