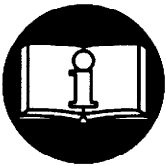
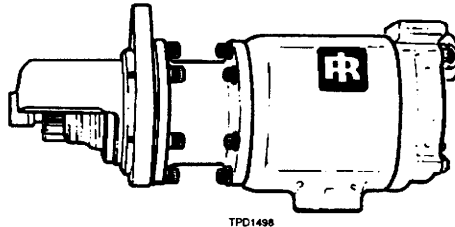


INSTALLATION AND MAINTENANCE MANUAL

for

SERIES 3BMG STARTERS

(For Starters manufactured after September, 1983 with first three letters of the serial number: RHJ, RHK, RHL or higher)



▲ WARNING

IMPORTANT INFORMATION CONTAINED IN OPERATION AND MAINTENANCE MANUAL FOR SAFE STARTER OPERATION.

THIS MATERIAL MUST BE READ PRIOR TO OPERATING THE STARTER.

FAILURE TO OBSERVE THE FOLLOWING WARNINGS COULD RESULT IN INJURY.

1. For safety, top performance, and maximum durability of parts, do not operate Series 3BMG Starters at pressure over the pressure rating stamped on the nameplate. Use supply lines of adequate size as directed in the installation instructions in this manual.
2. Always turn off the air or gas supply and disconnect the air or gas supply hose before installing, removing or adjusting any accessory on this Starter, or before performing any maintenance on this Starter.
3. Series 3BMG Starters are designed for gas operation. They are not totally sealed in dynamic operation since the exhaust must be vented or piped away and there is a possibility of leakage around the output shaft when rotating.
4. Caution should be taken when operating these starters on gas because of the danger of fire, explosion, or inhalation. After assembling a starter, always test it in accordance with the procedures outlined in this manual. Never install a reassembled starter that has not been tested in accordance with the procedures in this manual.
5. Operate this starter only when properly installed on the engine.
6. Do not lubricate starters with flammable or volatile liquids such as kerosene, diesel or jet fuel.
7. For personal protection, do not remove any labels. Replace any damaged label.
8. Use only recommended Ingersoll-Rand accessories.

NOTICE

The use of other than genuine Ingersoll-Rand replacement parts may result in safety hazards, decreased Starter performance and increased maintenance, and may invalidate all warranties.

Ingersoll-Rand is not responsible for customer modification of Starters for applications on which Ingersoll-Rand was not consulted.

Repairs should be made only by authorized, trained personnel. Consult your nearest Ingersoll-Rand Authorized Servicenter.

Specific Test Data, when applicable, can be found in the Special Instructions Section of this manual.

It is the responsibility of the employer to place the information in this manual into the hands of the operator.

Refer All Communications to the Nearest Ingersoll-Rand Office or Distributor.

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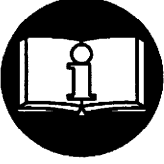
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INGERSOLL-RAND®
PROFESSIONAL TOOLS

WARNING LABEL IDENTIFICATION


⚠ WARNING

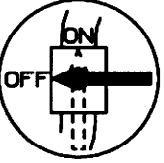
FAILURE TO OBSERVE THE FOLLOWING WARNINGS COULD RESULT IN INJURY.

	⚠ WARNING
	<p>Important information contained in Installation and Maintenance Manual for safe starter operation.</p> <p>This material must be read prior to installing or operating the starter.</p>

	⚠ WARNING
	<p>Always wear eye protection when operating or performing maintenance on this starter.</p>

	⚠ WARNING
	<p>Always wear hearing protection when operating this starter.</p>

	⚠ WARNING
	<p>Do not use damaged, frayed or deteriorated air hoses and fittings.</p>

	⚠ WARNING
	<p>Always turn off the air or gas supply and disconnect the air or gas supply hose before installing, removing or adjusting any accessory on this starter, or before performing any maintenance on this starter.</p>

PLACING STARTER IN SERVICE

INSTALLATION

NOTICE

For maximum performance, read this manual prior to the installation or operation of Series 3BMG Starters.

General Information

1. It is strongly recommended that on all vehicular installations and on stationary engines subject to vibration, that hoses of the specified diameter be used instead of rigid pipe connections to the Starter. Vehicle and engine vibration will soon loosen rigid pipe connections, whereas hoses will absorb the vibration and connections will remain tight.
2. In the actual mounting of a Starter, it may be best to have the hose connections already made at the receiver and to have the Starter end of the hose handy for attaching to the Starter.
3. Engine design often demands that the Starter be mounted underneath in extremely close quarters, and even though two of the mounting bolt holes are easy to reach, the third one is often less accessible. To install a Starter, the following tools are required: regular ratchet wrench, sockets, universal joint, socket extension and a single or double-end box wrench.
4. The efficiency of an Air Starter can be greatly impaired by an improper hook-up. Hoses smaller than those recommended will reduce the volume of air to the motor and the use of reducers for piped-away applications in the exhaust port will restrict the exhaust causing back pressure to the motor resulting in reduced performance. The number of tees and elbows, and the length of the supply line should be kept to a minimum. Use 3/4" (19 mm) hose or pipe, or larger, for supply lines.
5. A leak in any of the connections in live air lines means that the system will drain overnight and will have to be re-pressurized the next morning by use of another vehicle or compressor. Make your connections bubble tight to avoid unnecessary costs and delays. On all threaded connections throughout the system, use Ingersoll-Rand No. SMB-441 Sealant, non-hardening No. 2 Permatex or Loctite®* Pipe Sealant.
6. Always run the air supply line from the side or top of the receiver, never at or near the bottom. Moisture in the air collects at the bottom of the receiver resulting in damage which could cause the valves to become inoperative. Periodically open the petcock at the bottom of the tank to drain the water.

* Registered trademark of Loctite Corporation.

Mounting the Starter

1. Study the Piping Diagram (Figure 1). We strongly recommend that the Starter be connected exactly as shown.
2. The air receiver tank for a Starter installation must have a working pressure capability equal to or greater than the maximum pressure at which the Starter will be operated.

WARNING

Bleed off the air pressure through a valve or petcock. Do not remove a plug from the tank while the tank is still pressurized.

3. If you are going to connect to a receiver tank that is already in service, bleed off the air pressure by opening the drain valve. Drain off any water that may have accumulated in the bottom of the tank.
4. Using a 1-1/4" short nipple, install the SRV100 Starter Relay Valve on the end of the receiver tank as shown in the Figure 1.

NOTICE

Make certain the connection between the SRV100 Starter Relay and the Receiver Tank is made to the inlet side of the Relay Valve indicated by the word "IN" cast on the valve body.

5. Install the No. SMB-618 Starter Control Valve on the dash panel (for vehicular installations) or some other appropriate panel (for stationary installations).
6. Attach No. TA-STR-100 Starter Instruction Label to the control panel adjacent to the Starter Control Valve.
7. Mount the No. 150BMP-1064 Air Pressure Gauge on or adjacent to the control panel. It should be located where it is readily visible to the operator of the Control Valve.
8. Connect the Starter Control Valve to the Relay Valve with 1/4" hose. Install a Tee in this line with a short feeder hose to the Pressure Gauge.

NOTICE

When connecting the Starter Control Valve to the Relay Valve make certain the hose is connected to the "SUP" side of the Starter Control Valve.

PLACING STARTER IN SERVICE

- Using a piece of heavy duty garden hose, or some other similar large diameter hose, run it from the Relay Valve on the receiver to the Starter location on the engine to determine the exact length of 3/4" hose required.
- Attach the 3/4" hose to the outlet side of the Relay Valve, and run the hose through the frame, etc. to its final position at the Starter location.
- At this point, determine whether or not it is feasible or practical to attach the hose to the Starter before or after the Starter is actually mounted. In many cases, it may be necessary to attach the hose to the Starter before mounting.
- If practical, liberally grease the teeth on the ring gear with a good, sticky gear grease or motorcycle chain lubricant. This will help promote the life of the ring gear and the Starter Pinion.
- Place the Starter into position, and mount it on the flywheel bell housing. Tighten the mounting bolts to 55–60 ft–lb (75–81 Nm) of torque.
- Install a 1/4" hose line from the "DEL" side of the Starter Control Valve to the "IN" port on the Starter Drive Housing.
- Install a 1/4" hose line from the "OUT" port on the Starter Drive Housing to the small pipe tapped port on top of the Starter Relay Valve.
- If the exhaust is not to be piped away, install a No. 3BM–WM07 Muffler in the exhaust port on the Motor Housing of the Starter.
- Pressurize the complete starting system and check every connection with a soap bubble test. There must be no leaks.

Orientation of the Starter

If the factory orientation will not fit your engine due to radial location of the Drive Housing, or location of the inlet and/or exhaust ports, reorient the Starter as follows:

- Look at the dimension illustration (Figure 2) and note that the Drive Housing (19) can be located in any one of six (6) radial positions relative to the Motor Housing (8). The inlet (Motor Housing Cover (1)) can be located in any one of four radial positions relative to the exhaust ports (Motor Housing).

NOTICE

When rotating the Drive Housing and/or the Motor Housing, do not allow them to separate.

- Study the engine mounting requirements and determine the required orientation of the Drive

Housing relative to the Motor Housing. If the Drive Housing has to be reoriented, remove the six (6) Drive Housing Cap Screws (26) and rotate the Drive Housing to its required position. Reinstall the Drive Housing Cap Screws and tighten them to 9 ft–lb (12.2 Nm) of torque.

NOTICE

When rotating the Drive Housing and/or the Motor Housing Cover, do not allow them to separate.

- Now that you have the Drive Housing properly oriented relative to the Motor Housing, notice whether or not the exhaust port will be at the bottom, and whether or not the inlet port will be favorably located for hose installation. If either or both of these members must be reoriented, remove either the six Drive Housing Cap Screws or four Motor Housing Cover Cap Screws and rotate the Motor Housing and/or Motor Housing Cover to the desired position. Reinstall the Motor Housing cover Cap Screws and alternately tighten them to 9 ft–lb (12.2 Nm) torque.

Barring over the Engine

Occasionally, for setting injectors and/or for timing purposes, it may be desirable to bar over the engine in such a manner that any given piston can be stopped at any given location. This is very easily done with a 3BMG Starter.

- Disconnect the 1/4" hose at the "OUT" portion the Drive Housing, and plug the hole in the Drive Housing with a 1/4" pipe plug.
- Remove the 3/8" pipe plug from the center of the Motor Housing Cover.
- Engage the Drive Pinion with the flywheel by applying pressure to the "IN" port on the Drive Housing.
- Insert a 5/16" hexagonal wrench through the hole in the Motor Housing Cover to engage the hexagonal recess at the rear of the Rotor.
- Manually, rotate the Rotor until the engine is cranked to its desired position.

Air or Gas Supply and Connections

Low pressure (under 150 psig; 10.3 bar/1034 kPa) reduces the speed of air tools. Low pressure not only wastes time, but also costs money. High pressure (over 150 psig 10.3 bar/1034 kPa) raises performance beyond the rated capacity of the tool and could cause injury.

Make sure all hoses and fittings are the correct size and are tightly secured. See Figure 1 for a typical piping arrangement.

PLACING STARTER IN SERVICE

GAS OPERATED STARTERS

WARNING

When repairing a gas operated starter or when converting a starter from air operation to gas operation, it is necessary to use Ingersoll-Rand No. SMB-431 Plastic Gasket as directed and the following procedures for assembly and testing must be followed exactly.

1. Inspect the Rotor (4). If it does not have a plastic plug, order and press in a No. 3BMG-531 Rotor Plug (5) for gas sealing.
2. If the shaft seal is being replaced, it must be installed with sealant between the seal outside diameter and housing bore. The lip of the seal must be inward toward the ball bearing.

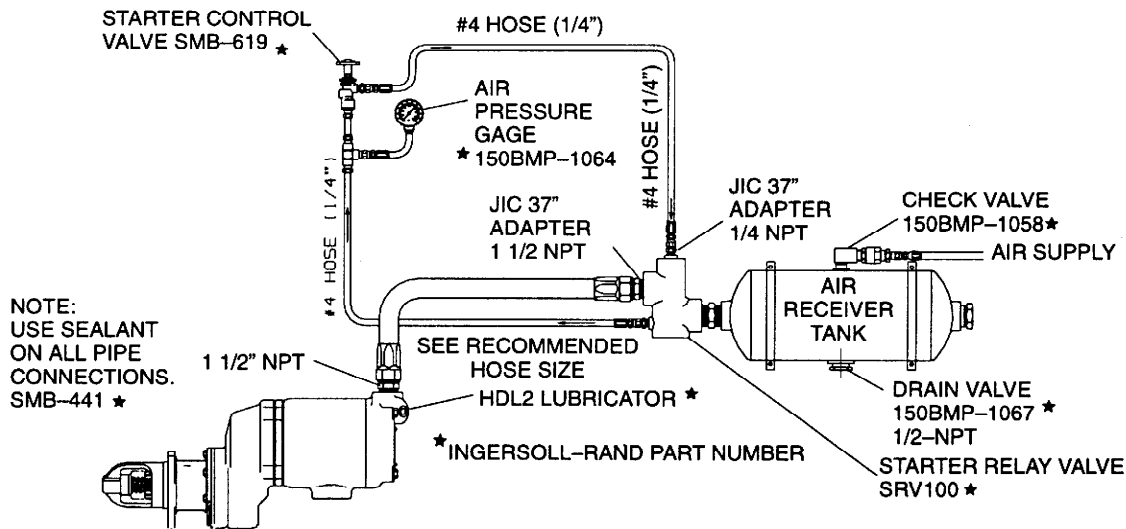
NOTICE

Do not allow the Plastic Gasket to get into the threaded holes.

3. Apply a thin film of Plastic Gasket between the Motor Housing Cover (1) and the Motor Housing (8). Apply the Cover to the Housing.

4. Apply Plastic Gasket to both sides of the copper sealing washers and under the head of the Motor Cover Cap Screws (28). Assemble, install and tighten to 100 in-lb (11.3 Nm) torque.
5. Plugs for the lubricator connection (2) will normally be supplied with sealant previously applied. When substitute plugs are used, Plastic Gasket must be applied to the threads.
6. Insert Plastic Gasket into each nameplate screw hole and install the Nameplate (30) and Screws (31).
7. Assemble the Drive Shaft (17), Starter Drive (16), Drive Shaft Key (15) and Drive Shaft Collar (14). Loctite the Drive Shaft Collar to the Drive Shaft after installing the Starter Drive.
8. Finish assembling using Plastic Gasket on the threads of the Drive Housing Cap Screws (26) and on both sides of the Housing Cap Screw Lock Washers (27).
9. Allow four hours drying time.
10. Screw a 1" pipe plug into the exhaust port.
11. Connect gas line to the inlet, regulate the air pressure to 40 psig (2.8 bar/280 kPa) and immerse the unit for 30 seconds in light oil or non-flammable solvent. If there are any bubbles, the unit is not safe for gas operation.

PIPING DIAGRAM



FOR GAS OPERATION THE EXHAUST OUTLET MUST BE PIPED AWAY TO A SAFE LOCATION. FOR NATURAL GAS OPERATION, PIPED EXHAUST MUST BE USED AND DRIVE HOUSING VENT PLUG REPLACED WITH SUITABLE HOSE WHICH CONNECTS INTO PIPED EXHAUST SYSTEM. FOR AIR APPLICATIONS A MUFFLER OR SPLASH GUARD DEFLECTOR MUST BE USED.

THE PERFORMANCE OF THE STARTER IS DEPENDENT ON THE PRESSURE AT THE INLET OF THE STARTER. THIS PRESSURE IS EFFECTED BY THE PRESSURE DROP BETWEEN THE AIR RECEIVER TANK AND THE STARTER. THE MOST SIGNIFICANT PRESSURE DROPS WILL OCCUR IN FITTINGS (VALVES, TEES, ELBOWS, ETC.). THE NEXT SIGNIFICANT SOURCE OF PRESSURE DROP IS THE HOSE. VALVES (SRV) SIZES FOR TYPICAL ONE STARTER INSTALLATIONS. SYSTEMS WITH MANY FITTINGS OR LONG HOSES SHOULD BE ANALYZED & SIZED INDIVIDUALLY.

STARTER	HOSE LGTH.	HOSE SIZE	SRV SIZE
3BMG	0-30'	#12 (3/4")	SRV100

Figure 1

(Dwg. TPC597)

PLACING STARTER IN SERVICE

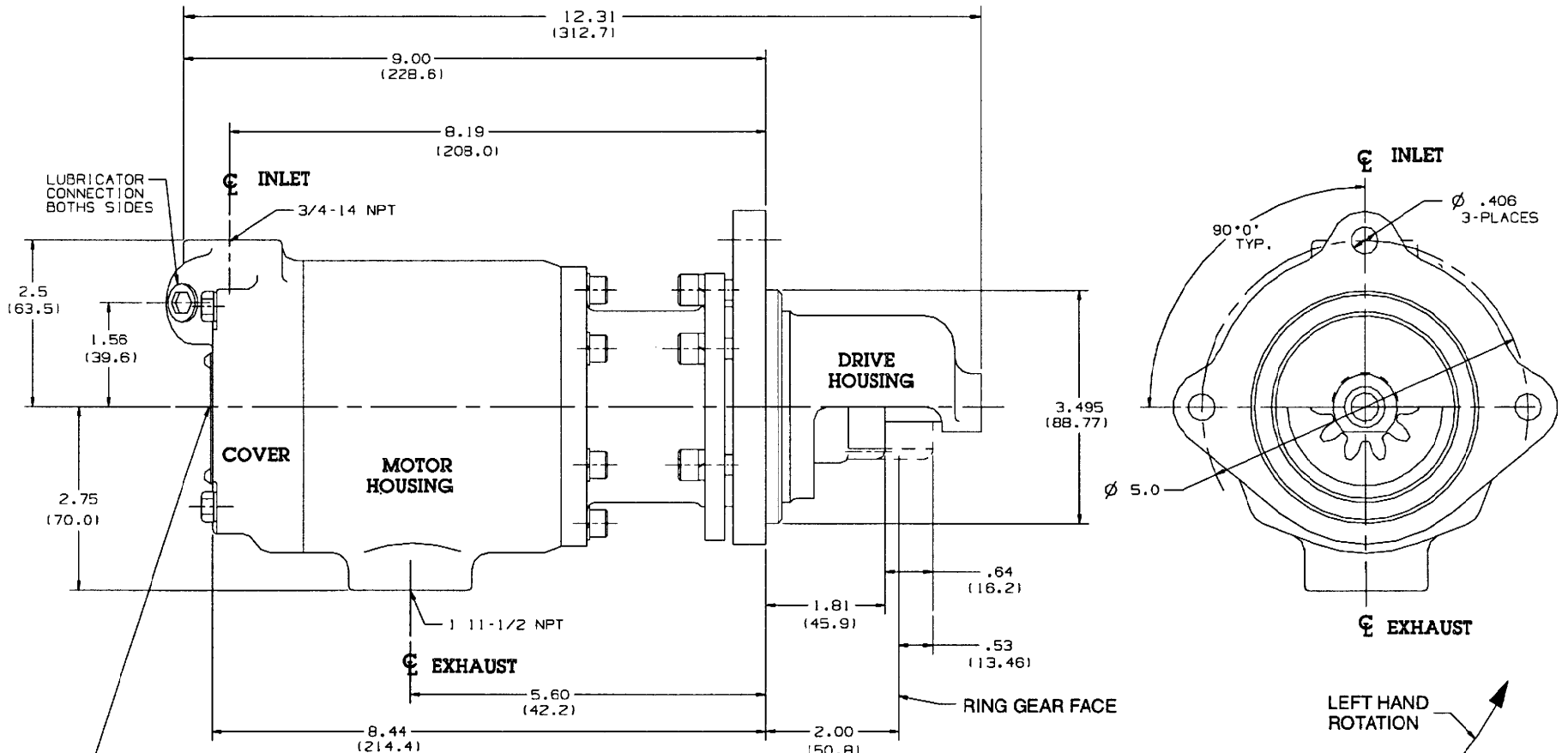
Series 3BMG Starters are designed for air or gas operation in off-highway, marine, and stationary applications.

HOW TO ORDER A STARTER

SERIES 3BMG STARTER

Model	Teeth/Blank	Pinion Drive		
		D.P./Module	P.A.	Rotation
3BMGA11RH-1F	12/13	8/10	20	R
3BMGA11RH-12F	12/13	8/10	20	R
3BMGA11RH-34F	10/11	8/10	20	R
3BMGA11RH-6F	9/10	8/10	20	R

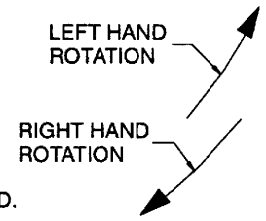
3BMG MOUNTING DIMENSIONS



REMOVE PIPE PLUG FOR ACCESS TO 3/8 SQ. DRIVE BARRING HOLE IN ROTOR.

NOTES:

1. STARTERS SHOULD BE INSTALLED ON THE ENGINE WITH THE EXHAUST POINTED DOWN.
2. THESE MODELS ARE NOT APPROVED FOR APPLICATIONS WHERE THE STARTER IS EXPOSED TO THE TRANSMISSION FLUID.
3. STANDARD ORIENTATION SHOWN WILL BE SHIPPED UNLESS OTHERWISE SPECIFIED.
4. PLEASE READ THE INSTRUCTIONS BEFORE ATTEMPTING TO REORIENT.
5. STARTER WEIGHT = 18 LBS (8.2 Kg)



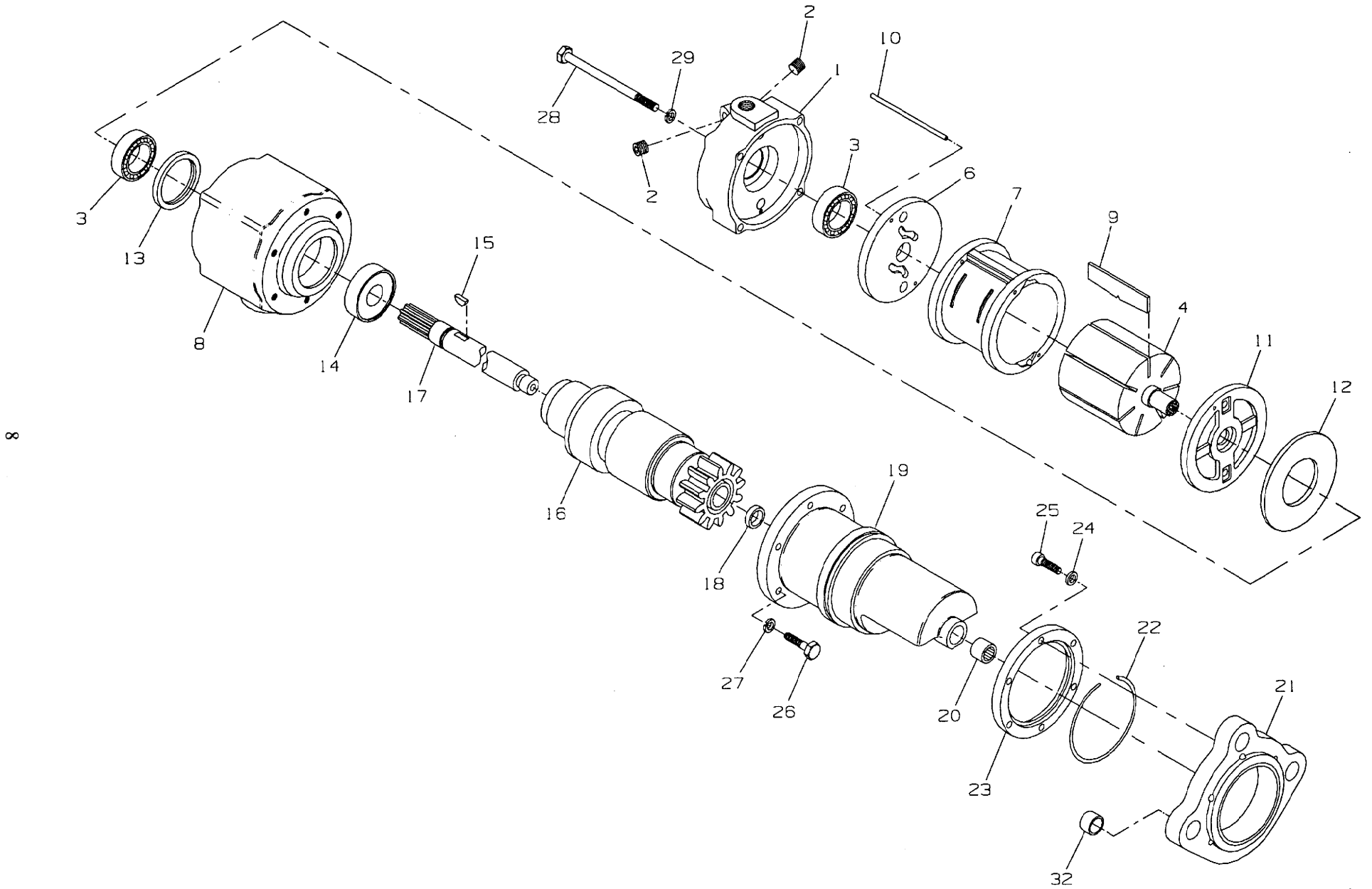
ORIENTATION OPTIONS		
INLET	EXHAUST	DRIVE HOUSING
4 @ 90°	4 @ 90°	12 @ 30°

DUAL _____ IN _____
DIMENSIONS (MM)

Figure 2

(Dwg. TPA1371-1)

SERIES 3BMG AIR AND GAS STARTERS



8

(Dwg. TPA497-4)

PART NUMBER FOR ORDERING

PART NUMBER FOR ORDERING

1	Motor Housing Cover	3BM-102A	25	Mounting Flange Cap Screw (4)	R44H-490A
2	Plug (2)	HSPPS-3	26	Drive Housing Cap Screw (6)	R0H-354
◆	3 Rotor Bearing (2)	3BMG-24	27	Housing Cap Screw Lock Washer (6)	L01-67
4	Rotor	3BM-53	28	Motor Housing Cover Cap Screw (4)	R3H-57
5	Rotor Plug (for gas sealing)	3BMG-531	29	Cover Cap Screw Washer (4)	DLC-504B
6	Rear End Plate	3BM-12A	30	Nameplate	SS800-301
7	Cylinder	3BM-3	31	Nameplate Screw (4)	R4K-302
8	Motor Housing	3BM-40	■ 32	Mounting Bolt Bushing (3) (for Model A11RG-12F)	9BM-7-2
◆	9 Vane Packet	3BM-42-7	■ + *	Mounting Bolt Lock Washer (3)	9BM-321
10	Cylinder Dowel	3BM-98	*	Mounting Adapter	
★	11 Front End Plate (marked 11; see footnote)	3BM-11A		5/8" thick (SAE No. 3) (for some Buda Engines)	9BM-B212-5/8
◆	12 Front Motor Gasket	3BM-284		3/4" thick (SAE No. 1) (for some Perkins Engines)	3BM-212-3/4
◆	13 Seal	91RM-271		13/16" thick (SAE No. 1) (for some Waukesha Engines)	3BM-212-13/16
◆	14 Drive Shaft Collar	3BM-30		1" thick (SAE No. 1) (for some Waukesha Engines)	3BM-212-1
15	Drive Shaft Key	TC-18		1" thick (SAE No. 3) (for some Buda Engines)	9BM-B212-1
16	Starter Drive			1-1/8" thick (SAE No. 1) (for some Hercules Engines)	3BM-212-1 1/8
	for Models A11RH-1F and A11RH-12F ..	3BM-299-1		1-5/8" thick (SAE No. 1) (for some Wisconsin Engines)	3BM-212-1 5/8
	for Model A11RH-34F	3BM-299-3		1-23/32" thick (SAE No. 1) (for some Wisconsin Engines)	3BM-212-1 23/32
	for Model A11RH-6F	3BM-299-4			
17	Drive Shaft	3BM-8-1	*	Tune-up Kit (includes illustrated parts 3 [2], 9, 12, 13, 14, 18 and 20)	3BM-TK2
◆	18 Drive Housing Thrust Washer	3BM-180			
19	Drive Housing	3BM-300-1			
◆⊗	20 Drive Housing Bearing	AGS241-511			
21	Mounting Flange				
	for Models A11RH-1F, A11RH-6F and A11RH-34F	3BM-301-1			
	for Model A11RH-12F	3BM-301-5			
22	Mounting Flange Snap Ring	3BM-303			
23	Mounting Flange Clamp Ring	3BM-302-1			
24	Mounting Flange Cap Screw Lock Washer (4)	34U-58			

* Not illustrated.

◆ Indicates Tune-up Kit part.

★ For any Model with the letters "LH" in its symbol, the positions of the End Plates (6 and 11) are transposed. Before ordering an End Plate, examine the Plate to be replaced. If it is marked 12 order a Rear End Plate; if it is marked 11, order a Front End Plate.

⊗ For Drive Housings equipped with a brass bushing, order Part Number BM-6-1.

■ Required only when 3/8" cap screws are used for attaching the starter to the engine.

+ One required with each Mounting Bolt Bushing.

PART NUMBER FOR ORDERING



Starter Control Valve	SMB-618
Lubricator	HDL2
Tank Filter	HDL1-47
Sealant for Pipe Threads	SMB-441
12-Volt Solenoid Valve	150BMP-1051B
24-Volt Solenoid Valve	150BMP-2451B
Combination Pressure Relief/Check Valve	150BMP-1054
Check Valve	150BMP-1056
3/4" Air Strainer	EU-A267
Relay Valve	SRV100
Bushing (2) 1" x 3/4" NPT (must be ordered with SRV100 Relay Valve)	G10-284
Pressure Gauge (Panel Mount)	150BMP-1064
Pressure Gauge (Stem Mount)	150BMP-1064L
Plastic Gasket	SMB-431
Muffler	3BM-A674
Splash Detector	SS175-A735

MAINTENANCE SECTION

WARNING

Always wear eye protection when operating or performing maintenance on this starter.

Always turn off air or gas supply and disconnect supply hose before installing, removing or adjusting any accessory on this starter, or before performing any maintenance on this starter.

LUBRICATION

Each time the Series 3BMG Starters are disassembled for maintenance, repair or replacement of parts, lubricate the starter as follows:

For temperatures above 32° F (0° C), use a good quality SAE 20 non-detergent motor oil.

For temperatures below 32° F (0° C), use diesel fuel.

CAUTION

When an HDL2 Lubricator is used, make certain that the oil supply line pressure is no greater than 5 psi. If there is pressure on the line, the Lubricator will continuously leak lubricant through the Starter and out the exhaust.

Either one of two lubrication systems is recommended. For typical Starter installations where the cranking cycle is less than 10 seconds, we recommend an Ingersoll-Rand No. HDL2 Lubricator. Use either diesel fuel or 20W non-detergent motor oil for lubricant. If the cranking cycle is more than 10 seconds, we recommend the Ingersoll-Rand No. NL-24-8 Lubricator installed in the main air supply line. Use a good quality 20W non-detergent oil and adjust the Lubricator to flow 1 to 3 drops per second.

DISASSEMBLY

General Instructions

1. Do not disassemble the Starter any further than necessary to replace or repair damaged parts.
2. Whenever grasping a part in a vise, always use leather-covered or copper-covered vise jaws to protect the surface of the part and help prevent distortion. This is particularly true of threaded members and housings.
3. Do not remove any part which is a press fit in or on a subassembly unless the removal of that part is necessary for repairs or replacement.
4. Always have a complete set of seals and O-rings on hand before starting any overhaul of Series 3BMG Starters. Never reuse old seals or gaskets.
5. Always mark adjacent parts so that these members can be located in the same relative position when the Starter is reassembled.

6. Never wash the Starter Drive in solvent.
7. Do not press any needle bearing from a part unless you have a new needle bearing on hand for installation. Needle bearings are always damaged during the removal process.

Disassembly of the Motor Housing

1. If replacing the motor assembly, remove the Plugs (2) and allow any oil to drain.
2. Unscrew the Motor Housing Cover Cap Screws (28).
3. Separate the Motor Housing Cover (1) from the Motor Housing (8).
4. Remove the Rear End Plate (6) and the Cylinder Dowel (10).
5. If required, remove the Rotor Bearing (3) from the Motor Housing Cover.
6. Remove the Rotor (4) and Vanes (9) from the Cylinder (7).
7. Work the Cylinder from the Motor Housing. Remove the Front End Plate (11), Front Motor Gasket (12), Rotor Bearing (3), and the Seal (13) from the Motor Housing.

Disassembly of the Drive Housing

1. Separate the Drive Housing (19) from the Motor Housing (8) by removing the Drive Housing Cap Screws (26).
2. Remove the Starter Drive (16) from the Drive Housing.
3. Pull the Drive Shaft (17) from the Starter Drive. Do not lose the Drive Shaft Key (15) and the Drive Shaft Thrust Washer (18).
4. If required, unscrew the Mounting Flange Cap Screw (25), remove the Mounting Flange (21), Mounting Flange Snap Ring (22), and the Mounting Flange Clamp Ring (23).

ASSEMBLY

General Instructions

1. Always press on the **inner** ring of a ball-type bearing when installing the bearing on a shaft.
2. Always press on the **outer** ring of a ball-type bearing when pressing the bearing into a bearing recess.
3. Whenever grasping a starter or part in a vise, always use leather-covered or copper-covered vise jaws. Take extra care with threaded parts and housings.
4. Always clean every part and wipe every part with a thin film of oil before installation.
5. Check every bearing for roughness. If an open bearing must be cleaned, wash it thoroughly in a suitable cleaning solution and dry with a clean cloth. **Sealed or shielded bearing should never be cleaned.** Work grease thoroughly into every open bearing before installation.

MAINTENANCE SECTION

6. Apply a film of O-ring lubricant to all O-rings before final assembly.
7. Unless otherwise noted, always press on the stamped end of a needle bearing when installing the needle bearing in a recess. Use a bearing inserting tool similar to the one shown in Dwg. TPD786.

Needle Bearing Inserting Tool

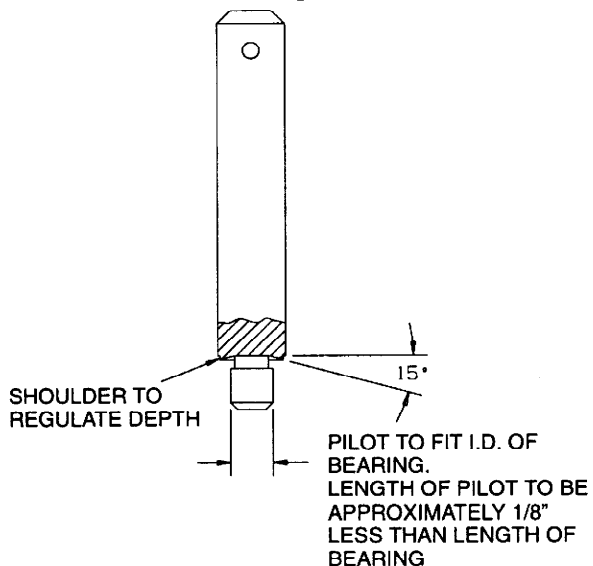


Figure 3

(Dwg. TPD786)

Assembly of the Drive Housing

1. With the Drive Shaft Key (15) in the keyway in the Drive Shaft (17), insert the Drive Shaft into the Starter Drive (16).
2. Place the Drive Shaft Thrust Washer (18) on the geared end of the Drive Shaft.
3. Using a needle bearing inserting tool, press the Drive Housing Bearing (20), unstamped end first, into the Drive housing (19) until the trailing face of the Bearing is flush with the bearing recess. Refer to Figure 3.

4. Carefully insert the Drive Shaft/Starter Drive into the Drive Housing. Make sure that the end of the Drive Shaft goes through the Drive Housing Bearing.
5. If required, replace the Drive Shaft Collar (14) into the Motor Housing (8).
6. Secure the Drive Housing to the Motor Housing with the Drive Housing Cap Screws (26). Tighten to 9 ft-lb (12.2 Nm) torque.
7. If required, place the Mounting Flange Clamp Ring (23), the Mounting Flange Snap Ring (22), and the Mounting Flange (21) onto the Drive Housing. Secure the Clamp Ring to the Mounting Flange with the Mounting Flange Cap Screws (25). Tighten to 18 ft-lb (24.4 Nm) torque.

Assembly of the Motor Housing

1. Place the Seal (13) and the Rotor Bearing (3) into the Motor Housing (8).
2. Reinstall the Front Motor Gasket (12) and the Front End Plate (11) into the Housing.
3. Aligning the Cylinder Dowel holes in the Cylinder (7) and the Front End Plate, work the Cylinder into the Housing.
4. Place the Cylinder Dowel (10) through the Cylinder and the Front End Plate.
5. Place the Rotor (4) into the Motor Housing.
6. Reinstall lightly lubricated Vanes (9) into the slots in the Rotor.
7. If required, replace the Rotor Bearing (3) into the Motor Housing Cover (1).
8. Reinstall the Rear End Plate (6). Make sure that the Cylinder Dowel goes through the dowel hole in the End Plate.
9. Secure the Motor Housing Cover to the Motor Housing with the Motor Housing Cover Cap Screws (28). Tighten to 9 ft-lb (12.2 Nm) torque.

MAINTENANCE SECTION

TROUBLESHOOTING GUIDE

Trouble	Probable Cause	Solution
Motor will not run	No air or gas supply	Check for blockage or damage to supply lines or tank.
	Damaged Motor Assembly	Inspect Motor Assembly and power train and repair or replace if necessary.
	Foreign material in Motor and/or piping	Remove Motor Assembly and/or piping and remove blockage.
	Blocked exhaust system	Remove housing exhaust cover and check for blockage.
	Defective Control Valve or Relay Valve	Replace Control Valve or Relay Valve.
Loss of Power	Low air or gas pressure to Starter	Check air or gas supply.
	Restricted air or gas supply line	Check for blockage or damage to air or gas lines.
	Relay Valve malfunctioning	Clean or replace lines or Relay Valve. Lube Relay Valve.
	Exhaust flow restricted	Check for blocked or damaged piping. Clean or replace piping. Check for dirt or foreign material and clean or remove. Check for ice build-up. Melt ice and reduce moisture build-up to Starter.
	Damaged Motor Assembly	Replace Motor Assembly.

NOTICE

SAVE THESE INSTRUCTIONS. DO NOT DESTROY.

When the life of the starter has expired, it is recommended that the starter be disassembled, degreased and parts be separated by material so that they can be recycled.





