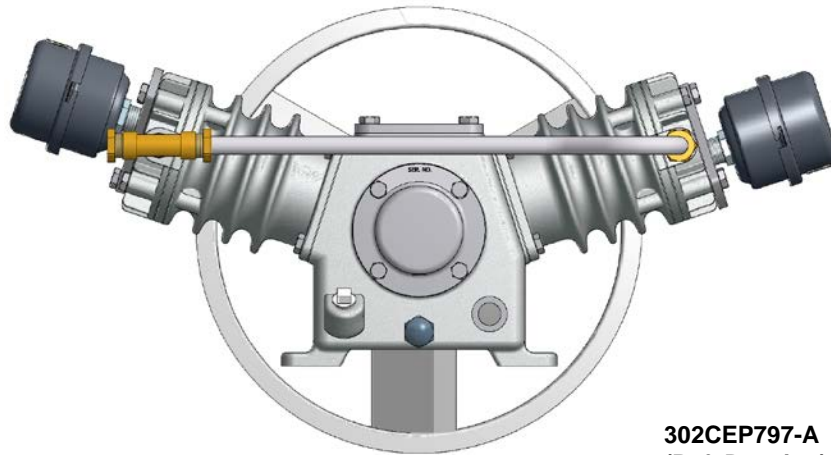


SINGLE STAGE, AIR COMPRESSORS & UNITS FEATURING BVA & BVAS PUMPS

⚠ WARNING

THIS MANUAL CONTAINS IMPORTANT SAFETY INFORMATION AND SHOULD ALWAYS BE AVAILABLE TO THOSE PERSONNEL OPERATING THIS UNIT. READ, UNDERSTAND AND RETAIN ALL INSTRUCTIONS BEFORE OPERATING THIS EQUIPMENT TO PREVENT INJURY OR EQUIPMENT DAMAGE.



302CEP797-A
(Ref. Drawing)

MODEL NUMBERS

BVA
BVAS

MAINTAIN COMPRESSOR RELIABILITY AND PERFORMANCE WITH GENUINE CHAMPION COMPRESSOR PARTS AND SUPPORT SERVICES

Champion Compressor genuine parts, manufactured to design tolerances, are developed for optimum dependability – specifically for Champion compressor systems. Design and material innovations are the result of years of experience with hundreds of different compressor applications. Reliability in materials and quality assurance are incorporated in our genuine replacement parts.

Your authorized Champion Compressor distributor offers all the backup you'll need. A worldwide network of authorized distributors provides the finest product support in the air compressor industry. Your authorized distributor can support your Champion air compressor with these services:

1. Trained parts specialists to assist you in selecting the correct replacement parts.
2. A full line of factory tested CHAMPLUB™ compressor lubricants specifically formulated for use in Champion compressors.
3. Repair and maintenance kits designed with the necessary parts to simplify servicing your compressor.

Authorized distributor service technicians are factory trained and skilled in compressor maintenance and repair. They are ready to respond and assist you by providing fast, expert maintenance and repair services.

To Contact Champion or locate your local distributor:

Visit: www.championpneumatic.com/contactus.aspx

Or

Call: (217)222-5400

INSTRUCTIONS FOR ORDERING REPAIR PARTS

When ordering parts, specify Compressor MODEL, HORSEPOWER and SERIAL NUMBER (see nameplate on unit). All orders for Parts should be placed with the nearest authorized distributor.

Order by part number and description. Reference numbers are for your convenience only.

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SAFETY AND OPERATION PRECAUTIONS

Because an air compressor is a piece of machinery with moving and rotating parts, the same precautions should be observed as with any piece of machinery of this type where carelessness in operation or maintenance is hazardous to personnel. In addition to the many obvious safety rules that should be followed with this type of machinery, the additional safety precautions as listed below must be observed:

1. Read all instructions completely before operating air compressor or unit.
2. For installation, follow all local electrical and safety codes, as well as the National Electrical Code (NEC) and the Occupational Safety and Health Act (OSHA).
3. Electric motors must be securely and adequately grounded. This can be accomplished by wiring with a grounded, metal-clad raceway system to the starter; by using a separate ground wire connected to the bare metal of the motor frame; or other suitable means.
4. Protect the power cable from coming in contact with sharp objects. Do not kink power cable and never allow the cable to come in contact with oil, grease, hot surfaces, or chemicals.
5. Make certain that the power source conforms to the requirements of your equipment.
6. Pull main electrical disconnect switch and disconnect any separate control lines, if used, before attempting to work or perform maintenance on the air compressor or unit. "Lock out" or "Tag out" all power sources.
7. Do not attempt to remove any compressor parts without first relieving the entire system of pressure.
8. Do not attempt to service any part while machine is in an operational mode.
9. Do not operate the compressor at pressures in excess of its rating.
10. Do not operate compressor at speeds in excess of its rating.
11. Periodically check all safety devices for proper operation. Do not change pressure setting or restrict operation in any way.
12. Be sure no tools, or rags or loose parts are left on the compressor or drive parts.
13. Do not use flammable solvents for cleaning the air inlet filter or element and other parts.
14. Exercise cleanliness during maintenance and when making repairs. Keep dirt away from parts by covering parts and exposed openings with clean cloth or Kraft paper.
15. Do not operate the compressor without guards, shields and screens in place.
16. Do not install a shut-off valve in the discharge line, unless a pressure relief valve, of proper design and size, is installed in the line between the compressor unit and shut-off valve.
17. Do not operate compressor in areas where there is a possibility of ingesting flammable or toxic fumes.
18. Be careful when touching the exterior of a recently run motor - it may be hot enough to be painful or cause injury. With modern motors this condition is normal if operated at rated load - modern motors are built to operate at higher temperatures.
19. Inspect unit daily to observe and correct any unsafe operating conditions found.
20. Do not "play around" with compressed air, nor direct air stream at body, because this can cause injuries.
21. Compressed air from this machine absolutely must not be used for food processing or breathing air without adequate downstream filters, purifiers and controls.
22. Always use an air pressure regulating device at the point of use, and do not use air pressure greater than marked maximum pressure of attachment.
23. Check hoses for weak or worn condition before each use and make certain that all connections are secure.
24. Always wear safety glasses when using compressed air gun.

The user of any air compressor package manufactured by **Champion** – A Gardner Denver Co., is hereby warned that failure to follow the preceding Safety and Operation Precautions can result in injuries or equipment damage. However, **Champion** – A Gardner Denver Co., does not state as fact or does not mean to imply that the preceding list of Safety and Operating Precautions is all inclusive, and further that the observance of this list will prevent all injuries or equipment damage.

EXPLANATION OF SAFETY INSTRUCTIONS SYMBOLS AND DECALS



Indicates immediate hazards which will result in severe injury or death.



Indicates hazards or unsafe practice which could result in severe injury or death.



Indicates hazards or unsafe practice which could result in damage to the Champion compressor or minor injury.

NOTICE

Notice is used to notify people of installation, operation or maintenance information which is important but not hazard-related.

SAFETY AND OPERATION PRECAUTIONS

OBSERVE, UNDERSTAND AND RETAIN THE INFORMATION GIVEN IN THE SAFETY PRECAUTION DECALS AS SHOWN IN THE PARTS LIST SECTION



This reciprocating compressor must not be used for breathing air. To do so will cause serious injury whether air is supplied direct from the compressor source or to breathing tanks for later use. Any and all liabilities for damage or loss due to injury, death and/or property damage including consequential damages stemming from the use of this compressor to supply breathing air, will be disclaimed by the manufacturer.



The use of this compressor as a booster pump and/or to compress a medium other than atmospheric air is strictly non-approved and can result in equipment damage and/or injury. Non-approved uses will also void the warranty.



This unit may be equipped with special options which may not be included in this manual. User must read, understand and retain all information sent with special options.

INTRODUCTION

Champion Commandair Series compressors are the result of advanced engineering and skilled manufacturing. To be assured of receiving maximum service from this machine the owner must exercise care in its operation and maintenance. This book is written to give the operator and maintenance department essential information for day-to-day operation, maintenance and adjustment. Careful adherence to these instructions will result in economical operation and minimum downtime.

Express Limited Warranty

CHAMPION warrants each new piece of equipment manufactured by **CHAMPION** to be free from defects in material and workmanship under normal use and service for a period of twelve (12) months from date of installation or eighteen (18) months from date of shipment by **CHAMPION** or **CHAMPION** distributor, whichever may occur first.

CHAMPION makes no warranty in respect to components and accessories furnished to **CHAMPION** by third parties, such as ELECTRIC MOTORS, GASOLINE ENGINES and CONTROLS, which are warranted only to the extent of the original manufacturer's warranty to **CHAMPION**. To have warranty consideration, electric motors must be equipped with thermal overload protection.

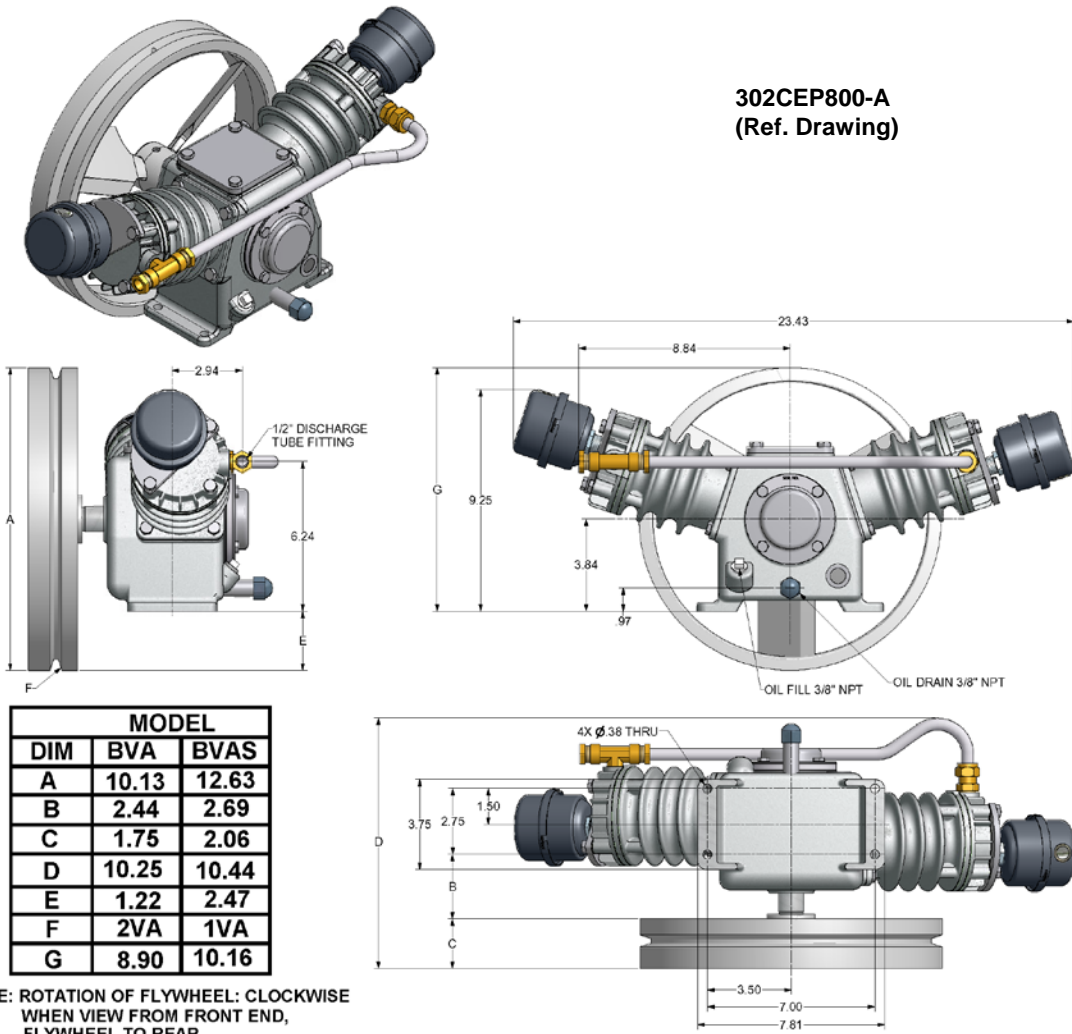
When a compressor pump, or component is changed or replaced during the warranty period, the newly replaced item is warranted for only the remainder of the original warranty period.

Repair, replacement or refund in the manner and within the time provided shall constitute **CHAMPION'S** sole liability and your exclusive remedy resulting from any nonconformity or defect. **CHAMPION** SHALL NOT IN ANY EVENT BE LIABLE FOR ANY DAMAGES, WHETHER BASED ON CONTRACT, WARRANTY, NEGLIGENCE, STRICT LIABILITY OR OTHERWISE, INCLUDING WITHOUT LIMITATION ANY CONSEQUENTIAL, INCIDENTAL OR SPECIAL DAMAGES, ARISING WITH RESPECT TO THE EQUIPMENT OR ITS FAILURE TO OPERATE EVEN IF **CHAMPION** HAS BEEN ADVISED OF THE POSSIBILITY THEREOF.

CHAMPION MAKES NO OTHER WARRANTY OR REPRESENTATION OF ANY KIND, EXCEPT THAT OF TITLE, AND ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, ARE HEREBY EXPRESSLY DISCLAIMED. NO SALESMAN OR OTHER REPRESENTATIVE OF **CHAMPION** HAS AUTHORITY TO MAKE ANY WARRANTIES.

SINGLE STAGE AIR COMPRESSORS - MODELS BVA & BVA5

DIMENSIONS



SPECIFICATIONS

| MODELS | BORE & STROKE (INCHES) | NUMBER CYLINDERS | OIL CAPACITY (OZ.) | WEIGHT (LBS.) | MAXIMUM INTERMITTENT PRESSURE (PSIG) | MIN./MAX. RPM |
|--------|------------------------|------------------|--------------------|---------------|--------------------------------------|---------------|
| BVA | 2-3/8 x 2 | 2 | 16 | 45 | 125 | 500/1000 |
| BVAS | 2-3/8 x 2 | 2 | 16 | 48 | 125 | 500/1000 |

PERFORMANCE DATA

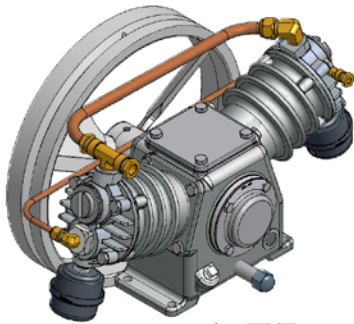
| HP | PUMP | PUMP SPEED RPM | DISPLACEMENT CFM | MOTOR PULLEY OD (INCHES) |
|-------|------|----------------|------------------|--------------------------|
| 1 | BVAS | 510 | 5.23 | 2 * |
| 1-1/2 | BVA | 728 | 7.46 | 2.25 * |
| 2 | BVA | 924 | 9.47 | 2.75 * |

$$\text{Pulley Dia. (approx.)} = \frac{\text{Compressor RPM} \times \text{Flywheel Dia.}}{\text{Motor of Engine RPM}}$$

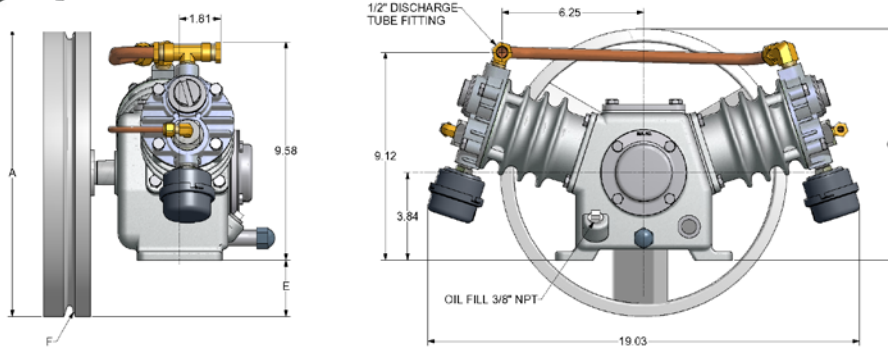
* Based on 3600 RPM Electric Motor.

SINGLE STAGE AIR COMPRESSORS - MODELS BVA-HU & BVA-HU

DIMENSIONS

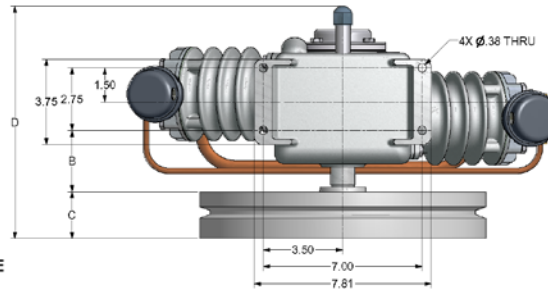


303CEP800-A
(Ref. Drawing)



| MODEL | | |
|-------|--------|---------|
| DIM | BVA-HU | BVAS-HU |
| A | 10.13 | 12.63 |
| B | 2.44 | 2.69 |
| C | 1.75 | 2.06 |
| D | 10.25 | 10.44 |
| E | 1.22 | 2.47 |
| F | 2VA | 1VA |
| G | 8.90 | 10.16 |

NOTE: ROTATION OF FLYWHEEL: CLOCKWISE WHEN VIEW FROM FRONT END, FLYWHEEL TO REAR.



SPECIFICATIONS

| MODELS | BORE & STROKE (INCHES) | NUMBER CYLINDERS | OIL CAPACITY (OZ.) | WEIGHT (LBS.) | MAXIMUM INTERMITTENT PRESSURE (PSIG) | MIN./MAX. RPM |
|---------|------------------------|------------------|--------------------|---------------|--------------------------------------|---------------|
| BVA-HU | 2-3/8 x 2 | 2 | 16 | 45 | 125 | 500/1000 |
| BVAS-HU | 2-3/8 x 2 | 2 | 16 | 48 | 125 | 500/1000 |

PERFORMANCE DATA

| HP | PUMP | PUMP SPEED RPM | DISPLACEMENT CFM | MOTOR PULLEY OD (INCHES) |
|-------|---------|----------------|------------------|--------------------------|
| 1 | BVAS-HU | 510 | 5.23 | 2 * |
| 1-1/2 | BVA-HU | 728 | 7.46 | 3.25 * |
| 2 | BVA-HU | 924 | 9.47 | 2.75 * |

$$\text{Pulley Dia. (approx.)} = \frac{\text{Compressor RPM} \times \text{Flywheel Dia.}}{\text{Motor of Engine RPM}}$$

* Based on 3600 RPM Electric Motor.

INSTALLATION



Do not operate unit if damaged during shipping, handling or use. Operating unit if damaged may result in injury.

1. Permanently installed compressors must be located in a clean, well ventilated dry room so compressor receives adequate supply of fresh, clean, cool and dry air. It is recommended that a compressor, used for painting, be located in a separate room from that area wherein body sanding and painting is done. Abrasive particles or paint, found to have clogged the air intake filters and intake valves, shall automatically void warranty.
2. Compressors should never be located so close to a wall or other obstruction that flow of air through the fan bladed flywheel, which cools the compressor, is impeded. Permanently mounted units should have flywheel at least 12" from wall.
3. Place stationary compressors on firm level ground or flooring. Permanent installations require bolting to floor. Bolt holes in tank or base feet are provided. Before bolting or lagging down, shim compressor level. Avoid putting a stress on a tank foot by pulling it down to floor. This will only result in abnormal vibration, and possible cracking of Air Receiver. It is recommended that optional vibro-isolator pads be installed on unit. Tanks bolted directly to a concrete floor without padding will not be warranted against cracking. Champion vibro-isolators must be used for extended warranty to apply to ASME air receivers.
4. If installing a bare pump or a base mounted unit, make certain the system has adequate pressure limiting controls. Controls could be a pressure switch with unloader for start/stop operation or a pilot valve for continuous operation. If a pilot valve is used, the compressor must be equipped with head unloaders. Control air must be piped from the air receiver to the pilot valve.
5. A properly sized air check valve must be installed in the discharge piping, between the compressor outlet and the inlet of any receiver tank(s) in the system.



Do not install isolating valves between compressor outlet and air receiver. This will cause excessive pressure if valve is closed, and cause injury and equipment damage.



Always use an air pressure regulating device at the point of use. Failure to do so can result in injury or equipment damage.



- **Do not install in an area where ambient temperature is below 32 degrees F or above 100 degrees F.**
- **Do not install unit in an area where air is dirty and/or chemical laden.**
- **Unit is not to be installed outdoors.**

INSTALLATION (CONT'D)

ELECTRICAL POWER SUPPLY

It is essential that the power supply and the supply wiring are adequately sized and that the voltage correspond to the unit specifications. Branch circuit protection must be provided at installation as specified in the National Electrical Code.

All wiring should be performed by a licensed electrician or electrical contractor. Wiring must meet applicable codes for area of installation. The table gives recommended wire sizes based on the 2008 NEC.

WIRE SIZE (AWG) - 75°C COPPER - 30°C AMBIENT

| MOTOR HP | 3 PHASE | | | | 1 PHASE | | |
|-------------|----------|------|------|------|---------|------|------|
| | 200/208V | 230V | 460V | 575V | 115V | 208V | 230V |
| 1-1/2 | 14 | 14 | 14 | 14 | 10 | 14 | 14 |
| 2 | 14 | 14 | 14 | 14 | 8 | 12 | 12 |
| 3 | 14 | 14 | 14 | 14 | 8 | 10 | 10 |

All models, except as noted below, require a properly sized magnetic starter as specified in the National Electric Code (NEC). See Figure 1-1 for simplex wiring diagram.

Units furnished with thermal overload protected (TOLP) motors do not require a manual or magnetic starter. See Figure 1-2.

If ordered with a factory mounted magnetic starter, compressor is wired at factory. It is necessary only to bring lines from a properly sized disconnect switch to the magnetic starter mounted on the unit.

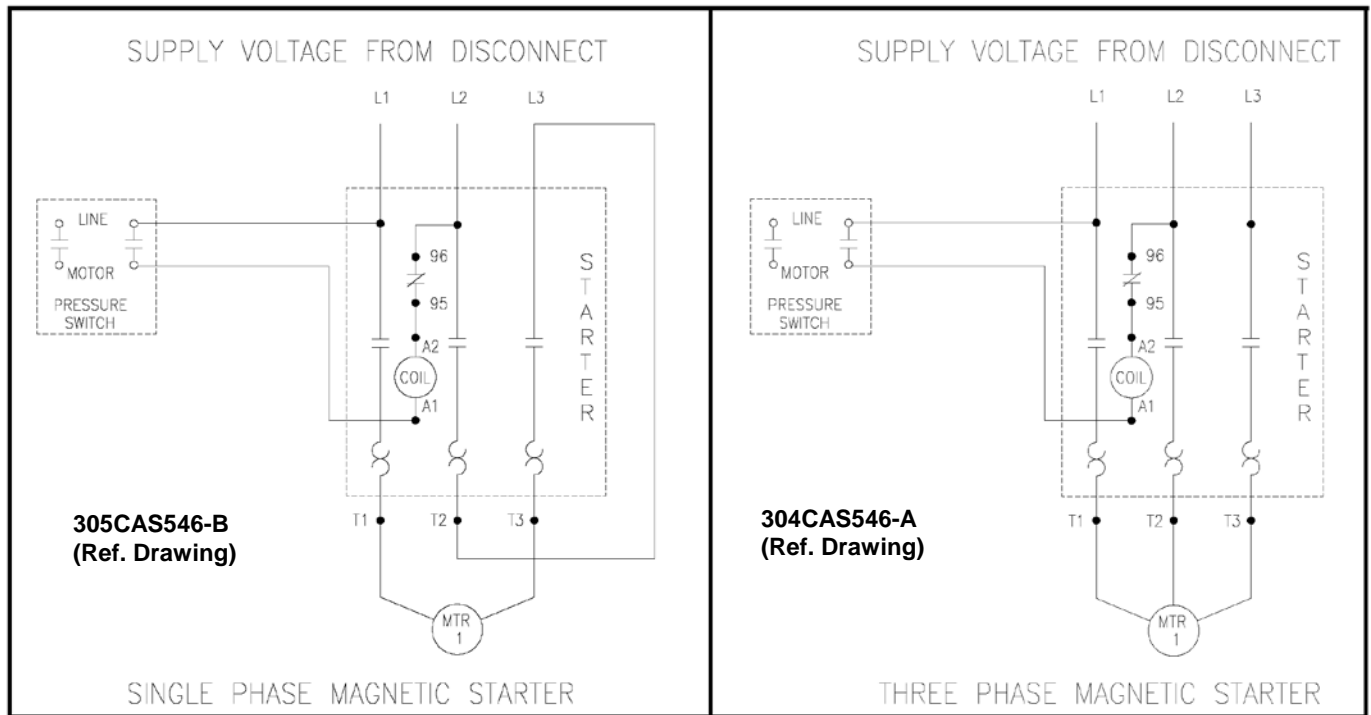


Figure 1 – 1 Simplex Wiring Diagram

INSTALLATION (CONT'D)

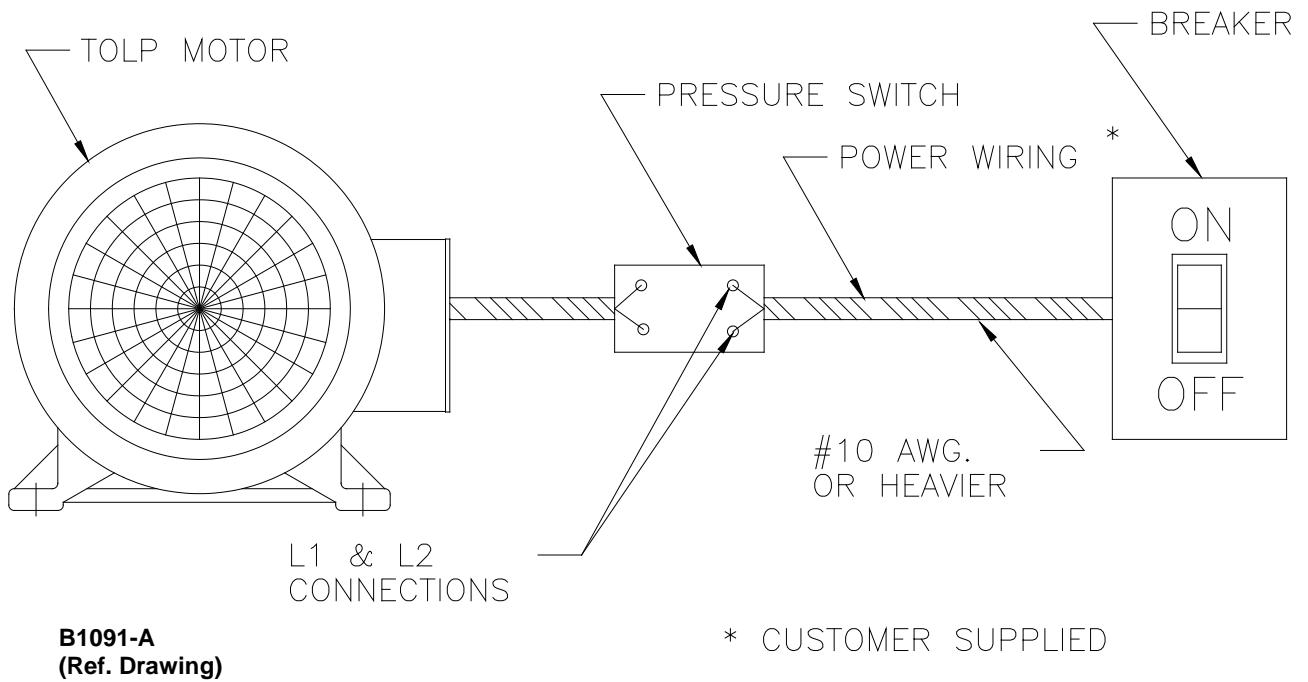


Figure1 - 2 Wiring Diagram

CAUTION

Wiring must be such that when viewing compressor from opposite shaft end, rotation of shaft is clockwise as shown by arrow on guard. Wrong direction rotation for any length of time will result in damage to compressor.

GROUNDING INSTRUCTIONS

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

AIR LINE PIPING

Connection to air system should be of the same size, or larger, than discharge pipe out of unit. A union connection to the unit and water drop leg is recommended. Install a flexible connector between the discharge of the unit and the plant air piping. Plant air piping should be periodically inspected for leaks using a soap and water solution for detection on all pipe joints. Air leaks waste energy and are expensive.

WARNING

Never use plastic pipe or improperly rated metal pipe. Improper piping material can burst and cause injury or property damage.

OPERATION

This compressor has been inspected, thoroughly tested and approved at the factory. For this unit to give long satisfactory service it must be installed and operated properly. This compressor has been designed for a 80%/ON – 20%/OFF duty cycle.

Simplex units have a pressure switch that senses changes in receiver pressure and automatically starts and stops the compressor at preset pressure limits. If the receiver pressure falls below the cut-in pressure setting of the pressure switch the compressor will run until the cut-out pressure setting of the pressure switch has been reached.

Units furnished with head unloaders are equipped with a needle valve, pilot valve and head unloaders to provide continuous run capabilities. The pilot valve acts as an automatic air switch allowing air to flow from the receiver to the head unloader mechanism, thus actuating it. To operate unit in continuous run, open needle valve located next to pilot valve. The pilot valve is now able to sense receiver pressure. When the receiver pressure reaches the cut-out pressure setting of the pilot valve, the pilot valve opens and air is released to the unloader mechanism. The compressor stops compressing air and runs unloaded until the cut-in pressure setting of the pilot valve has been reached. At this time air released from the unloader mechanism and the compressor starts compressing again. Continuous run is recommended if motor starts exceed 8 starts/hour.

Initial Start Up

1. Inspect unit for any visible signs of damage that would have occurred in shipment or during installation.
2. Pull main disconnect switch to unit to assure that no power is coming into the unit. "Lock Out" or "Tag Out" switch. Connect power leads to start.



Do not attempt to operate compressor on voltage other than that specified on order or on compressor motor.

3. Check compressor oil level. Add oil as required. See "Compressor Oil Specifications," page 17.
NOTE: Do not mix oil type, weights or brands.
4. Activate main disconnect switch.
5. "Jog" motor and check for proper rotation by direction arrow. If rotation is wrong, reverse input connections on the magnetic starter.
6. Close receiver outlet hand valve and start.
7. With receiver hand valve closed, let machine pump up to operating pressure. At this stage the automatic controls will take over. Check for proper cycling operation.
8. Check for proper operation of any options. Refer to individual option instruction sheet.
9. When the initial run period has shown no operating problems, shut unit down and recheck oil level.
10. Open receiver hand valve. The air compressor unit is now ready for use.



This unit can start automatically without warning.

GUIDE TO MAINTENANCE

To obtain reliable and satisfactory service, this unit requires a consistent preventive maintenance schedule. Maintenance schedule pages are included in the back of this manual to aid in keeping the proper records.



Before performing any maintenance function, switch main disconnect switch to "off" position to assure no power is entering unit. "Lock Out" or "Tag Out" all sources of power. Be sure all air pressure in unit is relieved. Failure to do this may result in injury or equipment damage.

DAILY MAINTENANCE

1. Check oil level of compressor. Add quality lubricating oil as required. See Section on "Oil Specifications," page 17.
2. Drain moisture from tank by opening tank drain valve located in bottom of tank. Do not open drain valve if tank pressure exceeds 25 PSIG.
3. Turn off compressor at the end of each day's operation. Turn off power supply at wall switch.

WEEKLY MAINTENANCE

1. Clean dust and foreign matter from cylinder head, motor, fan blade, air lines, and tank.
2. Remove and clean intake air filters.



Do not exceed 15 PSIG nozzle pressure when cleaning element parts with compressed air. Do not direct compressed air against human skin. Serious injury could result. Never wash elements in fuel oil, gasoline or flammable solvent.

3. Check V-belts for tightness. The V-belts must be tight enough to transmit the necessary power to the compressor. Adjust the V-belts as follows:
 - a. Remove bolts and guard to access compressor drive.
 - b. Loosen mounting hardware which secures motor to base. Slide motor within slots of baseplate to desired position.
 - c. Apply pressure with finger to one belt at midpoint span. Tension is correct if top of belt aligns with bottom of adjacent belt. Make further adjustments if necessary.
 - d. Check the alignment of pulleys. Adjust if necessary.
 - e. Tighten mounting hardware to secure motor on base.
 - f. Re-install guard and secure with bolts.



Never operate unit without belt guard in place. Removal will expose rotating parts which can cause injury or equipment damage.

EVERY 90 DAYS OR 500 HOURS MAINTENANCE

1. Change crankcase oil. Use type and grade oil as specified in the section on "Compressor Oil Specifications," page 17.
2. Check entire system for air leakage around fittings, connections, and gaskets, using soap solution and brush.
3. Tighten nuts and capscrews as required.
4. Check and clean compressor valves, as required. Replace parts when worn or damaged.



Valves must be reinstalled in original position. Valve gaskets should be replaced each time valves are serviced.

5. Pull ring on all pressure relief valves to assure proper operation.

GENERAL MAINTENANCE NOTES

PRESSURE RELIEF VALVE: The pressure relief valve is an automatic pop valve. Each valve is properly adjusted for the maximum pressure permitted by tank specifications and working pressure of the unit on which it is installed. If it should pop, it will be necessary to drain all the air out of the tank in order to reseal properly. Do not readjust.

TANK DRAIN VALVE: Drain valve is located at bottom of tank. Open drain valve daily to drain condensation. Do not open drain valve if tank pressure exceeds 25 PSIG. The automatic tank drain equipped compressor requires draining manually once a week.

PRESSURE SWITCH: The pressure switch is automatic and will start compressor at low pressure and stop when the maximum pressure is reached. It is adjusted to start and stop compressor at the proper pressure for the unit on which it is installed. Do not readjust.

BELTS: Drive belts must be kept tight enough to prevent slipping. If belts slip or squeak, see V-belt maintenance in preceding section.



If belts are too tight, overload will be put on motor and motor bearings.

COMPRESSOR VALVES: If compressor fails to pump air or seems slow in filling up tank, disconnect unit from power source and remove valves and clean thoroughly, using compressed air and a soft wire brush. After cleaning exceptional care must be taken that all parts are replaced in exactly the same position and all joints must be tight or the compressor will not function properly. When all valves are replaced and connections tight, close hand valve at tank outlet for final test. Valve gaskets should be replaced each time valves are removed from pump.

GENERAL MAINTENANCE (Cont'd.)

CHECK VALVE: The check valve closes when the compressor stops operating, preventing air from flowing out of the tank through the pressure release valve on the pressure switch. After the compressor stops operating, if air continues to escape through the release valve, it is an indication that the check valve is leaking. This can be corrected by removing check valve and cleaning disc and seat. If check valve is worn badly, replace same.



Before removing check valve be sure all air is drained out of tank and power is disconnected. Failure to do so may result in injury or equipment damage.

COMPRESSOR LUBRICATION: Fill crankcase to proper level as indicated by oil sight gauge. Keep crankcase filled as required by usage. It is recommended that only Champlub recip lubricant be used. This is a 30-weight, non-detergent industrial oil with rust and oxidation inhibitors specially formulated for reciprocating compressors. Do not mix oil types, weights or brands.

MOTOR LUBRICATION: Long time satisfactory operation of an electric motor depends in large measure proper lubrication of the bearings. Bearing grease will lose its lubricating ability overtime, not suddenly. Refer to the motor manufacturer's instructions for the type of grease and lubrication intervals.

PILOT VALVE: The pilot valve actuates the head unloader mechanism to provide a means of stopping or starting the compression of air by the compressor without stopping or starting the electric motor.

GENERAL MAINTENANCE (Cont'd.)

COMPRESSOR PILOT VALVE PRESSURE ADJUSTMENT

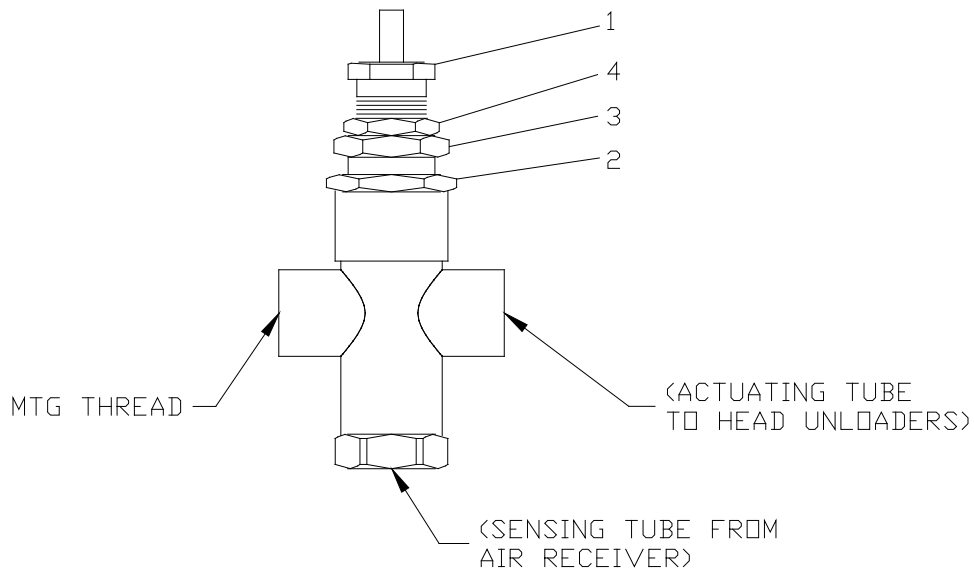
Proceed with the following instructions while compressor is running:

1. Loosen locknut (4) and back off several turns. Do not turn differential pressure adjustment nut (3).
2. Check reading on the tank pressure gauge. Set the compressor maximum pressure by turning threaded cap (1) clockwise to increase pressure or counter clockwise to decrease pressure. Pressure setting must be 5 psig less than setting of pressure switch.
3. After pressure is set, tighten locknut (4). Be careful not to move threaded cap (1).

COMPRESSOR PILOT VALVE DIFFERENTIAL PRESSURE ADJUSTMENT

Proceed with the following instructions while compressor is running:

1. Loosen locknut (2) and back off several turns.
2. Check reading on the tank pressure gauge. Set the pressure to 30 psig differential (unload at 95 psig, reload at 125 psig). Turn nut (3) clockwise to increase differential pressure or counterclockwise to decrease differential pressure.
3. After pressure is set, tighten locknut (2). Be careful not to move nut (3).



B890-B
(Ref. Drawing)

COMPRESSOR OIL SPECIFICATIONS

Compressors shipped on units are factory filled with Champlub hydrocarbon based recip lubricants. Compressors shipped as pump only, do not have any oil in the crankcase. Be sure to add oil prior to start-up. Champlub is an ISO 100 non-detergent industrial lubricant with rust and oxidation inhibitors specially formulated for reciprocating compressors. It is recommended this compressor be maintained using this oil for ambient temperatures above 32°F.

 **CAUTION**

Do not mix oil types, weights or brands.

 **CAUTION**

“Emulsification of oil (white milky substance) indicates unsafe accumulation of moisture and may be evidence compressor is oversized for application. Failure to promptly consult your local distributor, or Champion Customer Service, can be grounds to deny warranty.”

NOTES:

1. Normal break-in period of Champion air compressors is 25 hours.
2. For the first 100 hours of compressor operation, a careful and regular check of the oil level should be made. Maintain oil level at the full line.

LUBRICANT

| CHAMPLUB | |
|--------------------------|-------------|
| DESCRIPTION | PART NUMBER |
| 1 – Quart Case (12/case) | P09479A |
| 1 – Gallon Case (4/case) | P08909A |
| 5 – Gallon Pail | P08908A |
| 55 – Gallon Drum | P08907A |

TROUBLE SHOOTING CHART



WARNING

Always disconnect unit from power supply and relieve all pressure from air tank before performing any maintenance. Failure to do so may result in equipment damage or injury. A Lock Out" or "Tag Out" all power sources.



Never operate unit without belt guard in place.

Never use gasoline or flammable solvent on or around compressor unit. Explosion may result.

Troubleshooting Chart

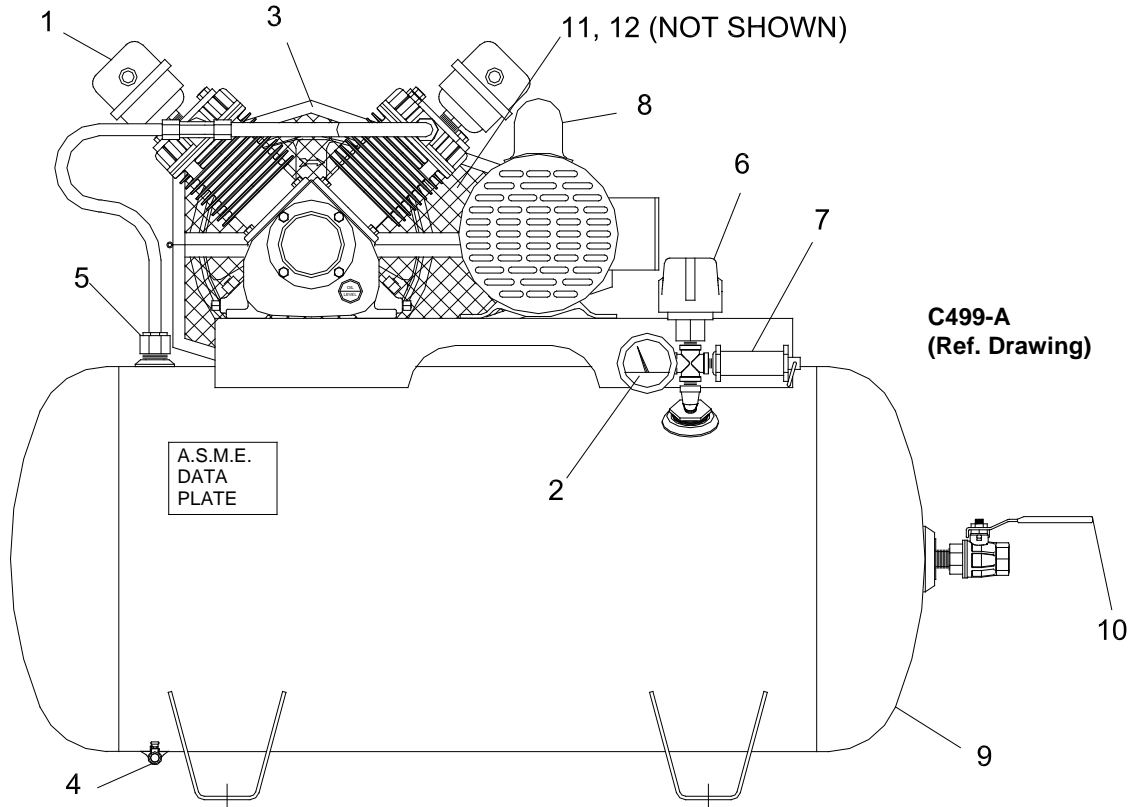
| Symptom | Possible Cause(s) | Corrective Action |
|---|--|--|
| Motor will not start. | <ol style="list-style-type: none"> 1. Main switch and fuses open. 2. Starter heater coils open. 3. Starter tripped 4. Defective pressure switch-contacts will not close 5. Low voltage. | <ol style="list-style-type: none"> 1. Check all fuses and switches. Check for loose or faulty wires. 2. Check overload relay in starter. Reset starter. 3. Reset starter. If starter trips repeatedly, have electrical system inspected by an electrician. 4. Repair or replace pressure switch. <p> Warning – Relieve tank pressure before servicing.</p> <ol style="list-style-type: none"> 5. Check with voltmeter. Be sure voltage corresponds to unit specifications. |
| Starter trips repeatedly. | <ol style="list-style-type: none"> 1. Improperly adjusted pressure switch. 2. Faulty check valve. 3. Incorrect fuse size or magnetic starter heaters. 4. Low voltage. 5. Defective motor. | <ol style="list-style-type: none"> 1. Adjust or replace. <p> Warning – Relieve tank pressure before servicing.</p> <ol style="list-style-type: none"> 2. Clean or replace <p> Warning – Relieve tank pressure before servicing.</p> <ol style="list-style-type: none"> 3. Be sure that fuses and heaters are properly rated. 4. Check with voltmeter. Be sure voltage corresponds to unit specifications. 5. Replace motor. |
| Tank pressure builds up slowly. | <ol style="list-style-type: none"> 1. Air leaks. 2. Dirty air filter. 3. Defective compressor valves | <ol style="list-style-type: none"> 1. Tighten fittings. 2. Clean or replace. 3. Install new valve plate assembly. |
| Tank pressure builds up quickly. | <ol style="list-style-type: none"> 1. Excessive water in tank. | <ol style="list-style-type: none"> 1. Drain tank. |
| Discharge pressure relief valve pops off while compressor is running. | <ol style="list-style-type: none"> 1. Wrong pressure switch setting. 2. Defective ASME relief valve. | <ol style="list-style-type: none"> 1. Adjust to correct setting. 2. Replace valve. <p> Warning – Relieve tank pressure before servicing.</p> |
| Compressor will not unload (Units with head unloaders) | <ol style="list-style-type: none"> 1. Wrong pilot valve setting. 2. Defective pilot valve. 3. Lack of air to pilot valve.. | <ol style="list-style-type: none"> 1. Adjust to correct setting 2. Replace pilot valve. 3. Open needle valve to pilot valve. |
| Excessive belt wear. | <ol style="list-style-type: none"> 1. Pulley out of alignment. 2. Belts too tight or too loose. | <ol style="list-style-type: none"> 1. Realign motor pulley. 2. Adjust belt tension. |
| Compressor runs hot. | <ol style="list-style-type: none"> 1. Improper flywheel rotation 2. Defective compressor valves. 3. Dirty air filter. 4. Dirty cylinder. | <ol style="list-style-type: none"> 1. Check for correct rotation. (Counter clockwise when viewed from drive side. 2. Install new valve plate assembly. 3. Clean or replace. 4. Clean cylinder fins. |
| Excessive oil consumption. | <ol style="list-style-type: none"> 1. Dirty air filter. 2. Wrong oil viscosity. 3. Oil leaks. 4. Worn piston rings. 5. Scored cylinder | <ol style="list-style-type: none"> 1. Clean or replace. 2. Refill with proper viscosity oil. 3. Tighten bolts. Replace gaskets. 4. Replace rings. 5. Replace cylinder. |

Troubleshooting Chart (Cont'd)

| Symptom | Possible Cause(s) | Corrective Action |
|--|--|--|
| Air escapes from unloader on pressure switch when unit is running. | 1. Defective pressure switch.. | 1. Replace pressure switch.  Warning – Relieve tank pressure before servicing |
| Air continues to escape from unloader on pressure switch when unit is stopped. | 1. Check valve stuck in open position. | 1. Replace check valve.  Warning – Relieve tank pressure before servicing. |

UNIT REPAIR ILLUSTRATION

MODELS: 30BVA10H, 30BVA15H, 30BVA20H & 60BVA15H



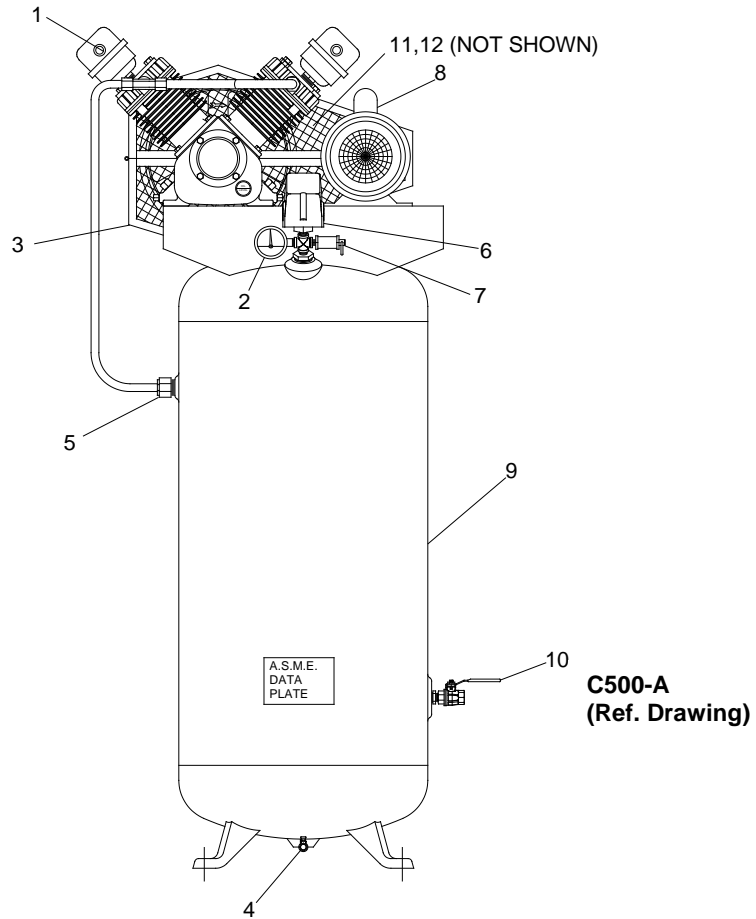
REPAIR PARTS LIST

MODELS

| | 30BVA10H | 30BVA15H | 30BVA20H | 60BVA15H |
|--------------------------|-----------|-----------|-----------|-----------|
| 1. Pump | BVAS | BVA | BVA | BVA |
| 2. Pressure Gauge | M1249 | M1249 | M1249 | M1249 |
| 3. Belt Guard | Z1374 | Z712 | Z712 | Z712 |
| 4. Drain Valve | VP1022988 | VP1022988 | VP1022988 | VP1022988 |
| 5. Check Valve | P05654A | P05654A | P05654A | P05654A |
| 6. Pressure Switch | P14208A | P14208A | P14208A | P14208A |
| 7. Pressure Relief Valve | M2839 | M2839 | M2839 | M2839 |
| 8. Motor | 1 HP | 1.5 HP | 2 HP | 1.5 HP |
| 9. Tank | P02236D | P02236D | P02236D | P01136D |
| 10. Isolation Valve | VP1022988 | VP1022988 | VP1022988 | M3590 |
| 11. Pulley | M2005A | P11993A | P13258A | P11993A |
| 12. Belts | 4L560 (1) | 4L510 (2) | 4L510 (2) | 4L510 (2) |

UNIT REPAIR ILLUSTRATION

MODELS: 30BVAS10V, 30BVA15V & 30BVA20V

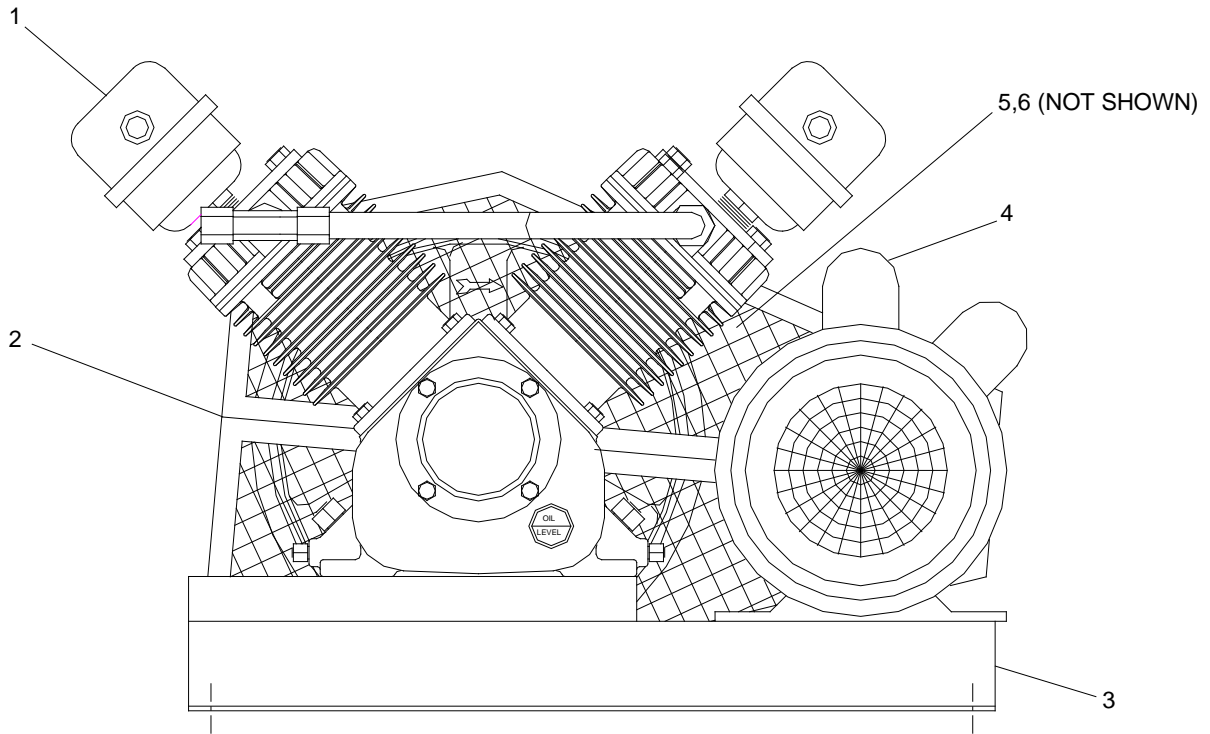


REPAIR PARTS LIST

| | MODELS | | |
|--------------------------|-----------|-----------|-----------|
| | 30BVAS10V | 30BVA15V | 30BVA20V |
| 1. Pump | BVAS | BVA | BVA |
| 2. Pressure Gauge | M1249 | M1249 | M1249 |
| 3. Belt Guard | Z1374 | CC1068703 | CC1068703 |
| 4. Drain Valve | VP1022988 | VP1022988 | VP1022988 |
| 5. Check Valve | P05654A | P05654A | P05654A |
| 6. Pressure Switch | P14208A | P14208A | P14208A |
| 7. Pressure Relief Valve | M2839 | M2839 | M2839 |
| 8. Motor | 1 HP | 1.5 HP | 2 HP |
| 9. Tank | CC1055283 | CC1055283 | CC1055283 |
| 10. Isolation Valve | VP1022988 | VP1022988 | VP1022988 |
| 11. | M2005A | P11993A | P13258A |
| 12. | 4L560 (1) | 4L510 (2) | 4L510 (2) |

UNIT REPAIR ILLUSTRATION

MODELS: BMBVAS10, BMBVA15, BMBVA20, BMBVA-15SS & BMBVA-20SS



C501-A
(Ref. Drawing)

UNIT REPAIR ILLUSTRATION

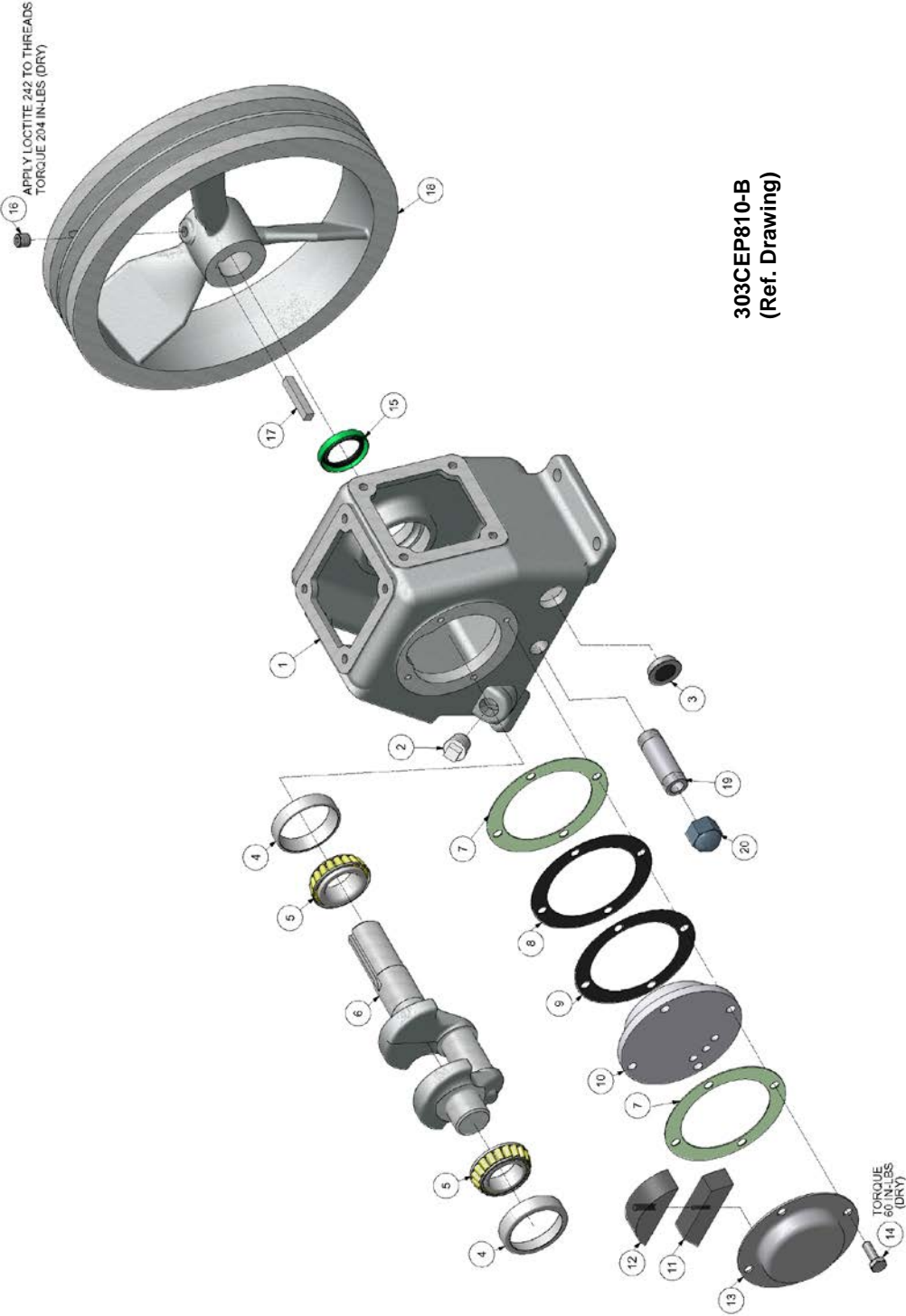
MODELS: BMBVAS10, BMBVA15, BMBVA20, BMBVA-15SS & BMBVA-20SS

REPAIR PARTS LIST

| | | MODELS | | | | | |
|----|------------|----------|-----------|-----------|------------|------------|-----------|
| | | BMBVAS10 | BMBVA15 | BMBVA20 | BMBVA-15SS | BMBVA-20SS | |
| 1. | Pump | BVAS | BVA | BVA | BVA | BVA | |
| 2. | Belt Guard | Z1374 | Z712 | Z712 | Z712 | Z712 | |
| 3. | Base Plate | P09195C | P09195C | P09195C | P09195C | P09195C | |
| 4. | Motor | 1HP | 1.5 HP | 2 HP | 1.5 HP | 2 HP | |
| 5. | Pulley | 1 PHASE | M2005A | P11993A | P13258A | P11993A | P13258A |
| | | 3 PHASE | M2005A | P11993A | P13258A | VP1054464 | VP1054465 |
| 6. | Belts | 1 PHASE | 4L560 (1) | 4L510 (2) | 4L510 (2) | 4L510 (2) | 4L510 (2) |
| | | 3 PHASE | 4L560 (1) | 4L510 (2) | 4L510 (2) | 4L540 (2) | 4L560 (2) |

COMPRESSOR REPAIR PARTS ILLUSTRATION

MODELS: BVA & BVA
CRANKCASE, CRANKSHAFT AND FLYWHEEL



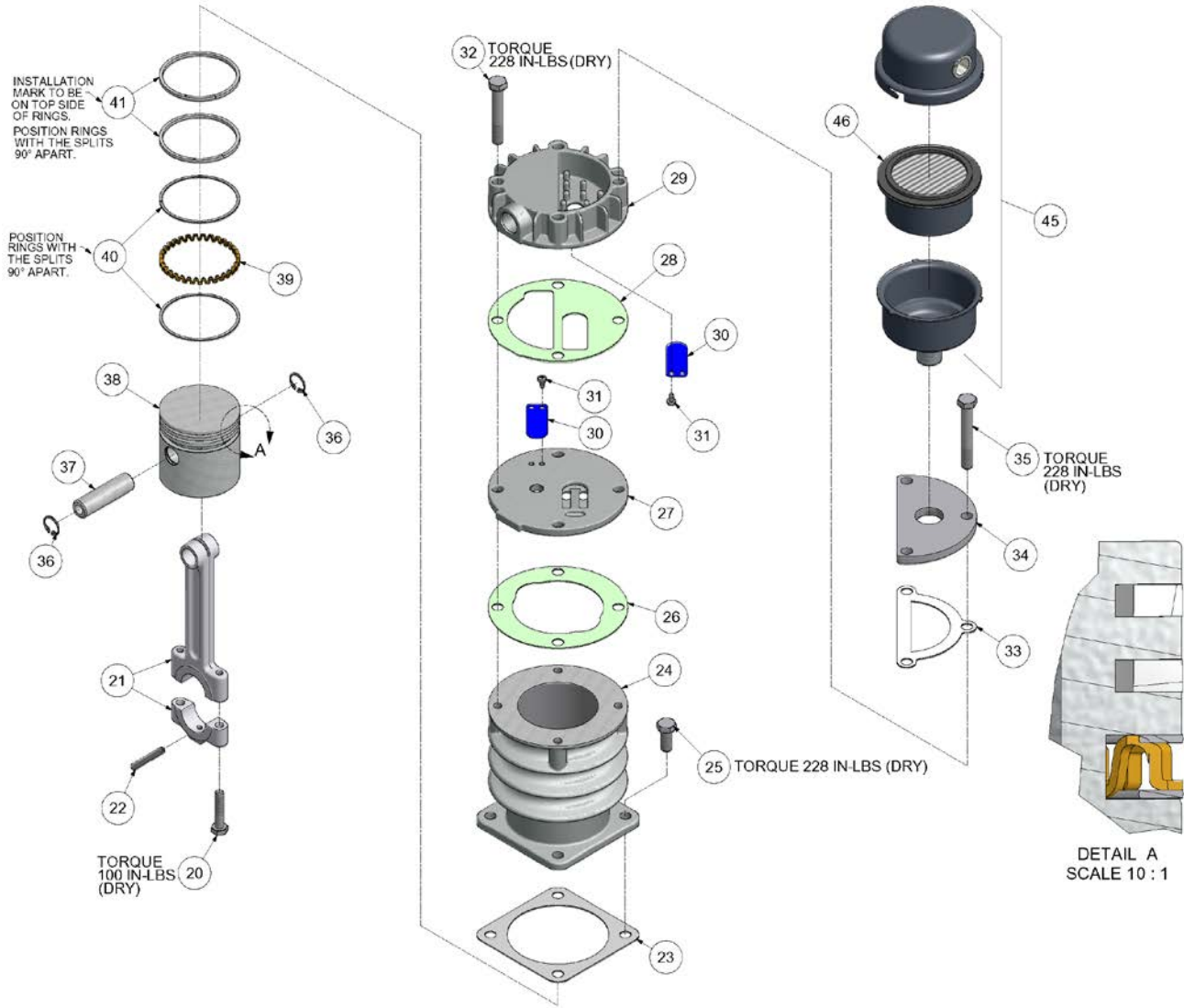
COMPRESSOR REPAIR PARTS ILLUSTRATION

MODELS: BVAS & BVA
CRANKCASE, CRANKSHAFT AND FLYWHEEL

| REF. NO. | DESCRIPTION | MODEL BVAS PART NO. | MODEL BVA PART NO. | QTY |
|-------------|---|---------------------------|--------------------------|-----|
| 1 | CRANKCASE | B9 | B9 | 1 |
| 2 | PLUG | 64AA4 | 64AA4 | 2 |
| 3 | OIL LEVEL GAUGE | B14 | B14 | 1 |
| -- | BEARING KIT (Includes items 4 & 5) | ZC16 | ZC16 | 2 |
| 4 | MAIN BEARING CUP | ----- | ----- | -- |
| 5 | MAIN BEARING CONE | ----- | ----- | -- |
| 6 | CRANKSHAFT | CQC5 | CQC5 | 1 |
| -- | GASKET SET (Includes items 7, 8 & 9) (1 Each) | Z132 | Z132 | 1 |
| 7 | GASKET | C30 | C30 | 1 |
| 8 | GASKET | ----- | ----- | -- |
| 9 | GASKET | ----- | ----- | -- |
| 10 | CRANKCASE COVER | C14C | C14C | 1 |
| 11 | BREATHER ELEMENT | P04581A | P04581A | 1 |
| 12 | BREATHER SEPARATOR | P04582A | P04582A | 1 |
| 13 | BREATHER CHAMBER (Includes items 11 & 12) | Z1652 | Z1652 | 1 |
| 14 | BOLT | M2340 | M2340 | 4 |
| 15 | OIL SEAL | OSA5A | OSA5A | 1 |
| 16 | SET-SCREW | M568 | M568 | 1 |
| 17 | KEY | U8 | U8 | 1 |
| 18 | FLYWHEEL | P09950C | M2195 | 1 |
| 19 | NIPPLE | M1022B | M1022B | 1 |
| 20 | CAP | M461 | M461 | 1 |

COMPRESSOR REPAIR PARTS ILLUSTRATION

MODELS: BVA & BVA
CYLINDER, PISTON, AND HEAD



305CEP810-A
(Ref. Drawing)

COMPRESSOR REPAIR PARTS ILLUSTRATION

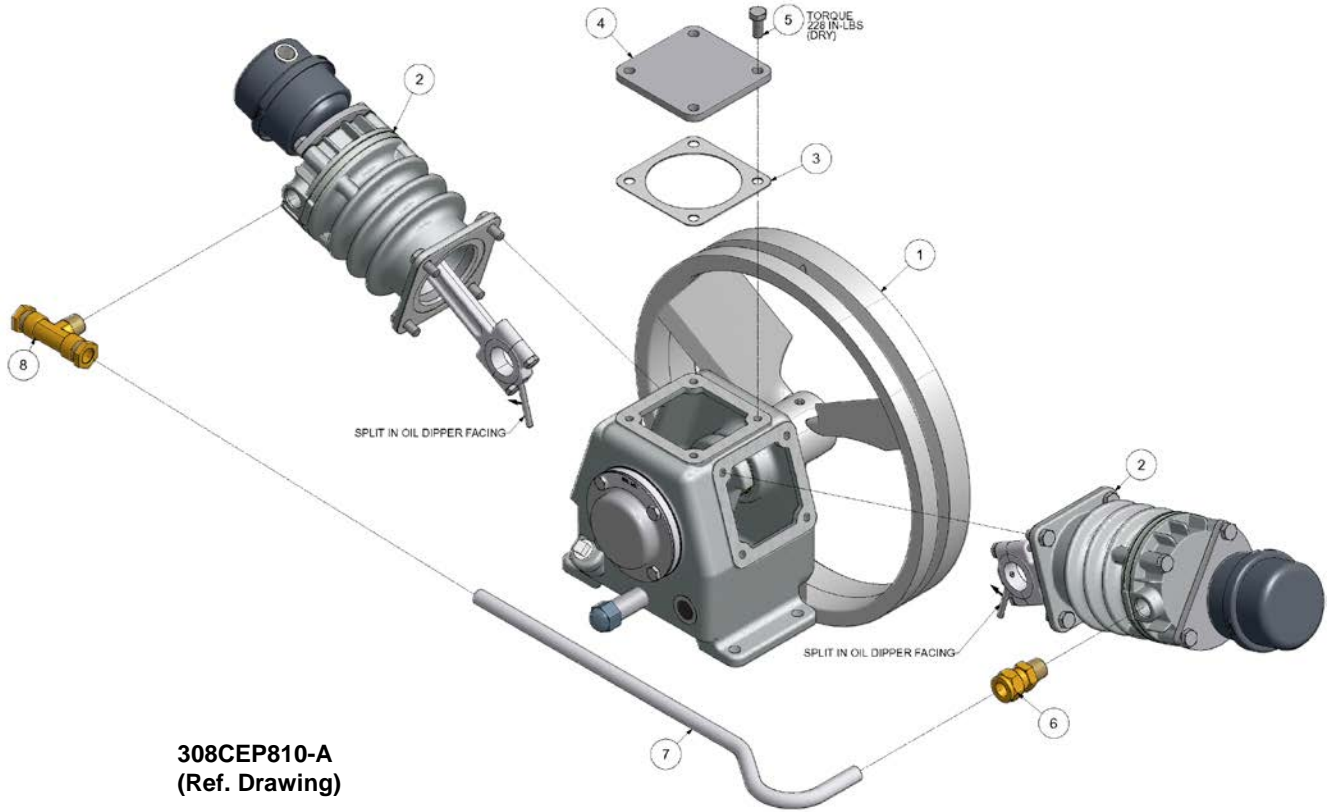
MODELS: BVAS & BVA
CYLINDER, PISTON, AND HEAD

| REF. NO. | DESCRIPTION | MODEL BVA/BVAS PART NO. | QTY |
|-------------|--|-------------------------------|-----|
| 20 | SCREW | M780 | 2 |
| 21 | CONNECTING ROD ASSEMBLY (Includes Items 20 & 22) | CC1066814 | 1 |
| 22 | OIL DIPPER | P09120A | 1 |
| 23 | CYLINDER FLANGE GASKET | A29 | 1 |
| 24 | CYLINDER | CC1045672 | 1 |
| 25 | SCREW | M2339 | 4 |
| 26 | CYLINDER HEAD GASKET | B31 | 1 |
| 27 | VALVE PLATE | M1562 | 1 |
| 28 | VALVE PLATE GASKET | M1564 | 1 |
| 29 | HEAD | M1561 | 1 |
| 30 | REED VALVE | P07497A | 2 |
| 31 | SCREW | M1565 | 4 |
| 32 | SCREW | M3127 | 1 |
| 33 | FILTER PLATE GASKET | P09924A | 1 |
| 34 | INLET FILTER PLATE | P09922A | 1 |
| 35 | SCREW | M3507 | 3 |
| 36 | RETAINER RING | A102 | 2 |
| 37 | PISTON PIN | B21 | 1 |
| 38 | PISTON | B4A | 1 |
| 39 | RING,EXPANDER | B10D1 | 1 |
| 40 | RING,RAIL | B10D2 | 2 |
| 41 | PISTON RING | P03016A | 2 |
| 45 | INTAKE FILTER | P09892A | 1 |
| 46 | FILTER ELEMENT | P09974A | 1 |
| --- | PISTON WITH PIN (Includes Items 36, 37 & 38) | ZB4A | 1 |
| --- | PISTON RING SET (Includes Items 39, 40 & 41) | ZB10 | 1 |
| --- | HEAD ASSEMBLY (Includes Items 27, 28, 29, 30 & 31) | Z653 | 1 |
| --- | HEAD VALVE ASSEMBLY (Includes Items 29, 30 & 31) | Z6320 | 1 |
| --- | VALVE PLATE ASSEMBLY (Includes Items 27, 30 & 31) | Z6321 | 1 |

Note: Quantities Shown Are For One (1) Cylinder.

COMPRESSOR REPAIR PARTS ILLUSTRATION

MODELS: BVA & BVA
CYLINDER HEAD BVA AND BVA

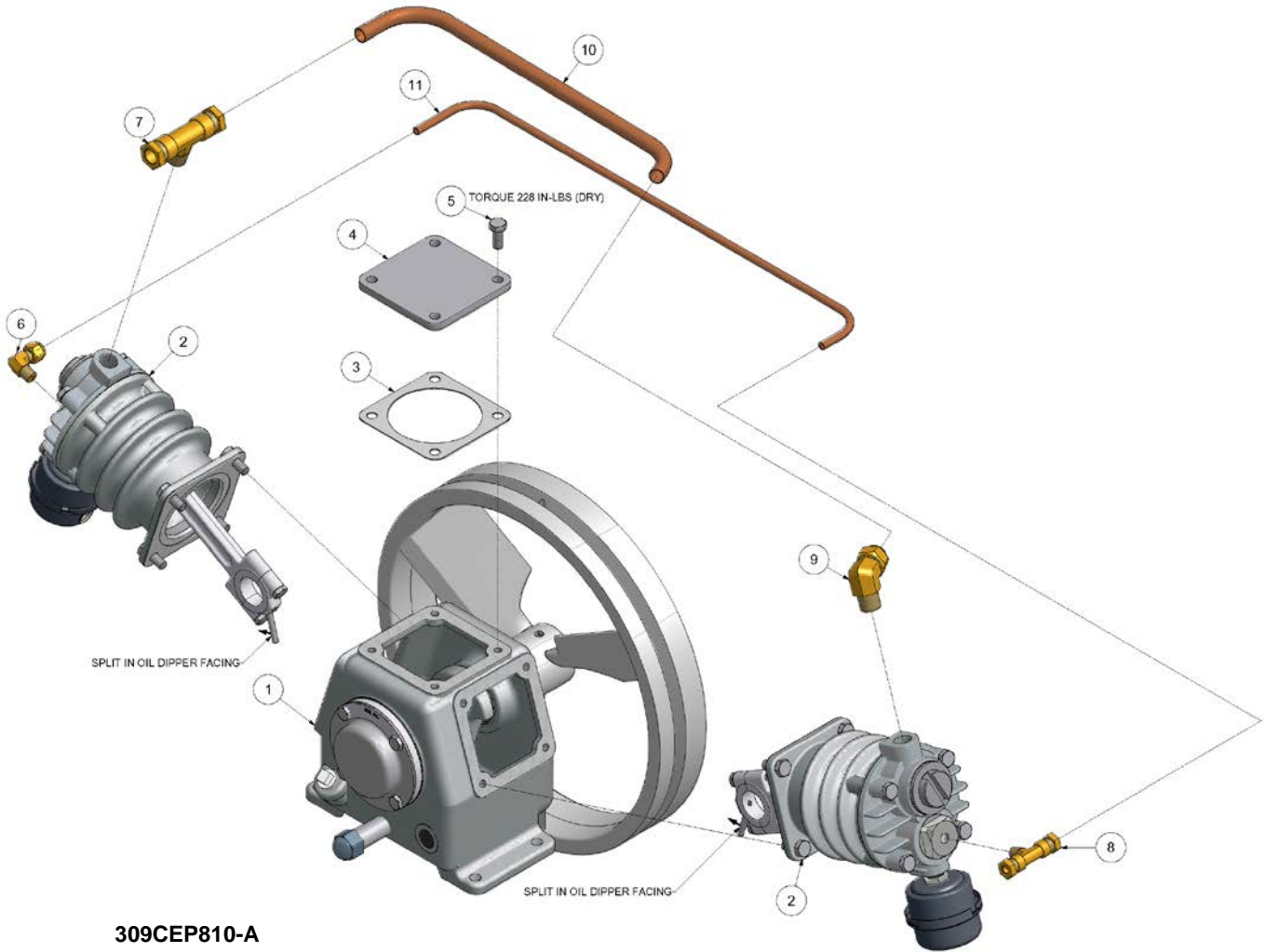


308CEP810-A
(Ref. Drawing)

| REF. NO. | DESCRIPTION | MODEL BVA PART NO. | MODEL BVA PART NO. | QTY |
|----------|--|--------------------|--------------------|-----|
| 1 | CRANKCASE/CRANKSHAFT GROUP (See Page 24 & 25) | CC1053126 | CC1052849 | 1 |
| 2 | CYLINDER GROUP (See Page 26 & 27) | CC1052848 | CC1052848 | 2 |
| 3 | CYLINDER FLANGE GASKET | A29 | A29 | 1 |
| 4 | COVER PLATE | P04486A | P04486A | 1 |
| 5 | SCREW | M2339 | M2339 | 4 |
| 6 | TUBE FITTING | M2865 | M2865 | 1 |
| 7 | DISCHARGE TUBE | P05082B | P05082B | 1 |
| 8 | TUBE FITTING | M2875 | M2875 | 1 |
| -- | GASKET KIT (Includes Item 3 on Page 28 & Items 23, 26, 28, 33 on Pages 26 & 27 and Items 7, 8, 9 on Pages 24 & 25) | Z5955 | Z5955 | 1 |

COMPRESSOR REPAIR PARTS ILLUSTRATION

MODELS: BVA & BVA
CYLINDER HEAD BVA-HU AND BVA-HU

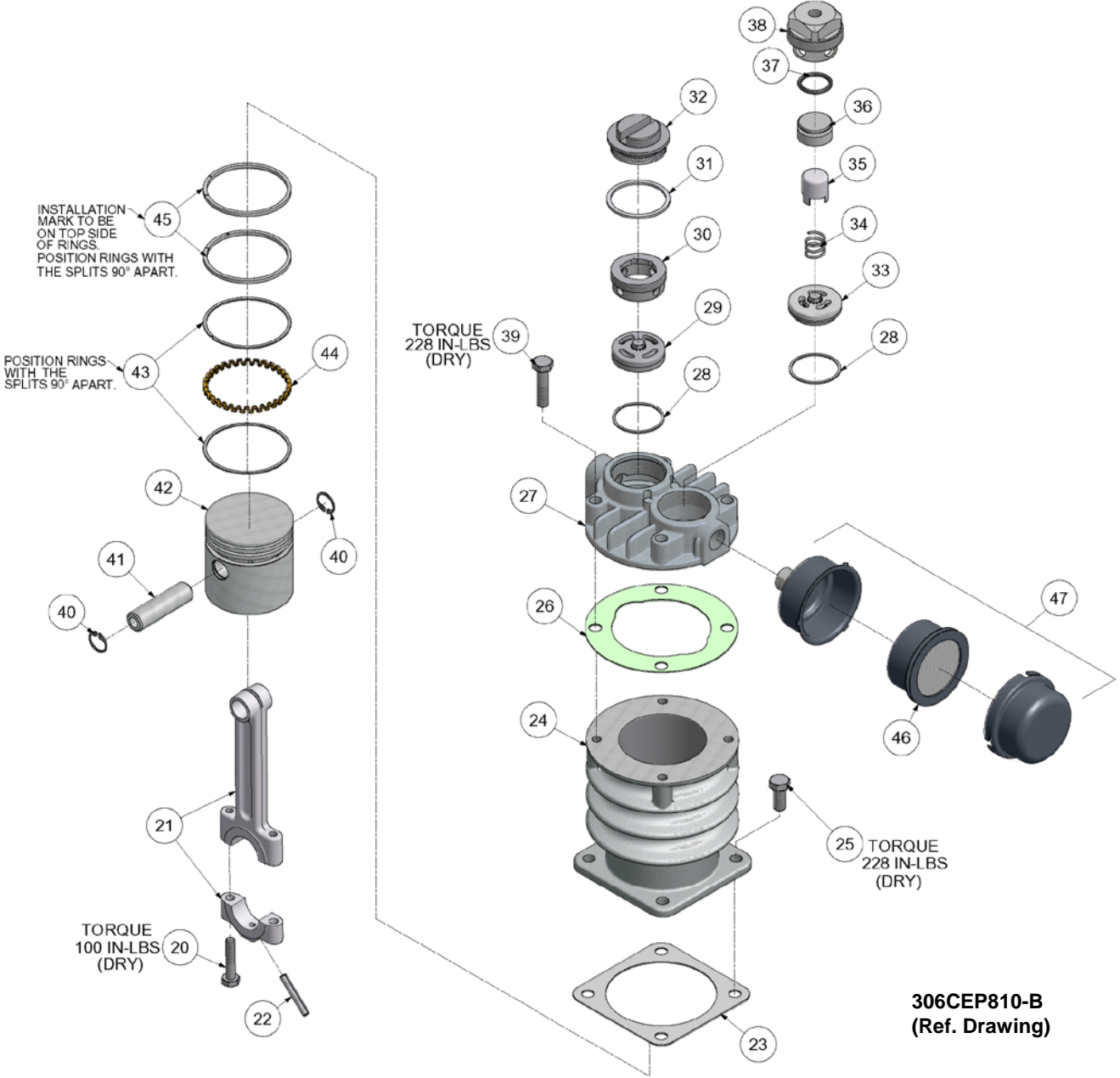


309CEP810-A
(Ref. Drawing)

| REF. NO. | DESCRIPTION | MODEL BVA-HU PART NO. | MODEL BVA-HU PART NO. | QTY |
|----------|--|-----------------------|-----------------------|-----|
| 1 | CRANKCASE/CRANKSHAFT GROUP (See Page 24 & 25) | CC1052849 | CC1053126 | 1 |
| 2 | CYLINDER GROUP (See Page 30 & 31) | CC1052850 | CC1052850 | 2 |
| 3 | CYLINDER FLANGE GASKET | A29 | A29 | 1 |
| 4 | COVER PLATE | P04486A | P04486A | 1 |
| 5 | SCREW | M2339 | M2339 | 4 |
| 6 | TUBE FITTING | M2868 | M2868 | 1 |
| 7 | TUBE FITTING | M2875 | M2875 | 1 |
| 8 | TUBE FITTING | M2879 | M2879 | 1 |
| 9 | TUBE FITTING | M2870 | M2870 | 1 |
| 10 | DISCHARGE TUBE | CC1053178 | CC1053178 | 1 |
| 11 | ACTUATING TUBE | CC1053173 | CC1053173 | 1 |
| -- | GASKET KIT (Includes Item 3 on Page 29 & Items 23, 26 on Pages 30 & 31 and Items 7, 8, 9 on Pages 24 & 25) | CC1055675 | CC1055675 | 1 |

COMPRESSOR REPAIR PARTS ILLUSTRATION

MODELS: BVA-HU & BVA-HU
HEAD UNLOADER – PISTON AND HEAD



COMPRESSOR REPAIR PARTS ILLUSTRATION

MODELS: BVA-HU & BVA-HU
HEAD UNLOADER – PISTON AND HEAD

| REF. NO. | DESCRIPTION | MODEL BVA-HU/BVA-HU PART NO. | QTY |
|-------------|--|------------------------------------|-----|
| 20 | SCREW | M780 | 1 |
| 21 | CONNECTING ROD ASSEMBLY (Includes Items 20 & 22) | CC1066814 | 2 |
| 22 | OIL DIPPER | P09120A | 1 |
| 23 | CYLINDER HEAD GASKET | A29 | 1 |
| 24 | CYLINDER | CC1045672 | 1 |
| 25 | SCREW | M2339 | 4 |
| 26 | CYLINDER HEAD GASKET | B31 | 1 |
| 27 | CYLINDER HEAD | B1A | 1 |
| 28 | VALVE GASKET | U48 | 2 |
| 29 | EXHAUST VALVE | Z122SA | 1 |
| 30 | RETAINER EXHAUST VALVE | B26A | 1 |
| 31 | GASKET | B75 | 1 |
| 32 | VALVE CHAMBER,CAP | B28B | 1 |
| 33 | INTAKE VALVE SUB-ASSY. | Z121SA | 1 |
| 34 | SPRING | P09041A | 4 |
| 35 | ACTUATING FORK | P09045A | 2 |
| 36 | PISTON | P09044B | 1 |
| 37 | O-RING | OR116 | 1 |
| 38 | HEAD UNLOADER CYLINDER | P09043B | 1 |
| 39 | SCREW | M2338 | 4 |
| 40 | PISTON RETAINER RING | A102 | 2 |
| 41 | PISTON PIN | B21 | 1 |
| 42 | PISTON | B4A | 1 |
| 43 | RING,RAIL | B10D2 | 2 |
| 44 | EXPANDER RING | B10D1 | 1 |
| 45 | PISTON RING | P03016A | 2 |
| 46 | FILTER ELEMENT | P13705A | 1 |
| 47 | SILENCER FILTER | P13704A | 1 |
| -- | CYLINDER HEAD ASSEMBLY (Includes Items 27 thru 38) | Z6323 | 1 |
| -- | PISTON WITH PIN (Includes Items 40, 41 & 42) | ZB4A | 1 |
| -- | PISTON RING SET (Includes items 43, 44 & 45) | ZB10 | 1 |

Note: Quantities Shown Are For One (1) Cylinder.

UNIT HAZARD DECAL LISTING

| <u>PAGE</u> | <u>DESCRIPTION</u> | <u>PART NO.</u> |
|-------------|---|-----------------|
| 33 | PRODUCT LIABILITY DECAL SHEET - MASTER | P10157A |
| | Unit Pressure Setting | 1 |
| | NOT USED | 2 |
| | DANGER – Breathing Air | 3 |
| | DANGER – Drain Tank Daily | 4 |
| | WARNING – Pressure/Safety Valve | 5 |
| | NOT USED | 6 |
| | DANGER – Valve Maintenance | 7 |
| | DANGER – High Voltage | 8 |
| | WARNING – Hot Surfaces | 9 |
| | WARNING – Do Not Remove Fan Guard | 10 |
| | NOTICE - Lubricant | 11a |
| | NOT USED | 11b |
| | DECAL – Synthetic or Food Grade Inserts | 12 |
| | NOT USED | 13 |
| | DECAL – Pressure Setting: 70 -100 PSIG | 14 |
| | NOTICE – Read and Retain Manuals | 15 |
| | NOT USED | 16 |
| | DECAL – Rotation Direction | 17 |
| | NOT USED | 18 |
| | DECAL – Pressure Switch | P14677A |

PUMP HAZARD DECAL LISTING

| <u>PAGE</u> | <u>DESCRIPTION</u> | <u>PART NO.</u> |
|-------------|--|-----------------|
| 34 | PUMP DECAL SHEET – MASTER | P13805A |
| | NOT USED | A1 |
| | NOTICE - Lubricants | A2 |
| | DECAL – Rotation Direction | B |
| | NOTICE – Read and Retain Manuals | C |
| | DANGER – Breathing Air | D |
| | DECAL – Made in the United States of America | E |
| | IMPORTANT NOTICE – Motor Burn-Outs | F |

**DO NOT CONNECT
INCOMING POWER
SUPPLY TO PRESSURE
SWITCH.**

P14677A

UNIT HAZARD DECALS

1

UNIT PRESSURE SETTING

UNIT PRESSURE FACTORY SET AT

1

UNIT PRESSURE SETTING

UNIT PRESSURE FACTORY SET AT

2



⚠ WARNING

DO NOT START ENGINE UNLESS TANK PRESSURE IS BELOW 130 PSIG. TO REDUCE TANK PRESSURE, OPEN VALVE ADJACENT TO THIS DECAL.

3



⚠ DANGER

Air from this compressor must not be used for food processing or breathing without adequate filtering. Failure to comply will result in injury or death.

4



⚠ DANGER

DRAIN THIS TANK DAILY!

Failure to drain moisture will corrode tank material and lead to tank failure which will cause equipment damage, injury, or death.

5



⚠ WARNING

- RELIEVE TANK PRESSURE BEFORE SERVICING. Failure to do so can result in injury.
- DO NOT ADJUST PRESSURE SWITCH, PILOT VALVE, OR SAFETY VALVES. Exceeding factory settings can cause equipment damage and injury.

MODEL: **6**

SERIAL NO:

12

FOOD GRADE

SYNTHETIC

FOR OPTIMUM PERFORMANCE USE ONLY GENUINE CHAMPION LUBRICANTS. CONTACT LOCAL CHAMPION DISTRIBUTOR FOR ADDITIONAL LUBRICANT AND REPLACEMENT PARTS.

11a



⚠ NOTICE

YOUR COMPRESSOR HAS BEEN TESTED AND SHIPPED WITH *Champion Lube*

7



⚠ DANGER

Valves must be replaced in original position. Failure to do this will result in equipment damage, injury, or death. Do not disassemble valves.

9



⚠ WARNING

Do not touch hot surfaces! Contact with these surfaces can cause injury.

10



⚠ WARNING

DO NOT REMOVE BELT OR FAN GUARD

Removal will expose rotating parts which can cause severe injury and/or property damage.

13

AC-SY

AC-HC

AC-FG

FOR OPTIMUM PERFORMANCE USE ONLY GENUINE GARDNER LUBRICANTS. CONTACT LOCAL GARDNER DENVER DISTRIBUTOR FOR ADDITIONAL LUBRICANT AND REPLACEMENT PARTS.

11b



⚠ NOTICE

YOUR COMPRESSOR HAS BEEN TESTED AND SHIPPED WITH *AEDN*

8



⚠ DANGER

HIGH VOLTAGE

DISCONNECT POWER SOURCE BEFORE SERVICING.

9



⚠ WARNING

Do not touch hot surfaces! Contact with these surfaces can cause injury.

10



⚠ WARNING

DO NOT REMOVE BELT OR FAN GUARD

Removal will expose rotating parts which can cause severe injury and/or property damage.

| |
|--------------|
| 85-115 PSIG |
| 95-125 PSIG |
| 130-165 PSIG |
| 140-170 PSIG |
| 140-175 PSIG |
| 215-250 PSIG |
| 20-40 PSIG |
| 60-80 PSIG |
| 60-90 PSIG |
| 70-90 PSIG |
| 70-100 PSIG |
| 80-100 PSIG |

14

18

RESET **RESET**

⚠ NOTICE

Read, understand and retain all labels and Owners Manuals before using this equipment. **IMPORTANT:** Please keep the operating instructions with this compressor unit.

15

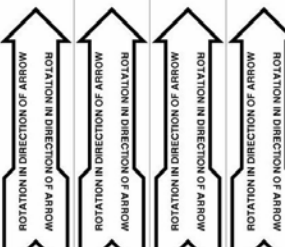
Master Decal Set
P/N P10157A

INSTRUCTIONS

DUAL CONTROL

This unit is equipped with a dual control valve. Open valve completely for continuous run operation. Close valve completely for start-stop operation.

16



ROTATION IN DIRECTION OF ARROW ABOVE

ROTATION IN DIRECTION OF ARROW ABOVE

ROTATION IN DIRECTION OF ARROW ABOVE

ROTATION IN DIRECTION OF ARROW ABOVE

17

PUMP HAZARD DECALS

A1

NOTICE

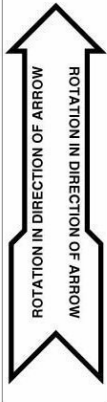
THIS COMPRESSOR HAS BEEN
FACTORY FILLED WITH **AEON**
 AC-SY AC-FG
 AC-HC
 DO NOT MIX OIL TYPES OR BRANDS.

A2

NOTICE

THIS COMPRESSOR HAS BEEN
FACTORY FILLED WITH *PlenumLife*
 SYNTHETIC FOOD GRADE
 MINERAL
 DO NOT MIX OIL TYPES OR BRANDS.

B



ROTATION IN DIRECTION OF ARROW

C

NOTICE


Read, understand, & retain all
Labels and Owners Manuals
before using this equipment.

D

! DANGER

AIR FROM THIS COMPRESSOR
MUST NOT BE USED FOR FOOD
PROCESSING OR BREATHING
WITHOUT ADEQUATE FILTERING.


E



Master Decal Set
P/N P13805A

F **IMPORTANT NOTICE!**

THIS UNIT IS WIRED FOR AN AC CIRCUIT OF




| | | |
|-----------------------------------|-----------------------------------|----------------------------------|
| <input type="checkbox"/> 115 VOLT | <input type="checkbox"/> 60 CYCLE | <input type="checkbox"/> 1 PHASE |
| <input type="checkbox"/> 230 VOLT | <input type="checkbox"/> OTHER | <input type="checkbox"/> 3 PHASE |
| <input type="checkbox"/> 460 VOLT | | |

OTHER ELECTRICAL SPECS _____

P05257A

IMPORTANT



MOTOR BURN-OUTS ARE NOT COVERED BY
WARRANTY - Unless Motor is Equipped with
Factory Installed thermal overload protection
(in either motor or starting device)

P05257A

RECORD OF MAINTENANCE SERVICE

| Daily | | | | | | | |
|---|--|--|--|--|--|---|--|
| <ul style="list-style-type: none"> • DRAIN MOISTURE FROM TANK | | | | | | | |
| WEEKLY | | | | | | EVERY 3 MONTHS | |
| <ul style="list-style-type: none"> • CLEAN FILTER • CLEAN COMPRESSOR • CHECK V-BELTS | | | | | | <ul style="list-style-type: none"> • INSPECT VALVE ASSEMBLIES • TIGHTEN ALL FASTENERS • TEST PRESSURE RELIEF VALVE | |
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