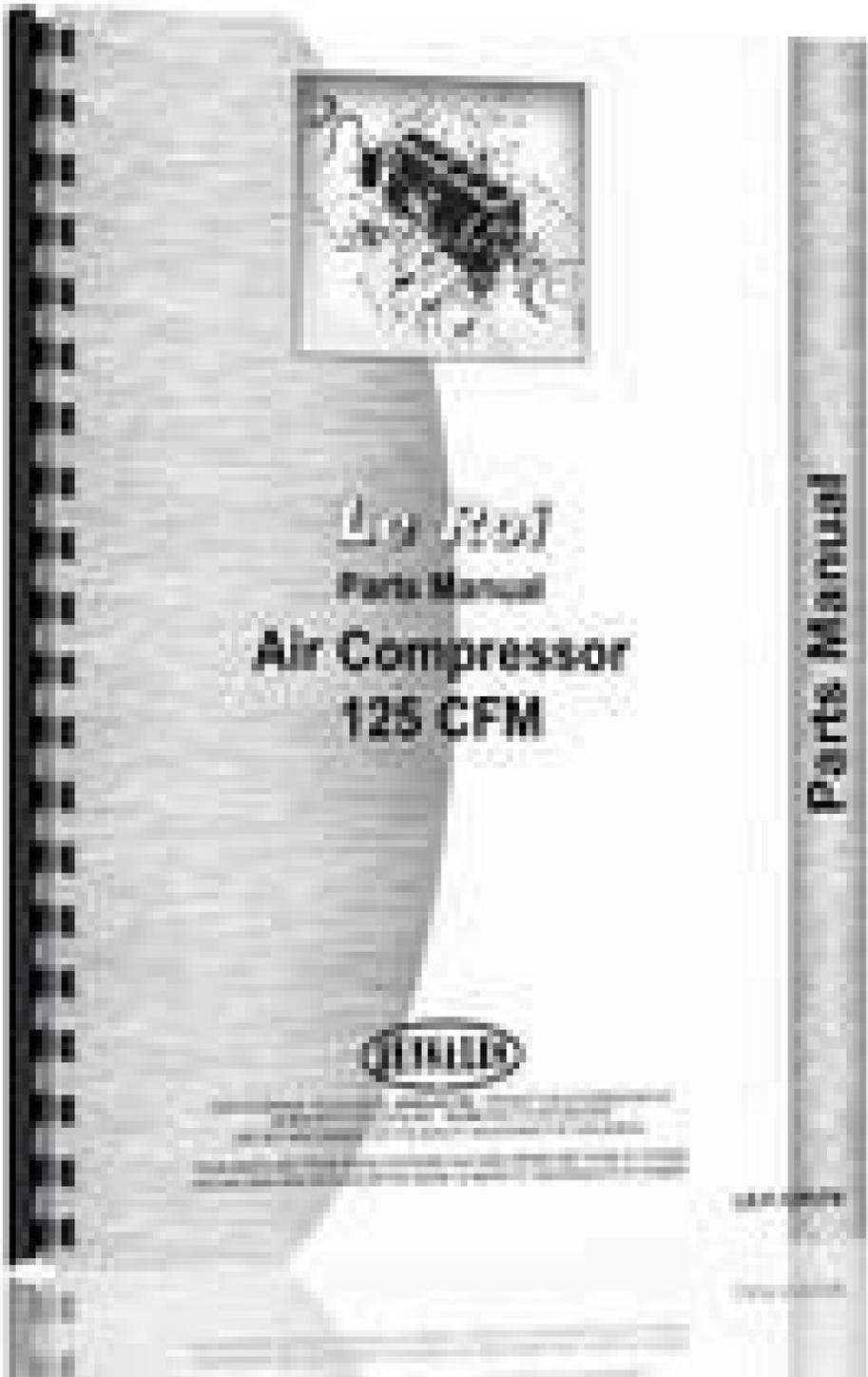
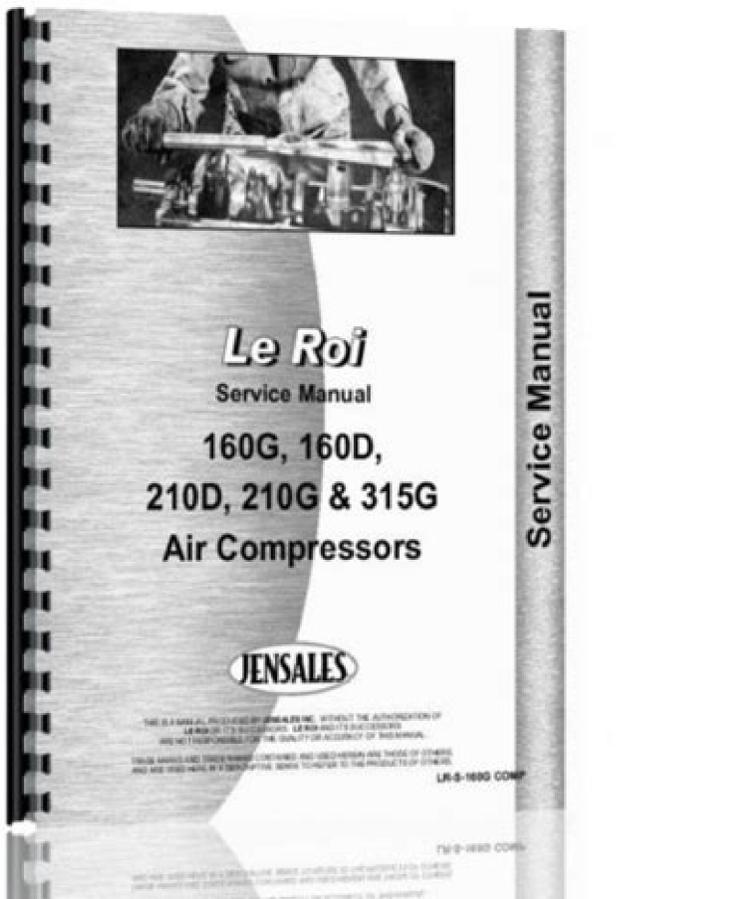
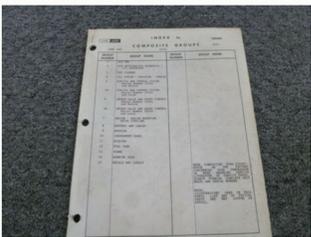
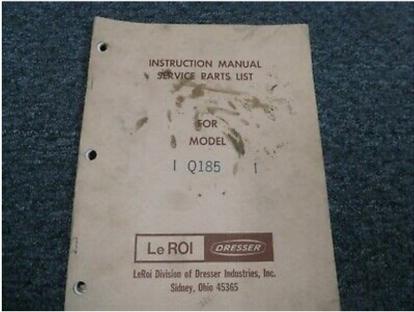
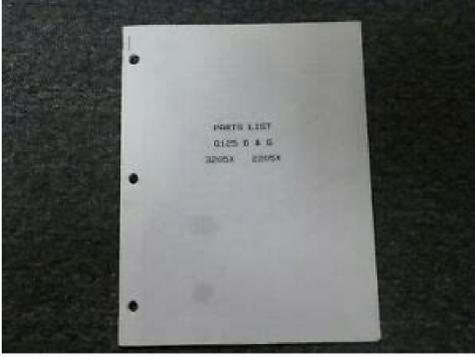


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Leroi dresser air compressor parts. Leroi dresser air compressor manual. Leroi dresser air compressor. Leroi air compressor manual.

You da' man, Mac!!!! You have very Merry Christmas!!!! To avoid these ads, REGISTER NOW! heres a couple pics of my le roi dresser pump. Don't connect it to any line that blows down pressure after shut off. When you said 1725 RPM motor my spidey senses peaked. Last edited: May 16, 2016 CSmtty, it looks good. It took my wanna-be 5hp 60 gallon sanborn much longer to fill a 60 gallon tank to 125 psi. I picked up a 660A this year and haven't found much info or examples of them on GJ. (I found your older post from '13) Not sure of this model but new models I guess you could call them, 550, 660 etc, you can still get parts for. Using the paper gaskets between the cylinders and case was a mistake as they leak oil, but it runs great. Good looking compressor! No first hand experience, heres a couple pics of my le roi dresser pump. So I connect the horizontal one to my new 4 port pressure switch, so far so good. A calculator shows an average of 20 cfm based on that. I was a building painter by trade for many years and could make it look pretty good with a wire brush, primer and some oil paint, but it seems like it might be better to not have too much build up to keep it cool. On a 17+ cfm compressor, what safety valve can I buy that will bleed off air fast enough if the pump runs non stop for some reason? I was running at 100 psi and the compressor kept up, but I had smaller hose, a foot pedal, and low flow fittings to the cabinet. I know this is a pretty old thread but what model compressor is this? I've been pushing to get my 660a back together and in service soon. This is a decent jump in RPM so I may try finding a pulley to get the ratio right. Good to see some activity! Hell mines in the same state it was almost 6 years ago . Here's a .pdf I found on these pumps, hopefully it's useful to you. And they had like 26 in stock I think. Which is still pretty hefty. With the electric tools gaining strength I haven't had much need for the compressor. An 8-1/4" pulley will get you very close to 820 RPM. It seems it would be necessary. Little larger, 3 groover and 4 blades. My 400 was running at less than 600 rpm (post 23) so I found and installed an 8.25" pulley. Have no clue how to hook (or why) the oil pressure lines at the center. It cycles on a regular basis when plasma cutting but is the perfect size for one person. I am going to check the math and make sure the pulley sizes are close as I just used what I had. Reviving this thread some. Ok Mac first off thanks for being patient. The hp side input/intake has a valve stem or safety valve on top. With all 3/8" hose, a full flow ball valve, and a limited number of high flow fittings, the blast gun works better and faster at lower pressure. The valve on the back is basically an on/off switch for air pressure to the heads. For spare parts try, I got a used low pressure cylinder from them that was in good shape. Seeing as a new 660a is \$5k I think I'm doing ok so far. The compressor just chugs along and sounds normal but this is a long time to fill an 80 gallon tank. Chug, chug, chug, chug....I am used to the old sanborn and craftsman aluminum oil lube jobs. Scott V. I'm flying blind here, I can't even find a part number listing for the one I need for my 550A! Any advice, or comments are appreciated! Glenn outside Detroit Hi Guys, looks like this thread would be the best place to ask where anybody has had luck with "Hard parts" for these Dresser/ LeROI compressors! I have a 550A unit that needs a Connecting Rod for the Low Pressure cylinder, and the Rod ZBearing on the High Pressure side feels sloppy as well. Ok Mac first off thanks for being patient. I bought this pump for \$50, so hopefully I can get \$20 for it in scrap if I don't turn up parts cheap! It appears the pump was made to run on the High Pressure cylinder only, after the Low Pressure rod broke-- when I took it apart, half of the rod was physically gone out of it! Clearances likely just got too sloppy. Was the LP piston still there? The Compressor pulley is 17.5" and the Motor pulley is 6.75" and its a 1750RPM 5hp motor which is not even getting warm when pumping up to 120psi. Last edited: Jan 28, 2022 They even honed it out and blasted and primed it. The 2 stage is the way to go so that there is always plenty of pressure when the switch starts the cycle again. Some specs here. The Ingersoll Rand that locked up on my after a front bearing failure turned up much faster that this LeROI 400 but Maybe the larger pulley will be the trick. Just not connected anymore. But I bought this pump and another Kellogg on top a 120gal tank for \$200. New rings and valve parts should make it like new again. Sold the tank for \$100 so my initial investment was pretty low. With a fixed HP and fixed minimum rpm, it only leaves the cut out pressure to control the amperage pull on the motor. I was going to share the amazon link, but it isn't available any longer. I even pinged a BMW buddy who is still there and he looked up some PNs as I was looking for a replacement low pressure cylinder. These were used all over this great country once upon a time, but I guess I'm getting old too fast-- it seems hard to get any parts for these lately! Heck, I thought a used rod would be easy to get..... Mine also doesn't have the original pulley. I don't see a safety pop off valve on the tank. It seems to be running pretty slow (maybe slower than 800 rpm), but it filled the 80 gallon tank to 140 psi in 6-7 minutes. It should put out 17.2 cfm at 175psi, by the chart I have. I'm taking mine a step further and replacing the crank bearings and races. What is this? I just did a test and to 120psi it takes 12 minutes 58 seconds. Guess I'll find out when it gets put back together. Hopefully it's the wheel, but usually it isn't. Oil pressure- no air pressure, no oil pressure-air pressure to hold the intake valves open. Good luck! (oh, and what happened to your LP connecting rod?) Thanks for the reply! I will contact Atlanta. It seems something bigger than 1/4" might be needed, or multiple valves. The side run out is specific to one area, hence why I believe it was dropped at one time. The motor does get warm. The pump was hardly warm after filling the tank, to my surprise and it was so quiet that we could talk next to it. The race in the oil pump cover its a pita though, and then repaint. Plus the gaskets from when it got torn down. It even has a built in oil pump instead of splash lubrication . It was still noisy, but far more tolerable than the others and from a distance it faded into the background better. Hopefully, tomorrow my neighbor will deliver a 2avc (same as a 400 from what I have read) to my house. They probably still make that compressor as well so even new parts should be available. I was going to say it was too slow, but you figured it out already. I got them to within .005" or so, but you would have to be careful with the LeROI crank. Thanks! Dang, now you got me worried about my crank. The 660a is still available new (around 5k) and is owned now by Gardner Denver, who I actually did some engineering consulting with for a while. New 5hp motors only pull around 23 amps. See how the lines attach in the pictures. Parts can be had from ecompressedair.com amongst many others. I don't think they are made anymore, which is a real shame. It pulls 104 amps at 230 volts and I needed to be able to get to at least 60% output for some of the heavier items that I occasionally work on. Thanks, I hope to NOT scrap this! Thanks for the reply! I will contact Atlanta. at 425 rpm it would be pretty quiet, but it would probably need to run somewhere between 125 and 175 psi max since half the HP and half the rpm would put it at 375 rpm, which is lower than the pump is built for. It is a 1BYC from 1948, equal to a 200 pump and it is also pressure lubricated. I have straightened some crank snits by putting a small hydraulic ram between the wheel face and the LP cylinder and pressing them out a bit past true and letting them settle back. Questions: - Air line to center connector is always on? When I use my blast cabinet with a skat blast large tip (20-25 cfm) it keeps up at 75 psi but runs most of the time. I have a 1750RPM 5hp motor on this LeROI which has a 17.5" pully and I have a 6.75" pulley on the motor. The hypertherm 65 is supposed to take 7 cfm, but cutting time can be 15 seconds for a quick cut to a few minutes or more on small intricate parts with sometimes running part after part. So....if there is a check valve, does the oil pump get plumbed to the tank side so it always has air, or can it be plumbed from the output on the high pressure head, as it leads to the tank. Pics: The flywheel is warped or bent, has about a 1/4" run out at the end side-to-side. Starting to put mine back together. Yes its been the default thread I guess lately. I cnc plasma cut and fabricated a belt guard with the Westinghouse, GE, and Manchester tank logos in the end panels and painted the pump, but have not finished painting the motor and guard. It is an old motor and I did end up replacing the centrifugal starter and bearings. Need to go through and refresh the valve groups then hopefully get it hoisted on to the tank. - I have three connections in the center of my pump - one down vertically, one up vertically and one horizontal. When we ran it and shut it off, air bled out the top and bottom of the oil pump ports until the tank was emptied. My tig welder needed a bigger feed as I could only turn it up half way on 50 amps. To make it functional again? It looks like it is dirty brass and might have 3/8" threads. Its darker than the original blue which I was able to find under another layer of paint under some dirt and grime. It was popping the breaker when it tried to start. The motor is an old 1.5 hp GE that I think has been rewound since it doesn't have as many leads as the nameplate shows. I considered tearing down the pump and doing a rebuild kit since it leaks oil and has sat for years. The 5hp baldor on mine is 28.5 name plate amperage and a 213 frame with 1-3/8" shaft. Got it, here 'tis: Last edited: Dec 23, 2015 Some other guys on the forum have LeROI pumps. I calculated that it is just over 900 rpm now and it takes 59 seconds to cycle the 80 gallon tank from roughly 135 psi to 170 psi and 5.5 minutes to fill the tank when empty. I could pick up a used champion 15hp 53 cfm compressor and run a 7.5 hp motor at half speed for about 25 cfm, but the pump alone weighs 440 pounds and motors are expensive. I can't recall exactly now, but the bottom port may be to exhaust the air from the unloaders once the pump is running and oil pressure has been reestablished. Can't tell if the crank is bent, I hope not. At startup, I have seen 169 amps on my motor, which is normal. Looks good. Funny how the math works out with that 17.5 diameter pulley the motor pulley diameter will equal the pump RPM, or very close to it. I also used own a Quincy QR 25 25 hp model with pressure lube and oil filter. I think you meant to say the LP rod though. great pump lots of air out put mine is close to 32 free air cfm. Half the price of a new one. I'm flying blind here, I can't even find a part number listing for the one I need for my 550A! Any advice, or comments are appreciated! Glenn outside Detroit Welcome. Also, with a 5.5" motor pulley and a 17.5" flywheel, it turns too slowly at 543 RPM; spec for it is 800, so one or both are going to have to be replaced. I will say wrestling those cylinders back on is not an easy task. I'd look into a rebuild kit unless you just really want to get it running on the cheap. I just have parts list for the 660 and 660a. Hi Guys, looks like this thread would be the best place to ask where anybody has had luck with "Hard parts" for these Dresser/ LeROI compressors! I have a 550A unit that needs a Connecting Rod for the Low Pressure cylinder, and the Rod ZBearing on the High Pressure side feels sloppy as well. Anyone know how to shrink a .pdf file down? To avoid these ads, REGISTER NOW! pic of oil pressure gauge Scott V. I can't imagine it wearing the bore out but I suppose it could. That pump sells for \$6,000 new. Recently, I also remodeled my garage and upgraded the sub panel to 100 amps and have 6ga wire on a 50 amp breaker to the compressor and also added a magnetic starter to protect the motor. I am about to get the larger pulley on the way. With the bigger pulley, the motor draws right at nameplate amperage when approaching full pressure. At 125 psi cut out, the pressure drops to 90 or 95 psi, which is too low with restrictions through hoses and filters when running grinders, impacts, or plasma. Yes this is a Westinghouse 2AVC compressor which is the same as the Leroi 400 I believe. I dealt with Ken Michalek and he was good to work with sent me all kinds of info and can probably find used parts too. Should last a long long time when I'm done putting it back together. Is it advisable to glass bead blast the pump ext. Hey guys Im new to the forum and just got this dresser air compressor from my dadseems very very heavy duty I can very easily see the 1/4" run out side to side of the flywheel, but I don't see any vertical run out. There isn't a whole lot of info out there and most of these look to have about a 6" pulley but maybe the motor's they are using are a higher RPM unit. They are a massive unit though. LeROI cranks taper down a fair bit, so they won't take as much to bend or snap off (seen it) as other compressors. I read on here that the middle, horizontal line is tank pressure (it is there on this one) and the top goes to the unloaders. Leroi dresser is old Westinghouse. Thought I was going to be able to clean it up but it was pretty far gone in some places, so just stripped it all down. Should the leroi have a check valve at the tank? I had a Dresser/Leroi air compressor splash lube model for over 25 years and loved it. The piston ring on the Quincy broke only after a few years of use. I know this thread is ancient but I have a LeROI 400 compressor that I picked up to replace a locked up IR T30. 182 kb allowed. The unloaders are not plumbed to the oil pump, but rather tied to each other. Just standard Timken parts. As you know they are very impressive! If any of your lists show a part # for the 550a rod, let me know, but likely not. We dug it out of his back lot, the other night, and it powered right up. And got a magnetic starter for it as well. Won't know until I can get the flywheel off, assuming I can. Not to many people on the site seem to run them. After using this compressor for a while, I found a smaller version that was in very bad shape and I rebuilt the pump and put it on a new tank, for our other shop. Well crap, that didn't work: 482 kb vs. Mine apparently broke an oil ring and gouged out the cylinder wall. So I'm sure the 550 is similar but different. Mac has tried to explain it to me, but right now it's somewhere between black magic and voodoo science or something. I can see too much play in the High Pressure rod bearing, but the rest of the parts are OK-- so if I could just get the HP rod and both crank bearings, I think I could get some decent use out of this unit. What about the vertical down connection? If your looking for a rebuild kit or literature (I have a parts list and spec sheet and some sales brochures) contact airfo inch. Hopefully when I get a larger space one day I'll put it to use though as I do have a need for a blast cabinet. Thanks! Yes, the center line should always be sent air directly from the tank. Previously, I had 10 gauge wire and a 30 amp breaker with a sub panel that was only 50 amps, which worked but wasn't ideal. So I have to take it off and see if I can use my 20 ton shop press to straighten it. You have purchased perhaps the finest compressor ever built, the equal of anything Quincy or anyone else has made. It takes like 15 minutes to get to 120PSI which does not seem right at all. New cylinder was \$500, found a good used one for \$250 locally. OK, I think I know the issue, I am only turning the Compressor at 675rpm and I need to be at around 820rpm. Seems to be running at the correct RMP which should be just over 800rpm with the motor-pulley setup. This machine has a bunch of surface rust and some old nasty paint. I'd love to reassemble it on the tank but I want the pulley up there as well so I can double check my holes before drilling the top plate. The light appears a little less dimmer now. But they're pricey. Mine broke an oil ring and gouged the cylinder wall pretty bad. I think the Leroi is a lot better. I constantly use this compressor for die grinders, a blast cabinet, and to run my plasma table. Need a hoist to pick it up. Very odd. I've got a 400 model. Very common if the compressor was flipped. Got the crank bearings and races ready to go and rebuild kit is on order so it should be done some hopefully. Do any of you know if the 440A, 660A or other similar units used the same rods or not? From what I read for a 660a that it should be a 2 groove. Used one was \$250. Check to see if the crank is bent. I'm guessing you got it running? Thanks, I hope to NOT scrap this! Interesting. Using a multimeter and the max amperage based on the 1.15 service factor, the pressure can be set to not overload the motor. A new LP cylinder was \$495. It is louder than when I originally got it and it ran slow, but even standing next to it, the noise is tolerable and not annoying. This video is before I plumbed the compressor to the tank. Only the one up vertical is connected right now. However, looking it over last night it's still pretty beast of a crank, even with the taper. These compressors are kind of like the trains they were built to be used on.....they just keep chugging along and are built like a.....train. The cfm is low but it chugs along. I would love to have a 7.5hp motor and one or two sizes larger in the same pump.....could have bought one with a 3 phase motor for \$600 but I don't really need it. I suppose that could work. I was only able to turn it over by hand before tearing it down.

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