

DD2T2

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Engineering Data

Bore:	1.85"	RPM:	3420	Motors are 60Hz/1PH Rated
Stroke:	1.46"			
Inlet Size:	1/2" NPT			
Discharge Size:	1/4" NPT			

Performance					
Bare	Model	Motor HP	PSI	RPM	ACFM
DD2T2	DD2T2	2	90	3240	4.4

Bare Pump Detailed Specifications

FRAME—The 100% aluminum frame is designed for durability and light weight construction. The frame is also designed to be an integral part of the motor.

CRANKSHAFT—The single piece overhung crankshaft is constructed from ductile iron and is integral to the motor shaft.

CONNECTING ROD—Solid two-piece design.

CYLINDER—Is 100% cast iron bolted to the frame. The cylinder is precision honed for low oil carryover. Radial fins on the cylinder provide 360 degree cooling. Removing heat will extend cylinder life.

PISTONS—Precision balanced and light weight aluminum pistons provide smooth operation.

RINGS—There are three piston rings for sealing compression and oil control. The taper compression ring and beveled oil scraper ring provide quick seating. An oil control ring maintains proper lubrication on cylinder wall.

COOLING FAN—The integral cooling fan with fan shroud offers superior cooling to the motor and compressor.

LUBRICATION—Splash lubrication of running parts is simple and reliable. The one piece connecting rods with the integral dipper provide continuous lubrication.

INLET FILTER—The filter design and construction ensures clean air to the compressor. The filter cartridge and element offer easy access for cleaning and replacement

VALVES—Reliable, time proven finger valves are quick acting and made from premium grade stainless steel.

Simplex Detailed Specifications

BASE—The compressor and motor are mounted to a rigid but light weight baseplate.

RECEIVER—Two and one-fourth gallon receivers are a compact twin tank configuration with carrying handle, offers a compact light weight design. Included are the check valve, pressure switch with gauge, regulator with pressure gauge, double quick connects, drain valves on both receivers and a relief valve.

DRIVE—The direct coaxial design integrates the crankshaft and drive shaft as one. This maximizes mechanical efficiency, requires no drive members and exposes no moving parts.

MOTOR—The integral motor offers a compact and reliable design, designed to operate on an ordinary 120 volt AC single phase power supply. Included is a manual motor reset for motor protection and a six foot power cord with plug

CONTROLS—Unit is equipped for automatic start and stop operation with unloading pressure switch and on/off button.

Engineering Data

Bore:	2.75" & 2.75"	Min RPM:	580	Motors are 60Hz/1PH Rated	
Stroke:	2	Max RPM:	1250	Number of Belts:	1
Inlet Size:	1/2" NPT	Sheave OD:	12.8	Belt Section:	A
Discharge Size:	3/8" NPT	Sheave PD:	12.05		

Performance								Nameplate Amp Ratings		
								115-1-60	230-1-60	
Bare	Model	Motor HP	PSI	RPM	ACFM	BHP				
SS3	SS3L3	3	90	1200	11.3	2.9	2 HP	15.0	7.5	
SS3	SS3L3	3	135	1200	10.3	3.2	3 HP	xxx	14.7	
SS3	SS3R2-GM	2	90	580	5.7	1.4				
SS3	SS3R2-GM	2	135	580	4.9	1.7				
SS3	SS3F2-GM	2	90	580	5.7	1.4				
SS3	SS3F2-GM	2	135	580	4.9	1.7				
SS3	SS3J3-AS	3	90	1200	11.3	2.9				
SS3	SS3J3-AS	3	135	1200	10.3	3.2				
SS3	SS3J5.5GH-AS	5.5	135	1250	10.7	NA				
SS3	SS3J2-WB	2	90	580	5.7	1.4				
SS3	SS3J2-WB	2	135	580	4.9	1.7				
SS3	SS3J3-WB	3	90	1200	11.3	2.9				
SS3	SS3J3-WB	3	135	1200	10.3	3.2				
SS3	SS3J5.5GH-WB (Gas)	5.5	90	1250	11.8	NA				
SS3	SS3J5.5GH-WB (Gas)	5.5	135	1250	10.7	NA				
SS3	SS3J5.5GH-WB (Gas)	5.5	90	1250	11.8	NA				
SS3	SS3J5.5GH-WB (Gas)	5.5	135	1250	10.7	NA				

Dual voltage 2HP available on WB only. GM is 115/1/60 only.

Bare Pump Detailed Specifications

FRAME—The 100% cast iron frame is designed to support the crankshaft. Cylinder bolts directly to the cast iron frame. Frame is completely sealed yet allows for maximum accessibility.

CRANKSHAFT—A unique design supported by two heavy duty ball bearings. Entire shaft is balanced with an integral counterweight to insure smooth operation.

CONNECTING RODS—Solid two-piece design.

CYLINDER—Is 100% cast iron bolted to the frame. The cylinder bores are precision honed for low oil carryover. Radial fins on the cylinder help remove heat and ensure cooling of the cylinder.

PISTONS—Precision balanced aluminum pistons provide smooth operation.

RINGS—There are three piston rings for sealing compression and oil control. The taper faced compression ring and beveled oil scraper ring provide quick seating. A three-piece oil control ring maintains proper lubrication on cylinder wall. Precision honing used in conjunction with the ring stack up means low oil carryover.

FLYWHEEL—The cast iron fan type flywheel forces a "cyclone" air blast to provide cooling for the deep finned cylinders. The flywheel is balanced to keep vibration to a minimum.

LUBRICATION—Splash lubrication of running parts is simple and reliable. Lubrication dippers are integral with connecting rods and cannot come loose.

INLET FILTER—The filter has a durable canister with a dry type 10 micron inlet filter/silencer as standard.

VALVES—Reliable, time proven finger valves are quick acting and made from premium grade stainless steel.

Electric Detailed Specifications**SS3L3**

BASE—The compressor and motor are aligned on a heavy steel base.

RECEIVER—Sixty gallon receiver is ASME, National Board coded, and includes discharge mounted check valve, pressure gauge, drain valve, service valve, and relief valve.

DRIVE—The drive is V-belt type with an easily removed, totally enclosed sheetmetal beltguard.

MOTOR—Standard AC motor is furnished with open drip proof enclosure, Class B insulation, 1.0 Service Factor, and grease lubricated ball bearings. Standard single phase motor voltage is 230V.

CONTROLS—Units are equipped for automatic start and stop operation with NEMA 1 unloading pressure switch and on/off lever.

SS3R2-GM

BASE—The compressor and motor are aligned on a heavy steel base set in a two-wheeled carriage.

RECEIVER—Twenty-four gallon receiver is ASME, National Board coded, and includes discharge mounted check valve, pressure gauge, drain valve, service valve, and relief valve.

DRIVE—The drive is V-belt type with an easily removed, totally enclosed sheetmetal beltguard.

MOTOR—Standard AC motor is furnished with open drip proof enclosure, Class B insulation, 1.0 Service Factor, and grease lubricated ball bearings. Standard single phase motor voltage is 115V.

CONTROLS—Units are equipped for automatic start and stop operation with NEMA 1 unloading pressure switch and on/off lever.

REGULATOR—Units are equipped with a regulator and discharge pressure gauge to control air supply to accessories downstream of the compressor.

SS3F2-GM

BASE—The compressor and motor are aligned on a heavy steel base.

RECEIVER—Thirty gallon receiver is ASME, National Board coded, and includes discharge mounted check valve, pressure gauge, drain valve, service valve, and relief valve.

DRIVE—The drive is V-belt type with an easily removed, totally enclosed sheetmetal beltguard.

MOTOR—Standard AC motor is furnished with open drip proof enclosure, Class B insulation, 1.0 Service Factor, and grease lubricated ball bearings. Standard single phase motor voltage is 115V.

CONTROLS—Units are equipped for automatic start and stop operation with NEMA 1 unloading pressure switch and on/off lever.

REGULATOR—Units are equipped with a regulator and discharge pressure gauge to control air supply to accessories downstream of the compressor.

Model SS3J3-AS Electric Airsled Detailed Specifications

BASE—The compressor and motor are aligned on a heavy steel base.

RECEIVER—Two (4) four gallon receivers include discharge mounted check valve, receiver pressure gauge, drain valves and relief valve.

DRIVE—The drive is V-belt type with an easily removed, totally enclosed sheetmetal beltguard.

MOTOR—Standard AC motor is furnished with open drip proof enclosure, Class B insulation, 1.0 Service Factor, and grease lubricated ball bearings. Standard single phase motor voltage is 230V. Unit comes standard with a power cord with 230V plug.

CONTROLS—Units are equipped for automatic start and stop operation with NEMA 1 unloading pressure switch and on/off lever.

Model SS3J5.5GH-AS Gasoline Airsled Detailed Specifications

BASE—The compressor and engine are aligned on a heavy steel base.

RECEIVER—Two (4) four gallon receivers include discharge mounted check valve, receiver pressure gauge, drain valves and relief valve.

DRIVE—The drive is V-belt type with an easily removed, totally enclosed sheetmetal beltguard.

ENGINE—Honda 5.5HP GX160 aircooled OHV engine with pull start and engine low oil shutdown.

CONTROL—Control is constant speed control with engine slowdown.

Model SS3J3/5.5 Airsled Accessories Detailed Specifications

CART ASSEMBLY—Balanced two-wheel fixture with handle.

REGULATION PANEL—Protective steel frame, inlet pressure gauge, adjustable regulator with locking collar, discharge pressure gauge (glycerine filled) with two port discharge.

HOSE RACK—Heavy duty bracket keeps hose neatly coiled (50' capacity).

WEATHERPROOF COVER—Fire retardant, vinyl coated fabric with inner heat liner and brass grommets for tie-down.

LIFTING SLINGS—Package of two 6" eye to eye nylon slings.

Model SS3J2/J3-WB Electric Wheelbarrow Detailed Specifications

BASE—The compressor and engine are aligned on a heavy steel base.

RECEIVER—Eight gallon receiver includes discharge mounted check valve, receiver pressure gauge, drain valves and relief valve.

DRIVE—The drive is V-belt type with an easily removed, totally enclosed sheetmetal beltguard.

MOTOR—Standard AC motor is furnished with open drip proof enclosure, Class B insulation, 1.0 Service Factor, and grease lubricated ball bearings.

CONTROLS—Units are equipped for automatic start and stop operation with NEMA 1 unloading pressure switch and on/off lever.

REGULATOR—Units are equipped with a regulator and discharge gauge to control air supply to accessories downstream of the compressor.

Model SS3J5.5 Gasoline Wheelbarrow Detailed Specifications

BASE—The compressor and engine are aligned on a heavy steel base.

RECEIVER—Eight gallon receiver includes discharge mounted check valve, receiver pressure gauge, drain valve, relief valve, discharge regulator, and regulator pressure gauge.

DRIVE—The drive is V-belt type with an easily removed, totally enclosed sheetmetal beltguard.

ENGINE—Briggs & Stratton 5.5HP Intek Pro 206 aircooled OHV engine with pull start and Oil Gardâ shut down. Honda 5.5HP GX160 aircooled OHV engine with pull start and engine low oil shutdown.

CONTROL—Control is constant speed control with engine slowdown.

REGULATOR—Units are equipped with a regulator and discharge gauge to control air supply to accessories downstream of the compressor.

Engineering Data

Bore:	3.5" & 3.5"	Min RPM:	500	Number of Belts:	1
Stroke:	2.5"	Max RPM:	1000	Belt Section:	A
Inlet Size:	3/4" NPT	Sheave OD:	14.8		
Discharge Size:	1/2" NPT	Sheave PD:	14.5		

Performance							Nameplate Amp Ratings		
Bare	Model	Motor HP	PSI	RPM	ACFM	BHP			
SS5	SS5L5	5	90	950	18.1	4.4	5HP	19.0	
SS5	SS5L5	5	135	950	15.5	5.0		21.5	

Bare Pump Detailed Specifications

FRAME—The 100% cast iron frame is designed to support the crankshaft. Cylinder bolts directly to the cast iron frame. Frame is completely sealed yet allows for maximum accessibility.

CRANKSHAFT—A unique design supported by two heavy duty ball bearings. Entire shaft is balanced with an integral counterweight to insure smooth operation.

CONNECTING RODS—Solid two-piece design.

CYLINDER—Is 100% cast iron bolted to the frame. The cylinder bores are precision honed for low oil carryover. Radial fins on the cylinder help remove heat and ensure cooling of the cylinder.

PISTONS—Precision balanced aluminum pistons provide smooth operation.

RINGS—There are three piston rings for sealing compression and oil control. The taper faced compression ring and beveled oil scraper ring provide quick seating. A three-piece oil control ring maintains proper lubrication on cylinder wall. Precision honing used in conjunction with the ring stack up means low oil carryover.

FLYWHEEL—The cast iron fan type flywheel forces a "cyclone" air blast to provide cooling for the deep finned cylinders. The flywheel is balanced to keep vibration to a minimum.

LUBRICATION—Splash lubrication of running parts is simple and reliable. Lubrication dippers are integral with connecting rods and cannot come loose.

INLET FILTER—The filter has a durable canister with a dry type 10 micron inlet filter/silencer as standard.

VALVES—Reliable, time proven finger valves are quick acting and made from premium grade stainless steel.

Simplex Electric Detailed Specifications

BASE—The compressor and motor are aligned on a heavy steel base.

RECEIVER—Sixty gallon receiver is ASME, National Board coded, and includes discharge mounted check valve, pressure gauge, drain valve, service valve, and relief valve.

DRIVE—The drive is V-belt type with an easily removed, totally enclosed sheetmetal beltguard.

MOTOR—Standard AC motor is furnished with open drip proof enclosure, Class B insulation, 1.15 Service Factor, and grease lubricated ball bearings. Standard single phase motor voltage is 230V.

CONTROLS—Units are equipped for automatic start and stop operation with NEMA 1 unloading pressure switch and on/off lever.