

NOTES



SS5L5
SS5N5

Owner's Manual

With Parts List

More Than Air. Answers.

Online answers: <http://www.air.irco.com>

PHONE: 1-800-526-3615

CCN: 22204945

REV. A

OCTOBER 2002

CONSUMER INFORMATION SHEET

Thank you for purchasing an Ingersoll-Rand product. We trust that it will offer you many years of trouble-free service. If you encounter any problems or need assistance, please refer to the information provided in this sheet.

INSTALLATION, OPERATION, MAINTENANCE & TROUBLESHOOTING ISSUES

Read the owner's manual first. Often this will clarify your understanding. If you still have problems, please call the toll-free hotline.

MISSING PARTS

If parts are missing call the toll free hotline. Have the serial number, part number, model number and parts list (with missing parts circled) handy when you call. Your parts will be shipped immediately.

SHIPPING DAMAGE OR DEFECTIVE PARTS

Each new product is inspected and in good condition prior to shipment from the factory. If your product was received in a condition that was less than satisfactory, or if you discover a defect that requires service or adjustment by qualified personnel, please contact your nearest authorized service representative.

DO NOT RETURN THE PRODUCT TO YOUR RETAILER!

NOTE REGARDING EXTENSION CORDS

To avoid power loss and
overheating, use additional air
hose instead of an extension
cord.

PARTS & SERVICE HOTLINE:

1-800-AIR SERV
(1-800-247-7378)



Owner's Manual

Installation, Operation and Maintenance Instructions for Models SS3 and SS5 Stationary Air Compressors

IMPORTANT INFORMATION! READ AND FOLLOW THESE INSTRUCTIONS. RETAIN FOR REFERENCE.

SAFETY

DEFINITIONS

- ⚠ DANGER** WILL cause DEATH, SEVERE INJURY or substantial property damage.
- ⚠ WARNING** CAN cause DEATH, SEVERE INJURY or substantial property damage.
- ⚠ CAUTION** WILL or CAN cause MINOR INJURY or property damage.

GENERAL SAFETY PRECAUTIONS

- ⚠ DANGER** INTAKE AIR. Can contain carbon monoxide or other contaminants. Will cause serious injury or death. Ingersoll-Rand air compressors are not designed, intended or approved for breathing air. Compressed air should not be used for breathing air applications unless treated in accordance with all applicable codes and regulations.
- ⚠ WARNING** HAZARDOUS VOLTAGE. Can cause serious injury or death. Disconnect power and bleed pressure from tank before servicing. Lockout/Tagout machine. Compressor must be connected to properly grounded circuit. See grounding instructions in manual. Do not operate compressor in wet conditions. Store indoors.
- MOVING PARTS. Can cause serious injury. Do not operate with guards removed. Machine may start automatically. Disconnect power before servicing. Lockout/Tagout machine.
- HOT SURFACES. Can cause serious injury. Do not touch. Allow to cool before servicing. Do not touch hot compressor or tubing.
- HIGH PRESSURE AIR. Bypassing, modifying or removing safety/relief valves can cause serious injury or death. Do not bypass, modify or remove safety/relief valves. Do not direct air stream at body. Rusted tanks can cause explosion and severe injury or death. Drain tank daily or after each use. Drain valve located at bottom of tank.
- ⚠ CAUTION** RISK OF BURSTING. Use only suitable air handling parts acceptable for pressure of not less than the maximum allowable working pressure of the machine.

GENERAL INFORMATION

Your air compressor unit is suitable for operating air tools, caulking guns, grease guns, sandblasters, etc. Depending on your application, the following accessories may be required:

- An air pressure regulator to adjust the air pressure entering the tool or accessory.
- An air line filter for removal of moisture and oil vapor in compressed air.
- An in-line lubricator to prolong the life of air tools.
- Separate air transformers which combine the functions of air regulation and/or moisture and dirt removal.

Contact your nearest authorized dealer or call 1-800-AIR-SERV for more information on air tools and accessories for your application

RECEIPT & INSPECTION

Ensure adequate lifting equipment is available for unloading and moving your unit to the installation site.

- NOTE:** Lifting equipment must be properly rated for the weight of the unit.
Lift the unit by the shipping skid only. Use straps to prevent tipping.
- ⚠ CAUTION** Do not work on or walk under the compressor while it is suspended.

Before signing the delivery receipt, inspect for damage and missing parts. If damage or missing parts are apparent, make the appropriate notation on the delivery receipt, then sign the receipt. Immediately contact the carrier for an inspection. All material must be held in the receiving location for the carrier's inspection. Delivery receipts that have been signed without a notation of damage or missing parts are considered to be delivered "clear." Subsequent claims are then considered to be concealed damage claims. Settle damage claims directly with the transportation company.

If you discover damage after receiving the unit (concealed damage), the carrier must be notified within 15 days of receipt and an inspection must be requested by telephone with confirmation in writing. On concealed damage claims, the burden of establishing that the unit was damaged in transit reverts back to the claimant.

Read the unit specification label to verify it is the model ordered, and read the motor nameplate to verify it is compatible with your electrical conditions. Make sure electrical enclosures and components are appropriate for your application.

INSTALLATION

SELECTING A LOCATION

GENERAL. Select a clean, dry, well-lighted indoor area with plenty of space for proper cooling air flow and accessibility. Locate the unit at least 12 inches (30 cm) from walls, and make sure the main power supply is clearly identified and accessible.

TEMPERATURE. Ideal operating temperatures are between 32°F and 100°F (0°C and 37.8°C). If temperatures consistently drop below 32°F (0°C), locate the unit inside a heated building. If this is not possible, you must protect safety/relief valves and drain valves from freezing.

CAUTION Never operate in temperatures below 20°F (-6.6°C) or above 125°F (51.0°C).

HUMID AREAS. In frequently humid areas, moisture may form in the bare pump and produce sludge in the lubricant, causing running parts to wear out prematurely. Excessive moisture is especially likely to occur if the unit is located in an unheated area that is subject to large temperature changes. Two signs of excessive humidity are external condensation on the bare pump when it cools down and a "milky" appearance in petroleum compressor lubricant. You may be able to prevent moisture from forming in the bare pump by increasing ventilation, operating for longer intervals or installing a crankcase heater kit.

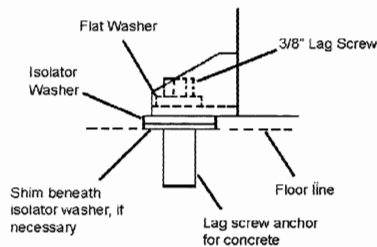
NOISE CONSIDERATIONS. Consult local officials for information regarding acceptable noise levels in your area. To reduce excessive noise, use vibration isolator pads or intake silencers, relocate the unit or construct total enclosures or baffle walls.

PERMANENT MOUNTING

WARNING Remove the unit from the skid before mounting.

The unit must be permanently mounted. When mounting the unit, bolt the feet to a firm, level foundation (such as a concrete floor). Do not bolt uneven feet tightly to the foundation, as this will cause excessive stress on the receiver tank. Use metal shims under the "short" feet if necessary.

Typical Permanent Mounting (Customer-Supplied Hardware)



INSTALLING THE AIR INLET FILTER

CAUTION Do not operate the unit without the air inlet filter(s).

If the air around the unit is relatively free of dirt, install the air inlet filter(s) at the inlet connection(s) at the bare pump. If remote air inlet piping or heavy duty filtration is required, contact your dealer for information.

INSTALLING DISCHARGE PIPING

If it is necessary to install air discharge and condensate discharge piping, adhere to the following general guidelines. Contact your dealer for more information.

WARNING Do not use plastic pipe, rubber hose, or lead-tin soldered joints anywhere in the compressed air system.

WARNING If an aftercooler, check valve, block valve, or any other restriction is added to the compressor discharge, install a properly-sized ASME approved safety/relief valve between the compressor discharge and the restriction.

CAUTION If you will be using Ingersoll-Rand synthetic compressor lubricant, all downstream piping material and system components must be compatible. Refer to the following material compatibility list. If there are incompatible materials present in your system, or if there are materials not included in the list, contact your dealer or call 1-800-AIR-SERV.

Suitable:

Viton®, Teflon®, Epoxy (Glass Filled), Oil Resistant Alkyd, Fluorosilicone, Fluorocarbon, Polysulfide, 2-Component Urethane, Nylon, Delrin®, Celcon®, High Nitrile Rubber (Buna N. NBR more than 36% Acrylonitrile), Polyurethane, Polyethylene, Epichlorohydrin, Polyacrylate, Melamine, Polypropylene, Baked Phenolics, Epoxy, Modified Alkyls (® indicates trademark of DuPont Corporation)

Not Recommended:

Neoprene, Natural Rubber, SBR Rubber, Acrylic Paint, Lacquer, Varnish, Polystyrene, PVC, ABS, Polycarbonate, Cellulose Acetate, Low Nitrile Rubber (Buna N. NBR less than 36% Acrylonitrile), EPDM, Ethylene Vinyl Acetate, Latex, EPR, Acrylics, Phenoxyl, Polysulfones, Styrene Acrylonitrile (San), Butyl

GENERAL REQUIREMENTS. The piping, fittings, receiver tank, etc. must be certified safe for at least the maximum working pressure of the unit. Use hard-welded or threaded steel or copper pipes and cast iron fittings that are certified safe for the unit's discharge pressure and temperature. DO NOT USE PVC PLASTIC. Use pipe thread sealant on all threads, and make up joints tightly to prevent air leaks.

CONDENSATE DISCHARGE PIPING. If installing a condensate discharge line, the piping must be at least one size larger than the connection, as short and direct as possible, secured tightly and routed to a suitable drain point. Condensate must be disposed of in accordance with local, state, and federal laws and regulations.

NOTE All compressed air systems generate condensate which accumulates in any drain point (e.g. tanks, filters, drip legs, aftercoolers, dryers). This condensate contains lubricating oil and/or substances which may be regulated and must be disposed of in accordance with local, state, and federal laws and regulations.

ELECTRICAL WIRING

WARNING Electrical installation and service should be performed by a qualified electrician who is familiar with all applicable local, state and federal laws and regulations.

NOTE This product should be connected to a grounded, metallic, permanent wiring system, or an equipment-grounding terminal or lead on the product.

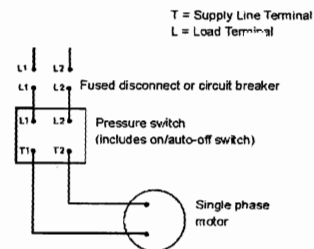
GENERAL. The motor rating, as shown on the motor nameplate, and the power supply must have compatible voltage, phase and hertz characteristics.

WIRE SIZE. The electrical wiring between the power supply and electric motor varies according to motor horsepower. Power leads must be adequately sized to protect against excessive voltage drop during start-up. Information for selecting the proper wire size and securing connections should be provided with the motor. If not, refer to the National Electric Code (NEC) or applicable local, state and federal laws and regulations. If other electrical equipment is

connected to the same circuit, the total electrical load must be considered in selecting the proper wire size. DO NOT USE UNDERSIZE WIRE.

FUSES. Refer to the National Electric Code to determine the proper fuse or circuit breaker rating required. When selecting fuses, remember the momentary starting current of an electric motor is greater than its full load current. Time-delay or "slow-blow" fuses are recommended.

Single-Phase Wiring



COMPRESSOR LUBRICATION

CAUTION Do not operate without lubricant or with inadequate lubricant. Ingersoll-Rand is not responsible for compressor failure caused by inadequate lubrication.

SYNTHETIC LUBRICANT. We recommend Ingersoll-Rand synthetic compressor lubricant from start-up. See the WARRANTY section for extended warranty information.

ALTERNATE LUBRICANTS. You may use a petroleum-based lubricant that is premium quality, does not contain detergents, contains only anti-rust, anti-oxidation, and anti-foam agents as additives, has a flashpoint of 440°F (227°C) or higher, and has an auto-ignition point of 650°F (343°C) or higher.

See the petroleum lubricant viscosity table below. The table is intended as a general guide only. Heavy duty operating conditions require heavier viscosities. Refer specific operating conditions to your dealer for recommendations.

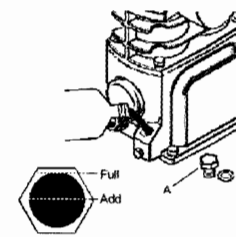
Temperature Around Unit		Viscosity @ 100°F (37.8°C)		Viscosity Grade	
°F	°C	SUS	Centistokes	ISO	SAE
40 & below	4.4 & below	150	32	32	10
40 - 80	4.4 - 26.7	500	110	100	30
80 - 125	26.7 - 51.0	750	165	150	40

If you use a petroleum-based compressor lubricant at start-up and decide to convert to Ingersoll-Rand synthetic compressor lubricant later on, the compressor valves must be thoroughly decarbonized and the crankcase must be flushed before conversion.

FILLING PROCEDURES:

1. Unscrew and remove the oil fill plug (A).
2. Slowly fill the crankcase with lubricant until the lubricant reaches the top thread of the oil fill opening and the top of the sight glass. Crankcase capacity for the SS3 is one-half (0.5) liter. Crankcase capacity for the SS5 is one (1) liter.
3. Replace the oil fill plug HAND TIGHT ONLY.

Filling Procedures

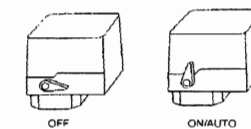


INITIAL START-UP

Follow this procedure before putting the unit into service for the first time:

1. Set the pressure switch lever to "OFF".

Pressure Switch Lever



2. Open the service valve fully to prevent air pressure from building in the tank. (A=Open, B=Closed).

Service Valve

3. Move the pressure switch lever to "ON/AUTO". The unit will start.
4. Run the unit for 30 minutes. Ensure the service valve is fully open and there is no tank pressure build up.

CAUTION Unusual noise or vibration indicates a problem. Do not continue to operate until you identify and correct the source of the problem. IF EMERGENCY CONDITIONS ARE ENCOUNTERED, SHUT OFF THE MAIN POWER IMMEDIATELY.

5. After 30 minutes, close the service valve fully. The air receiver will fill to cut-out pressure and the motor will stop. The unit is now ready for use.

OPERATION

GENERAL

Your air compressor was designed for 100% continuous duty operation with the use of Ingersoll-Rand synthetic compressor lubricant and 60% continuous duty operation with the use of petroleum lubricant. In other words, synthetic lubricant allows the compressor to pump continuously without cycling. Petroleum lubricant limits the compressor to a maximum of 36 minutes of pumping time per hour. The compressor should not cycle more than 10 times per hour.

NORMAL START-UP

1. Set the pressure switch lever to "OFF".
2. Close the service valve.
3. Attach hose and accessory.
4. Move the pressure switch lever to "ON/AUTO". The unit will start.
5. Allow tank pressure to build. The motor will stop when tank pressure reaches cut-out pressure.
6. Open the service valve. The unit is now ready for use.

NOTE When the receiver tank pressure drops below the factory pre-set minimum, the pressure switch resets and restarts the unit.

WHEN YOU ARE FINISHED:

1. Set the pressure switch lever to "OFF".
2. Close the service valve fully.
3. Remove the air tool or accessory.
4. Slowly open the service valve to bleed air pressure down to 20 psig.
5. Slowly open the manual drain valve at the bottom of the tank to drain all condensate (water).
6. Close the drain valve and the service valve for the next use.

MAINTENANCE

⚠ WARNING Disconnect, lock and tag the main power supply and release air pressure from the system before performing maintenance.

NOTE All compressed air systems contain maintenance parts (e.g. lubricating oil, filters, separators) which are periodically replaced. These used parts may be, or may contain, substances that are regulated and must be disposed of in accordance with local, state, and federal laws and regulations.

NOTE Take note of the positions and locations of parts during disassembly to make reassembly easier. The assembly sequences and parts illustrated may differ for your particular unit.

NOTE Any service operations not included in this section should be performed by an authorized service representative.

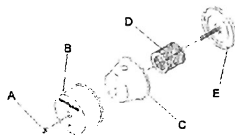
ROUTINE MAINTENANCE SCHEDULE

Daily or Before Each Operation	<ul style="list-style-type: none"> ● Check lubricant level. Fill as needed. ● Drain receiver tank condensate. Open the manual drain valve and collect and dispose of condensate accordingly. ● Check for unusual noise and vibration. ● Ensure beltguards and covers are securely in place. ● Ensure area around compressor is free from rags, tools, debris, and flammable or explosive materials.
Weekly	<ul style="list-style-type: none"> ● Inspect air filter element. Clean or replace if necessary.
Monthly	<ul style="list-style-type: none"> ● Inspect for air leaks. Squirt soapy water around joints during compressor operation and watch for bubbles. ● Check tightness of screws and bolts. Tighten as needed.
3/500 *	<ul style="list-style-type: none"> ● Clean exterior. ● Change petroleum lubricant while crankcase is warm.
12/2000 *	<ul style="list-style-type: none"> ● Change synthetic lubricant while crankcase is warm. ● Replace filter element.

* indicates months/operating hours, whichever occurs first.

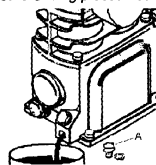
FILTER REPLACEMENT (SS3)

1. Unscrew and remove the wing nut (A).
 2. Remove the filter cover (B), baffle (C) and element (D) from the base (E).
 3. Install a new element and reassemble the filter assembly.
- NOTE** The air intake holes in the baffle and cover must be staggered 180°. When reinstalling the assembly at the inlet connection, ensure the intake hole in the cover is on the bottom to minimize the entry of foreign matter from the air.



FILTER REPLACEMENT (SS5)

1. Unscrew and remove the wing nut (A) securing the filter housing (B) to its base (C).
2. Remove the filter housing and withdraw the old filter element (D). Clean the element with a jet of air or vacuum.
3. Replace the filter element and housing, securing it in place with the wing nut previously removed.



OIL CHANGE

1. Remove the oil drain plug (A) and allow the lubricant to drain into a suitable container.
2. Replace the oil drain plug.
3. Follow the filling procedures in OPERATION section.

BELT ADJUSTMENT

CHECKING BELT TENSION Check belt tension occasionally, especially if looseness is suspected. A quick check to determine if adjustment is proper may be made by observing the slack side of the belt for a slight bow when the unit is in operation. If a slight bow is evident, the belt is usually adjusted satisfactorily.

TENSIONING BELTS Belt tensioning can be achieved by loosening the motor anchor screws, pushing the motor away from the pump, and retightening the motor anchor screws. The motor can be easily moved by placing a prying tool beneath it. A commercially available spreader or other belt tensioning device can also be helpful should tensioning be necessary.

Deflection in inches	Min. Tension (Lbs.)	Max. Tension (Lbs.)
0.17	3.0	6.0

Ensure the pulley and sheave are properly aligned and the motor anchor screws are adequately retightened prior to restarting the compressor.

⚠ CAUTION Improper pulley/sheave alignment and belt tension can result in motor overload, excessive vibration, and premature belt and/or bearing failure.

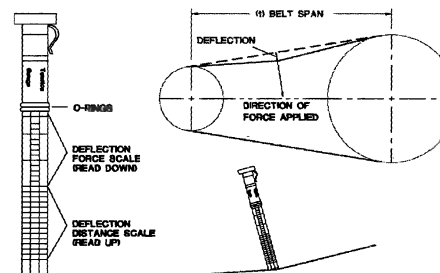
To prevent these problems from occurring, ensure the pulley and sheave are aligned and belt tension is satisfactory after installing new belts or tensioning existing belts.

TANK INSPECTION

The life of an air receiver tank is dependent upon several factors including, but not limited to, operating conditions, ambient environments, and the level of maintenance. The exact effect of these factors on tank life is difficult to predict; therefore, Ingersoll-Rand recommends that you schedule a certified tank inspection within the first five years of compressor service. To arrange a tank inspection, contact the nearest I-R Air Center or distributor, or call 1-800-AIR SERV.

If the tank has not been inspected within the first 10 years of compressor service, the tank must be taken out of service until it has passed inspection. Tanks that fail to meet requirements must be replaced.

⚠ WARNING Failure to replace a rusted air receiver tank could result in air receiver tank rupture or explosion, which could cause substantial property damage, severe personal injury, or death. Never modify or repair tank. Obtain replacement from service center.



Follow the procedures outlined below to correctly set and measure belt tension.

1. Lay a straight edge across the top outer surface of the belt drive from pulley to sheave.
2. At the center of the span, perpendicular to the belt, apply pressure to the outer surface of the belt with a tension gauge. Force the belt to the deflection indicated in the table at right. Compare the reading on the tension gauge to the following table.

TROUBLESHOOTING

PROBLEM	POSSIBLE CAUSE	POSSIBLE SOLUTION
Abnormal piston, ring or cylinder wear	<ol style="list-style-type: none"> 1. Lubricant viscosity too low. 2. Lubricant level too low. 3. Detergent type lubricant being used. 4. Cylinder(s) or piston(s) scratched, worn or scored. 5. Extremely dusty atmosphere. 6. Worn cylinder finish. 	<ol style="list-style-type: none"> 1. Drain existing lubricant and refill with proper lubricant. 2. Add lubricant to crankcase to proper level. 3. Drain existing lubricant and refill with proper lubricant. 4. Repair or replace as required. 5. Install remote air inlet piping and route to source of cleaner air. Install more effective filtration. 6. Deglaze cylinder with 180 grit flex-hone.
Air delivery drops off	<ol style="list-style-type: none"> 1. Clogged or dirty inlet and/or discharge line filter. 2. Air leaks in air discharge piping. 3. Lubricant viscosity too high. 4. Compressor valves leaky, broken, carbonized or loose. 5. Piston rings damaged or worn (broken, rough or scratched). Excessive end gap or side clearance. 6. Piston rings not seated, are stuck in grooves or end gaps not staggered. 7. Cylinder(s) or piston(s) scratched, worn or scored. 8. Defective safety/relief valve. 	<ol style="list-style-type: none"> 1. Clean or replace. 2. Check tubing and connections. 3. Drain existing lubricant and refill with proper lubricant. 4. Inspect valves. Clean or replace as required. Install valve kit. 5. Install ring kit. 6. Adjust piston rings. 7. Repair or replace as required. 8. Replace.
Unit does not come up to speed	<ol style="list-style-type: none"> 1. Loose beltwheel or motor pulley, excessive end play in motor shaft or loose drive belts. 2. Lubricant viscosity too high. 3. Improper line voltage. 4. Compressor valves leaky, broken, carbonized or loose. 5. Defective ball bearings on crankshaft or motor shaft. 	<ol style="list-style-type: none"> 1. Check beltwheel, motor pulley, crankshaft, drive belt tension and alignment. Repair or replace as required. 2. Drain existing lubricant and refill with proper lubricant. 3. Check line voltage and upgrade lines as required. Contact electrician. 4. Inspect valves. Clean or replace as required. 5. Install valve kit. 6. Inspect bearings and replace crankshaft assembly if required.
Unit is slow to come up to speed	<ol style="list-style-type: none"> 1. Lubricant viscosity too high. 2. Leaking check valve or check valve seat blown out. 3. Ambient temperature too low. 4. Bad motor 	<ol style="list-style-type: none"> 1. Drain existing lubricant and refill with proper lubricant. 2. Replace check valve. 3. Relocate unit to warmer environment. Install crankcase heater kit. 4. Replace.
Unit runs excessively hot	<ol style="list-style-type: none"> 1. Inadequate ventilation around beltwheel. 2. Drive belts too tight or misaligned. 3. Compressor valves leaky, broken, carbonized or loose. 4. Wrong beltwheel direction of rotation. 	<ol style="list-style-type: none"> 1. Relocate unit for better air flow. 2. Adjust belts to proper tension and alignment. 3. Inspect valves. Clean or replace as required. Install valve kit. 4. Check motor wiring for proper connections. Reverse two leads on three-phase motors.
Excessive noise during operation	<ol style="list-style-type: none"> 1. Loose beltwheel or motor pulley, excessive end play in motor shaft or loose drive belts. 2. Lubricant viscosity too high. 3. Lubricant level too low. 4. Compressor valves leaky, broken, carbonized or loose. 5. Carbon build-up on top of piston(s). 6. Defective ball bearings on crankshaft or motor shaft. 7. Leaking check valve or check valve seat blown out. 	<ol style="list-style-type: none"> 1. Check beltwheel, motor pulley, crankshaft, drive belt tension and alignment. Repair or replace as required. 2. Drain existing lubricant and refill with proper lubricant. 3. Add lubricant to crankcase to proper level. 4. Inspect valves. Clean or replace as required. 5. Clean piston(s). Repair or replace as required. 6. Inspect bearings and replace crankshaft assembly if required. 7. Replace check valve.
Excessive starting and stopping	<ol style="list-style-type: none"> 1. Air leaks in air discharge piping. 2. Pressure switch differential too narrow. 3. Leaking check valve or check valve seat blown out. 4. Excessive condensate in receiver tank. 	<ol style="list-style-type: none"> 1. Check tubing and connections. 2. Adjust pressure switch to increase differential, if differential adjustment is provided. Install pressure switch with differential adjustment feature if differential adjustment is desired. 3. Replace check valve. 4. Drain receiver tank with manual drain valve.
High oil consumption	<ol style="list-style-type: none"> 1. Clogged or dirty inlet and/or discharge line filter. 2. Lubricant viscosity too low. 3. Detergent type lubricant being used. 4. Piston rings damaged or worn (broken, rough or scratched). Excessive end gap or side clearance. 5. Piston rings not seated, are stuck in grooves or end gaps not staggered. 6. Cylinder(s) or piston(s) scratched, worn or scored. 7. Connecting rod, piston pin or crankpin bearings worn or scored. 8. Crankshaft seal worn or crankshaft scored. 9. Worn cylinder finish. 	<ol style="list-style-type: none"> 1. Clean or replace. 2. Drain existing lubricant and refill with proper lubricant. 3. Drain existing lubricant and refill with proper lubricant. 4. Install ring kit. 5. Adjust piston rings. 6. Repair or replace as required. 7. Inspect all. Repair or replace as required. 8. Replace seal or crankshaft assembly. 9. Deglaze cylinder with 180 grit flex-hone.

PROBLEM	POSSIBLE CAUSE	POSSIBLE SOLUTION
Knocking or rattling	<ol style="list-style-type: none"> 1. Loose beltwheel or motor pulley, excessive end play in motor shaft or loose drive belts. 2. Compressor valves leaky, broken, carbonized or loose. 3. Carbon build-up on top of piston(s). 4. Cylinder(s) or piston(s) scratched, worn or scored. 5. Connecting rod, piston pin or crankpin bearings worn or scored. 6. Defective ball bearings on crankshaft or motor shaft. 	<ol style="list-style-type: none"> 1. Check beltwheel, motor pulley, crankshaft, drive belt tension and alignment. Repair or replace as required. 2. Inspect valves. Clean or replace as required. 3. Install valve kit. 4. Clean piston(s). Repair or replace as required. 5. Repair or replace as required. 6. Inspect bearings and replace crankshaft assembly if required.
Lights flicker or dim when running	<ol style="list-style-type: none"> 1. Improper line voltage. 2. Wiring or electric service panel too small. 3. Poor contact on motor terminals or starter connections. 4. Improper starter overload heaters. 5. Poor power regulation (unbalanced line). 	<ol style="list-style-type: none"> 1. Check line voltage and upgrade lines as required. Contact electrician. 2. Install properly sized wire or service box. Contact electrician. 3. Ensure good contact on motor terminals or starter connections. 4. Install proper starter overload heaters. Contact electrician. 5. Contact power company.
Moisture in crankcase or "milky" appearance in petroleum lubricant or rusting in cylinders	<ol style="list-style-type: none"> 1. Detergent type lubricant being used. 2. Extremely light duty cycles. 3. Unit located in damp or humid location. 	<ol style="list-style-type: none"> 1. Drain existing lubricant and refill with proper lubricant. 2. Run unit for longer duty cycles. 3. Relocate unit.
Motor overload trips or draws excessive current	<ol style="list-style-type: none"> 1. Lubricant viscosity too high. 2. Improper line voltage. 3. Wiring or electric service panel too small. 4. Poor contact on motor terminals or starter connections. 5. Improper starter overload heaters. 6. Poor power regulation (unbalanced line). 7. Drive belts too tight or misaligned. 8. Compressor valves leaky, broken, carbonized or loose. 9. Cylinder(s) or piston(s) scratched, worn or scored. 10. Connecting rod, piston pin or crankpin bearings worn or scored. 11. Defective ball bearings on crankshaft or motor shaft. 12. Leaking check valve or check valve seat blown out. 13. Ambient temperature too low. 14. Bad motor 	<ol style="list-style-type: none"> 1. Drain existing lubricant and refill with proper lubricant. 2. Check line voltage and upgrade lines as required. Contact electrician. 3. Install properly sized wire or service box. Contact electrician. 4. Ensure good contact on motor terminals or starter connections. 5. Install proper starter overload heaters. Contact electrician. 6. Contact power company. 7. Adjust belts to proper tension and alignment. 8. Inspect valves. Clean or replace as required. 9. Repair or replace as required. 10. Inspect all. Repair or replace as required. 11. Inspect bearings and replace crankshaft assembly if required. 12. Replace check valve. 13. Relocate unit to warmer environment. Install crankcase heater kit. 14. Replace.
Motor will not start	<ol style="list-style-type: none"> 1. Improper line voltage. 2. Wiring or electric service panel too small. 3. Poor contact on motor terminals or starter connections. 4. Improper starter overload heaters. 5. Bad motor. 	<ol style="list-style-type: none"> 1. Check line voltage and upgrade lines as required. Contact electrician. 2. Install properly sized wire or service box. Contact electrician. 3. Ensure good contact on motor terminals or starter connections. 4. Install proper starter overload heaters. Contact electrician. 5. Replace.
Oil in discharge air (oil pumping)	<ol style="list-style-type: none"> 1. Lubricant viscosity too low. 2. Detergent type lubricant being used. 3. Piston rings damaged or worn (broken, rough or scratched). Excessive end gap or side clearance. 4. Piston rings not seated, are stuck in grooves or end gaps not staggered. 5. Cylinder(s) or piston(s) scratched, worn or scored. 6. Worn cylinder finish. 7. Excessive condensate in receiver tank. 	<ol style="list-style-type: none"> 1. Drain existing lubricant and refill with proper lubricant. 2. Drain existing lubricant and refill with proper lubricant. 3. Install ring kit. 4. Adjust piston rings. 5. Repair or replace as required. 6. Deglaze cylinder with 180 grit flex-hone. 7. Drain receiver tank with manual drain valve.
Oil leaking from shaft seal	<ol style="list-style-type: none"> 1. Crankshaft seal worn or crankshaft scored. 	<ol style="list-style-type: none"> 1. Replace seal or crankshaft assembly.
Safety/relief valve "pops"	<ol style="list-style-type: none"> 1. Clogged or dirty inlet and/or discharge line filter. 2. Compressor valves leaky, broken, carbonized or loose. 3. Defective safety/relief valve. 	<ol style="list-style-type: none"> 1. Clean or replace. 2. Inspect valves. Clean or replace as required. 3. Replace.

INGERSOLL-RAND

AIR COMPRESSORS

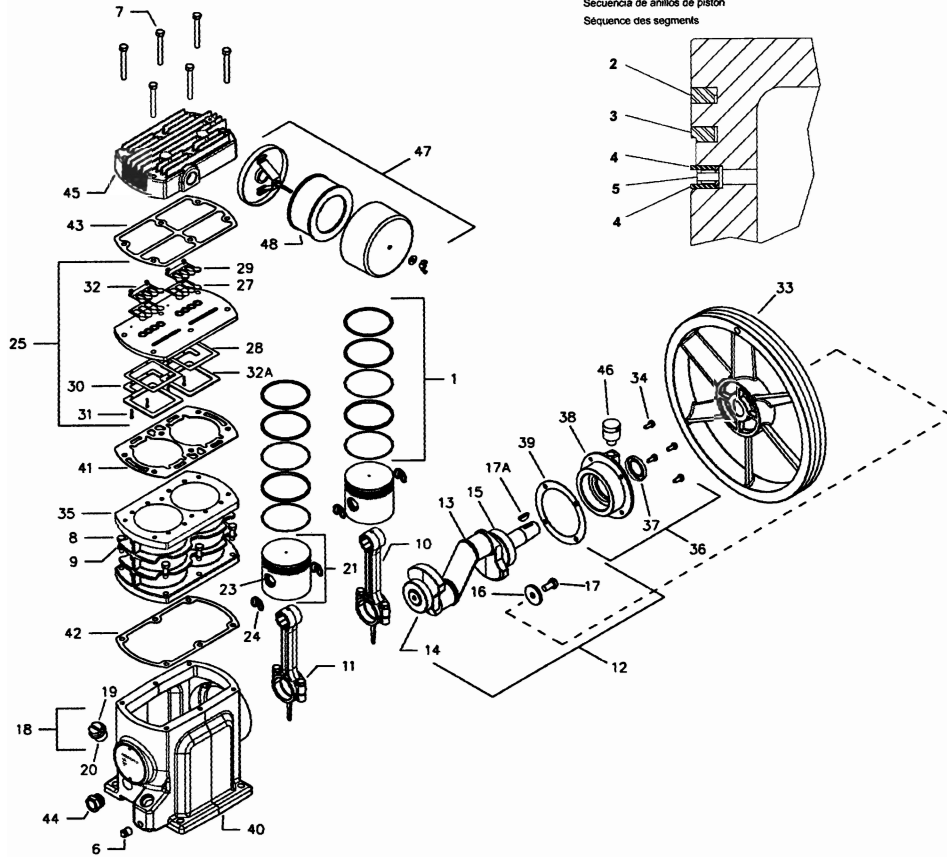
Ingersoll-Rand Company
800-B Beatty Street
P. O. Box 1803
Davidson, NC 28036
1-800 AIR SERV
www.air.ingersoll-rand.com

PARTS LIST FOR MODEL SS5 BARE COMPRESSOR PUMP

LISTA DE PIEZAS PARA MODELO SS5 BOMBA COMPRESORA SIN ACCESORIOS

LISTE DE PIÈCES POUR COMPRESSEUR NU, MODÈLE SS5

Piston Ring Sequence
Secuencia de anillos de pistón
Séquence des segments



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Form SCD-876
December 1999

REF. NO. N° DE REF. N° DE REP.	PART NO. N° DE PIEZA N° DE PIÈCE	DESCRIPTION	DESCRIPCIÓN	DESCRIPTION	QTY. CANT. QTE.
REF.	97334148	PUMP, BARE COMPRESSOR	BOMBA COMPRESORA SIN ACCESORIOS	COMPRESSEUR NU	—
✕ 1	20102703	SET, PISTON RING	CONJUNTO DE ANILLOS DE PISTÓN	JEU DE SEGMENTS	2
2	NSS	• RING, COMPRESSION	• ANILLO DE COMPRESIÓN	• SEGMENT DE COMPRESSION	1
3	NSS	• RING, SCRAPER	• ANILLO RASCADOR	• SEGMENT RACLEUR À ÉPAULEMENT	1
4	NSS	• RING, OIL CONTROL SPACER	• ANILLO ESPACIADOR REGULADOR DE ACEITE	• SEGMENT D'ESPACEMENT	2
5	NSS	• RING, OIL CONTROL	• ANILLO REGULADOR DE ACEITE	• SEGMENT RACLEUR À FENTES	1
6	95033593	PLUG, OIL DRAIN	TAPÓN ROSCADO DE PURGA DEL ACEITE	BOUCHON DE VIDANGE D'HUILE	1
7	96706874	CAPSCREW, M8 X 85 (HEAD BOLT)	TORNILLO DE CABEZA, M8 X 85 (PERNO DE CULATA)	VIS D'ASSEMBLAGE, M8 X 85 (BOULON DE CULASSE)	6
8	96702253	CAPSCREW, M8 X 25 (CYLINDER BOLT)	TORNILLO DE CABEZA, M8 X 25 (PERNO DE CILINDRO)	VIS D'ASSEMBLAGE, M8 X 25 (BOULON DE CILINDRE)	6
9	96728316	WASHER, SPRING — M8	ARANDELA DE MUELLE	RONDELLE À RESSORT M8	6
10	97333173	ASSEMBLY, CONNECTING ROD	CONJUNTO DE BIELA	BIELLE	2
11	96705876	• CAPSCREW, M8 X 35	• TORNILLO DE CABEZA, M8 X 35	• VIS D'ASSEMBLAGE M8 X 35	2
12	20102711	ASSEMBLY, CRANKSHAFT — SERVICE	CONJUNTO DE CIGÜEÑAL, SERVICIO	ENSEMBLE DE VILEBREQUIN	1
13	NSS	• CRANKSHAFT	• CIGÜEÑAL	• VILEBREQUIN	1
14	NSS	• BEARING, MAIN	• COJINETE PRINCIPAL	• PALIER PRINCIPAL	1
15	NSS	• BEARING, BALL	• COJINETE DE BOLAS	• PALIER À BILLES	1
16	54423504	• WASHER	• ARANDELA, M8	• RONDELLE M8	1
17	96730437	• CAPSCREW, M8 X 20 — LEFT HAND THREAD	• TORNILLO DE CABEZA, M8 X 14 — ROSCA IZQUIERDA	• VIS D'ASSEMBLAGE M8 X 14 FILETÉE À GAUCHE	1
17A	95245494	• KEY, WOODRUFF	• CHAVETA DE MEDIA LUNA	• CLAVETTE WOODRUFF	—
18	97334254	ASSEMBLY, OIL FILL PLUG	CONJUNTO DE TAPÓN ROSCADO PARA RELLENO DE LUBRICANTE	ENSEMBLE DE BOUCHON DE REMPLISSAGE D'HUILE	1
19	NSS	• PLUG, OIL FILL	• TAPÓN ROSCADO PARA RELLENO DE LUBRICANTE	• BOUCHON DE REMPLISSAGE D'HUILE	1
20	97334288	• O-RING, OIL FILL PLUG	• JUNTA TÓRICA, TAPÓN ROSCADO PARA RELLENO DE LUBRICANTE	• JOINT TORIQUE DE BOUCHON DE REMPLISSAGE D'HUILE	1
21	97333389	ASSEMBLY, PISTON & PIN	CONJUNTO DE PISTÓN Y PASADOR	ENSEMBLE DE PISTON ET AXE	2
22	NSS	• PISTON	• PISTÓN	• PISTON	1
23	NSS	• PIN, PISTON	• PASADOR DE PISTÓN	• AXE DE PISTON	1
24	NSS	• RING, LOCK	• ANILLO DE FIJACIÓN	• CIRCLIP	2
□ 25	97335061	ASSEMBLY, VALVE	CONJUNTO DE VÁLVULA	CLAPET	1
26	NSS	• PLATE, VALVE	• PLATILLO DE VÁLVULA	• PLAQUE DE CLAPET	1
27	NSS	• VALVE, DISCHARGE	• VÁLVULA DE DESCARGA	• CLAPET DE REFOULEMENT	2
28	NSS	• VALVE, INLET	• VÁLVULA DE ADMISIÓN	• CLAPET D'ASPIRATION	2
29	NSS	• STOP, DISCHARGE	• DETENEDOR DE DESCARGA	• BUTÉE DE REFOULEMENT	2
30	NSS	• RETAINER, INLET	• RETÉN, ADMISIÓN	• VOILET DE RETENUE D'ASPIRATION	2
31	NSS	• SCREW, HEX HEAD — M3 X 18	• TORNILLO DE CABEZA HEXAGONAL — M3 X 18	• VIS À TÊTE HEX M3 X 18	4
32	NSS	• NUT, HEX — M3 W/LOCKWASHER	• TUERCA HEXAGONAL — M3 C/ARANDELA DE BLOQUEO	• ÉCROU HEX. M3 AVEC RONDELLE DE BLOCAGE	4
32A	NSS	• STOP, INLET	• DETENEDOR DE ADMISIÓN	• BUTÉE D'ASPIRATION	2
33	97335756	BELT WHEEL	RUEDA DE POLEA	VOLANT D'ENTRAÎNEMENT	1
34	97330500	CAPSCREW, M6 X 14 (END COVER BOLTS)	TORNILLO DE CABEZA, M6 X 14 (PERNOS DE TAPA EXTREMA)	VIS D'ASSEMBLAGE M6 X 14 (BOULON DE CARTER)	4
35	97333488	CYLINDER	CILINDRO	CYLINDRE	1
36	20102729	ASSEMBLY, END COVER — SERVICE	CONJUNTO DE TAPA EXTREMA — SERVICIO	ENSEMBLE DE CARTER	1
37	97335624	• SEAL, SHAFT	• OBTURADOR PARA EJES	• JOINT D'ARBRE	1
38	NSS	• COVER, END	• TAPA EXTREMA	• CARTER	1
39	97333843	• GASKET, END COVER	• EMPAQUETADURA, TAPA DE EXTREMA	• JOINT DE CARTER	1
40	97334171	FRAME, COMPRESSOR	BATIENTE, COMPRESOR	CHÂSSIS DE COMPRESSEUR	1
□ 41	54429600	GASKET, VALVE PLATE	EMPAQUETADURA, PLATILLO DE VÁLVULA	JOINT DE PLAQUE DE CLAPET	1
✕ 42	97333546	GASKET, CYLINDER	EMPAQUETADURA, CILINDRO	JOINT DE CYLINDRE	1
□ 43	54410667	GASKET, HEAD	EMPAQUETADURA DE CULATA	JOINT DE CULASSE	1
44	97334270	GLASS, SIGHT	VISOR DE NIVEL	VISEUR	1
45	54410683	HEAD	CULATA	CULASSE	1
46	70243936	ASSEMBLY, VENT	CONJUNTO DE PURGA	ENSEMBLE D'ÉVENT	1
47	54406840	FILTER, INLET	FILTRO DE ENTRADA	FILTRE D'ASPIRATION	1
48	32170979	• ELEMENT, FILTER	• ELEMENTO DEL FILTRO	• ÉLÉMENT FILTRANT	1

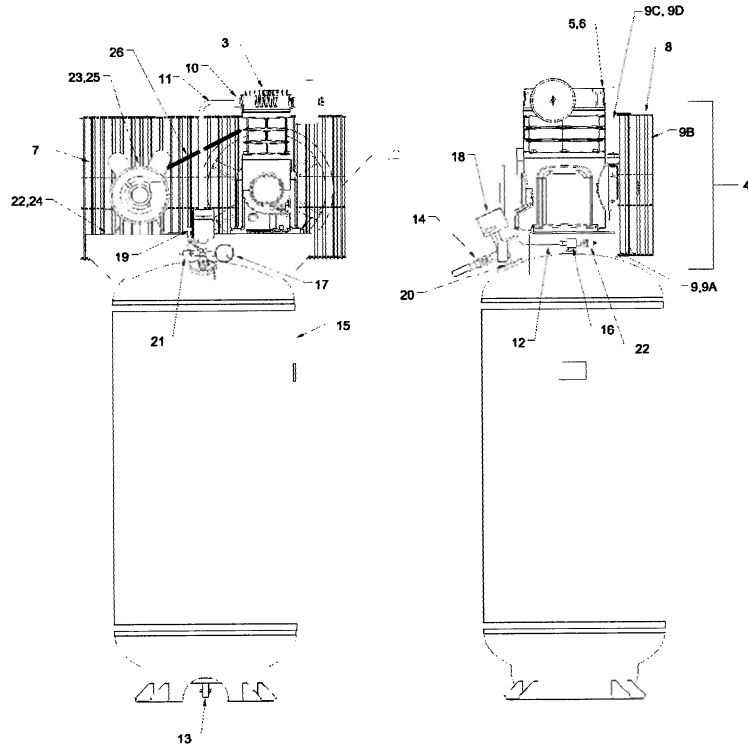
NSS NOT SOLD SEPARATELY
NO SE VENDE POR SEPARADO
NON VENDU SÉPARÉMENT

□ AVAILABLE INDIVIDUALLY OR IN VALVE KIT 20100277
DISPONIBLE INDIVIDUALMENTE O EN CONJUNTO DE VÁLVULA 20100277
VENDU SÉPARÉMENT OU DANS L'ENSEMBLE DE CLAPETS 20100277

✕ AVAILABLE INDIVIDUALLY OR IN PISTON RING KIT 20100285
DISPONIBLE INDIVIDUALMENTE O EN CONJUNTO DE ANILLOS DE PISTÓN 20100285
VENDU SÉPARÉMENT OU DANS L'ENSEMBLE DE SEGMENTS 20100285



Parts List for Models SS5L5 & SS5N5



REF. NO.	PART NO.	DESCRIPTION	QTY.	REF. NO.	PART NO.	DESCRIPTION	QTY.
1	84G03724	CAPSCREW	4	13	32027120	VALVE, MANUAL DRAIN	1
2	95703034	WASHER, SPRING LOCK	4	14	32100551	VALVE, BALL — 1/2 F/F (SERVICE VALVE)	1
3	97334148	PUMP, BARE COMPRESSOR	1	15	56291412	TANK, AIR RECEIVER — SS5L5	1
BELTGUARD GROUP				16	22100701	TANK, AIR RECEIVER — SS5N5	1
4	—	ASSEMBLY, COMPLETE BELTGUARD	1	17	85582229	VALVE, CHECK — SS5L5	1
5	32188518	BRACE, BELTGUARD	1	18	97333155	VALVE, CHECK — SS5N5	1
6	56280159	SCREW, HEX — SERRATED FLANGE — M5-1.0 X 12MM	1	19	56296508	GAUGE, PRESSURE — SS5L5	1
7	54416730	BELTGUARD, FRONT	1	20	32499816	GAUGE, PRESSURE — SS5N5	1
8	54416748	BELTGUARD, BACK	1	21	54372834	SWITCH, PRESSURE — SS5L5	1
9	97173505	CAPSCREW, BELT TAP — 1/4-20 X 1/2	4	22	54627104	SWITCH, PRESSURE — SS5N5	1
9A	95916078	WASHER, FLAT 1/4 ZINC	1	23	97004030	CONNECTOR, CABLE	1
9B	32496093	CLIP, PVC COATED	1	24	56296624	FITTING, MANIFOLD	1
9C	32241200	FASTENER, U TYPE	4	25	97171564	VALVE, SAFETY/RELIEF — SS5L5	1
9D	32175564	CAPSCREW, SERRATED WASHER HEAD — 1/4X3/4	1	26	5442041	VALVE, SAFETY/RELIEF — SS5N5	1
NI	54461108	GUARD, COMPRESSOR END	1	NI	95417507	NIPPLE, 1/2 X 1-1/8 — SS5N5	1
TUBING & FITTINGS GROUP				MOTOR GROUP			
10	95031795	ELBOW, TUBE 5/8 X 1/2	1	22	32175556	CAPSCREW, SERRATED WASHER HEAD	4
11	97339303	ASSY., DISCHARGE TUBE — SS5L5	1	23	32117896	SET, SHEAVE	1
11	22090112	ASSY., DISCHARGE TUBE — SS5N5	1	24	39128586	NUT, WHIZ-LOCK — 5/16-18	4
AIR RECEIVER TANK GROUP				25	54421193	MOTOR	1
12	97339311	ASSY., VENT TUBE — 1/4	1	26	95099453	BELT, V — A58	1

NI = NOT ILLUSTRATED

KITS & ACCESSORIES

START-UP KIT

Each start-up kit contains enough Ingersoll-Rand synthetic compressor lubricant and air filter elements to start-up and maintain your unit for the first year.

PART NO.	DESCRIPTION
20100251	KIT, START-UP

INGERSOLL-RAND SYNTHETIC COMPRESSOR LUBRICANT

PART NO.	DESCRIPTION
32318875	LUBRICANT, 1 QUART BOTTLE
32318883	LUBRICANT, CASE OF 1 QUART BOTTLES

AIR FILTER ELEMENT

PART NO.	DESCRIPTION
32170979	ELEMENT, AIR FILTER

STEP SAVER KITS

Step Saver Kits provide all of the parts required to perform common repair tasks such as piston ring replacement or valve replacement.

PART NO.	DESCRIPTION	CONTENTS
20100277	KIT, VALVE/GASKET	Valve wearing parts and head gaskets that are destroyed in replacing valve parts.
20100285	KIT, RING/GASKET	Complete set of piston rings, a crankshaft seal, and gaskets that are destroyed in breaking the unit down to replace the rings.

CRANKCASE HEATER KIT

Crankcase heaters are recommended when ambient temperatures are consistently below 32°F (0°C). An easy-to-install external crankcase heater kit is intended for aftermarket use.

PART NO.	DESCRIPTION
97330385	KIT, CRANKCASE HEATER

MULTI-PURPOSE AIR HOSES

These air hose assemblies are heavy duty, light weight hoses designed for 300 PSIG working pressure.

PART NO.	DESCRIPTION
32323750	HOSE, AIR — 3/8" X 25' (1/4" MALE NPT)
32323758	HOSE, AIR — 3/8" X 50' (1/4" MALE NPT)
32323776	HOSE, AIR — 3/8" X 100' (1/4" MALE NPT)

Y-STRAINERS

Y-strainers are designed to prevent foreign particles from moving downstream.

PART NO.	DESCRIPTION
32323628	Y-STRAINER, 1/4"
32323636	Y-STRAINER, 1/2"

NOTES