

● **PRINCIPLES OF OPERATION** ● **LIST OF PARTS**

COMPRESSO-DRI

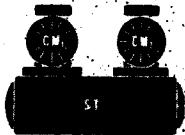
A UNITIZED DRY AIR COMPRESSOR SYSTEM

SINGLE



MODELS 60 • 62

DUAL



MODELS 64 • 66

**A HIGH CAPACITY
COMPRESSOR-DRYER
COMBINATION**



**DELIVERING
DRY • CLEAN •
OIL FREE AIR**

Patented U.S.A.
Foreign Patents Pending

AIR TECHNIQUES INCORPORATED

70 CANTIAGUE ROCK ROAD, HICKSVILLE, NEW YORK 11801

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Models 60, 62, 64 & 66

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COMPRESSO-DRI

Models 60, 62, 64 & 66

The COMPRESSO-DRI is a unitized air system consisting of an air compressor, a drying system and a storage tank. Some of the distinguishing features of the COMPRESSO-DRI--not found in other systems--are

1. After air leaves the compressor head, it passes through the drying system--BEFORE IT GOES INTO THE STORAGE TANK;
2. The drying system is self-cleaning. Every time the compressor stops pumping, the drying system automatically purges itself.
3. The storage tank always contains dry air and does not have to be drained.

THE COMPRESSOR. The air compressor and motor are integral. The compressor is a splash lubricated reciprocating type with check valves on the inlet and outlet. The other major components are the storage tank, pressure switch, tank check valve, relief valve and unloader valve.

THE DRYING SYSTEM. The drying system consists of a drying chamber which contains an adsorbent desiccant, purge controls and purge tank.

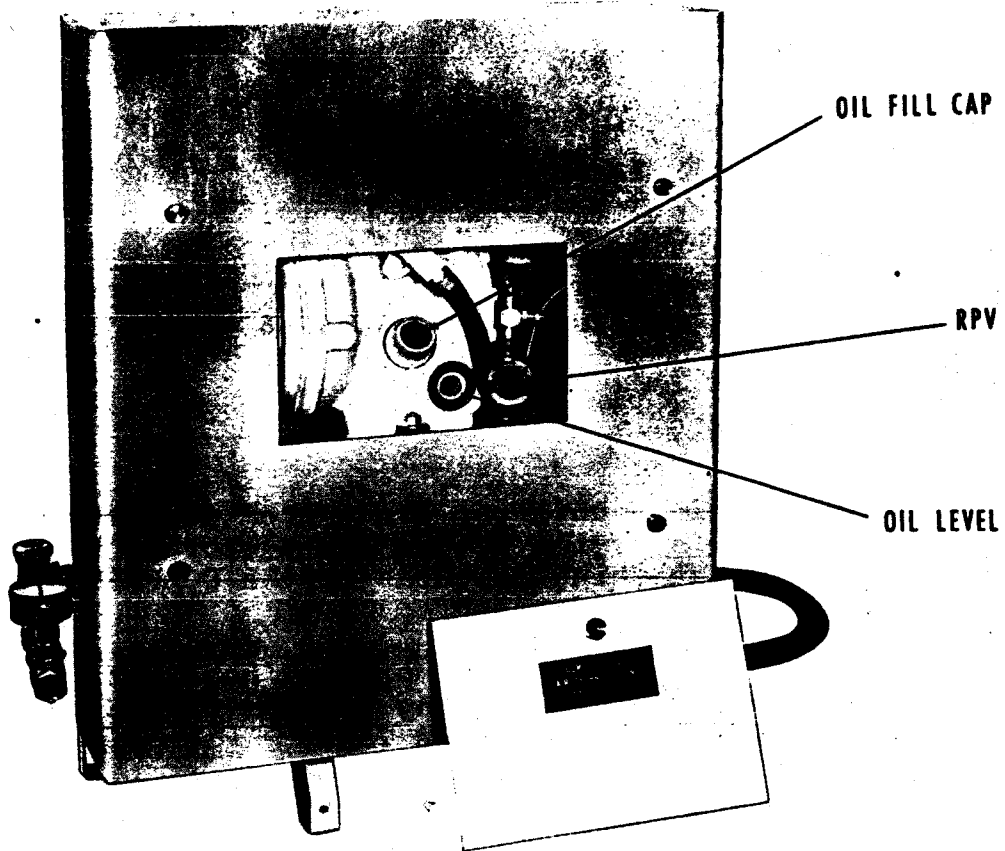


FIGURE 1. FRONT VIEW-WITH DOOR REMOVED

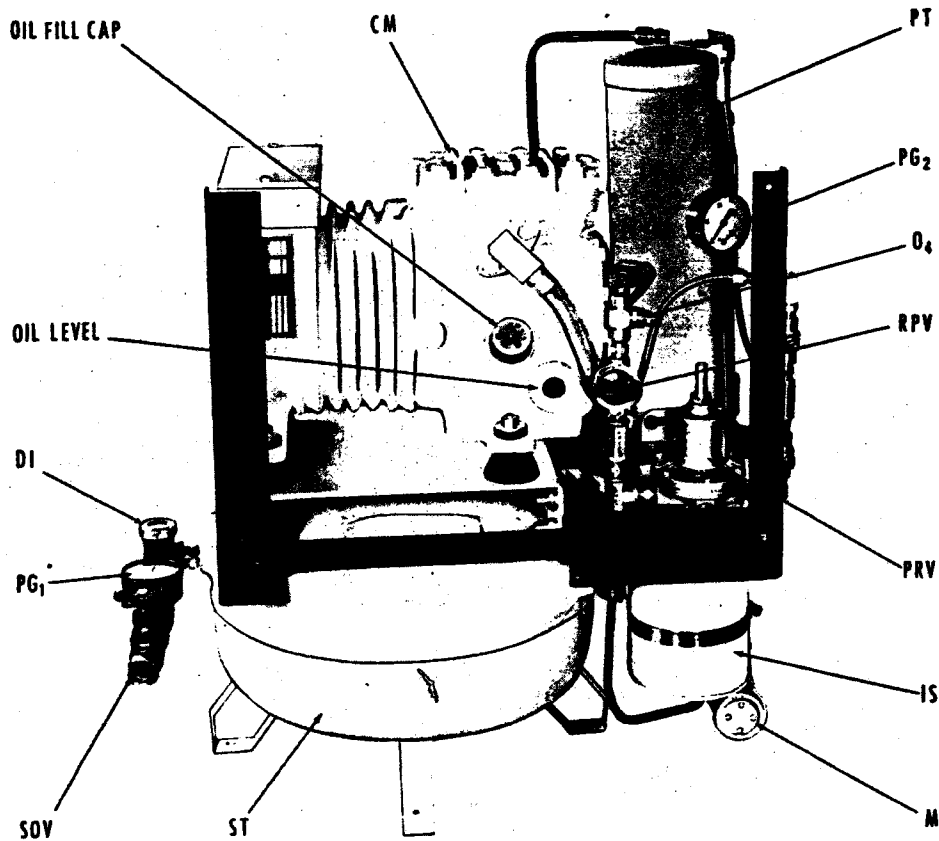


FIGURE 2. FRONT VIEW-WITH COVER REMOVED

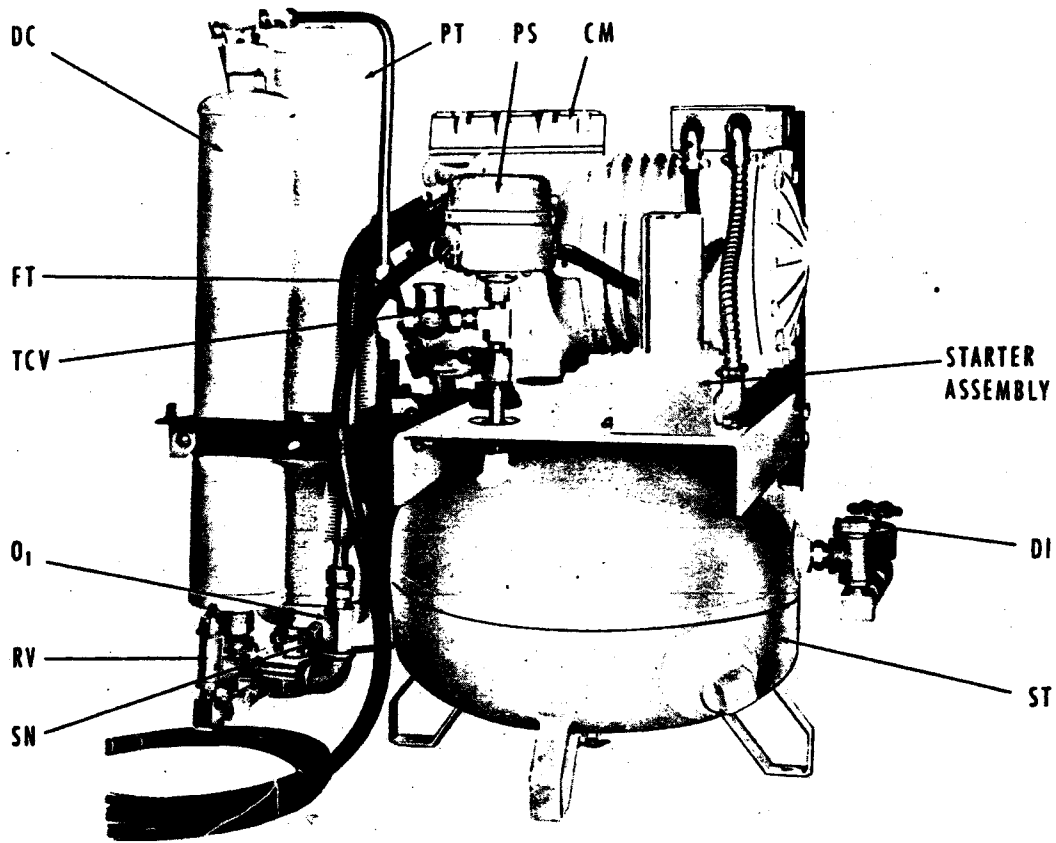


FIGURE 3. REAR VIEW—WITH COVER REMOVED

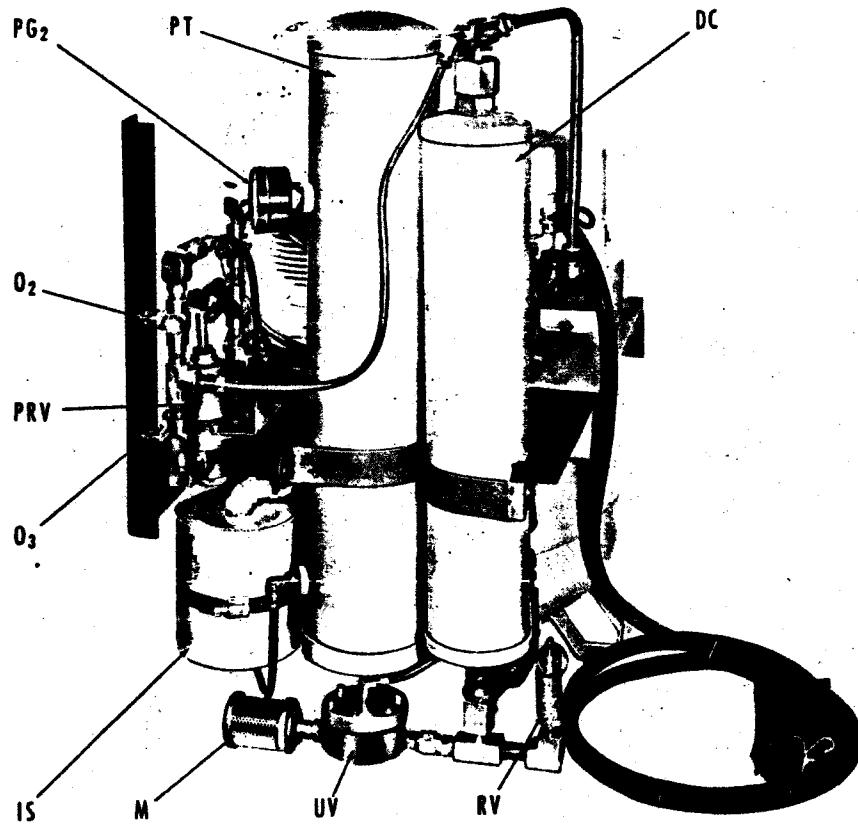


FIGURE 4. RIGHT SIDE VIEW—WITH COVER REMOVED

HOW THE COMPRESSO-DRI OPERATES

PUMPING AND DRYING CYCLE. See Dwg. #1

The air compressor goes on when the pressure drops to 80 lbs. (psig) and cuts off when the pressure rises to 100 lbs. (psig).

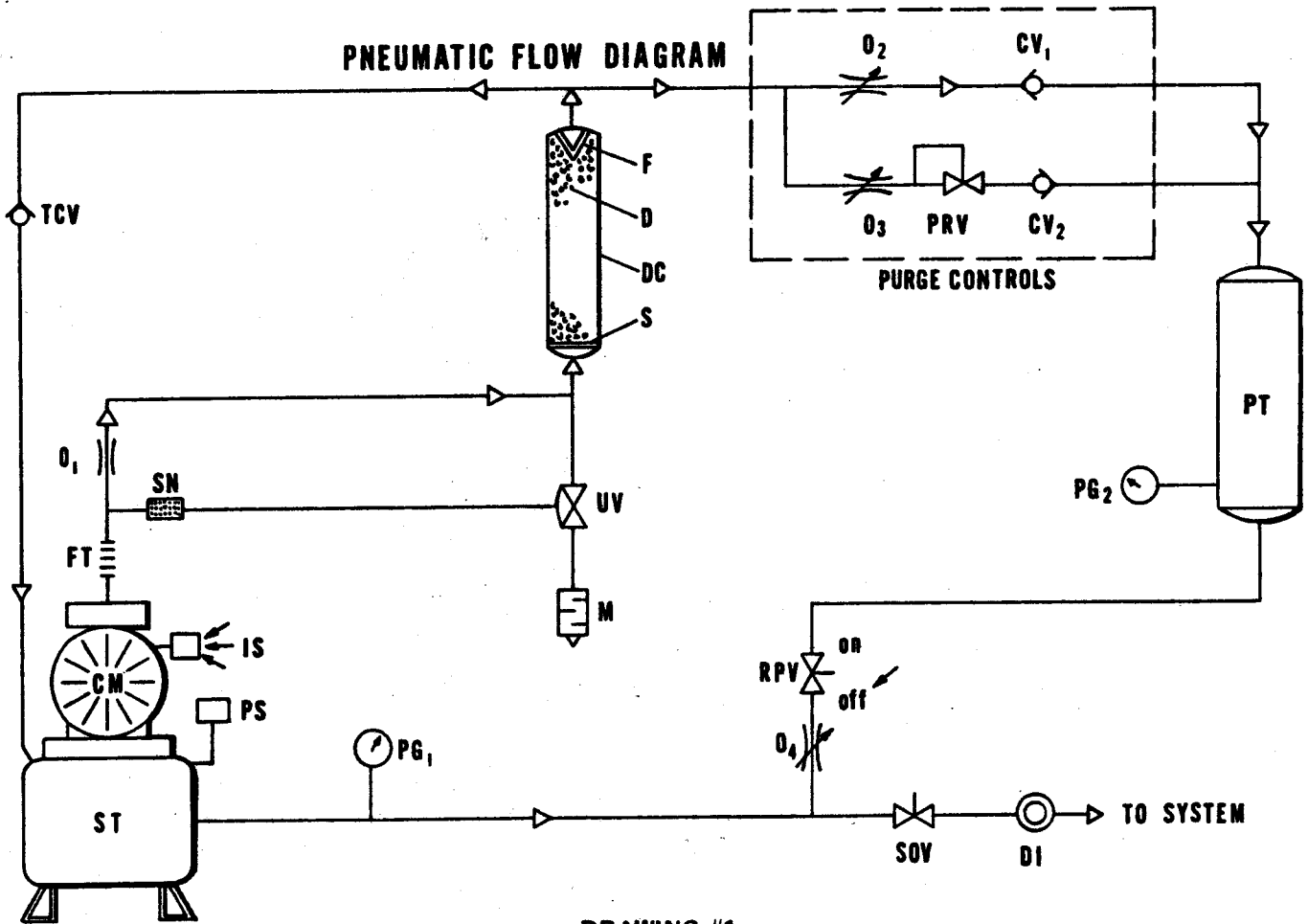
When the pressure in Storage Tank (ST) drops below 80 lbs., the Pressure Switch (PS) turns on the Compressor and Motor (CM). Air enters through the Intake Silencer (IS), is compressed, passes through Finned Tubing (FT) and then through Orifice (O-1).

The pressure before Orifice (O-1) is 5 lbs. greater than the pressure after it. The higher pressure is connected to the top of Unloader Valve (UV), and closes it.

With the Unloader Valve (UV) closed, the compressed air is directed through the Drying Chamber (DC) where the Desiccant (D) removes the water and oil vapor. Most of the air goes through Tank Check Valve (TCV) and into the Storage Tank (ST) from where it can be drawn to the points of use.

A portion of the air leaving (DC) goes through Build-Up Orifice (O-2), Build-Up Check Valve (CV-1), and into Purge Tank (PT). The air that is delivered to the Purge Tank (PT) will be exclusively used for purging the Drying Chamber (DC) as later explained in the PURGING CYCLE. Build-Up Orifice (O-2) is adjusted so that the pressure in the Purge Tank is approximately 100 lbs., when the pressure in the Storage Tank (ST) reaches 100 lbs. This can be observed on Gauges PG-1 and PG-2.

When the pressure in the Storage Tank (ST) reaches 100 lbs., the Pressure Switch (PS) turns the Compressor and Motor (CM) off.



PURGING CYCLE. See Dwg. #2

As soon as Compressor and Motor (CM) stop, the flow through Orifice (O-1) stops. This equalizes the pressure upstream and downstream of the Orifice, causing Unloader Valve (UV) to open.

The air in the Drying Chamber (DC), and the Compressor (CM) is quickly released and can be heard exiting through Muffler (M) into the atmosphere.

The pressure in the Storage Tank (ST) is held back by Tank Check Valve (TCV).

The air in the Purge Tank (PT) is retained until the pressure in the Drying Chamber (DC) drops below 5 lbs. At this point, the air leaves the Purge Tank (PT) at a controlled rate, flowing through Release Check Valve (CV-2), Pressure Reducing Valve (PRV), and Release Orifice (O-3).

The Pressure Reducing Valve (PRV) maintains a 5 lb. pressure ahead of Release Orifice (O-3). This is the key point in the PURGING CYCLE. The air in the Purge Tank has been dried under pressure during the PUMPING CYCLE. As this air now leaves the Purge Tank (PT) and expands to 5 lbs., when it passes through the Pressure Reducing Valve (PRV), it becomes considerably drier. It is actually drier than the Drying Chamber itself.

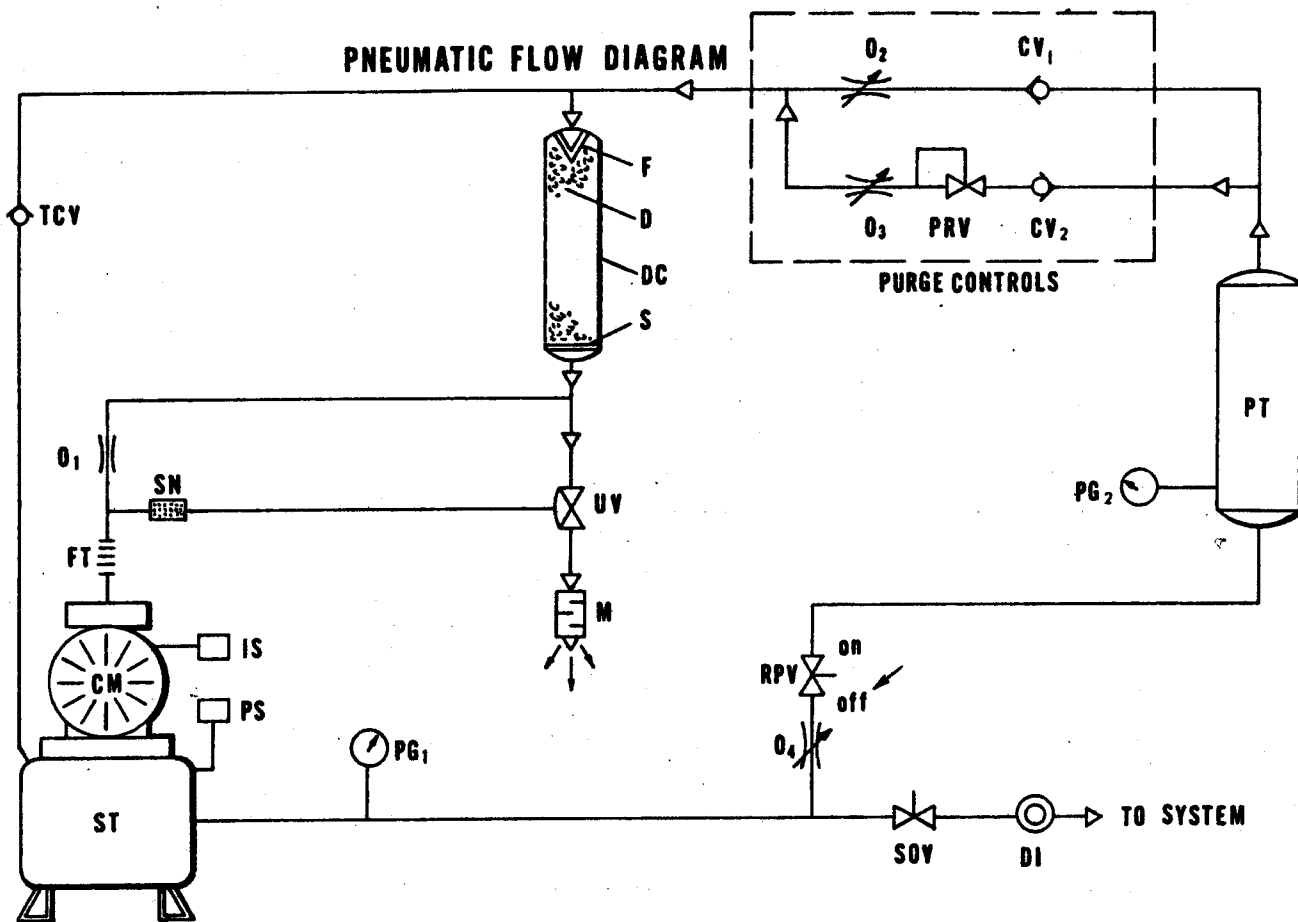
As this very dry air passes through Drying Chamber (DC), it re-adsorbs the humidity and oil vapor within the Desiccant (D), carries them out through Unloader Valve (UV) and Muffler (M) into the atmosphere.

The Purging Cycle continues for a brief interval after the compressor stops. It can be observed by noting the pressure dropping on Gauge PG-2.

IT CAN BE HEARD AS A SLIGHT HISS OF AIR FROM THE MUFFLER. THIS IS NOT A LEAK--IT IS PERFECTLY NORMAL.

DRYNESS INDICATOR

The COMPRESSO-DRI is equipped with a DRYNESS INDICATOR (DI). See Figs. 2 and 3. It has a color-sensitive material which is BLUE when the air is being properly dried. If the color begins to fade, then additional purging is required. This is discussed in the section immediately following on RESERVE PURGING.



**DRAWING #2
PURGING CYCLE**

RESERVE PURGING

WHEN IT IS NEEDED

If the Dryness Indicator (DI) loses its BLUE color and begins to fade, it may mean that the desiccant needs additional purging. This can happen if the COMPRESSO-DRI is idle for a very long time. Humidity from the surroundings can enter the desiccant and cause the Dryness Indicator to lose color.

The Indicator may also lose color if the COMPRESSO-DRI goes through long overload periods. During periods of short running time, the purge removes more water from the desiccant than enters during the pumping cycle. During periods of long running time, the purge removes less water from the desiccant than enters during the pumping cycle. Usually this will average out. Short overload periods will not matter.

If the Dryness Indicator (DI) begins to lose its BLUE color and fade, the air will still be dry, but the desiccant is retaining more water than the purge is removing. Reserve Purging is required.

HOW TO USE THE RESERVE PURGE. See Dwg. 3

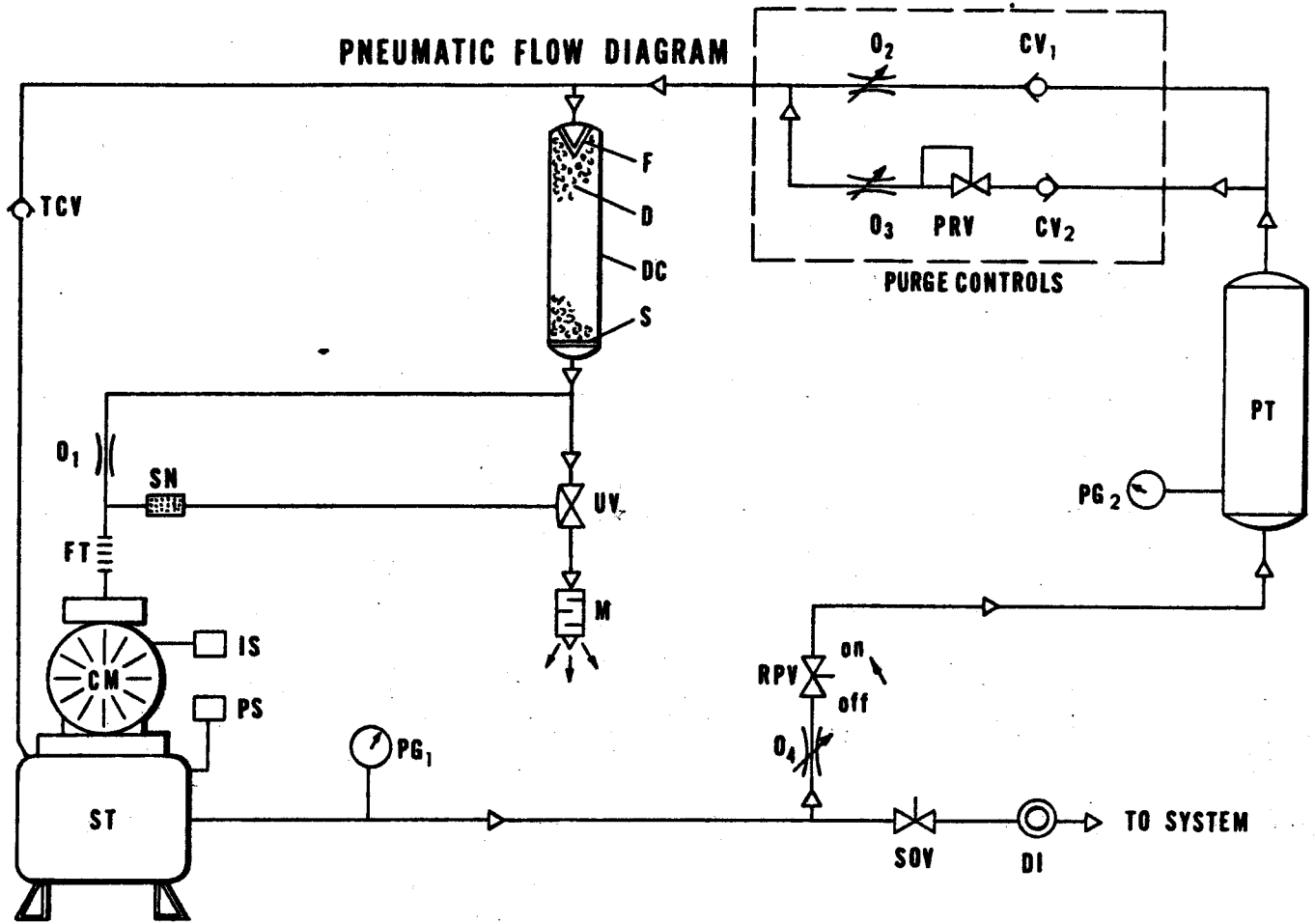
The desiccant can be restored to a drier condition either during normal operation or during periods of no air usage. It will restore itself more quickly during periods of no air usage, by allowing the compressor to run overnight. The only thing to do is to

turn the Reserve Purge Valve (RPV) to ON

This allows dried air from the Storage Tank (ST) to flow into the Purge Tank (PT) and provides additional purge flow. The rate that this flow adds to the Purge Tank (PT) is controlled by Reserve Purge Orifice (O-4) which is adjusted so the compressor does not overrun during this period.

Depending on the amount of BLUE color left in the Dryness Indicator (DI), Reserve Purging may be required for 8 to 16 hours to completely restore the desiccant to a drier condition.

The BLUE color of the Dryness Indicator (DI) takes a while to restore itself. 2-3 hours of normal air usage after 8-16 hours of reserve purging should restore it to a darker BLUE color. Then, turn the Reserve Purge Valve (RPV) to OFF.



COMPRESSO-DRI MODELS 60 - 62

COMPRESSO-DRI

Models 60 and 62

Component List

<u>Nomenclature Description</u>	<u>PART NUMBERS</u>		
	<u>Model 60</u> 3/4 HP 115V	<u>Model 62</u> 1 HP 115V	<u>Model 62</u> 1 HP 230V
CM Compressor/Motor Set	60001	62001	66001
Start Assy (Complete)	60500	62500	66500
Start Relay Only	60501	62501	66501
Start Capacitor Only	60502	62502	66502
Running Capacitor Only	None	62503	66503
TCV Tank Check Valve	3305	3305	3305
Check Valve Ball	3351	3351	3351
D Desiccant	60010	60010	60010
DC Drying Chamber (Complete)	60007	60007	60007
DI Dryness Indicator	60013	60013	60013
F Filter	60097	60097	60097
O-4 Reserve Purge Orifice	60028	60028	60028
FT Flex Tubing	60131	60131	60131
IS Intake Silencer	60040	60040	60040
M Muffler	80055	80055	80055
O-1 Orifice	80083	80084	80084
PG1 Storage Tank Pressure Gauge	60011	60011	60011
PG2 Purge Tank Pressure Gauge	60011	60011	60011
PS Pressure Switch	60016	60016	60016
PT Purge Tank	60003	60003	60003
S Screen	60072	60072	60072
RPV Reserve Purge Valve	60026	60026	60026
SOV Outlet Shut-Off Valve	60019	60019	60019
UV Unloader Valve	60030	60030	60030
ST Storage Tank	60002	60002	60002
RV Relief Valve	60017	60017	60017
SN Snubber	60021	60021	60021
PC Purge Controls	60600	60600	60600

COMPRESSO-DRI

INSTALLATION - MODEL 60 & 62

1. Install the Compresso-Dri in a cool, clean, dry area.
2. Remove the cover by loosening the four (4) thumb screws. The four (4) acorn nuts that secure the compressor to the tank should be loosened to about the top of the studs. Remove the wooden block between the compressor and the mounting plate. Replace the cover and the thumb screws.
3. The Compresso-Dri has a 1/2" F.P.T. valved outlet coming from the tank. Connect this outlet to the air system.
4. Oil must be added--it was drained prior to shipment.

CAUTION: Use only AIR TECHNIQUES OIL #60051. Other types of oil can cause problems.

A one-pint squeeze bottle of #60051 is enclosed. About 3/4 pint will be needed at the start. Save the remainder for future use.

- a. Remove the plastic filler cap from the side of the crankcase. Snip the cap off the squeeze bottle and fill to the top line on the oil indicator.

CAUTION: DO NOT OVER-OIL

- b. Shake the compressor to facilitate reading the oil level.
- c. Replace plastic filler cap on the crankcase.
- d. When the compressor is running, the oil level may drop below the indicator and cannot be seen. This is normal. To check the level, stop the compressor and allow 30 minutes for the oil to re-accumulate in the crankcase. Then check the indicator.

5. Check for proper voltage on the nameplate or line cord tag. Connect the line cord to a suitable service outlet. See note (5) on specifications.

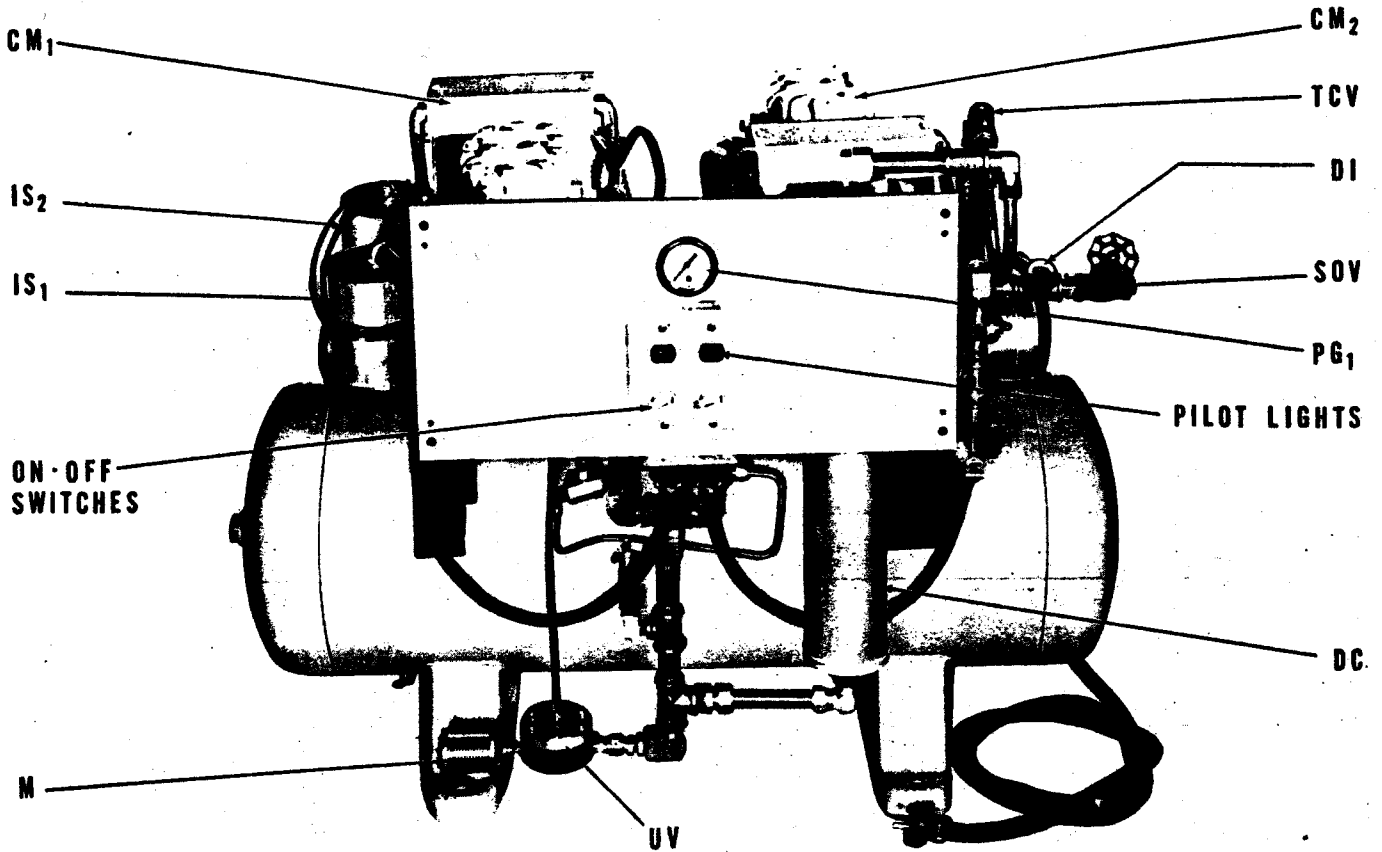


FIGURE 1. FRONT VIEW—WITH COVER REMOVED

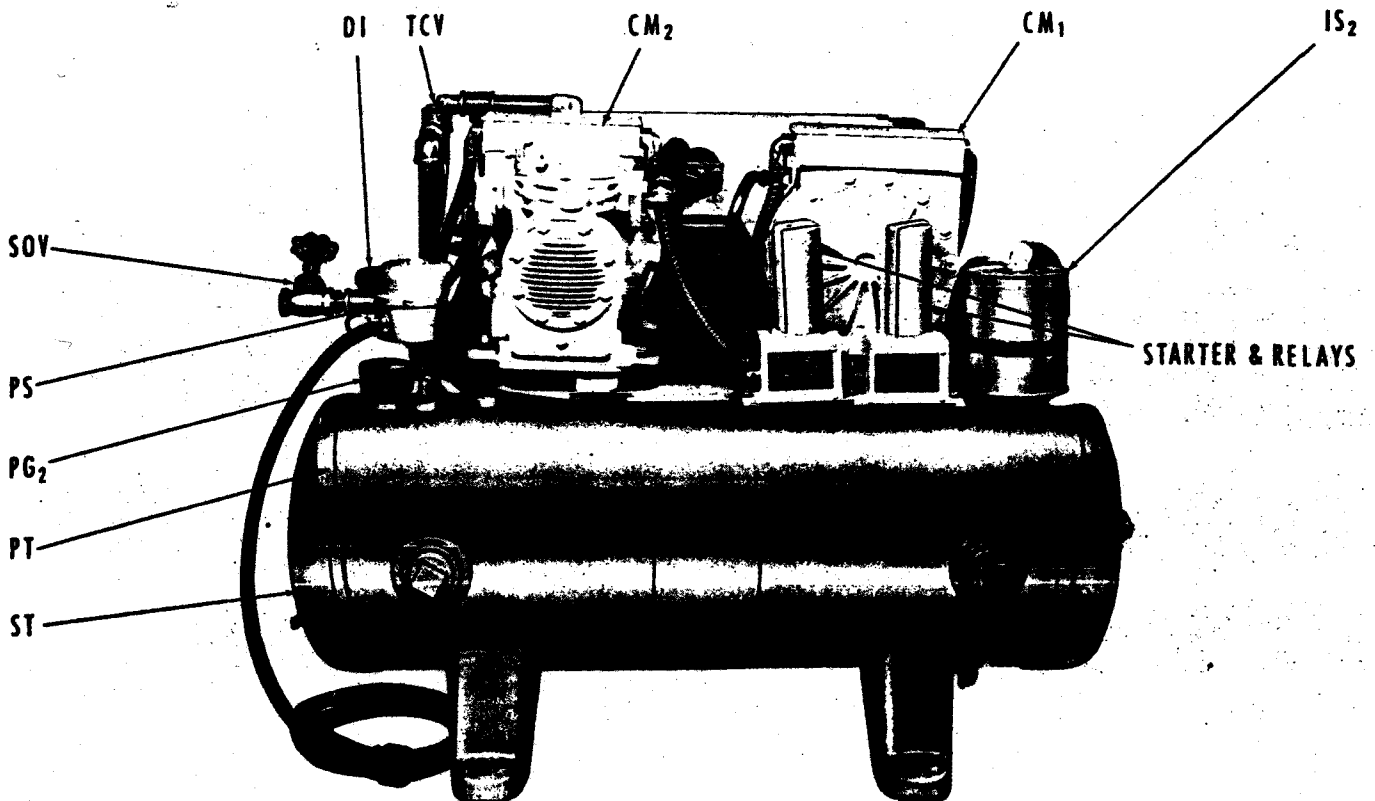


FIGURE 2. REAR VIEW—WITH COVER REMOVED

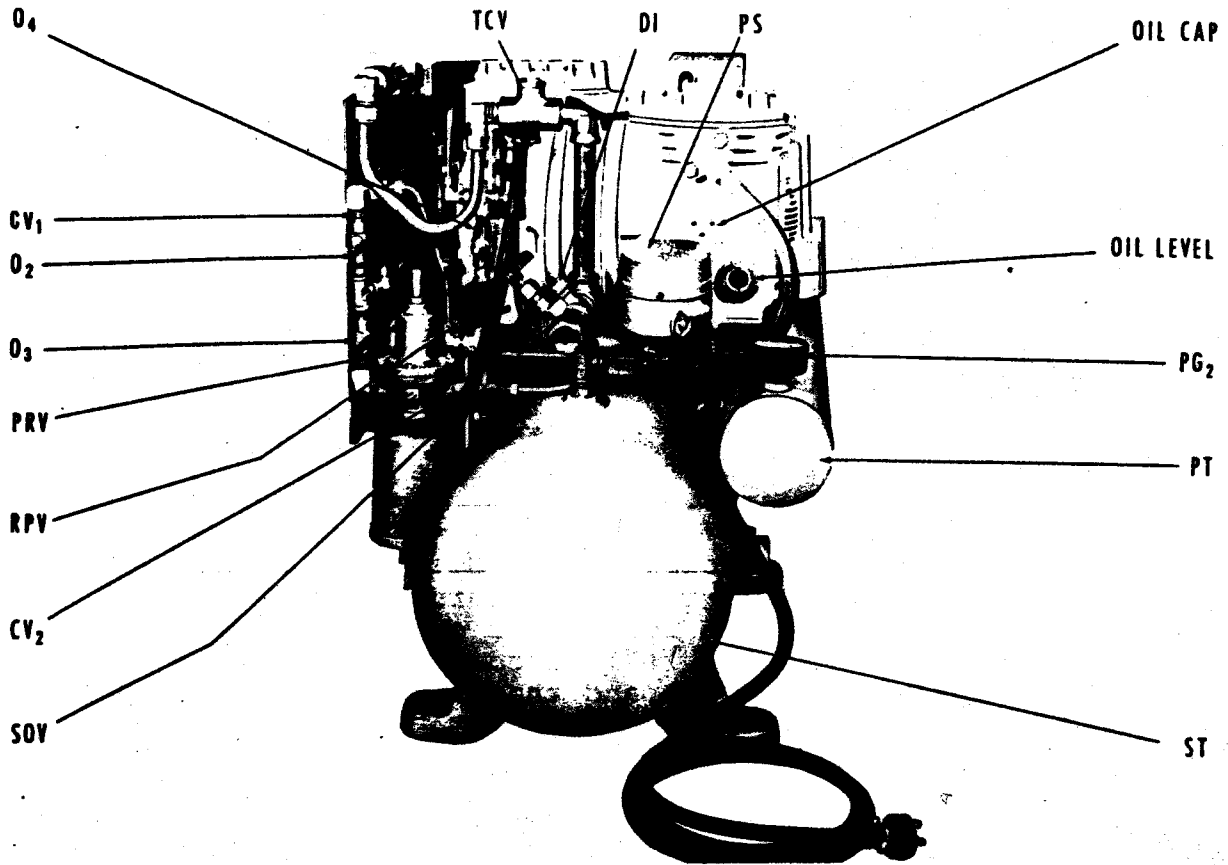


FIGURE 3. RIGHT SIDE VIEW-WITH COVER REMOVED

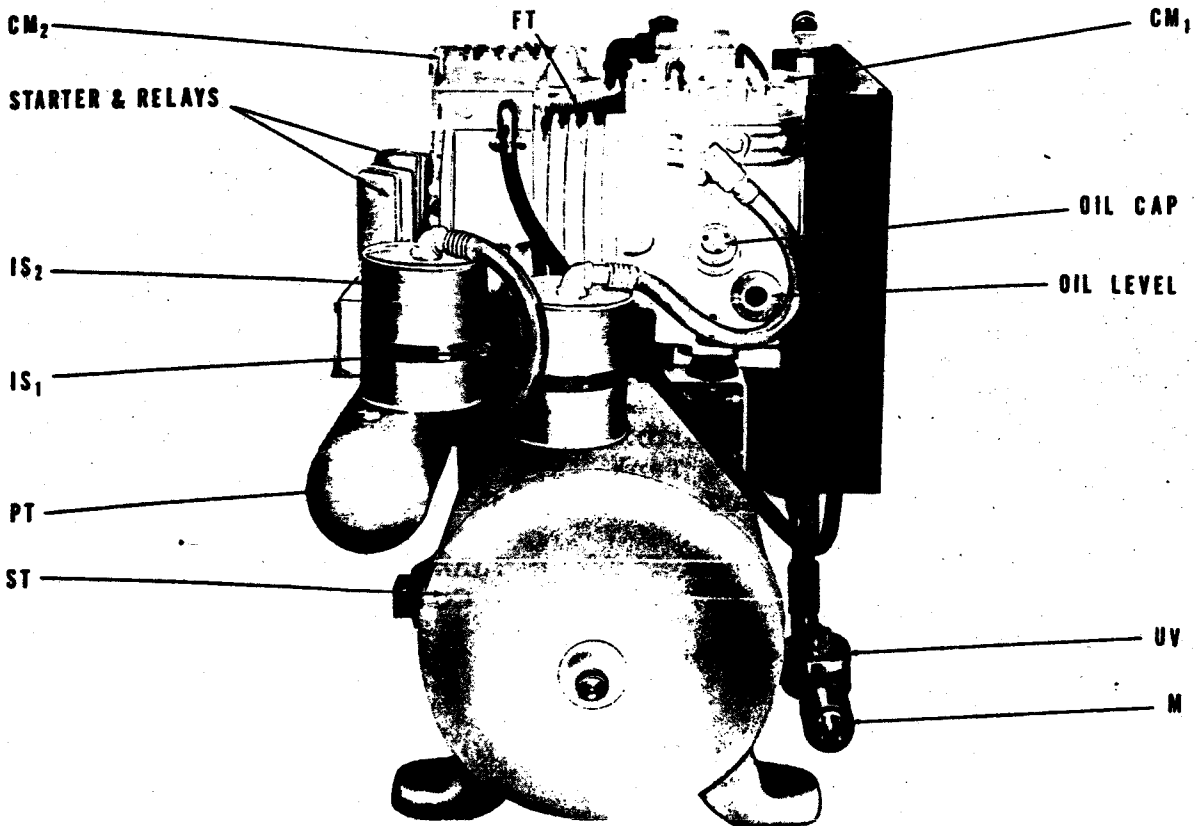


FIGURE 4. LEFT SIDE VIEW-WITH COVER REMOVED

HOW THE COMPRESSO-DRI OPERATES

PUMPING AND DRYING CYCLE. See Dwg. #1

The air compressor goes on when the pressure drops to 80 lbs. (psig) and cuts off when the pressure rises to 100 lbs. (psig).

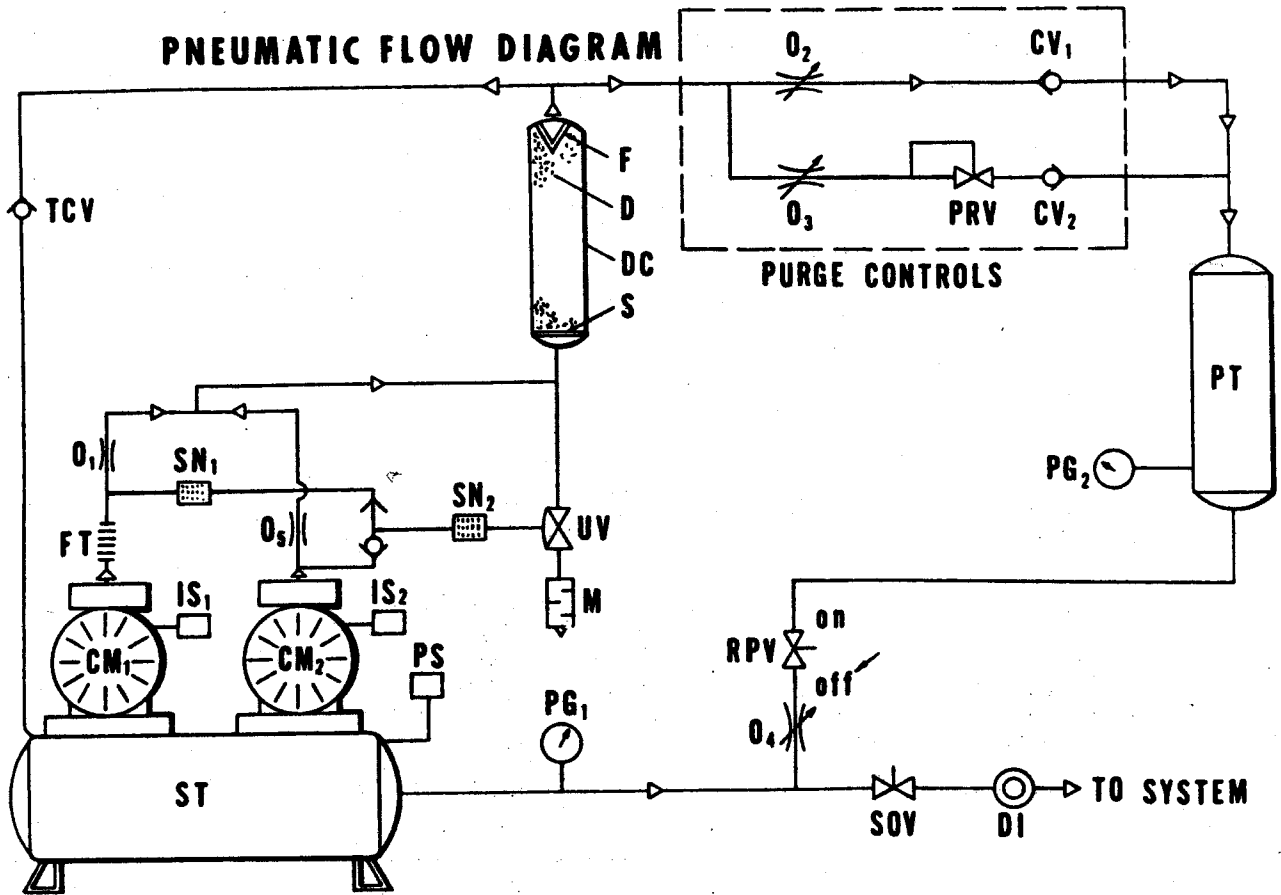
When the pressure in Storage Tank (ST) drops below 80 lbs., the Pressure Switch (PS) turns on the Compressor and Motor (CM 1&2). Air enters through the Intake Silencers (IS 1&2) is compressed, passes through Finned Tubing (FT) and then through Orifice (O-1), also through Orifice (O-5).

The pressure before Orifices (O-1&5) is 5 lbs. greater than the pressure after them. The higher pressure is connected to the top of Unloader Valve (UV), and closes it.

With the Unloader Valve (UV) closed, the compressed air is directed through the Drying Chamber (DC) where the Desiccant (D) removes the water and oil vapor. Most of the air goes through Tank Check Valve (TCV) and into the Storage Tank (ST) from where it can be drawn to the points of use.

A portion of the air leaving (DC) goes through Build-Up Orifice (O-2), Build-Up Check Valve (CV-1), and into Purge Tank (PT). The air that is delivered to the Purge Tank (PT) will be exclusively used for purging the Drying Chamber (DC) as later explained in the PURGING CYCLE. Build-Up Orifice (O-2) is adjusted so that the pressure in the Purge Tank is approximately 100 lbs., when the pressure in the Storage Tank (ST) reaches 100 lbs. This can be observed on Gauges PG-1 and PG-2.

When the pressure in the Storage Tank (ST) reaches 100 lbs., the Pressure Switch (PS) turns the Compressor and Motor (CM 1&2) off.



**DRAWING #1
PUMPING AND DRYING CYCLE**

PURGING CYCLE. See Dwg. #2

As soon as Compressor and Motor (CM 1&2) stop, the flow through Orifice (O-1&5) stops. This equalizes the pressure upstream and downstream of the orifices causing Unloader Valve (UV) to open.

The air in the Drying Chamber (DC), and the Compressor (CM 1&2) is quickly released and can be heard exiting through Muffler (M) into the atmosphere.

The pressure in the Storage Tank (ST) is held back by Tank Check Valve (TCV).

The air in the Purge Tank (PT) is retained until the pressure in the Drying Chamber (DC) drops below 5 lbs. At this point, the air leaves the Purge Tank (PT) at a controlled rate, flowing through Release Check Valve (CV-2), Pressure Reducing Valve (PRV), and Release Orifice (O-3).

The Pressure Reducing Valve (PRV) maintains a 5 lb. pressure ahead of Release Orifice (O-3). This is the key point in the PURGING CYCLE. The air in the Purge Tank has been dried under pressure during the PUMPING CYCLE. As this air now leaves the Purge Tank (PT) and expands to 5 lbs., when it passes through the Pressure Reducing Valve (PRV), it becomes considerably drier. It is actually drier than the Drying Chamber itself.

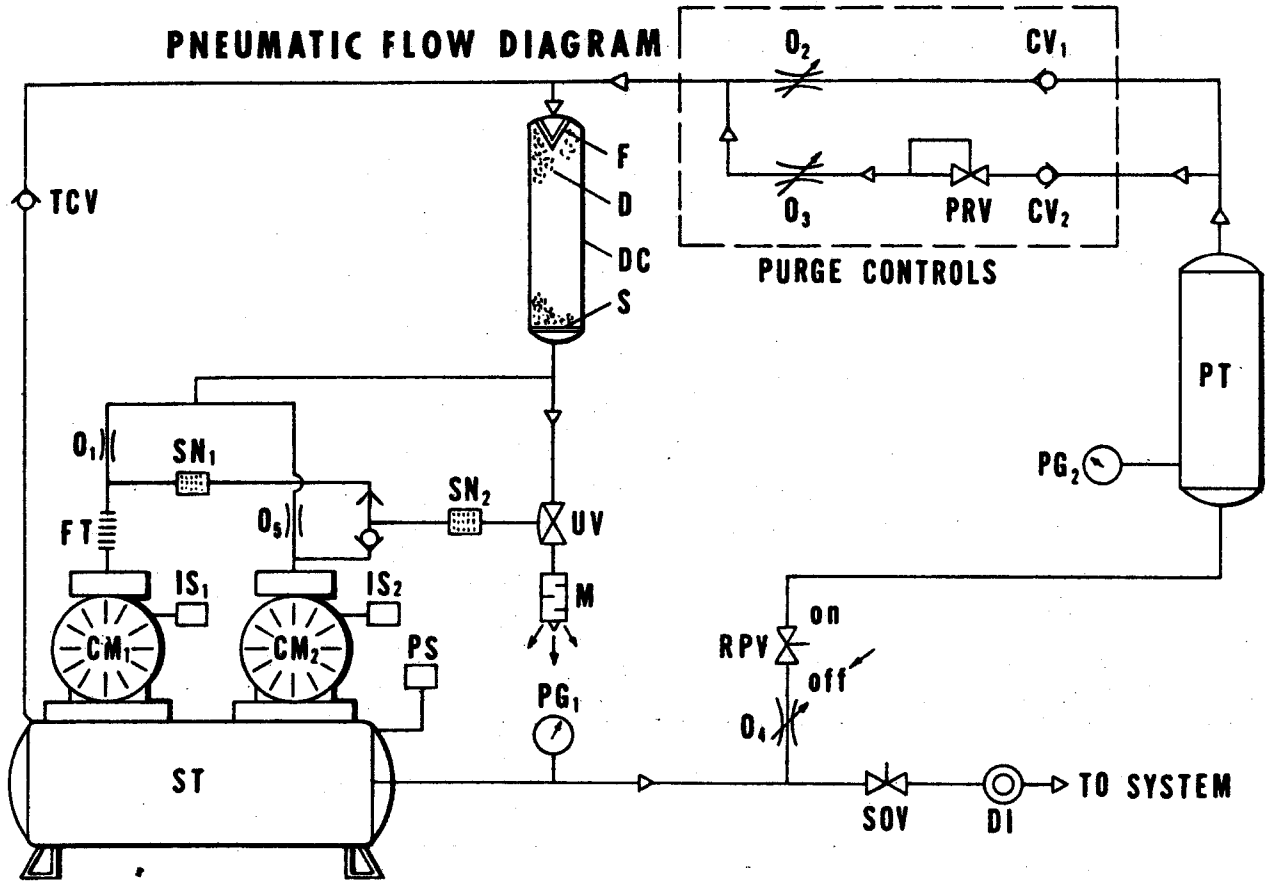
As this very dry air passes through Drying Chamber (DC), it re-adsorbs the humidity and oil vapor within the Desiccant (D), carries them out through Unloader Valve (UV) and Muffler (M) into the atmosphere.

The Purging Cycle continues for a brief interval after the compressor stops. It can be observed by noting the pressure dropping on Gauge PG-2.

IT CAN BE HEARD AS A SLIGHT HISS OF AIR FROM THE MUFFLER. THIS IS NOT A LEAK--IT IS PERFECTLY NORMAL.

DRYNESS INDICATOR

The COMPRESSO-DRI is equipped with a DRYNESS INDICATOR (DI). See Figs. 2 and 3. It has a color-sensitive material which is BLUE when the air is being properly dried. If the color begins to fade, then additional purging is required. This is discussed in the section immediately following on RESERVE PURGING.



**DRAWING #2
PURGING CYCLE**

RESERVE PURGING

WHEN IT IS NEEDED

If the Dryness Indicator (DI) loses its BLUE color and begins to fade, it may mean that the desiccant needs additional purging. This can happen if the COMPRESSO-DRI is idle for a very long time. Humidity from the surroundings can enter the desiccant and cause the Dryness Indicator to lose color.

The Indicator may also lose color if the COMPRESSO-DRI goes through long overload periods. During periods of short running time, the purge removes more water from the desiccant than enters during the pumping cycle. During periods of long running time, the purge removes less water from the desiccant than enters during the pumping cycle. Usually this will average out. Short overload periods will not matter.

If the Dryness Indicator (DI) begins to lose its BLUE color and fade, the air will still be dry, but the desiccant is retaining more water than the purge is removing. Reserve Purging is required.

HOW TO USE THE RESERVE PURGE. See Dwg. 3

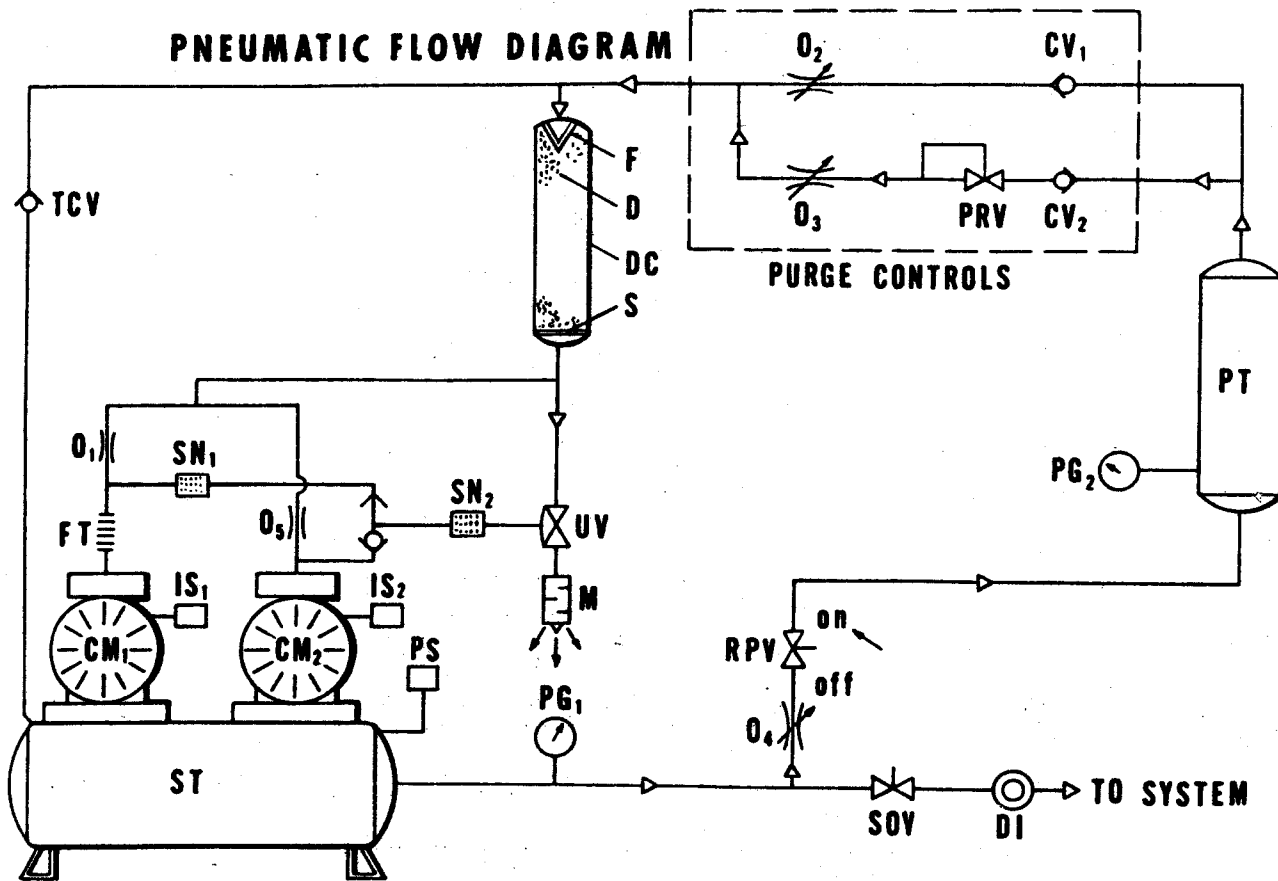
The desiccant can be restored to a drier condition either during normal operation or during periods of no air usage. It will restore itself more quickly during periods of no air usage, by allowing the compressor to run overnight. The only thing to do is to

turn the Reserve Purge Valve (RPV) to ON

This allows dried air from the Storage Tank (ST) to flow into the Purge Tank (PT) and provides additional purge flow. The rate that this flow adds to the Purge Tank (PT) is controlled by Reserve Purge Orifice (O-4) which is adjusted so the compressor does not overrun during this period.

Depending on the amount of BLUE color left in the Dryness Indicator (DI), Reserve Purging may be required for 8 to 16 hours to completely restore the desiccant to a drier condition.

The BLUE color of the Dryness Indicator (DI) takes a while to restore itself. 2-3 hours of normal air usage after 8-16 hours of reserve purging should restore it to a darker BLUE color. Then, turn the Reserve Purge Valve (RPV) to OFF.



DRAWING #3
RESERVE PURGING CYCLE

COMPRESSO-DRI

Models 64 and 66

Component ListPART NUMBERS

<u>Nomenclature Description</u>		<u>Model 64</u>	<u>Model 66</u>
		2-3/4 HP 230V	2-1 HP 230V
CM 1&2	Compressor/Motor Set	64001	66001
	Start Assy (Complete)	64500	66500
	Start Relay Only	64501	66501
	Start Capacitor Only	64502	66502
	Running Capacitor Only	None	66503
TCV	Tank Check Valve	64014	64014
	Check Valve Ball	3351	3351
D	Desiccant	60010	60010
DC	Drying Chamber	60007	60007
DI	Dryness Indicator	60013	60013
F	Filter	60097	60097
O-4	Reserve Purge Orifice	60028	60028
FT	Flex Tubing	60131	60131
IS 1&2	Inlet Silencer	60040	60040
M	Muffler	80055	80055
O-1&5	Orifice	80083	80084
PG1	Storage Tank Pressure Gauge	64011	64011
PG2	Purge Tank Pressure Gauge	60011	60011
PS	Pressure Switch	60016	60016
PT	Purge Tank	64003	64003
S	Screen	60072	60072
RPV	Reserve Purge Valve	60026	60026
SOV	Outlet Shut-Off Valve	60019	60019
UV	Unloader Valve	60030	60030
ST	Storage Tank	64002	64002
RV	Relief Valve	60017	60017
SN 1&2	Snubber	60021	60021
SV	Selector Valve	64009	64009
PC	Purge Controls	60600	60600

COMPRESSO-DRI

INSTALLATION - MODEL 64 & 66

1. Install the Compresso-Dri in a cool, clean, dry area.
2. The four (4) acorn nuts that secure the compressor to the tank should be loosened to about the top of the studs. Remove the wooden block between the compressor and the mounting plate.
3. The Compresso-Dri has a 1/2" F.P.T. valved outlet coming from the tank. Connect this outlet to the air system.
4. Oil must be added--it was drained prior to shipment.

CAUTION: Use only AIR TECHNIQUES OIL #60051. Other types of oil can cause problems.

Two (2) pint squeeze bottles of #60051 are enclosed. About 3/4 pint will be needed for each compressor at the start. Save the remainder for future use.

- a. Remove the plastic filler cap from the side of the crankcase. Snip the cap off the squeeze bottle and fill to the top line on the oil indicator.

CAUTION: DO NOT OVER-OIL.

- b. Shake the compressor to facilitate reading the oil level.
 - c. Replace plastic filler cap on the crankcase.
 - d. When the compressor is running, the oil level may drop below the indicator and cannot be seen. This is normal. To check the level, stop the compressor and allow 30 minutes for the oil to re-accumulate in the crankcase. Then check the indicator.
5. Check for proper voltage on the nameplate or line cord tag. Connect the line cord to a suitable service outlet. See note (5) on specifications.

SUMMARY

The compressor goes on at 80 lbs., and off at 100 lbs. When the compressor is pumping, air is being compressed, dried and delivered to the Storage Tank.

The instant the compressor stops, the dryer begins to purge itself. The purging action can be observed by noting the dropping pressure on the purge tank pressure gauge. It can be heard as a momentary rush of air, followed by a slight hiss for the duration of the Purging Cycle. The Purging Cycle ends when all the air leaves the Purge Tank.

In some installations, a little moisture and oil may appear on the floor.

THIS IS NOT A MAL-FUNCTION.

During purging, moisture and oil are discharged through the muffler. Usually it evaporates--but, if the Compresso-Dri is in a confined, poorly-ventilated enclosure, it may condense on the floor.

Additional lubrication may be required in a new Compresso-Dri about 2 to 3 months after installation. Recheck every 3 to 6 months thereafter depending upon usage. Before lubricating, review the section on INSTALLATION.

Orifices O-2, O-3 and O-4; and Pressure Reducing Valve (PRV) have been pre-set. Do not adjust without consulting the factory.

The Reserve Purge Valve should normally be "OFF".

If the Dryness Indicator is BLUE, the Drying Chamber is in the proper condition. If the Dryness Indicator turns WHITE or PINK, review the section of RESERVE REACTIVATION.

Compressor motors are equipped with Thermal Cut-outs. If a motor should overheat, it will automatically stop. After cooling down from 30 to 60 minutes, it will start up again.

- A PROVEN, RELIABLE, OIL-LUBRICATED COMPRESSOR;
- COMPRESSOR UNLOADS AUTOMATICALLY;
- ONLY ONE PLUMBING AND ONLY ONE ELECTRICAL CONNECTION;
- A SINGLE PACKAGE—ONE INSTALLATION;
- SO QUIET, YOU CAN HARDLY HEAR IT;
- ON TWIN HEAD MODELS, RUN ONE OR BOTH AT THE TOUCH OF A SWITCH;
- EXCESS CAPACITY TO ALLOW FOR FUTURE REQUIREMENTS;
- CONTINUOUSLY INDICATING DRYNESS INDICATOR.

COMPRESSO-DRI SPECIFICATIONS

	Single Compressor		Dual Compressor	
	¾ HP	1 HP	2-¾ HP Total—1½ HP	2-1 HP Total—2 HP
Model	60	62	64	66
Dimens. Inches (1)	14½D x 22L x 29H (2)	14½D x 22L x 29H (2)	19½D x 37L x 28¾H	19½D x 37L x 28¾H
Ship. Wgt. Lbs.	230	230	350	350
CFM at 0 psig	4.2	6.5	8.4	13.0
CFM at 80 psig	3.2	4.7	6.4	9.4
CFM at 90 psig	3.0	4.4	6.0	8.8
CFM at 100 psig	2.8	4.2	5.6	8.4
Tank Vol. Gal.	6	6	15	15
Voltage—AC (All Single Phase)	115	115 230 (4)	230 (4) 115 (See Note 3)	230 (4)
Full Load Amps.	10.2	13.8 @ 115 volts 5.0 @ 220 volts	10 @ 230 volts	13.8
Wire Size	12	10 @ 115 volts 12 @ 220 volts	12 @ 230 volts	10
Fusetron or Circuit Breaker Size (5)	20 amps	20 amps @ 115 20 amps @ 230	20 amps	20 amps

Notes: (1) D = Deep, L = Long, H = High (2) Add 2 inches to length for piping (3) Consult factory
 (4) Voltage can be as low as 220, but not lower; below 220, a boost transformer is needed—available from factory.
 (5) Use only FUSETRONS or Circuit Breakers.



AIR TECHNIQUES INCORPORATED

70 CANTIAGUE ROCK ROAD · HICKSVILLE, NEW YORK 11801 · TEL 516/433-7676

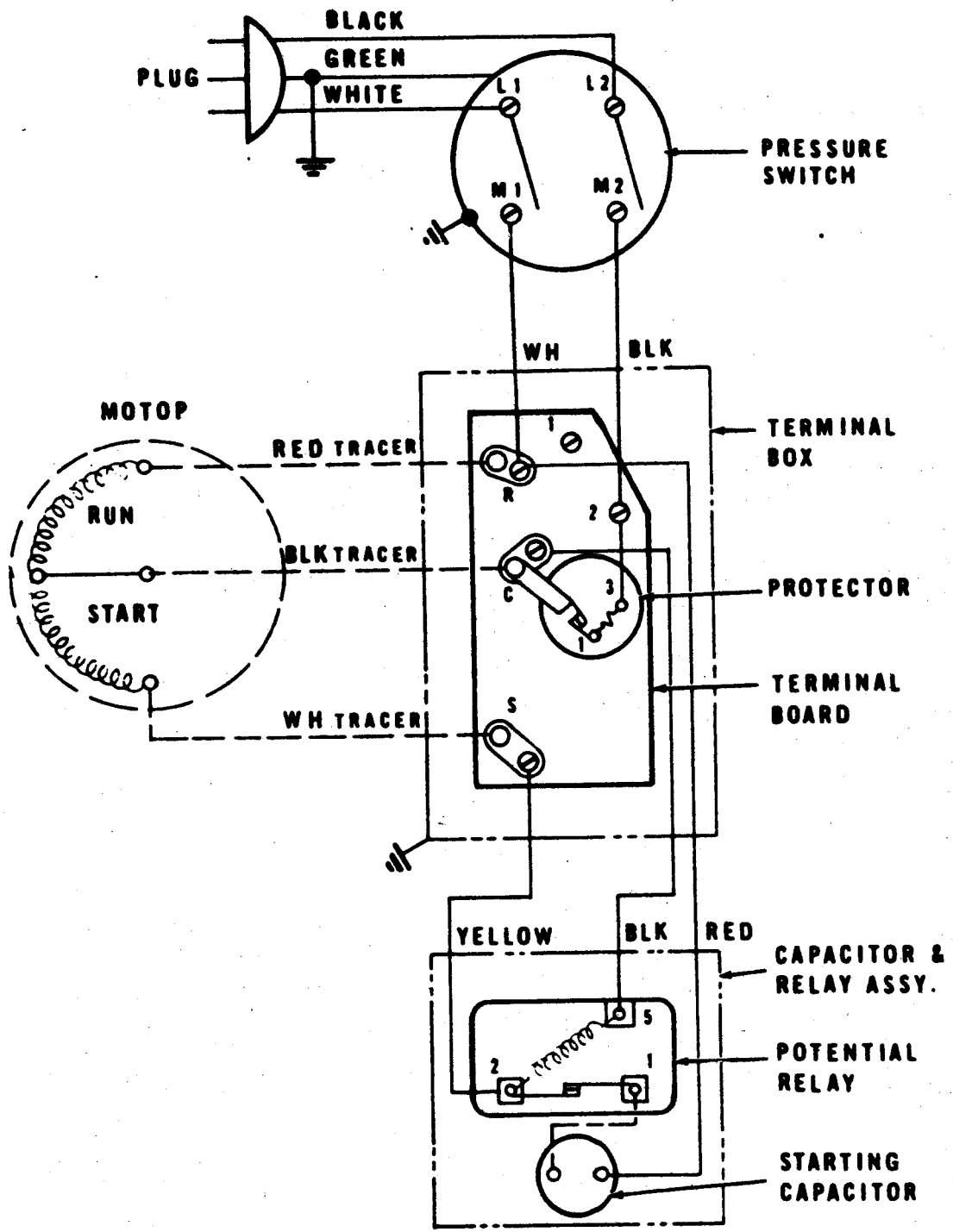
DATA SHEET FOR OIL-LUBRICATED COMPRESSO-DRI

<u>MODEL</u>	<u>VOLTS</u>	<u>AMPS</u>	<u>DELIVERY</u>		<u>RECOVERY</u>	
			<u>PRESSURE PSI</u>	<u>CFM</u>	<u>PRESSURE RANGE</u>	<u>TIME</u>
60	115V	10.2	80	3.2	80-100 PSI	43 sec.
			90	3.0	0-100 PSI	140 sec.
			100	2.8		
62-1	115V	13.8	80	4.7	80-100 PSI	30 sec.
62-2	230V	8.0	90	4.4	0-100 PSI	95 sec.
			100	4.2		
64	230V	12.0	80	6.4	80-100 PSI	44 sec.
			90	6.0	0-100 PSI	140 sec.
			100	5.6		
66	230V	16.0	80	9.4	80-100 PSI	30 sec.
			90	8.8	0-100 PSI	95 sec.
			100	8.4		

PURGE RATE IN SECONDS

<u>MODEL</u>	<u>80# - 40#</u>	<u>100# - 0</u>
60 & 62	12 - 20	40 - 45
64 & 66	22 - 28	60 - 65

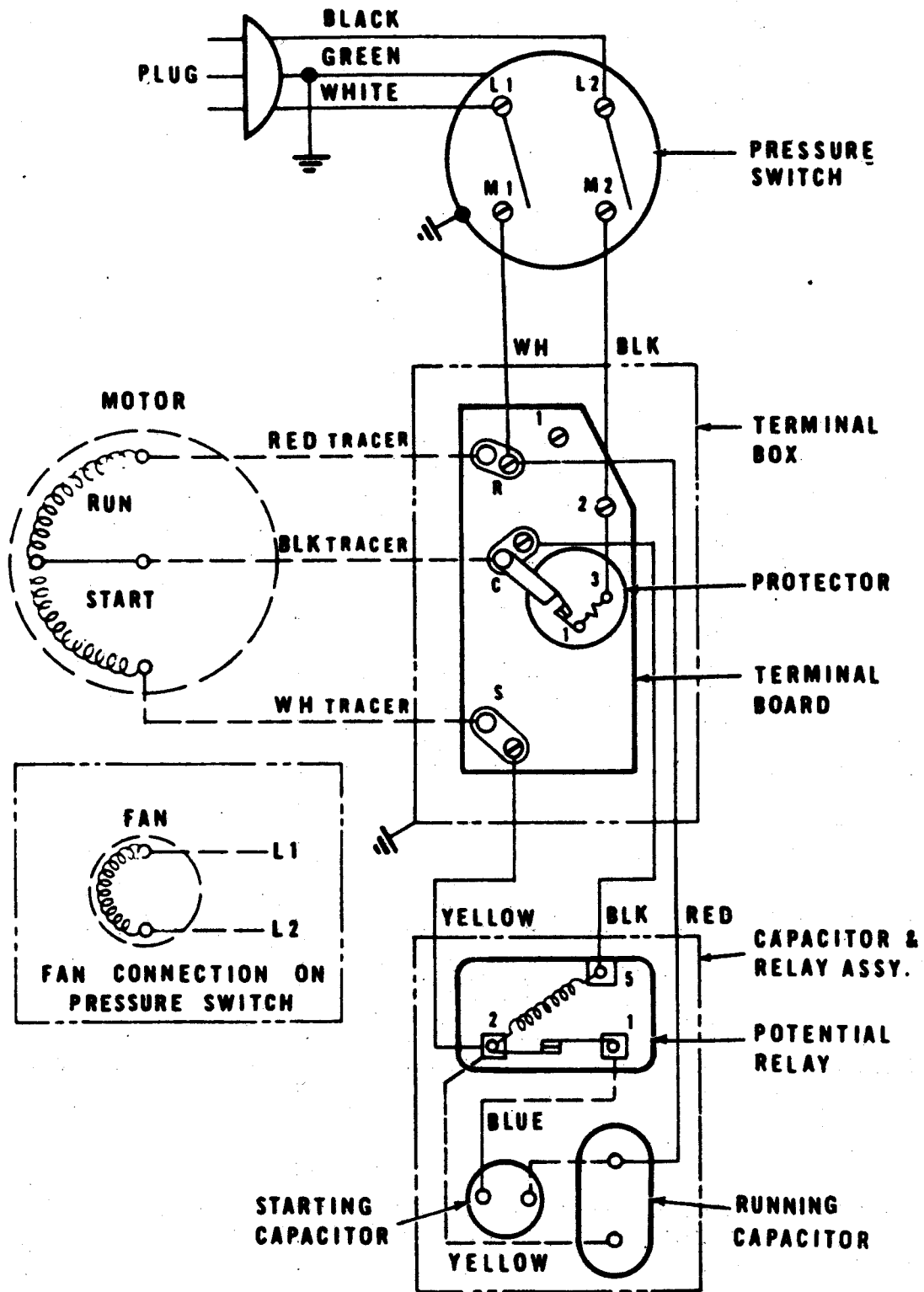
5/19/81



• COMPRESSO-DRI • ELECTRICAL WIRING DIAGRAM

MODEL 60, 3/4 H.P. 115-1-60

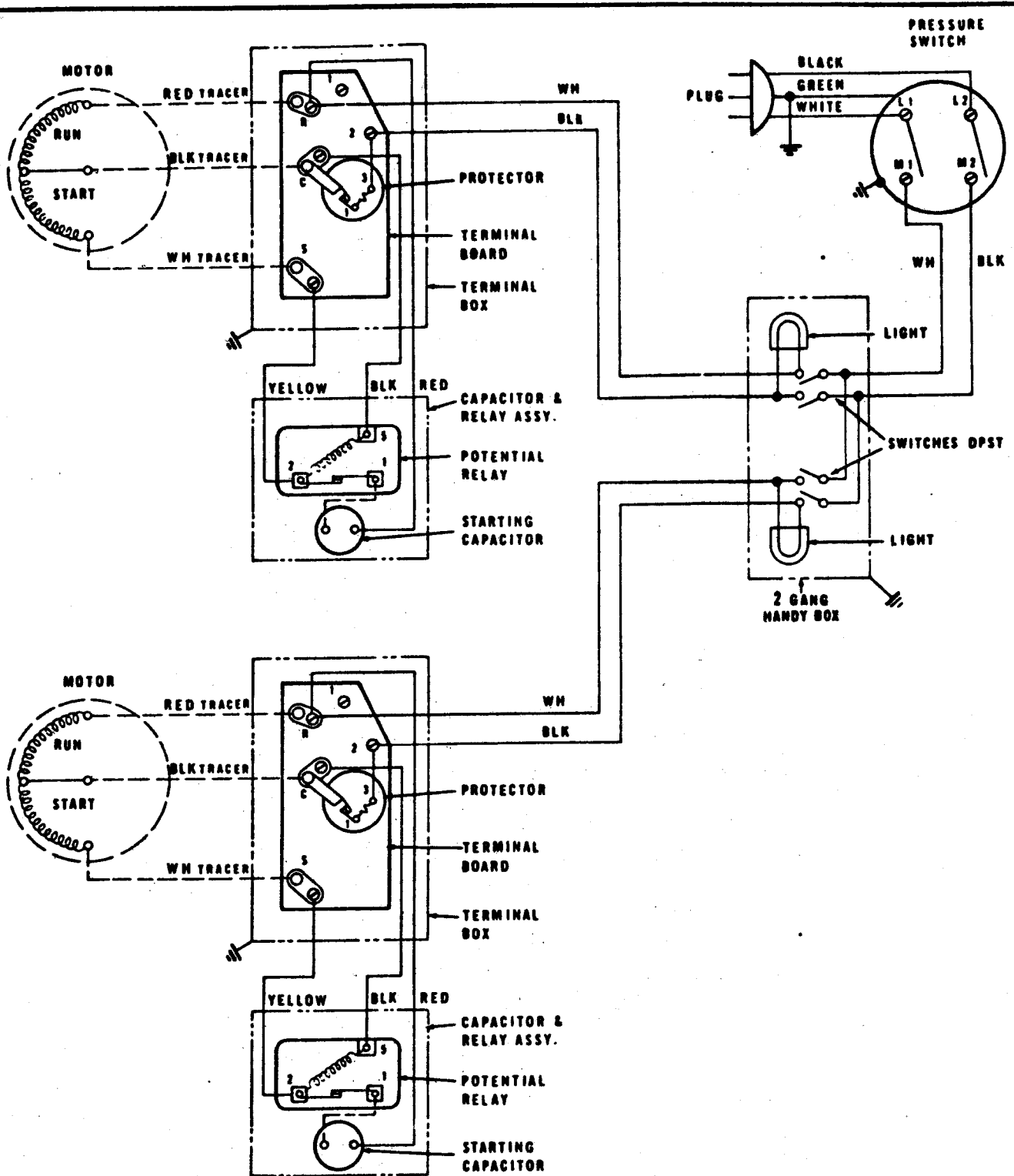
AIR TECHNIQUES INC. I



• COMPRESSO-DRI • ELECTRICAL WIRING DIAGRAM

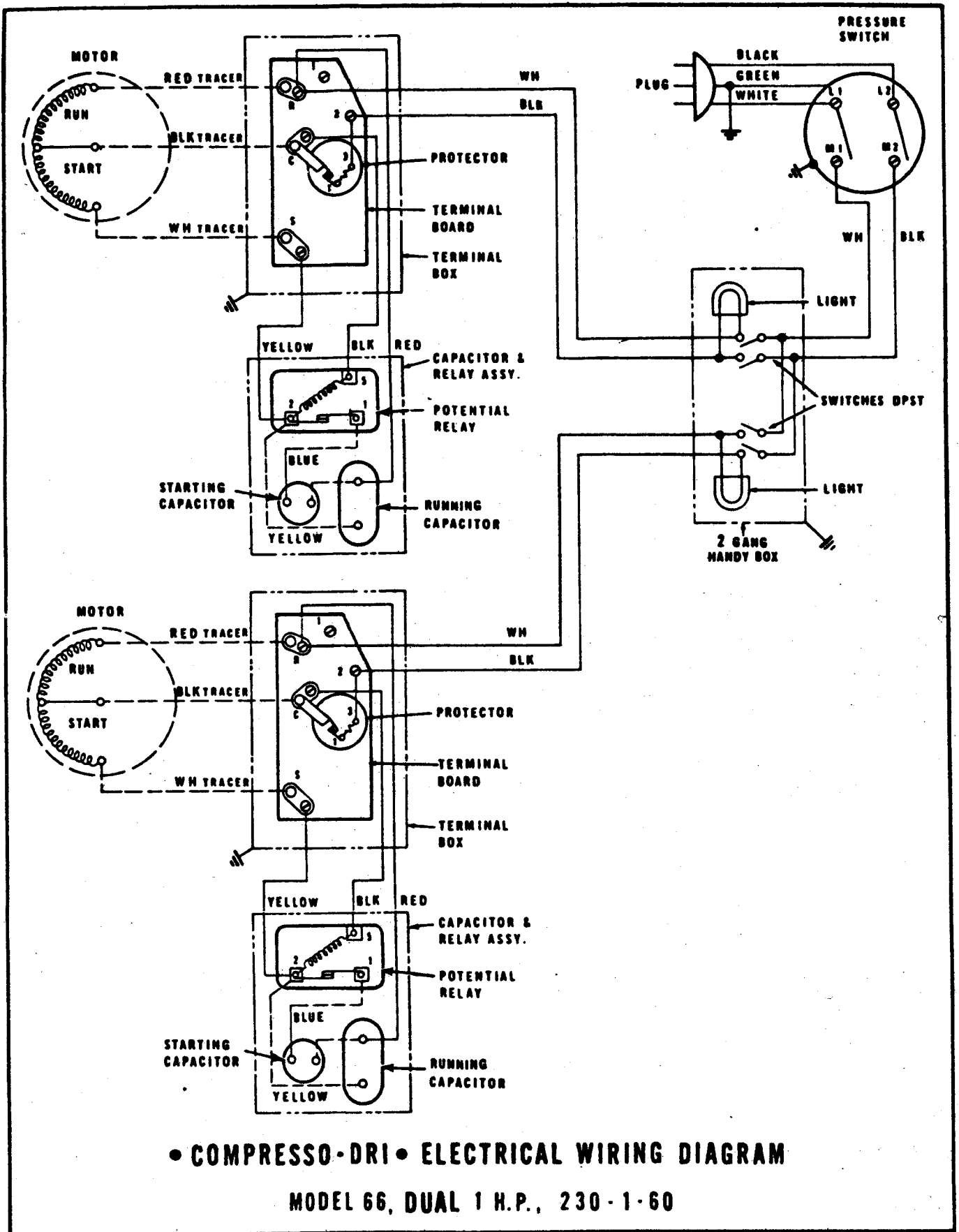
MODEL 62, 1 H.P., 115-1-60

MODEL 62, 1 H.P., 230-1-60



• COMPRESSO-DRI • ELECTRICAL WIRING DIAGRAM
 MODEL 64, DUAL 3/4 H.P., 230-1-60

AIR TECHNIQUES INC. III



AIR TECHNIQUES INC.