

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.

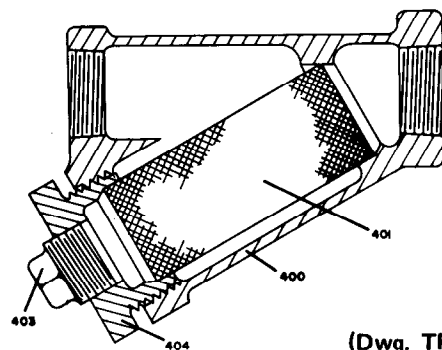
10. **Model KK6UM** - Check the fit of the Reverse Valve (52) in the Reverse Valve Bushing. If tight, ream the Bushing 2.250". **Caution:** The Reverse Valve is chrome plated; do not lap.
11. Check the fit of the Rotary Valve in the Rotary Valve Bushing. If the Valve is tighter than a good running fit, 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

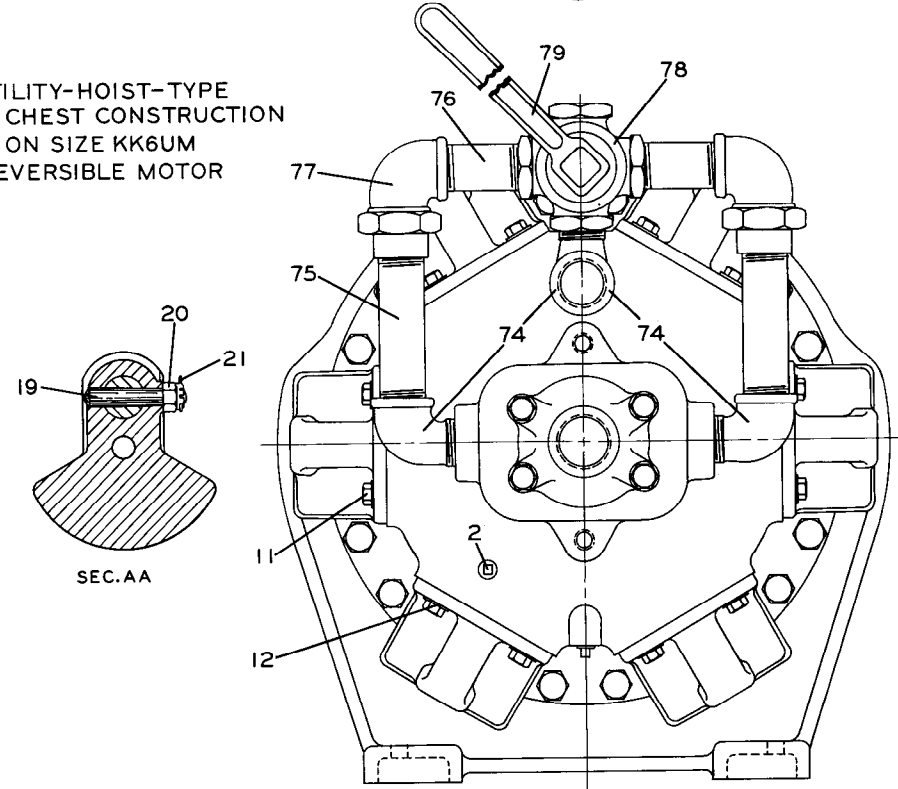
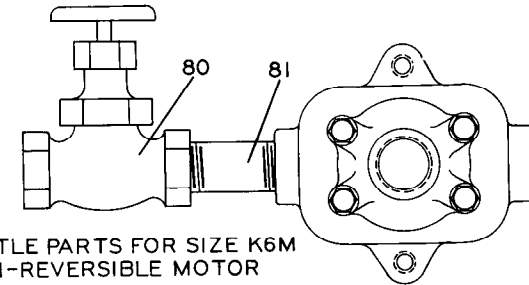
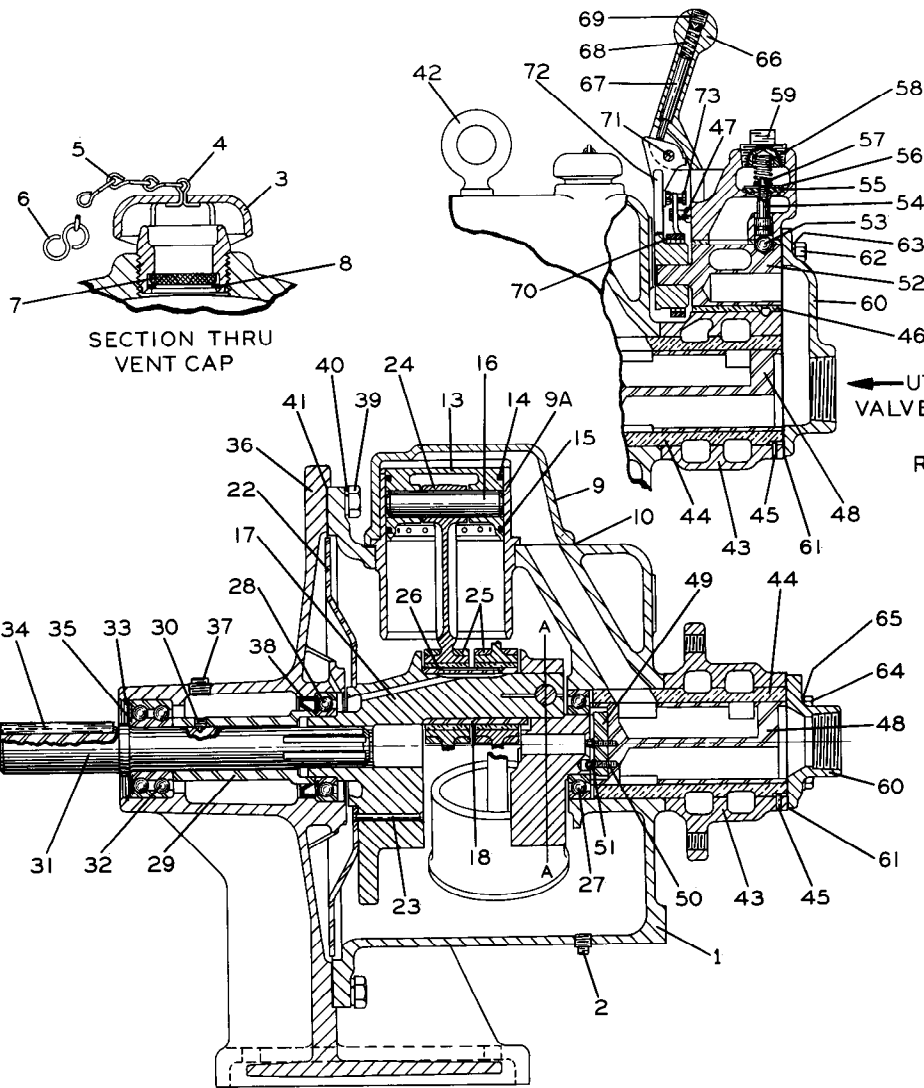
PART NUMBER FOR ORDERING

| | | |
|-----|---------------------------------|------------|
| 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)



PART NUMBER FOR ORDERING

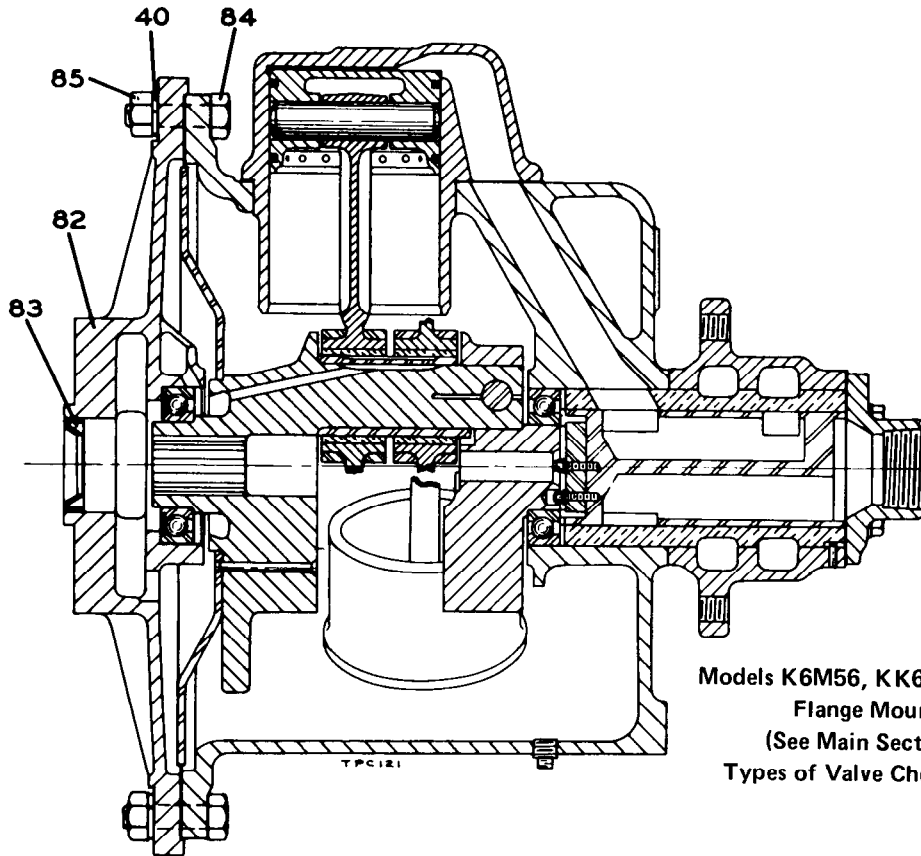


| | | K6M K6M56 | KK6M KK6M56 | KK6UM KK6UM56 |
|----|---|--------------|----------------|------------------|
| 1 | Motor Case | K6U-501 | K6U-501 | K6U-501 |
| 2 | Drain Plug (2) | D02-402 | D02-402 | D02-402 |
| 3 | Vent Cap | D02-303A | D02-303A | D02-303A |
| 4 | Vent Cap Cotter | D02-893 | D02-893 | 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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