Model DA8100
Air Compressor
(Replaces Model V8-100)
PRECAUTIONS
Read before operating your compressor!

DANGER

EXPLODING TANK WILL CAUSE DEATH, SERIOUS INJURY OR PROPERTY DAMAGE
- Drain air tank after each use to prevent moisture build-up and corrosion which leads to tank failure.
- Assure that tank and compressor relief valves work properly, and are at correct pressure settings.
- DO NOT modify or repair air tank.
- NEVER drive vehicle with pressure in air tank.

Failure to follow operating and maintenance procedures as outlined in this manual could result in equipment damage, personal injury or death. Follow all maintenance procedures and intervals.

Maintenance must be performed only by trained and qualified personnel, using correct tools, specified torques and approved replacement parts.

All electrical components and cable wiring must be installed and grounded in accordance with NFPA, national electrical codes and applicable state and local codes.

Before removing guards or servicing the compressor, disconnect all power supplies. Display warning signs and lock out electrical circuits.

All guards must be in position and secure before and during operation.

Do not use air from this compressor for breathing or food processing. Air from this compressor will cause severe injury or death if used for breathing or food processing.

Hot oil under pressure can cause severe injury or death. Shut down, let cool and relieve pressure in compressor before servicing.

Do not overfill the compressor with oil. Use correct quantity of manufacturer’s lubricant. Repair leaks and clean spills immediately.

Compressors generate high temperatures. Do not touch or otherwise come in contact with hot surfaces. Doing so can cause severe personal injury.

WARNING

The engine exhaust from this product contains chemicals known to the State of California to cause cancer, birth defects or other reproductive harm.
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SECTION 1. INTRODUCTION & SPECIFICATIONS

The Diamond Air Model DA8100 compressor is an industrial engine modified so that one bank of cylinders furnishes power and the other bank of cylinders compresses air. Every part of the engine except the air compressor head is an industrial engine. Refer to the specifications for additional information.

Ignition timing is standard factory industrial engine specifications. Engine timing specifications are included in the Specifications Table.

Engine valves for the bank of compressor cylinders have been disabled. Valves for the compressor bank are installed in the compressor head.

FIGURE 1-1. SPECIFICATIONS

<table>
<thead>
<tr>
<th>SPECIFICATION</th>
<th>DA8100 STANDARD</th>
<th>DA8100 R REAR-MOUNTED WITH COVER</th>
<th>DA8100 RLC REAR-MOUNTED LESS COVER</th>
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<tbody>
<tr>
<td>ENGINE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MODEL</td>
<td>FORD 302 INDUSTRIAL V-8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NO. OF CYLINDERS</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BORE</td>
<td>4.00&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STROKE</td>
<td>3.00&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ENGINE DISPLACEMENT</td>
<td>151 CI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GOVERNED RPM</td>
<td>2200 RPM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BRAKE HP AT 2200 RPM</td>
<td>50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPARK PLUG GAP</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CONVENTIONAL IGNITION</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>ELECTRONIC IGNITION</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>IGNITION TIMING</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IDLE RPM</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COOLING</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARTING</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>LUBRICATION</td>
<td></td>
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<td></td>
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<tr>
<td>OIL FILTER</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>COMPRESSOR</td>
<td>100 CFM @ 100 PSI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DELIVERY</td>
<td>4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NO. OF CYLINDERS</td>
<td>4.00&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BORE</td>
<td>3.00&quot;</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STROKE</td>
<td>151 CI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>COMPRESSOR DISPLACEMENT</td>
<td>2200 RPM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FULL-LOAD OPERATING SPEED</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>COOLING</td>
<td>WATER/ANTI-FREEZE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAPACITIES</td>
<td>4 QUARTS (5 QUARTS WITH FILTER)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CRANKCASE OIL</td>
<td>16 QUARTS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>COOLANT</td>
<td>13.8 GALLONS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIR RECEIVER</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DIMENSIONS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LENGTH</td>
<td>37&quot; (94 CM)</td>
<td>53&quot; (134.6 CM)</td>
<td>53&quot; (134.6 CM)</td>
</tr>
<tr>
<td>WIDTH</td>
<td>40&quot; (101.6 CM)</td>
<td>28&quot; (71.1 CM)</td>
<td>28&quot; (71.1 CM)</td>
</tr>
<tr>
<td>HEIGHT</td>
<td>29&quot; (73.7 CM)</td>
<td>29&quot; (73.7 CM)</td>
<td>29&quot; (73.7 CM)</td>
</tr>
<tr>
<td>WEIGHT</td>
<td>743 LBS (337 KG)</td>
<td>753 LBS (342 KG)</td>
<td>743 LBS (337 KG)</td>
</tr>
</tbody>
</table>
SECTION 2. INSTALLATION

The compressor is furnished with flex tubing and the necessary brass fittings for attaching it to the gasoline line of your service truck. In addition, the compressor is furnished with battery cable for attaching the compressor to the truck electrical system. It is important that the ground cable of the compressor be attached to the truck frame rather than to the body of the truck. The truck battery must also be grounded to the truck frame.

NOTE

FAILURE TO COMPLY WITH THE INSTRUCTIONS ABOVE MAY RESULT IN A POORLY GROUNDED COMPRESSOR ELECTRICAL SYSTEM. THE BODY OF MANY CARRIER VEHICLES IS ELECTRICALLY ISOLATED FROM THE FRAME WHICH PREVENTS GOOD ELECTRICAL CONDUCTIVITY.

It is recommended that the compressor be positioned as desired in the truck and the floor of the truck marked for drilling for the gasoline line, battery cable, oil drain, tie-down bolts and muffler. We recommend that the muffler be installed under the truck floor. Remove the air compressor and drill the necessary holes. Oil changing is made much easier if a hole is drilled in the truck bed so that the operation may be performed from beneath the truck.

CAUTION

BE CERTAIN ALL AIR CONNECTIONS ARE MADE FROM THE TOP SIDE OF THE AIR TANK. DO NOT USE THE DRAIN OPENING FOR AN AIR SUPPLY.
SECTION 3. OPERATION

PILOT VALVE
The pilot valve controls the “kick-in” and “kick-out” of the compressor and activates the idling device. A flex tube extends from the pilot valve to the idling device and from the idling device to the compressor valves in the head. When the 150 psi (11.6 kg/cm²) “kick-out” pressure is reached in the air receiver, the pilot valve charges this flex tubing with air pressure from the tank. This pressure closes the throttle (see idling device) and holds the intake valves open on the compressor cylinders thus allowing the engine to idle. When the air pressure in the tank is reduced to the “kick-in” pressure (125 psi), the pilot valve releases the air pressure in this flex tubing. This allows the throttle to open and the compressor intake valves to close so that air is forced into the air receiver.

FLOW CONTROL VALVE
The flow control valve allows the free flow of air in one direction and restricts the flow of air in the opposite direction. The flow control valve is in the flex tube line just above the idling device.

Its function is to delay the release of the pressure holding the intake valves open until after the pressure is released from the idling device. This allows a short interval between the time the throttle opens and the compressor begins pumping, thus preventing a tendency to “stall” when the compressor “kicks-in”. This interval may be controlled by adjustment of the small needle valve on the flow control valve. A slight turn of the needle valve will vary the interval considerably.

IDLING DEVICE
The function of the idling device is to control the idle speed of the compressor. After a long time, the piston or “V” packing in the cylinder on the idling device may become worn to the extent that they should be replaced. Idling speed (800 - 1200 RPM) may be regulated by adjusting a set screw and lock nut on the front of the idling device.

GOVERNOR
The governor is mounted on the left front of the engine and is driven by belt direct from the crankshaft. The governor opens the throttle and maintains the engine at proper operating speed (2200 RPM) while the compressor is pumping.

OPTIONAL INSTRUMENT PANEL
Optional instrumentation is shown in the accompanying, separate parts list.

OPERATION
To start the compressor:
1. Pull the ignition switch.
2. Pull the choke all the way out.
3. Press starter button until the engine starts.
4. Push in choke 1/2 way (leave about 1/2" out).
5. Allow compressor to warm up normally under pumping (compressing) conditions.
6. When throttle rod no longer surges under load, push choke knob all the way in.
MAINTENANCE

DAILY
1. Check oil in compressor/engine.
2. Check oil level in governor.
3. Check oil in air line lubricator and check air line regulator for proper setting. Regulator should be set for 100 psi (7.03 kg/cm²) air pressure.

WEEKLY
1. Check for unloading pressure of approximately 140-150 psi max. (9.84 kg/cm² - 10.55 kg/cm²). Unloading pressure is controlled by pilot valve.
2. Check system for air leaks and re-tighten piping if leaks are found.
3. Check fan belt for proper tension and belt condition.
4. Check engine for proper idling speed and accelerated speed while pumping. If adjustment is necessary, refer to instructions concerning governor and idle device.

MONTHLY
1. Check valve plugs and if found loose, re-torque to 400 ft-lbs (55 kg-m).
2. Replace air filter.
3. Check “V” packings in unloader piston.

HOURS
1. Change oil and oil filter every 200 hours. Use 10W-30-MSDG motor oil, low ash.
2. Change spark plugs every 500 hours.
3. The governor is factory oil pre-filled. Check oil level every 500 hours of operation or at end of season. Every 1000 hours or annually, drain governor oil and refill with 2-3/4 to 3 ounces of 20W engine oil. Tighten all plugs securely.

REPAIR

PILOT VALVE

OPERATION
When the receiver reaches the required pressure, the valve instantly unloads the mechanism in the compressor. The compressor will then run unloaded until the action of the valve is reversed by reaching the minimum pressure (load pressure). This causes the compressor to load and pump air until unload pressure is again reached.

INSTALLATION
Connect the end opposite the stem to the air receiver. The side outlet should be connected by tubing on the unloader mechanism in the compressor.

SERVICING
The valve has only one moving part and the unit should operate for long periods without servicing - provided the lines are kept clean and the compressor is in good operating order. The wire mesh strainer should be cleaned regularly. It is not necessary to remove air lines to clean the valve. Simply remove the large hex nut and clean out the foreign matter.

ADJUSTMENT
The valve was factory set to the correct load and unload pressure. To change the unload pressure:
1. Loosen the lock nut and turn pressure adjusting nut clockwise to increase pressure and counterclockwise to decrease pressure.
2. Tighten lock nut.

To change the pressure differential (the difference between load and unload pressure):
1. To increase, hold lock nut stationary and turn cap nut slowly clockwise. Do not increase more than 1/4 turn at a time.
2. To decrease, hold lock nut stationary and turn cap nut counterclockwise.
3. Check unload pressure and adjust if necessary.

The minimum and maximum pressure differentials at various pressure settings for the valve are as follows:

<table>
<thead>
<tr>
<th>UNLOAD PRESSURE</th>
<th>MINIMUM DIFFERENTIAL</th>
<th>MAXIMUM DIFFERENTIAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>80 PSI</td>
<td>77 - 80 PSI</td>
<td>68 - 80 PSI</td>
</tr>
<tr>
<td>100 PSI</td>
<td>97 - 100 PSI</td>
<td>83 - 100 PSI</td>
</tr>
<tr>
<td>120 PSI</td>
<td>97 - 100 PSI</td>
<td>90 - 120 PSI</td>
</tr>
<tr>
<td>150 PSI</td>
<td>145 - 150 PSI</td>
<td>122 - 150 PSI</td>
</tr>
<tr>
<td>200 PSI</td>
<td>190 - 200 PSI</td>
<td>165 - 200 PSI</td>
</tr>
<tr>
<td>300 PSI</td>
<td>280 - 300 PSI</td>
<td>245 - 300 PSI</td>
</tr>
</tbody>
</table>

FLOW CONTROL VALVE ADJUSTMENT
To adjust the valve, loosen and hold the nut. Turn the handle to the right to decrease flow, and left to increase.

CAUTION
THERE IS A LIMIT TO THE FULL OPEN POSITION OF THE VALVE STEM. TURNING TO THE LEFT BEYOND THIS POINT WILL BRING OUT THE COMPLETE GLAND ASSEMBLY.

MAINTENANCE
Erratic operation is usually caused by contaminated oil or air lines. Chips, dirt and gum will lodge in the valve parts. With air pressure turned off and discharged, you can remove both the needle and check plug for inspection and cleaning without disconnecting the piping. Do not lose or damage the parts and carefully reassemble in the same manner in which they were removed.

WARNING
DO NOT ADJUST THE NEEDLE WITH THE LOCK NUT TIGHT OR THE VALVE UNDER PRESSURE.
<table>
<thead>
<tr>
<th>PROBLEM</th>
<th>PROBABLE CAUSE AND REMEDY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Compressor will not start, hard to start or does not run properly</td>
<td>The engine is an industrial engine with no modification of the ignition system, cam shaft, distributor, carburetor or fuel pump. Customary checks of these items should locate the problem.</td>
</tr>
<tr>
<td>Engine dies when it reaches operating temperature, but starts readily when it cools off.</td>
<td>Normally due to ignition coil failure.</td>
</tr>
<tr>
<td>Engine tends to &quot;stall&quot; or &quot;stall&quot; completely when compressor &quot;kicks in&quot;.</td>
<td>Flow control should be closed slightly. Idling speed is too low (800 - 1200 RPM). &quot;V&quot; packings in idling device or unloader cylinders should be replaced.</td>
</tr>
<tr>
<td>Engine races when it &quot;kicks in&quot;, but does not pump air.</td>
<td>Flow control valve should be opened slightly. Piston stuck in unloader valves or fingers hanging up in air valves.</td>
</tr>
<tr>
<td>Excessive air leaks in compressor head.</td>
<td>Allow compressor to pump a full tank of air. Turn off ignition switch. If leak stops when compressor &quot;kicks in&quot;, check flex tubing from pilot valve to unloaders for broken line. If no leaks are found, replace &quot;V&quot; packings in unloader cylinders. You can see the throttle open and hear the pilot valve unload the air from the flex tubing line. If leak continues after &quot;kick in&quot; point, it is caused by either a blown seat gasket or blown valve plug gasket or broken discharge disc. Identify the faulty valve by pumping the air receiver full with manifold removed, stopping the compressor and listening to each valve. Leak will be heard clearest at the faulty valve. When repairing or replacing valves, always use a new valve seat gasket and valve plug gasket. Refer to repair instructions.</td>
</tr>
<tr>
<td>Leak at holding device.</td>
<td>Replace &quot;V&quot; packings. Remove both bolts securing the idling device to the governor and unscrew idling device casting from idling device governor.</td>
</tr>
<tr>
<td>Engine labors at 80 PSI and above.</td>
<td>Broken discharge disc. Check for leaks as outlined under &quot;Excessive leaks in compressor head&quot;. Remove and repair defective valve plug and body.</td>
</tr>
<tr>
<td>Compressor stops pumping at &quot;kick out&quot;, but races instead of idling.</td>
<td>Butterfly plate off carburetor shaft. Piston frozen in idling device.</td>
</tr>
<tr>
<td>Will not &quot;crank&quot; when starting unit.</td>
<td>Defective/dead battery, defective battery cables, defective ignition switch wiring, locked engine due to bearing failure.</td>
</tr>
<tr>
<td>Unit &quot;cranks but won’t start.</td>
<td>Ignition problems such as defective points, plugs, wiring, switches, coil, etc. If plugs have spark, check for fuel system problem - filter, pump, carburetor. Engine must have good compression on all cylinders to operate properly.</td>
</tr>
<tr>
<td>Unit starts and runs too fast.</td>
<td>Fan belt loose, defective generator or out of adjustment. Engine speed is critical - 2200 RPM. Excessive engine speed can blow valve gaskets, break valve discs and collapse valve springs. If engine speed is not reduced, engine failure can result.</td>
</tr>
<tr>
<td>Compressor reaching excessive pressures.</td>
<td>Pilot valve defective, dirty or out of adjustment. Line from pilot valve to unloader may be plugged. Unloader pistons frozen in cylinders or &quot;V&quot; packings missing or broken. Valve assembly has broken intake disc, broken unloader spring or disc hanging in intake bumper.</td>
</tr>
<tr>
<td>Compressor will not start pumping after it unloads.</td>
<td>Linkage from governor to carburetor binding. Governor arm spring between arms is broken. Flow control valve needs adjusting. Engine timing is off or automatic advance on distributor is faulty.</td>
</tr>
<tr>
<td>Compressor reaches &quot;kick out&quot; pressure and immediately &quot;kicks in and out&quot; with fluttering action.</td>
<td>Dirty or defective pilot valve. Clean or replace.</td>
</tr>
<tr>
<td>Safety valve &quot;pops off&quot; before compressor &quot;kicks out&quot;.</td>
<td>&quot;Kick out&quot; set too high on pilot valve. Defective safety valve - replace.</td>
</tr>
</tbody>
</table>
This section contains the exploded parts drawings and accompanying parts lists for available assemblies of this compressor. These drawings are intended to be used as an aid in the identification of repair parts. For information on the basic engine refer to its manual. All inquiries should be directed to Iowa Mold Tooling Co., Inc., 500 Highway 18 West, Garner, Iowa 50438; telephone (515) 923-3711.

When ordering replacement parts it is important to follow the steps outlined below.

1. Give the compressor model number.

2. Give the compressor serial number as shown on the compressor.

3. Give the part number, description and quantity required.

IMT can not be responsible for parts ordered without the compressor serial number.
**FIGURE E-1. MISCELLANEOUS PARTS KIT DA8100 REG-13 (51705684)**

<table>
<thead>
<tr>
<th>ITEM</th>
<th>PART NO.</th>
<th>DESCRIPTION</th>
<th>QTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>51705683</td>
<td>HEAD ASM (SEE DWG)</td>
<td>1</td>
</tr>
<tr>
<td>2.</td>
<td>51705695</td>
<td>IDLING KIT (SEE DWG)</td>
<td>1</td>
</tr>
<tr>
<td>3.</td>
<td>51705696</td>
<td>AIR FILTER KIT (SEE DWG)</td>
<td>1</td>
</tr>
<tr>
<td>4.</td>
<td>60108722</td>
<td>ENG MTG BRKT - RF</td>
<td>1</td>
</tr>
<tr>
<td>5.</td>
<td>60108723</td>
<td>ENG MTG BRKT - LF</td>
<td>1</td>
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<tr>
<td>6.</td>
<td>52705700</td>
<td>ENG MTG BRKT - RR</td>
<td>1</td>
</tr>
<tr>
<td>7.</td>
<td>52705701</td>
<td>ENG MTG BRKT - LR</td>
<td>1</td>
</tr>
<tr>
<td>8.</td>
<td>52705702</td>
<td>FRAME ASM (INCK: 9-13)</td>
<td>1</td>
</tr>
<tr>
<td>9.</td>
<td>52705681</td>
<td>FRAME (PART OF 8)</td>
<td>1</td>
</tr>
<tr>
<td>10.</td>
<td>52705679</td>
<td>FRAME EXTENSION (PART OF 8)</td>
<td>1</td>
</tr>
<tr>
<td>11.</td>
<td>72060093</td>
<td>CAP SCR 1/2-13 X 1-1/2 (PART OF 8)</td>
<td>2</td>
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Insertion of Parts and Diagram...
FIGURE E-2. MISCELLANEOUS PARTS KIT DA8100 R-13 (51705685)

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**Diagram:**

- **Distributor**: Ref 48
- **Carburetor**: Ref 46
- **Sparks Plug**: Ref 33
- **PCV Valve**: Ref 32
- **Oil Dipstick**: Ref 30
- **Compressor Head**: Ref 29
- **Ignition Module**: Ref 31
- **Radiator Shroud**: Ref 34
- **PCV Valve**: Ref 50
- **Distributor**: Ref 48
- **Oil Dipstick**: Ref 30
- **Compressor Head**: Ref 29
- **Ignition Module**: Ref 31
- **Radiator Shroud**: Ref 34
- **PCV Valve**: Ref 50
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FIGURE E-5. COMPRESSOR HEAD ASSEMBLY (51705683)

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### FIGURE E-6. AIR FILTER ASSEMBLY (51705696)

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![Air Filter Assembly Diagram]
### FIGURE E-7. IDLING SYSTEM ASM (51705695)

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NOTE 1: ITEM 20 IS AVAILABLE ONLY AS A COMPLETE UNIT EXCEPT FOR O-RING (ITEM 26). ITEMS 21-31 ARE AVAILABLE FROM R. CONRADER CO., BOX 924, ERIE, PA 16512.

---

TO AIR TANK

TO HEAD ASM

TO INTAKE MANIFOLD

TO ITEM 16

---

NOTE 1: ITEM 20 IS AVAILABLE ONLY AS A COMPLETE UNIT EXCEPT FOR O-RING (ITEM 26). ITEMS 21-31 ARE AVAILABLE FROM R. CONRADER CO., BOX 924, ERIE, PA 16512.
### FIGURE E-8. CONTROL PANEL ASM-STD (51705711)

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![Diagram of Control Panel ASM-STD](image)
FIGURE E-9. IGNITION MODULE WIRING HARNESS (51705708)

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**NOTE 1 - WARNING**

DO NOT CUT OR ALTER THESE WIRES IN ANY WAY. DOING SO WILL RESULT IN SERIOUS DAMAGE.
### FIGURE E-10. INSTALLATION KIT (93705563)

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<td>(PART OF 12)</td>
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<tr>
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<td>72060025</td>
<td>CAP SCR 5/16-18X1 HH GR5 (PART OF 12)</td>
<td>4REF</td>
</tr>
<tr>
<td>17.</td>
<td>72063002</td>
<td>WASHER 5/16 WRT (PART OF 12)</td>
<td>4REF</td>
</tr>
<tr>
<td>18.</td>
<td>72062001</td>
<td>NUT 5/16-18 HEX (PART OF 12)</td>
<td>4REF</td>
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<tr>
<td>19.</td>
<td>MUFFLER (PART OF 12)(ORDER 12)</td>
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<td>20.</td>
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<td>GROUND CABLE 28&quot;</td>
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<td>21.</td>
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<td>23.</td>
<td>72053284</td>
<td>STREET ELBOW 1/2NPT</td>
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<td>24.</td>
<td>72053098</td>
<td>PIPE NIPPLE 1/2X6</td>
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### FIGURE E-11. RADIATOR SHROUD KIT (51705680)

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<td>SHROUD</td>
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<td>2.</td>
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<td>RADIATOR</td>
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<td>4.</td>
<td>70392415</td>
<td>LOWER RADIATOR HOSE</td>
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<td>5.</td>
<td>70392423</td>
<td>RUBBER CAP (PART OF ENGINE)</td>
<td>1 REF</td>
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<td>6.</td>
<td>70392673</td>
<td>UPPER RADIATOR HOSE</td>
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<td>7.</td>
<td>72060025</td>
<td>CAP SCR 5/16-18 X 1 HH GR5</td>
<td>4</td>
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<td>8.</td>
<td>72060046</td>
<td>CAP SCR 3/8-16 X 1 HH GR5</td>
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<td>89034221</td>
<td>OVERFLOW TUBE</td>
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<td>72063050</td>
<td>WASHER 5/16 LOCK</td>
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<td>WASHER 3/8 WRT</td>
<td>12</td>
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<td>CLAMP (PART OF ENGINE)</td>
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<td>SHT MTL SCR #14 X 3/4</td>
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<td>17.</td>
<td>72063002</td>
<td>WASHER 5/16 WRT</td>
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**Diagram of Radiator Shroud Kit (51705680)**

- Numbers correspond to item numbers in the table above.
- Diagram shows assembly with various parts identified by numbers and descriptions.
- Key parts include shroud, radiator cap, lower radiator hose, etc.

---

**Thermostat Housing Reference**

- Numbered parts: 15
- Forms the top section of the radiator assembly.

**Water Pump Reference**

- Numbered parts: 15
- Attached to the radiator assembly, located below the thermostat housing.

**Frame Reference**

- Numbered parts: 12
- Represents the base structure of the radiator assembly, connecting all other components.
FIGURE E-12. AIR PLUMBING KIT-DA8100 REG (51705690)

<table>
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<tr>
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<td>2.</td>
<td>7205327</td>
<td>ELBOW 1-1/4 X 90°</td>
<td>3</td>
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<tr>
<td>3.</td>
<td>72532059</td>
<td>UNION 1-1/4</td>
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<td>4.</td>
<td>72532895</td>
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<td>72053214</td>
<td>PIPE NIPPLE 1-1/4 X 3-1/2</td>
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FIGURE E-13. AIR PLUMBING KIT DA8100 R/RLC-13 (51705691)

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<td>72532059</td>
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<td>4</td>
<td>72532885</td>
<td>PIPE NIPPLE 1-1/4 X 9</td>
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<td>72053327</td>
<td>ELBOW 1-1/4 X 90°</td>
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FIGURE E-14. AIR PLUMBING KIT DA8100 R/RLC-32 (51705692)

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<td>PIPE NIPPLE 1-1/4 X 10</td>
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<td>72532059</td>
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<td>4</td>
<td>72532885</td>
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<td>72053327</td>
<td>ELBOW 1-1/4 X 90°</td>
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<td>72053211</td>
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## FIGURE E-15. OPTION-CONTROL PANEL KIT (51705568)

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<td>WIRE ASM 14GA REDX 3</td>
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<td>PIPE NIPPLE 1/4NPT X 4-1/2</td>
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### FIGURE E-16. OPTION-AMMETER KIT (51705584)

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<td>5.</td>
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<td>CONTROL PANEL KIT</td>
<td>REF</td>
</tr>
</tbody>
</table>

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![Diagram of the Option-Ammeter Kit](image-url)

- **AIR PRESSURE**
- **AMPS**
- **OIL PRESSURE**

- 1. Connect to Alternator
- 2. Connect to Hot Side of Starter Switch
- 3. Connect to [BLU]
- 4. Connect to [BLK]
- 5. REF
### FIGURE E-17. OPTION-ALTERNATOR KIT (51705697)

<table>
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<tr>
<td>15.</td>
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<td>BUTT CONNECTOR</td>
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</table>

**Diagram:**
- **12** (Not used if the optional Ammeter is ordered.)
- **BLU**
- **TO BATTERY TERMINAL ON STARTER**
- **TO ALTERNATOR**

**Wiring Diagram:**
- **RED**
- **BLK**
- **GRN**
- **LT BLU**
- **TO BATTERY TERM.**
- **TO DISTRIBUTOR**
- **TO REGULATOR ON ALTERNATOR**
- **WATER TEMP**
- **TO GROUND REF**
### FIGURE E-18. ENGINE ACCESSORIES (70732274)

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**NOTE**

The items listed here are shipped as part of the accessory kit furnished with the engine. They are shipped separately, but when received are factory installed to insure correct fit and proper operation. These parts are repair parts only.
### FIGURE E-19. AFTERCOOLER KIT (51707244)

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![Diagram of the aftercooler kit](image-url)
FIGURE E-20. COOLANT RECOVERY KIT (70731733)

KIT INCLUDES:
- COOLANT OVERFLOW RESERVOIR
- COOLANT TRANSFER TUBE
- RADIATOR CAP - 14-LB PRESSURE SEALED
- RESERVOIR CAP
- INSTALLATION HARDWARE

INSTALLATION INSTRUCTIONS
1. Mount the reservoir to the radiator shell as high as possible.

2. Trim one end of transfer tube to a 45° angle and slide it through reservoir cap until 7 inches of tubing project below the cap. Snap cap onto reservoir.

3. Remove existing overflow tube from radiator. Install free end of transfer tube to radiator nipple and secure with spring clamp provided.

4. Use the tie-band included, to secure transfer tube. Be sure there are no sharp bends or kinks in the transfer tube.

5. Fill radiator to within 1/4 inch of top. Fill reservoir to line between “ADD COOLANT” and “NORMAL RANGE”. Replace original radiator cap with the special 14-lb, pressure sealed cap provided.

6. IMPORTANT! After first use, refill reservoir to the “ADD COOLANT” line after the engine has cooled. Check coolant level of reservoir regularly.
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<thead>
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The information within this manual has been compiled and checked but errors do occur. To provide our customers with a method of communicating those errors we have provided the Manual Change Request form below. In addition to error reporting, you are encouraged to suggest changes or additions to the manual which would be of benefit to you. We cannot guarantee that these additions will be made but we do promise to consider them. When completing the form, please write or print clearly. Submit a copy of the completed form to the address listed below.

### MANUAL CHANGE REQUEST

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SUBMITTED BY

COMPANY

ADDRESS

CITY, STATE, ZIP

TELEPHONE

☐ ERROR FOUND

LOCATION OF ERROR (page no.):

DESCRIPTION OF ERROR:

☐ REQUEST FOR ADDITION TO MANUAL

DESCRIPTION OF ADDITION:

REASON FOR ADDITION:

MAIL TO:  IOWA MOLD TOOLING Co., Inc.
          Box 189,
          Garner IA 50438-0189
          ATTN: Technical Publications
WARRANTY COVERAGE - Products manufactured by Iowa Mold Tooling Co., Inc. (IMT) are warranted to be free from defects in material and workmanship, under proper use, application and maintenance in accordance with IMT’s written recommendations, instructions and specifications as follows:

1. Ninety (90) days; labor on IMT workmanship from the date of shipment to the end user.

2. One (1) year; original IMT parts from the date of shipment to the end user.

IMT’s obligation under this warranty is limited to, and the sole remedy for any such defect shall be the repair or replacement (at IMT’s option) of unaltered parts returned to IMT, freight prepaid, and proven to have such defect, provided such defect occurs within the above stated warranty period and is reported within fourteen (14) days of its occurrence.

IMPLIED WARRANTY EXCLUDED - This is the only authorized IMT warranty and is in lieu of all other express or implied warranties or representations, including any implied warranties of merchantability or fitness for any particular purpose or of any other obligations on the part of IMT.

ITEMS EXCLUDED - The manufacturer gives no warranty on any components purchased by the manufacturer, and such components as are covered only by the warranties of their respective manufacturers.

WARRANTY CLAIMS - Warranty claims must be submitted and shall be processed in accordance with IMT’s established warranty claim procedure.

WARRANTY SERVICE - Warranty service will be performed by any IMT distributor authorized to sell new IMT products of the type involved or by any IMT Service Center authorized to service the type of product involved or by IMT in the event of direct sales made by IMT. At the time of requesting warranty service, the purchaser must present evidence of the date of delivery of the product. The purchaser shall pay any premium for overtime labor requested by the purchaser, any charge for making service calls and for transporting the equipment to the place where warranty work is performed.

WARRANTY VOIDED - All obligations of IMT under this warranty shall be terminated: (1) if service other than normal maintenance or normal replacement of service items is performed by someone other than an authorized IMT dealer, (2) if product is modified or altered in ways not approved by IMT.

PURCHASER’S RESPONSIBILITY - This warranty covers only defective material and workmanship. It does not cover depreciation or damage caused by normal wear, accident, improper protection in storage, or improper use. The purchaser has the obligation of performing the care and maintenance duties discussed in IMT’s written recommendations, instructions and specifications. Any damage which results because of purchaser’s failure to perform such duties shall not be covered by this warranty. The cost of normal maintenance and normal replacement of service items such as filters, belts, etc. shall be paid by the purchaser.

CONSEQUENTIAL DAMAGES - The only remedies the purchaser has in connection with the breach or performance of any warranty on IMT products are those set forth above. In no event will the dealer, IMT or any company affiliated with IMT, be liable for business interruptions, loss of sales and/or profits, rental or substitute equipment, costs of delay or for any other special, indirect, incidental or consequential losses, costs or damages.

REPRESENTATIONS EXCLUDED - IMT products are subject to no expressed, implied or statutory warranty other than herein set forth, and no agent, representative or distributor of the manufacturer has any authority to alter the terms of this warranty in any way whatsoever or to make any representations or promises, express or implied, as to the quality or performance of IMT products other than those set forth above.

CHANGE IN DESIGN - IMT reserves the right to make changes in design or improvements upon its products without imposing any obligation upon itself to install the same upon its products theretofore manufactured.

Effective January, 1985

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