

STATIONARY AIR MOTORS

Model K6M Nonreversible Base-Mounted
Models KK6M and KK6UM Reversible Base-Mounted
Model K6M56 Nonreversible Flange-Mounted
Models KK6M56 and KK6UM56 Reversible Flange-Mounted

LUBRICATION

Warning: Lubricate the Motor before using. To avoid leakage during shipment, the oil was drained from the Motor. A quantity of oil sufficient for one filling is contained in the can packed with the Motor. Unscrew the Vent Cap (3) and pour the entire contents of the can into the opening in the top of the Motor Case (1).

Motor Lubrication

Check oil daily and maintain level with opening in the side of the Motor Case.

When the Motor is subjected to temperatures above 32° F (0° C): After the Motor has been idle for several hours or overnight, loosen the Drain Plug (2) located at the bottom of the Motor Case (1) and allow the accumulated water to drain out. After draining the water, tighten the Plug in the bottom and remove a similar Plug on the side of the Motor Case. Unscrew the Vent Cap (3) and pour a sufficient quantity of the recommended oil through the opening to bring the oil level up to the side opening. Replace the Plug and Vent Cap.

When the Motor is subjected to temperatures below 32° F (0° C): Allow the Motor to remain idle long enough for the water content in the Motor Case (1) to separate from the oil, but not long enough for it to freeze. Drain the water and replenish the oil as above. Should this procedure be impractical, drain the entire contents from the Motor Case immediately after operation ceases, and pour the oil back into the Motor Case before resuming operation. If not drained, a sufficient quantity of water will eventually accumulate so that the Oil Splasher (22) will freeze fast.

For temperatures 30° to 80° F (-1° C to 26° C) use Ingersoll-Rand Medium Oil No. 50 or SAE 30 motor oil.

For temperatures below 30° F (-1° C) use SAE 20 or 20W motor oil.

For temperatures above 80° F (26° C) use SAE 40 motor oil.

Periodically, as experience dictates, remove the Grease Plug (37) from the Base (36) and, if necessary, inject a sufficient amount of grease to fill the chamber half-full. Use Ingersoll-Rand Heavy Gear Grease No. 70 or a good quality soda base grease of No. 2 consistency.

Model KK6UM - Weekly insert a small quantity of Ingersoll-Rand Light Grease No. 28 or a good quality No. 2 cup grease into the Grease Fittings located in the Valve Chest (43). Two or three strokes from a hand grease gun are sufficient for each Fitting.

AIR STRAINER

Clean the Air Strainer periodically as experience dictates. Shut off the air supply and unscrew the Air Strainer Plug (403) from the Strainer Cap (404). Turn on the air momentarily and blow out the dirt. If the Screen (401) becomes clogged to the extent that the above method fails to clean it properly, unscrew the Strainer Cap and remove the Screen. Wash the Screen thoroughly in clean kerosene or other solvent.

HOSE AND HOSE CONNECTIONS

Use 1-1/2" (38 mm) hose with a suitable hose fitting (1-1/2" hose to 1-1/4" male pipe) for attaching it to the Valve Chest (43). Smaller hose and fittings will reduce the efficiency of the Motor.

(Continued on Page 2.)

Notice: The use of other than genuine Ingersoll-Rand replacement parts may result in decreased tool performance and increased maintenance, and may, at the Company's option, invalidate all warranties.

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INSTALLATION

Install the Motor so that the axis of the Motor Shaft (31) is horizontal, and so that the Vent Cap (3) is not more than 15° off top vertical center.

Base-Mounted Motors

If a Base-Mounted Motor is to be installed in an inverted position, the Motor Case (1) must be rotated 180° relative to the Base (36).

1. Remove the Drain Plug (2) from the bottom of the Motor Case (1) and drain the oil.
2. Remove the twelve Motor Case Cap Screws (39) that secure the Motor Case to the Base.
3. Rotate the Motor Case 180° and replace the Motor Case Cap Screws.

NOTE: The Vent Cap must not be more than 15° off top vertical center.

4. Unscrew the Vent Cap (3) and pour the oil back into the Motor Case.

If the Motor is to be mounted to a wall or column with the foot pad of the Base in a vertical position, a special Base must be used.

Flange-Mounted Motors

Flange-Mounted Motors can be installed by either of two methods.

Method No. 1: Provide a mounting with a counterbore which is a close fit with the small diameter (3.000" diameter) pilot on the Motor Case Cover (82), and with four mounting bolt holes that align with the four 3/4"-10 thread tapped holes in the Cover. Use mounting screws that will enter no more than 1" into the tapped holes in the Cover.

Method No. 2: Provide a mounting with a counterbore which is a close fit with the large diameter (16.250" diameter) pilot on the Motor Case Cover, and with a series of tapped holes that align with the bolt holes through the flange on the Motor Case and Motor Case Cover. Use the Motor Case Bolts (84) for attaching the Motor to the mounting.

Always provide a bearing for the outer end of the motor shaft, pinion or shaft extension. Locate it as far from the Motor as possible and be certain that it is properly aligned.

Do not make shaft extensions a tight fit in the broached hole in the Crank. An outboard bearing cannot be perfectly aligned with the crank bearings, and the splined fit must serve, to a limited extent, as a flexible coupling. Recommended dimensions for motor shaft splines will be furnished on receipt of mounting details and outboard bearing location. The motor shaft must be supported in such a manner that no end thrust will be transferred to the Crank.

Caution: If the Motor Case Cover (82) is ever removed from the Motor Case (1), it must be replaced with the small, .368" diameter hole on the flange of the Cover aligned with the Vent Cap (3).

BUSHING REPLACEMENT

Replace a Reverse Valve Bushing (46) or a Rotary Valve Bushing (44) as follows (unless otherwise noted each instruction step is for all Models):

1. Remove the Valve Chest Cover Cap Screws (62), Valve Chest Cap Screws (64), and Throttle Valve Cap (59).
2. **Model KK6UM** - Withdraw the Throttle Valve (54) and Throttle Valve Ball (53). The Throttle Valve Ball may be lifted out with a quantity of sticky grease on the end of a rod.
3. Withdraw the Reverse Valve (52) and Rotary Valve (48). A bolt can be threaded into the tapped hole in the valve face to serve as a handle. The Reverse Valve is tapped 1/2"-13 thread. The Rotary Valve is tapped 5/8"-11 thread.
4. Thread a No. HU-932 Valve Chest Jack Bolt, or any 5/8"-11 thread bolt having at least 4" of thread, into the tapped hole in the lug on each side of the Valve Chest (43) until the end of the Bolt contacts the Motor Case (1). Tighten each Bolt a fraction of a turn at a time until the Valve Chest is removed from the Motor Case.
5. Support the face of the Valve Chest that contacts the Motor Case and, using an arbor **that will clear the Bushing Keys (45)**, press out the old Bushings.
6. Turn the Valve Chest over so that the face that contacts the Motor Case is up.
7. **Model KK6UM** - Align the groove in the new Reverse Valve Bushing with the Bushing Key that protrudes into the small bore of the Valve Chest, and press in the new Bushing until its leading face is flush with the supported face of the Valve Chest.
8. Align the groove in the new Rotary Valve Bushing with the Bushing Key that protrudes into the large bore of the Valve Chest, and press in the new Bushing until its leading face is flush with the supported face of the Valve Chest.
9. **Model KK6UM** - Insert the No. 49265 Throttle Valve Stem Reamer or a .627" diameter reamer into the throttle valve chamber and ream the hole through the bushing wall in which the Throttle Valve Ball (53) operates.

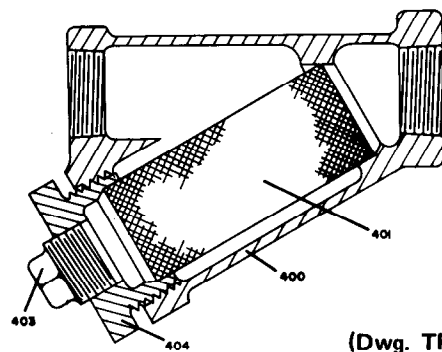
10. **Model KK6UM** - Check the fit of the Reverse Valve (52) in the Reverse Valve Bushing. If tight, ream the Bushing 2.250". **Caution:** The Reverse Valve is chrome plated; do not lap.
11. Check the fit of the Rotary Valve in the Rotary Valve Bushing. If the Valve is tighter than a good running fit, lap it in with a mild, fine-grain lapping compound whose abrasive agent will break up rapidly. Wash the parts in clean kerosene to remove all trace of the compound. If the Valve is too tight to lap, ream the Bushing 2.875".
12. **Model KK6UM** - Align the cam groove on the Reverse Valve with the hole through the wall of the Bushing in which the Throttle Valve Ball operates.
13. **Model KK6UM** - Apply a few drops of light oil to the Throttle Valve Ball and to the stem of the Throttle Valve. Insert the Ball, Valve and Throttle Valve Spring (58) into the valve chamber and retain them with the Throttle Valve Cap (59).
14. **Model KK6UM** - Place the Throttle Lever Spring (70) on the Control Arm (72) so that the coil encircles the protruding hub. Rotate the Spring until its lower leg contacts the Throttle Spring Stop Pin (73) which projects from the Control Arm. Grasp the upper leg of the Spring and pull it over the top of the Stop Pin so that the Spring legs are now on opposite sides of the Stop Pin.
15. **Model KK6UM** - Install the Throttle Control Arm so that its square socket slides over the square shank of the Reverse Valve, and the spring legs are on opposite sides of the Stop Pin on the Valve Chest.
16. Align the holes through the Valve Chest with those in the Motor Case (1) and start the protruding end of the Rotary Valve Bushing (44) squarely into the Motor Case. Protect the face of the Valve Chest with a hardwood block and press or drive in the Bushing until the Valve Chest contacts the Motor Case.
17. Insert the Rotary Valve (48) into the Rotary Valve Bushing. Rotate the Valve slowly until the Valve Key Screws (50) located in the end of the Valve engage matching holes in the Crank (17).
18. Apply the Valve Chest Cover (60) and retain it with the Valve Chest Screws (64) and Valve Chest Cover Cap Screws (62).
The two sections of the Crank (17) are matched before final machining, and the web of each section is stamped with an identification mark as AA17, CC21, XX19, etc. Only sections bearing identical marking can be used together. If more than one Crank is disassembled at one time, be sure only matched parts are assembled together.

AIR STRAINER ASSEMBLY

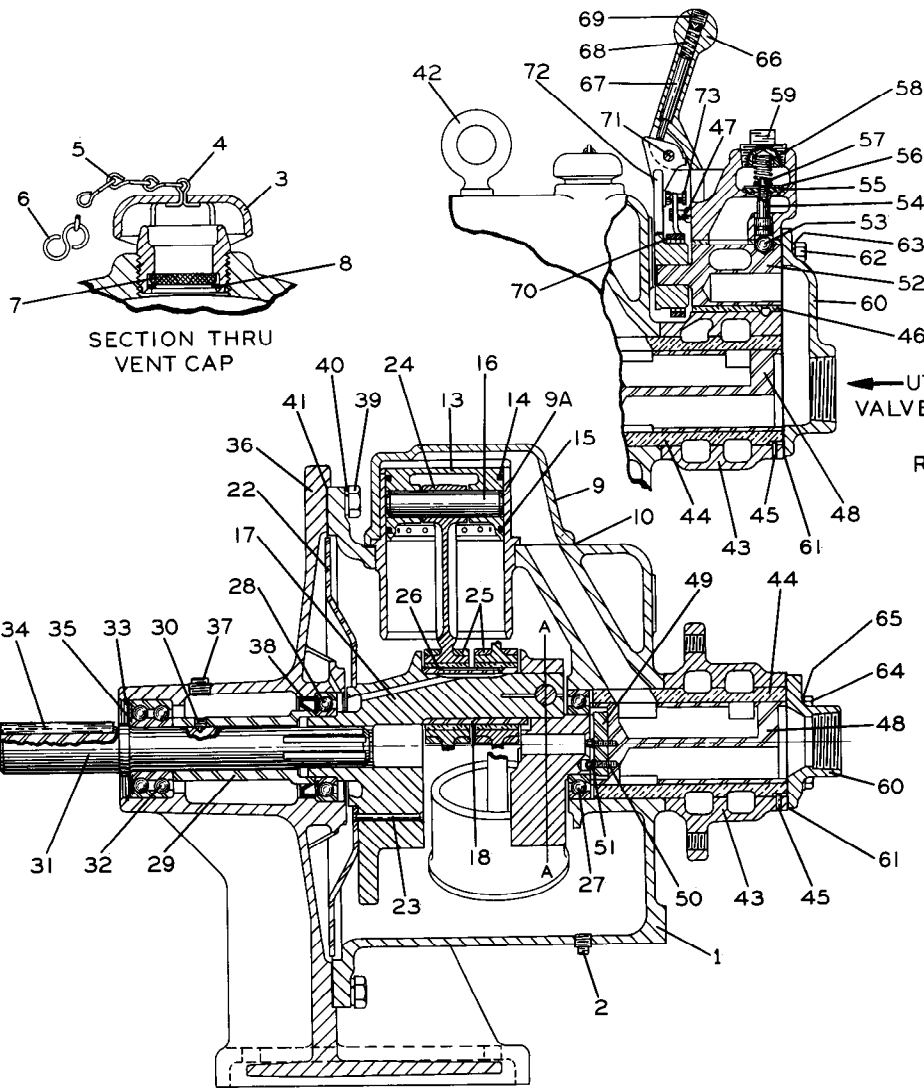
PART NUMBER FOR ORDERING

400	Air Strainer Assembly	K4U-A267AT
401	Air Strainer Screen	K4U-61AT
403	Air Strainer Plug	22SR-165
404	Air Strainer Cap.	K4U-268AT
*	Air Strainer Nipple.	KKM-286

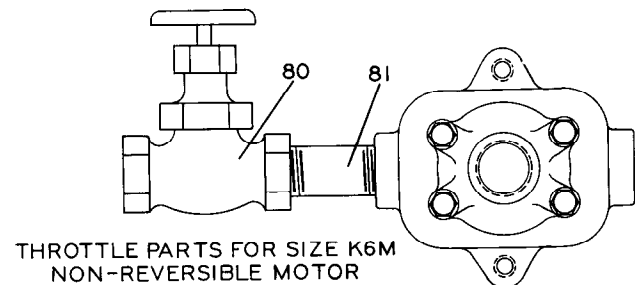
* Not illustrated.



(Dwg. TPD122-1)

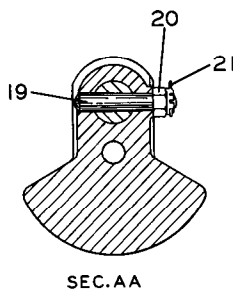


SECTION THRU VENT CAP

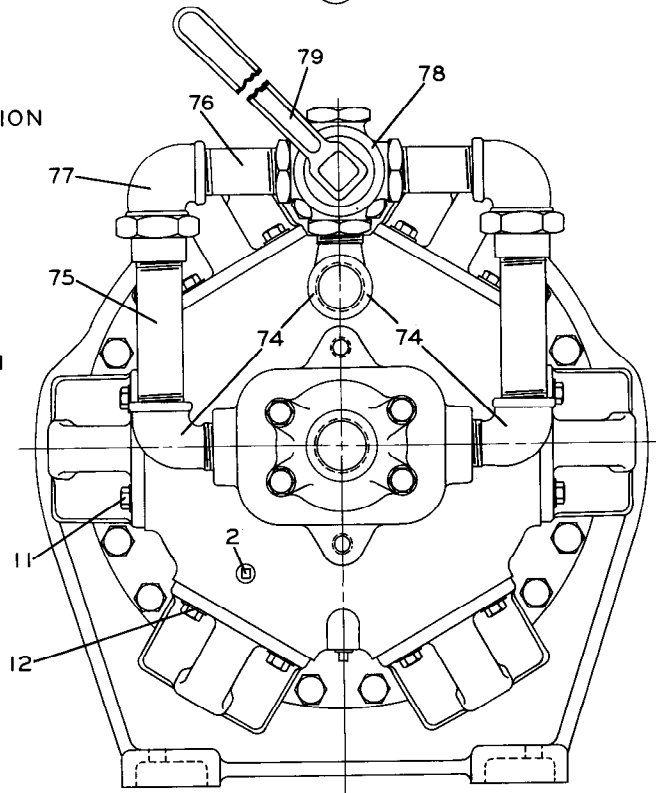


THROTTLE PARTS FOR SIZE K6M NON-REVERSIBLE MOTOR

UTILITY-HOIST-TYPE VALVE CHEST CONSTRUCTION ON SIZE KK6UM REVERSIBLE MOTOR



SEC. AA



END VIEW OF SIZE K6M OR KK6M STATIONARY MOTOR THROTTLE PARTS FOR SIZE KK6M REVERSIBLE MOTOR ILLUSTRATED

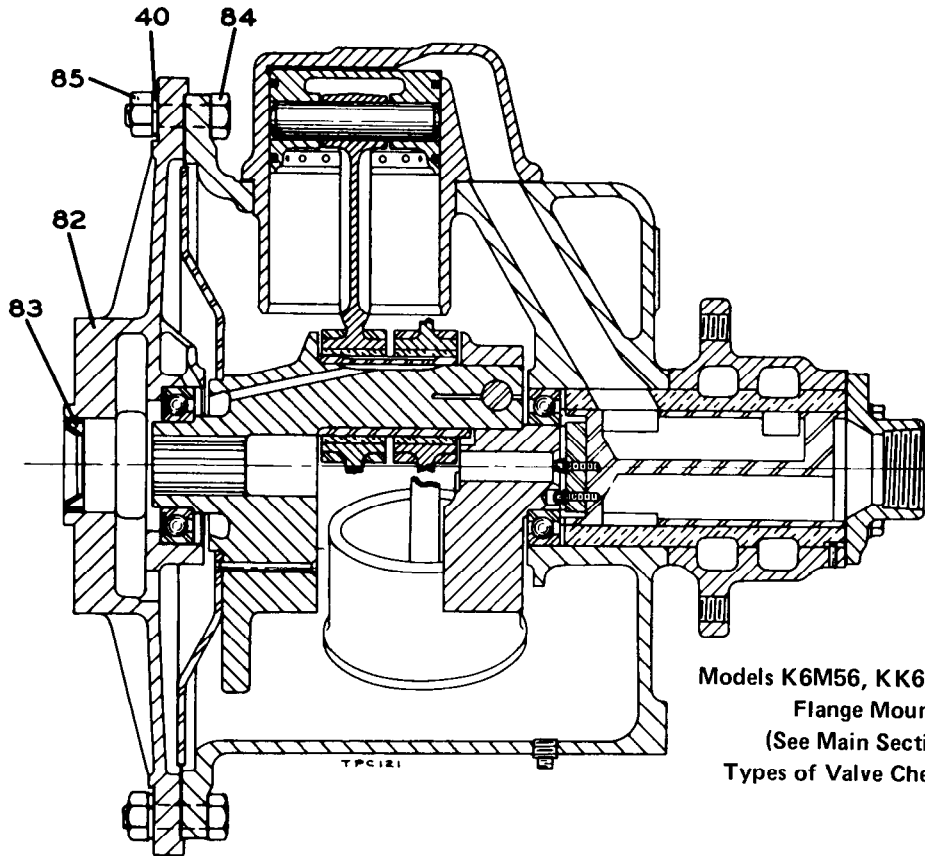
PART NUMBER FOR ORDERING

		↓	↓	↓
		K6M K6M56	KK6M KK6M56	KK6UM KK6UM56
1	Motor Case	K6U-501	K6U-501	K6U-501
2	Drain Plug (2)	D02-402	D02-402	D02-402
3	Vent Cap	D02-303A	D02-303A	D02-303A
4	Vent Cap Cotter	D02-893	D02-893	D02-893
5	Vent Cap Chain	D02-891	D02-891	D02-891
6	S-Hook	D02-421	D02-421	D02-421
7	Vent Cap Screen	D02-889	D02-889	D02-889
8	Vent Cap Screen Retainer	6CND-233-1/2	6CND-233-1/2	6CND-233-1/2
	Cylinder Assembly (6)	K6U-A505A	K6U-A505A	K6U-A505A
9	Cylinder Head	K6U-H505A	K6U-H505A	K6U-H505A
9A	Cylinder Sleeve	K6U-L505A	K6U-L505A	K6U-L505A
●	Cylinder Gasket (6)	K6U-507	K6U-507	K6U-507
11	Cylinder Cap Screw (24)	G8-113	G8-113	G8-113
12	Cylinder Cap Screw Washer (24)	K6U-504	K6U-504	K6U-504
13	Piston Assembly (6)	K6U-A513A	K6U-A513A	K6U-A513A
●	Piston Ring (6)	K6U-337	K6U-337	K6U-337
●	Oil Regulating Piston Ring (6)	K6U-338	K6U-338	K6U-338
16	Piston Wrist Pin (6)	K6U-514	K6U-514	K6U-514
	Crank Assembly	K6U-A516	K6U-A516	K6U-A516
17	Crank	K6U-516	K6U-516	K6U-516
●	Crank Pin Sleeve	K6U-519	K6U-519	K6U-519
19	Crank Lock Pin	KU-520	KU-520	KU-520
20	Crank Lock Pin Nut	D02-317	D02-317	D02-317
21	Crank Lock Pin Cotter (1/8" x 1-1/4")	D02-330	D02-330	D02-330
22	Oil Splasher	KU-540	KU-540	KU-540
23	Oil Splasher Long Rivet (2)	K6U-541	K6U-541	K6U-541
*	Oil Splasher Short Rivet (2)	241-712	241-712	241-712
24	Connecting Rod (6)	K6U-509	K6U-509	K6U-509
●	Connecting Rod Ring (4)	K6U-510	K6U-510	K6U-510
●	Connecting Rod Bushing (2)	K6U-511	K6U-511	K6U-511
●	Crank Valve End Bearing	KU-518	KU-518	KU-518
●	Crank Splined End Bearing	KU-895	KU-895	KU-895
■	Bearing Spacer	KM-41	KM-41	KM-41
■	Bearing Spacer Set Screw	C04-31	C04-31	C04-31
■	Motor Shaft	KM-294A	KM-294A	KM-294A
●■	Motor Shaft Bearing	D10-825	D10-825	D10-825
■	Retaining Ring	KM-295	KM-295	KM-295
■	Shaft Key	D04-323	D04-323	D04-323
●■	Dust Washer	KM-298A	KM-298A	KM-298A
■	Base	K6M-292	K6M-292	K6M-292
■	Grease Plug	D02-351	D02-351	D02-351
■	Oil Seal	KM-270	KM-270	KM-270
■	Motor Case Cap Screw (12)	215-36	215-36	215-36
40	Motor Case Cap Screw Lock Washer (12)	A-67	A-67	A-67
●	Motor Case Gasket	K6U-592	K6U-592	K6U-592

* Not illustrated.

● To keep downtime to a minimum, it is desirable to have on hand certain repair parts, We recommend that you stock one (pair or set) of each part indicated by a bullet (●) for every four tools in service.

■ These parts are used only on Models K6M, KK6M and KK6UM.



Models K6M56, KK6M56 and KK6UM56
Flange Mounted Motors
(See Main Sectional View for
Types of Valve Chests and Throttles)

(Dwg. TPC121)

PART NUMBER FOR ORDERING



		K6M K6M56	KK6M KK6M56	KK6UM KK6UM56
42	Motor Eyebolt	KU-888	KU-888	KU-888
	Valve Chest Assembly			
	for equal performance in either direction of			
	rotation (standard)	---	KK6M-A545	KK6UM-A545
	for maximum performance in counterclockwise			
	rotation when facing end of Shaft (special)	---	KK6M-A500	KK6UM-A500
	★ for maximum performance in clockwise rota-			
	tion when facing end of Shaft (special)	---	KK6M-A503	K6U-A545
	for counterclockwise rotation when facing end			
	of Shaft (standard)	K6M-A545	---	---
	for clockwise rotation when facing end of Shaft			
	(special)	K6M-A545R	---	---
43	Valve Chest	K6M-545	K6M-545	K6U-545
*	Grease Fitting (2)	---	---	23-188
*	1/4" Pipe Plug (2)	---	---	D02-402
●	44 Rotary Valve Bushing	K6U-525	K6U-525	K6U-525
	45 Bushing Key (1 for K6M and KK6M; 2 for KK6UM)	HU-538	HU-538	HU-538
	46 Reverse Valve Bushing	---	---	K6U-945
	47 Throttle Lever Spring Stop Pin	---	---	D02-553

* Not illustrated.

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★ When using this Rotary Valve, motor rotation is reversed with respect to throttle movement.

PART NUMBER FOR ORDERING



		K6M K6M56	KK6M KK6M56	KK6UM KK6UM56
48	Rotary Valve for equal performance in either direction of Shaft rotation (standard)	---	KK6M-526	KK6M-526
	for maximum performance in counterclockwise rotation when facing end of Shaft (special)	---	K6U-526R	K6U-526R
	★ for maximum performance in clockwise rota- tion when facing end of Shaft (special).	---	K6U-526	K6U-526
	for counterclockwise rotation when facing end of Shaft (standard)	K6M-526	---	---
	for clockwise rotation when facing end of Shaft (special)	K6M-526R	---	---
49	Rotary Valve Key.	K6U-527	K6U-527	K6U-527
50	Rotary Valve Key Screw (2).	4E-638	4E-638	4E-638
51	Valve Key Screw Lock Washer (2)	4U-58	4U-58	4U-58
52	Reverse Valve	---	---	K6U-944
53	Throttle Valve Ball	---	---	K6U-941
● 54	Throttle Valve.	---	---	K6U-940
55	Throttle Valve Face.	---	---	K6U-259
*	Valve Face Spacer.	---	---	K6U-280
56	Throttle Valve Face Cap	---	---	K6U-257
57	Valve Face Cap Retaining Screw	---	---	G57T-634
● 58	Throttle Valve Spring.	---	---	D10-275
59	Throttle Valve Cap	---	---	K6U-943
60	Valve Chest Cover.	K6M-546	K6M-546	K6U-546
● 61	Valve Chest Cover Gasket	K6M-928	K6M-928	K6U-928
62	Valve Chest Cover Cap Screw (2).	---	---	D02-506
63	Cover Cap Screw Lock Washer (2)	---	---	D02-321
64	Valve Chest Cap Screw (4).	K6U-548	K6U-548	K6U-548
65	Valve Chest Cap Screw Lock Washer (4).	D10-322	D10-322	D10-322
66	Throttle Lever	---	---	HU-556
67	Throttle Lever Latch.	---	---	HU-869
● 68	Latch Spring.	---	---	HU-567
69	Throttle Lever Set Screw.	---	---	HU-842
● 70	Throttle Lever Spring	---	---	K6U-412
71	Throttle Lever Pin	---	---	HU-870
*	Throttle Lever Pin Cotter (2) (3/32" x 3/4").	---	---	D02-524
72	Throttle Control Arm	---	---	K6U-555
73	Throttle Lever Spring Stop Pin	---	---	D02-553
74	Street Ell (3)	---	KX-587	---
75	Long Pipe Nipple (2).	---	KK6M-287	---
76	Short Pipe Nipple (2)	---	KK6M-286	---
77	Union Elbow (2).	---	KX-282	---
78	Air Valve	---	KKM-A291B	---
79	Air Valve Lever	---	KKM-278B	---
80	Globe Valve.	KM-283	---	---
81	Globe Valve Nipple	KM-285	---	---
† 82	Motor Case Cover	K6M-276	K6M-276	K6M-276
● † 83	Oil Seal.	KM-271	KM-271	KM-271
† 84	Motor Case Bolt (12)	KX-36	KX-36	KX-36
† 85	Motor Case Bolt Nut (12).	HU-776	HU-776	HU-776

* Not illustrated.

● To keep downtime to a minimum, it is desirable to have on hand certain repair parts. We recommend that you stock one (pair or set) of each part indicated by a bullet (●) for every four tools in service.

★ When using this Rotary Valve, motor rotation is reversed with respect to throttle movement.

† These parts are used only on Models K6M56, KK6M56, and KK6UM56.

MAINTENANCE TOOLS

PART NUMBER FOR ORDERING	PART NAME FOR ORDERING	OPERATION
HU-932 KU-933 49265	Valve Chest Jack Bolt (2) Piston Ring Compressor Throttle Valve Stem Reamer (for Models KK6UM and KK6UM56)	Withdrawing the Valve Chest (43) from the Motor Case (1). Compressing the Piston Ring (14) and Oil Regulating Piston Ring (15) in the grooves of the Piston (13) when installing a Cylinder. Reaming the throttle valve stem hole after installing a new Reverse Valve Bushing (46) in the Valve Chest (43).

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● *All-Star Servicenter.*

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