



16606105
Edition 1
August 2010

Air Drill

551 Series

Maintenance Information



Save These Instructions

 **Ingersoll Rand**

WARNING

Always wear eye protection when operating or performing maintenance on this tool.

Always turn off the air supply and disconnect the air supply hose before installing, removing or adjusting any accessory on this tool or before performing any maintenance on this tool.

Note: When reading the instructions, refer to exploded diagrams in parts Information Manuals when applicable (see under Related Documentation for form numbers).

Lubrication

Before attaching the air hose, squirt several drops of **Ingersoll Rand No. 50 Oil** into the air inlet.

Before starting the Motor and after each four hours of operation, unless an Air Line Lubricator is used, unscrew the Oil Chamber Plug (20) and fill the chamber in the Backhead (19) with **Ingersoll Rand No. 50 Oil**.

Always use an air line lubricator with this tool.

We recommend **Ingersoll Rand No. 16LUB16C Portable Air Line Lubricator**. Its use eliminates the need for filling the oil chamber in the Backhead. Because of the high capacity of the Portable Air Line Lubricator, it requires little attention, and thereby reduces the possibility of neglect. Although the Portable Air Line Lubricator automatically oils the Throttle Valve (110), Governor Valve (12), Reverse Valve (88), and the Vanes (40) in the motor, it does not eliminate the necessity of periodically adding grease to the gear chamber and governor chamber. **Weekly, or as experience indicates,** insert a small quantity of the recommended grease into the Grease Fittings (25 and 56). Two or three strokes of a small grease gun are sufficient for the Fitting (25) in the Backhead (19); six or eight strokes for the Fitting (56) in the Gear Case (55 or 251).

Hose and Hose Fittings

Use 1" (25 mm) hose for connecting the Tool to the air supply. Unless the Tool is equipped for remote control, use the No. P35-46 Male Hose Nipple (1" hose to 1" male pipe) for attaching the hose to the throttle.

For Tools equipped with remote control, use the No. R5H-46 Male Hose Nipple (1" hose to 3/4" male pipe) for attaching the hoses to the Inlet Studs.

Disassembly

General Instructions

1. Do not disassemble the tool any further than necessary to replace or repair damaged parts.
2. Whenever grasping a tool or part in a vise, always use leather-covered or copper-covered vise jaws to protect the surface of the part and help prevent distortion. This is particularly true of threaded members and housings.
3. Do not remove any part which is a press fit in or on a subassembly unless the removal of that part is necessary for repairs or replacement.
4. Do not disassemble the Tool unless you have a complete set of new gaskets and O-rings for replacement.

Air Strainer

Periodically, as experience indicates, unscrew the Air Strainer Body (119) from the Air Strainer Cap (116) and wash the Air Strainer Screen (117) in a clean, suitable cleaning solution. Enter the prongs on the Screen Support (118) into one end of the Screen and insert the Strainer, support end first, into the Body when assembling the Strainer.

Feed Screw Cap

NOTICE

The external thread on the Outer Feed Screw (76), Motor Housing Stud (262) or Backhead Clamp Stud (262) is left-hand; rotate the Feed Screw Cap (82), Motor Mounting Stud Cap (268) or Clamp Stud Cap (268) clockwise to remove.

WARNING

Notice the arrows on Throttle Sleeve (109). These arrows indicate the direction in which the Throttle Sleeve must be turned to activate either FORWARD or REVERSE rotation of the Drill.

Hold the Drill in the normal operating position with the Throttle Sleeve pointing to operator's right and with the Throttle Sleeve in his right hand. Pivot the Reverse Stop Lever (92) away from the operator. With the Reverse Stop Lever in this position, the Drill can be operated in either the FORWARD rotation or REVERSE rotation. Therefore, inadvertent movement of the Throttle Sleeve could cause a sudden change in the direction of rotation of the Drill.

Pivoting the Reverse Stop Lever toward the operator prevents the REVERSE rotation of the Drill and permits the Drill to be operated in the FORWARD rotation only.

Disassembly of the Motor

1. Remove the Backhead Cap Screws (84).

NOTICE

Do not pry the Backhead (19) from the Motor Housing (1 or 254).

2. Grasp the Oil Chamber Plug (20) in a leather-covered or copper-covered vise and pull on the Housing if the Backhead cannot be lifted off with the fingers.

NOTICE

The Rotor (34) is tapped left-hand; rotate the Governor Assembly clockwise to remove.

NOTICE

Never clamp the Cylinder (39) in a vise.

3. Grasp the Cylinder in one hand. Insert a small rod into the rotor bore and drive the hub of the Rotor (34) out of the Rear Rotor Bearing (37). Support the Front End Plate (41) and press the front hub of the Rotor out of the Front Rotor Bearing (42).

Disassembly of the Throttle

1. Remove the Throttle Body Setscrew (95) from the Motor Housing before withdrawing the Throttle Body (100).

Disassembly of the Gearing

1. Unscrew the three Planet Gear Frame Setscrews (48) from the Planet Gear Frame (47) before attempting to press the Spindle (44 or 250) out of the Planet Gear Frame.

Assembly

General Instructions

1. Always press on the **inner** ring of a ball-type bearing when installing the bearing on a shaft.
2. Always press on the **outer** ring of a ball-type bearing when pressing the bearing into a bearing recess.
3. Whenever grasping a tool or part in a vise, always use leather-covered or copper-covered vise jaws. Take extra care with threaded parts and housings.
4. Always clean every part and wipe every part with a thin film of oil before installation.
5. Apply a film of O-ring lubricant to all O-rings before final assembly.
6. Check every bearing for roughness. If an open bearing must be cleaned, wash it thoroughly in a clean, suitable, cleaning solution and dry with a clean cloth. **Sealed or shielded bearing should never be cleaned.** Work grease thoroughly into every open bearing before installation.

Assembly of the Motor

1. Press the Rear Rotor Bearing (37), shielded side first, into the recess in the Rear End Plate (38), with an arbor that will contact only the outer ring of the Bearing.

NOTICE

Press on the inner ring of the Bearing when installing this assembly on the rear hub of the Rotor (34).

2. Press the Front Rotor Bearing (42), shielded side first, onto the front hub of the Rotor (34) with a sleeve that will clear the Rotor Pinion (35) and contact only the inner ring of the Bearing.
3. Install the End Plate (38 or 41) on the Rotor (34), and insert a Vane (40) into each vane slot in the Rotor.
4. Place the Cylinder (39) over the Rotor and against the installed End Plate.

NOTICE

Make certain the Cylinder is installed properly before proceeding. Check as follows:

There is a 3/4" (19 mm) dia. hole in each of the two cylinder flats. One hole is located about midway between the ends of the Cylinder, and the other is located relatively close to one end. When the Cylinder is properly installed, the hole nearer the end is farthest from the Rotor Pinion (35).

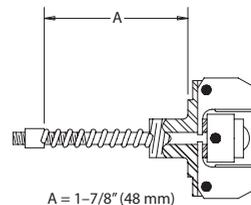
5. When installing the motor assembly, align the dowel holes through both End Plates (38 and 41) with the dowel hole through the Cylinder (39) and insert a 3/16" (5 mm) dia. rod at least 10" (254 mm) long through the aligned holes, allowing it to protrude from the pinion end of the motor assembly. Enter the protruding end of the rod into the dowel hole in the bottom of the motor housing bore, and slide the motor assembly squarely into the Housing.

Governor Adjustment

NOTICE

The Governor has a left-hand thread. Turn clockwise to remove from Rotor and counterclockwise to install in Rotor.

When installing a new Governor, screw the governor adjusting nut onto the governor stem until dimension "A" equals 1-7/8" (48 mm). This will usually result in the proper governed free speed. However, this is only an approximate setting. Further adjustment may be necessary. Screw the Nut further onto the Stem to increase the speed; back it off to decrease the speed. The correct governed free speed of the various sizes at the Spindle is:



(Dwg. TPD497)

Model	RPM at 90 psig (6.2 bar/620 kPa)
5515M, 5515M51	120
5515O, 5515O51	77

Before starting a reassembled tool, refer to the Lubrication Section.

Maintenance Tools

Tool Name	Operation	Tool Number for Ordering
Spindle Packing Nut Spanner Wrench	Removing or installing the Spindle PackingNut (60) on the Gear Case Cover (59) of Models 551SM, 551SM51, 551S0 and 551S051.	R4-122
Grease Gun	Lubrication	P25-228

Troubleshooting Guide

Trouble	Probable Cause	Solution
Loss of power or low free speed	Dirty Inlet Bushing or Air Strainer Screen	Using a clean, suitable, cleaning solution in a well-ventilated area, clean the Air Strainer Screen. Allow to air dry.
	Worn or broken Vanes	Replace the complete set of Vanes.
	Worn or broken Cylinder and/or scored End Plates	Examine Cylinder and replace it if it is worn or broken or if bore is scored or wavy. Replace End Plates if they are Low power scored.
	Dirty motor parts	Disassemble the tool and clean all parts with a clean, suitable, cleaning solution, in a well-ventilated area. Reassemble the tool as instructed in this manual.
Motor will not run	Incorrect assembly of motor	Disassemble motor, replace worn or broken parts and reassemble as instructed.
Rough Operation	Worn or broken Rear Rotor Bearing or Front Rotor Bearing	Examine each bearing. Replace if worn or damaged.
	Worn or broken Gear teeth	Check for a worn or broken gearing or if a replacement is necessary.
Air leaks	Worn Throttle Valve Face or Throttle Valve Face Cap	Replace worn parts.
	Oil Chamber Plug worn or not tight	Tighten the Plug. If the problem persists, replace the Plug.

Related Documentation

For additional information refer to:
Product Safety Information Manual 04581450.
Product Information Manual 03524410.
Parts Information Manual 16606097.

Manuals can be downloaded from www.ingersollrandproducts.com

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