Oil-less Air Compressor

PAC-57-6

RICHMOND

OWNERS MANUAL

CONTENTS

This manual has been produced by Parker Products Ltd and should be kept with the product and referenced for operation, maintenance and troubleshooting purposes.

This manual contains an overall description of the product together with all the necessary information for using the product correctly and safely. It is highly recommended that this manual is read prior to any operation or maintenance of this product.

The safety precautions and warnings are to ensure your safety and protect you from harm, or damage to the product. All photographs and drawings in this manual are supplied by Parker Products Ltd to help you with the operation and maintenance of the product.

The information contained in this manual was accurate at the time of production, however Parker Products Ltd may make modifications without noification.

Read the Manual

- Read this manual carefully until you completely understand all safety and operating instructions.

SPECIFICATION

ITEM	DATA
Model	PAC-57-6
Power	1.1 kW / 1.5 HP
Voltage	230 V
Frequency	50 Hz
Motor Poles	2 P
Rated Speed	2850 rpm
Delivery	5.7 cfm
Discharge Pressure	115 psi / 0.8 MPa
Tank Capacity	6L
Dimensions	485 x 265 x 550 mm
Air Outlet Size	1/4 in
Net Weight	16 kg

MAIN COMPONENTS

BEFORE STARTING

Check all the nuts and bolts and make sure that all parts a tighened. Remove cover and attach the Air filter. Place the compressor in a clean dry ventilated area.

TO START

1. Turn the regulator fully clockwise to open the airflow.
2. Turn the switch to the OFF position and connect the main electrical cable to a domestic supply.
3. Turn the switch to the AUTO position and let the unit run for 30 minutes allowing the parts to warm up.
4. Turn the regulator knob fully conterclockwise to bleed of the air. The compressor will restart ay a preset pressure.
5. Attach the hose and tool to the compressor. Adjust the regulator to the required pressure. In the AUTO position, the compressor pumps air into the tank when the pressure drops.

OPERATION

The compressor is controlled by a pressure switch. It can be stopped automatically as the pressure increases to its maximum. The rated pressure has been adjusted during the manufacturing process - caution should be taken when altering the pressure.

As soon as the motor is switched off the compressed air in the discharge pipe should be released through the release valve under the switch. This is a necessary condition before starting the motor, or the motor will be damaged.

ADJUSTMENT

The output pressure of compressed air can be adjusted by the regulating valve. Turn the Regulating valve knob clockwise to increase the pressure.

To stop the compressor turn the pressure switch to the OFF position.

If the machine should overheat, the Thermal Overload will shut down the compressor. If this happens, switch OFF the machine by pushing the STOP/START switch downwards, and wait for a minimum of 5 minutes before pressing the red RESET button underneath the air filter to re-start the compressor.

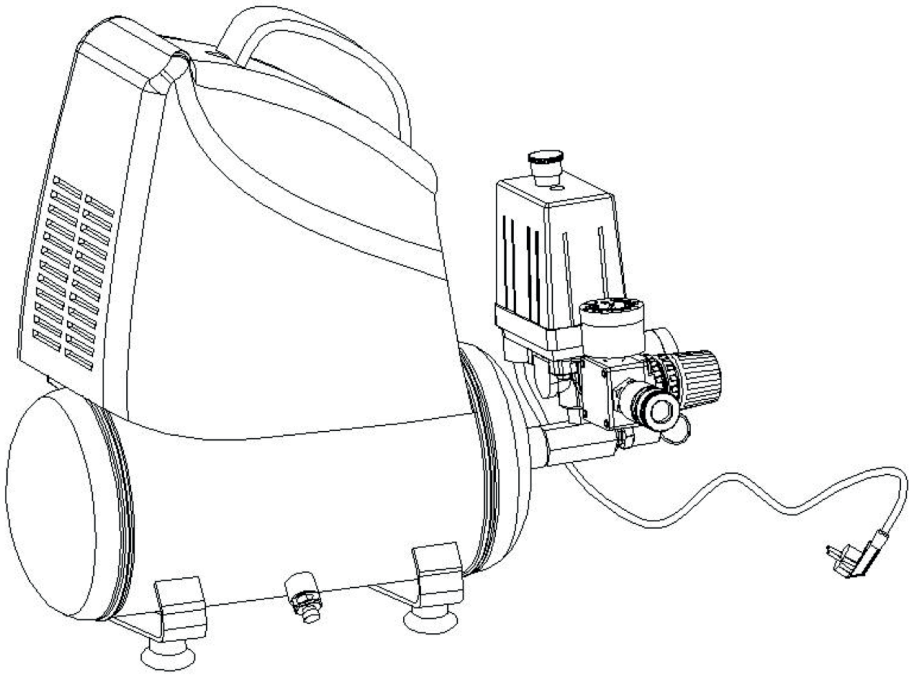
⚠ CAUTION

- **Never unscrew any connecting parts while the tank is still under pressure.**
- **Never disassemble any electrical parts before disconneting the electrical plug.**
- **Always use caution when adjusting the safety valve.**
- **Never use the compressor when the volatage is too low or too high.**
- **Never use electrical cable more than 5m long with less than a 1.5 mm_2 section rated to 16A.**
- **Never disconnect the plug to stop the compressor, turn the switch to the OFF position.**
- **If the release valve does not work when the motor is stopped find the cause immediately to prevent damage to the motor.**
- **Before restarting the motor by pressing the RESET button check the air compressor for problems and check the pressure in the air tank to ensure it is under 0.8Mpa.**
- **Disconnect the plug to cut off the power supply and open the outlet valve and discharge all the air in the air tank after use.**

MAINTENANCE PROCEDURE

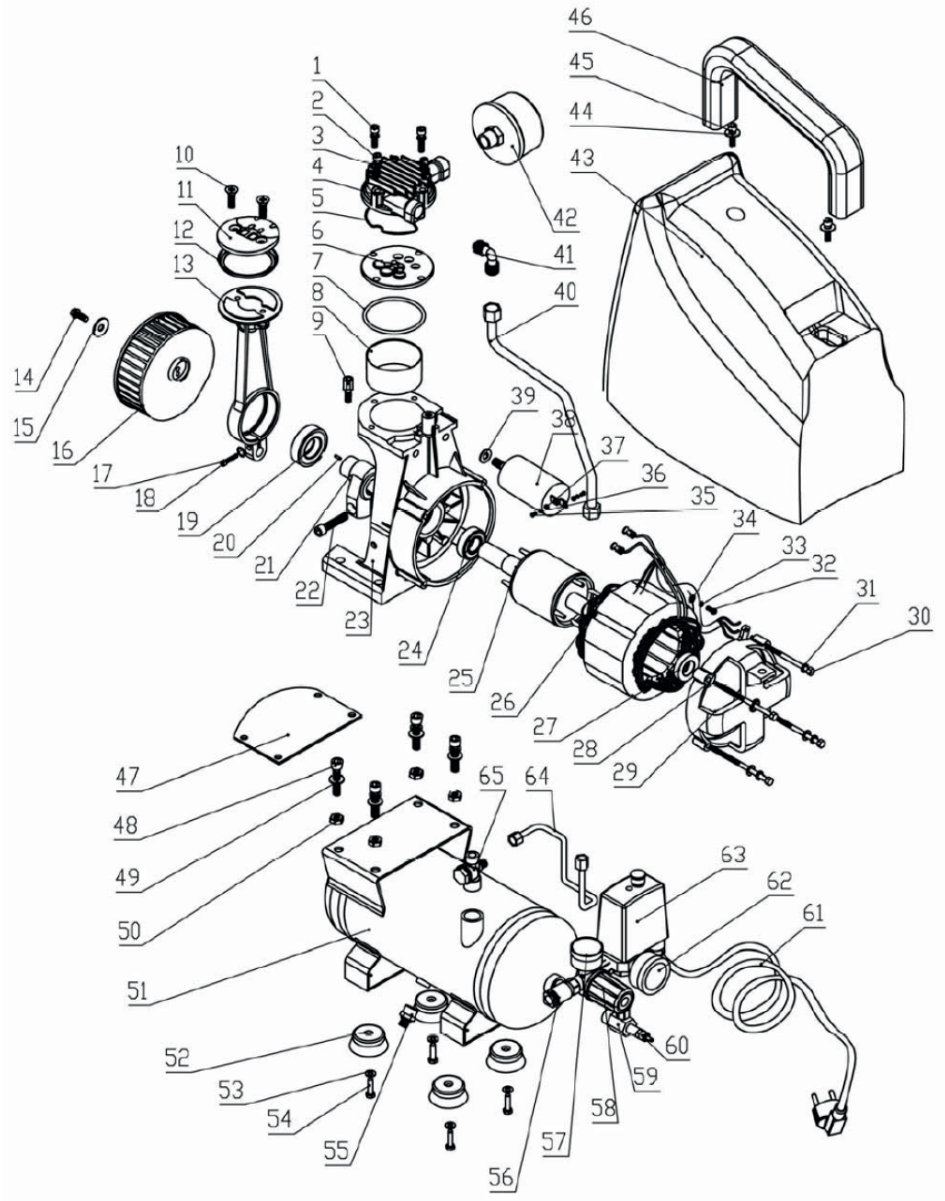
1. Disconnect the power source then release all the pressure from the system before attempting to install, service, relocate or perform any maintenance.
2. Check the compressor often for any visable problems and follow the maintenance procedures each time the compresor is used.
3. Pull the ring on the safety valve and allow it to snap back to mornal position. The safety must be replaced if it cannot be actuated or it leaks air after the ring is released.
4. Turn the compressor off and release the pressure from the system. Drain any moisture from the tank by opening the drain cock underneath the tank.
5. Clean dust and dirt from the motor, tank, air lines and pump cooling fins while the compressor is off.
6. IMPORTANT: Locate the unit as far from the spraying area as possible to prevent overspray clogging the fiter.
7. Unclip the air filter cover, remove the filter and blow away any loose dirt. If damaged or badly contaminated, it must be replaced.
8. Clean the fins in the compressor cylinder and the cylinder head to the receiver pipe. A clean compressor will operate more efficiently.
9. LUBRICATION This is an oilless type compressor requiring no lubrication.

CHECK	PROBABLE CAUSES	ACTION
Motor unable to run, running slow or getting hot.	Fault in line or insufficient voltage Power wire too thin ot long Fault in pressure switch Fault im motor Sticking of main compressor	Check the line Replace the wire Repair or replace Repair or replace Check and repair
Sticking of main compressor	Moving parts burnt due to insufficient oil Moving parts damaged or stuck by a foreign body	Check crankshaft, bearing, connecting rod, piston, piston ring etc, and replace if necessary.
Shaking or abnormal noise	Connecting parts loose Foreign body in the main compressor Piston locking the valve seat moving parts seriously worn	Check and retighten Check and clean Replace with thicker paper gasket Repair or replace
Pressure insufficient or discharge capacity decreased	Motor running too slow Air filter choked up Leakage of safety valve leakage of discharge pipe Sealing gasket damaged Valve plate damaged, stuck or carbon build up Piston ring and cylinder worn or damaged.	Check and remedy Clean or replace the cartridge Check and adjust Check and repair Check and replace Replace and clean Repair or replace
Excessive oil consumption	Oil level too high Breather pipe choked up Piston ring and cylinder worn or damaged	Keep the level within set range Check and clean Repair or replace



ITEM	PART	QTY
1	Bolt M6x25	2
2	Bolt M6x35	2
3	Spring Washer 6	4
4	Cylinder Head	1
5	Circle	1
6	Valve Plate Assembly	1
7	Seals	1
8	Cylinder	1
9	Connection Stud	1
10	Screw M5x16	2
11	Rod Cover	1
12	Piston Ring	1
13	Connecting Rod	1
14	Bolt M6x16	1
15	Washer 6	1
16	Fan	1
17	Bolt M4x20	1
18	Spring Washer 4	1
19	Bearing 6005-2RS	1
20	Pin	1
21	Crank	1
22	Screw M8x35-Left	1
23	Crankcase	1
24	Bearing 6024-RS	1
25	Rotor	1
26	Stator Assembly	1
27	Bearing 6204-RS	1
28	Washer 34	1
29	Motor Bracket	1
30	Bolt M5x105	4
31	Spring Washer 5	4
32	Screw M4x10	1
33	Spring Washer 4	1

ITEM	PART	QTY
34	Tooth Washer 4	1
35	Screw M3x6	2
36	Spring Washer 3	2
37	Nut M3	2
38	Capacitor	1
39	Tooth Washer 8	1
40	Discharge Pipe	1
41	Elbow Connector	1
42	Air Filter	1
43	Fan Cover	1
44	Washer 8	2
45	Screw M8x12	2
46	Handle	1
47	Base Board	1
48	Bolt M8x25	4
49	Washer 8	4
50	Flange Nut M8	1
51	6L Tank	1
52	Absorber	4
53	Washer 5	4
54	Bolt M5x25	4
55	Drain Valve	1
56	Quick Coupler	1
57	Pressure Gauge	1
58	Regulator Valve	1
59	Three Way Connector	1
60	Safety Valve	1
61	Power Cord	1
62	Pressure Gauge	1
63	Pressure Switch	1
64	Release Pipe	1
65	Checking Valve	1



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