

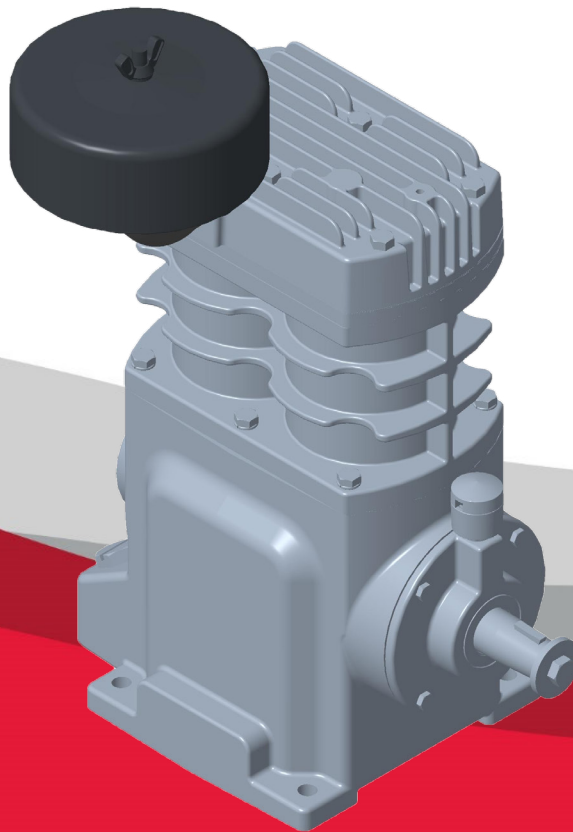
Gardner

Denver

Parts List, Operating & Service Manual **GD 70 COMPRESSOR**

HYD-7-610
Version 00
February 26, 2021

Models
GD 70



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MAINTAIN RELIABILITY AND PERFORMANCE WITH GENUINE GARDNER DENVER PARTS AND SUPPORT SERVICES

Factory genuine parts, manufactured to design tolerances, are developed for optimum dependability ----- specifically for your compressor. Design and material innovations are born from years of experience with hundreds of different applications. When you specify factory genuine parts, you are assured of receiving parts that incorporate the most current design advancements manufactured in our state-of-the-art factory under exacting quality standards.

Your AUTHORIZED DISTRIBUTOR offers all the backup you require. A worldwide network of authorized distributors provides the finest product support in the compressor industry:

1. Trained parts technical representatives to assist you in selecting the correct replacement parts.
2. Complete inventory of new machines and new, genuine factory parts.
3. A full line of factory tested AEON™ lubricants specifically formulated for optimum performance in all compressors.
4. Authorized distributor service technicians are factory--trained and skilled in compressor maintenance and repair. They are ready to respond and assist you by providing fast, expert maintenance and repair services.

To Contact Gardner Denver or locate your local distributor:

visit: www.contactgd.com/mobile

or

call: (217)222-5400

INSTRUCTIONS FOR ORDERING REPAIR PARTS

For pricing, and ordering information contact your nearest AUTHORIZED FACTORY DISTRIBUTOR:

1. When ordering parts, specify MODEL and SERIAL NUMBER (see nameplate on unit).
2. Use this Parts List to select the parts you require. Required quantities for a single compressor are included for each part.
3. Specify EXACTLY the number of parts required.
4. Rely upon the knowledge and experience of your AUTHORIZED DISTRIBUTOR and let them assist you in making the proper parts selection for your compressor.

SAFETY

DANGER

Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.

WARNING

Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

CAUTION

Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury or property damage.

NOTICE

Indicates information or a company policy that relates directly or indirectly to the safety of personnel or protection of property.

WARNING

Moving parts. Can cause serious injury. Do not operate with guards removed.

Hot surfaces. Can cause serious injury. Do not touch. Allow to cool before servicing. Do not touch hot compressor or tubing.

High pressure air. Bypassing, modifying or removing safety/relief valves can cause serious injury or death. Do not bypass, modify or remove safety/relief valves. Do not direct air stream at body.

CAUTION

A caution risk of bursting. Use only suitable air handling parts acceptable for pressure of not less than the maximum allowable working pressure of the machine.

■ GENERAL SAFETY PRECAUTIONS

DANGER

Intake air can contain carbon monoxide or other contaminants. Will cause serious injury or death. Gardner Denver air compressors are not designed, intended or approved for breathing air. Compressed air should not be used for breathing air applications unless treated in accordance with all applicable codes and regulations.

GENERAL INFORMATION

Your air compressor is suitable for the Transport Market used to assist with liquid bulk tanker offload. The following accessories may be required:

- Relief valve
- Check valve
- Hot pressure hose
- 3-way ball valve
- Pressure gauge.

RECEIPT & INSPECTION

Ensure adequate lifting equipment is available for unloading and moving the compressor to the installation site.

NOTICE

Lifting equipment must be properly rated for the weight of the unit.

Lift the unit by the shipping skid only. Use straps to prevent tipping.



CAUTION

Do not work on or walk under the compressor while it is suspended.

Before signing the delivery receipt, inspect for damage and missing parts. If damage or missing parts are apparent, make the appropriate notation on the delivery receipt, then sign the receipt. Immediately contact the carrier for an inspection. All material must be held in the receiving location for the carrier's inspection. Delivery receipts that have been signed without a notation of damage or missing parts are considered to be delivered 'clear.' Subsequent claims are then considered to be concealed damage claims. Settle damage claims directly with the transportation company.

If you discover damage after receiving the unit (concealed damage), the carrier must be notified within 15 days of receipt and an inspection must be requested by telephone with confirmation in writing. On concealed damage claims, the burden of establishing that the unit was damaged in transit reverts back to the claimant.

Read the unit specification label to verify that it is the model ordered.

INSTALLATION

■ SELECTING A LOCATION

■ GENERAL

Select a clean, dry, and bright indoor area with sufficient space for proper accessibility and cooling air flow. Install the unit at least 12 inches (30 cm) away from walls and make sure that the main power supply is clearly identified and accessible.

■ TEMPERATURE

Ideal operating temperatures are between 32°F and 100°F (0°C and 37.8°C). If temperatures consistently drop below 32°F (0°C), you must protect safety relief valves from freezing.



CAUTION

Never operate in temperatures below 20°F (-6.6°C) or above 125°F (51.0°C).

■ HUMID AREAS

In frequently humid areas, moisture may form in the bare pump and produce sludge in the lubricant, causing running parts to wear out prematurely. Excessive moisture is especially likely to occur if the unit is located in an unheated area that is subject to large temperature changes. Two signs of excessive humidity are external condensation on the pump when it cools down and a “milky” appearance in petroleum compressor lubricant. You may be able to prevent moisture from forming in the bare pump by increasing ventilation, operating for longer intervals or installing an external crankcase heater kit.

■ NOISE CONSIDERATIONS

Consult local officials for information regarding acceptable noise levels in your area. To reduce excessive noise, use vibration isolator pads or intake silencers, relocate the unit or construct total enclosures or baffle walls.

■ PERMANENT MOUNTING



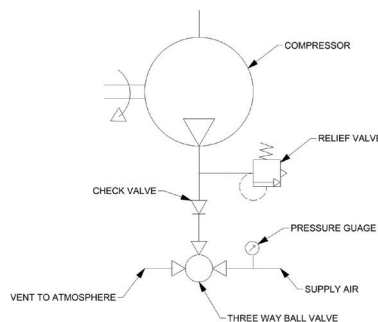
WARNING

Remove the unit from the skid before mounting.

The unit must be permanently mounted. When mounting the unit, bolt the feet to a firm, level foundation.

■ TYPICAL DISCHARGE CIRCUIT

Discharge piping should include a relief valve to protect the compressor, a check valve to prevent backflow, and a three way ball valve to allow air flow to downstream or vent. We also recommend to have a pressure gauge on the supply side of the ball valve to allow operator to monitor pressure. See basic diagram below.



■ INSTALLING REMOTE AIR INLET PIPING



CAUTION

Do not operate the unit without air inlet filter(s).

If the air around the unit is relatively free of dirt, install the air inlet filter(s) at the inlet connection at the bare pump. If remote air inlet piping or heavy duty filtration is required, contact your dealer for information.

■ INSTALLING DISCHARGE PIPING

When you install air discharge piping, adhere to the following general guidelines. Contact your dealer for more information.



WARNING

Do not use plastic pipe, rubber hose, or lead-tin soldered joints anywhere in the compressed air system.



WARNING

If an aftercooler, check valve, block valve, or any other restriction is added to the compressor discharge, install a properly-sized ASME approved safety/relief valve between the compressor discharge and the restriction.



CAUTION

If you will be using Gardner Denver synthetic compressor lubricant, all downstream piping material and system components must be compatible. Refer to the following material compatibility list. If there are incompatible materials present in your system, or if there are materials not included in the list, contact Gardner Denver for recommendations.

SYNTHETIC COMPRESSOR LUBRICANT MATERIAL COMPATIBILITY LIST

COMPATIBILITY LIST SUITABLE :

FKM (Fluoroclastomer), PTFE, Epoxy (Glass Filled), Oil Resistant Alkyd, Fluorosilicone, Fluorocarbon, Polysulfide, 2-Component Urethane, Nylon, POM (Polyoxymethylene/Polyacctel), High Nitrile Rubber (Buna N. NBR more than 36% Acrylonitrile), Polyurethane, Polyethylene, Epichlorohydrin, Polyacrylate, Melamine, Polypropylene, Baked Phenolics, Epoxy, Modified Alkyds (® indicates trademark of DuPont Corporation).

NOT RECOMMENDED :

Neoprene, Natural Rubber, SBR Rubber, Acrylic Paint, Lacquer, Varnish, Polystyrene, PVC, ABS, Polycarbonate, Cellulose Acetate, Low Nitrile Rubber (Buna N. NBR less than 36% Acrylonitrile), EPDM, Ethylene Vinyl Acetate, Latex, EPR, Acrylics, Phenoxy, Polysulfones, Styrene Acrylonitrile (San), Butyl.

GENERAL REQUIREMENTS

The piping, fittings, air receiver tank, etc. must be certified safe for at least the maximum working pressure of the unit. Use hard-welded or threaded steel or copper pipes and cast iron fittings that are certified safe for the unit's discharge pressure and temperature. **DO NOT USE PVC PLASTIC.** Use pipe thread sealant on all threads, and make up joints tightly to prevent air leaks.

DRIVE OPTIONS

DIRECT DRIVE

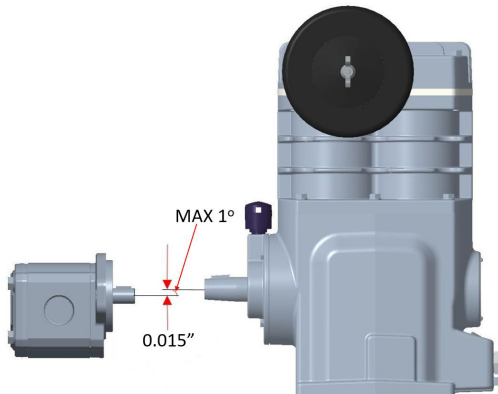
A 1100 series flange is available to direct drive the GD 70. The following guidelines should be followed:

- Compressor shaft and PTO shaft should be parallel within 2 degrees.
- Maximum compound drive angle must be no greater than 11 degrees.
- Install a "U" bolt hanger for safety in case of a driveshaft failure.

HYDRUALIC DRIVE

If the unit is to be driven by hydraulic motor, the shafts must be aligned as follows:

- Shaft offset of no more than 0.015".
- Shafts parallel within 1 degree.



COMPRESSOR LUBRICATION

CAUTION

Do not operate without lubricant or with inadequate lubricant. Gardner Denver is not responsible for compressor failure caused by inadequate lubrication.

SYNTHETIC COMPRESSOR LUBRICANT

We recommend AEON AC-SY compressor lubricant from start-up. See the WARRANTY section for extended warranty information.

ALTERNATE LUBRICANTS

You may use AEON AC-HC or a comparable petroleum-based lubricant that is premium quality, does not contain detergents, contains only anti-rust, anti-oxidation, and anti-foam agents as additives, has a flashpoint of 440°F (227°C) or higher, and has an auto-ignition point of 650°F (343°C) or higher.

See the petroleum lubricant viscosity table below. The table is intended as a general guide only. Heavy duty operating conditions require heavier viscosities. Refer specific operating conditions to **Gardner Denver** for recommendations.

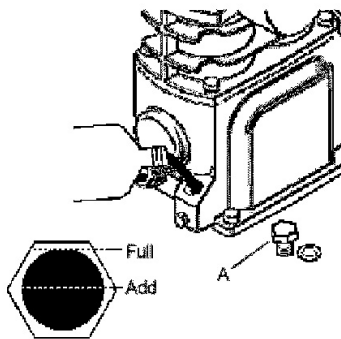
Temperature Around Compressor		Viscosity at 100°F (37.8°C)		Viscosity Grade	
°F	°C	SUS	Centistokes	ISO	SAE
40 & below	4.4 & below	150	32	32	10
40-80	4.4-26.7	500	110	100	30
80-125	26.7-51.0	750	165	150	40

If you use a petroleum-based compressor lubricant at start-up and decide to convert to **Gardner Denver** synthetic compressor lubricant later on, the compressor valves must be thoroughly decarbonized and the crankcase must be flushed before conversion.

■ **FILLING PROCEDURES:**

1. Unscrew and remove the oil fill plug (A).
2. Slowly fill the crankcase with lubricant until the lubricant reaches the top thread of the oil fill opening and the top of the sight glass. Crankcase capacity for the GD 70 is one (1) liter.
3. Replace the oil fill plug **HAND TIGHT ONLY**.

Filling Procedures



OPERATION

■ GENERAL

Your air compressor was designed for 100% continuous duty operation with the use of **Gardner Denver** synthetic compressor lubricant and 60% continuous duty operation with the use of petroleum lubricant. In other words synthetic lubricant allows the compressor to pump continuously without cycling. Petroleum lubricant limits the compressor to a maximum of 36 minutes of pumping time per hour. The compressor should not be cycled more than 10 times per hour.

MAINTENANCE

⚠ WARNING

Release air pressure from the system before performing maintenance.

NOTICE

All compressed air systems contain maintenance parts (e.g. lubricating oil, filters, separators) which are periodically replaced. These used parts may be, or may contain, substances that are regulated and must be disposed of in accordance with local, state, and federal laws and regulations.

NOTICE

Take note of the positions and locations of parts during disassembly to make reassembly easier. The assembly sequences and parts illustrated may differ for your particular unit.

NOTICE

Any service operations not explained in this manual should be performed by an authorized service representative.

ROUTINE MAINTENANCE SCHEDULE

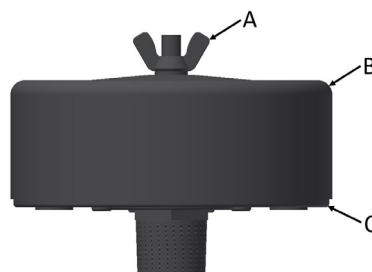
Daily or Before Each Operation	Check lubricant level. Fill as needed.
	Check for unusual noise and vibration.
	Ensure beltguards and covers are securely in place.
	Ensure area around compressor is free from rags, tools, debris, and flammable or explosive materials.
Weekly	Inspect air filter element(s). Clean or replace if necessary.
Monthly	Inspect for air leaks. Squirt soapy water around joints during compressor operation and watch for bubbles.
	Check tightness of screws and bolts. Tighten as needed.
	Inspect drive components. Adjust if necessary.
	Clean exterior.
3/500 "	Change petroleum lubricant while crankcase is warm.
12/2000 "	Change synthetic lubricant while crankcase is warm.
	Replace filter element.
" indicates months/operating hours, whichever occurs first.	

■ FILTER REMOVAL/REPLACEMENT

1. Unscrew and remove the wing nut (A) securing the filter housing (B) to its base (C).
2. Remove the filter housing and withdraw the old filter element. Clean or replace the element.
3. Install the filter element and housing, securing it in place with the wing nut previously removed.

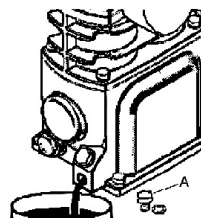
NOTICE

The air intake holes in the baffle and cover must be staggered 180°. When reinstalling the assembly at the inlet connection, ensure the intake hole in the cover is on the bottom to minimize the entry of foreign matter from the air.



■ OIL CHANGE

1. Remove the oil drain plug (A) and allow the lubricant to drain into suitable container.
2. Replace the oil drain plug.
3. Follow the filling procedures in OPERATION section.

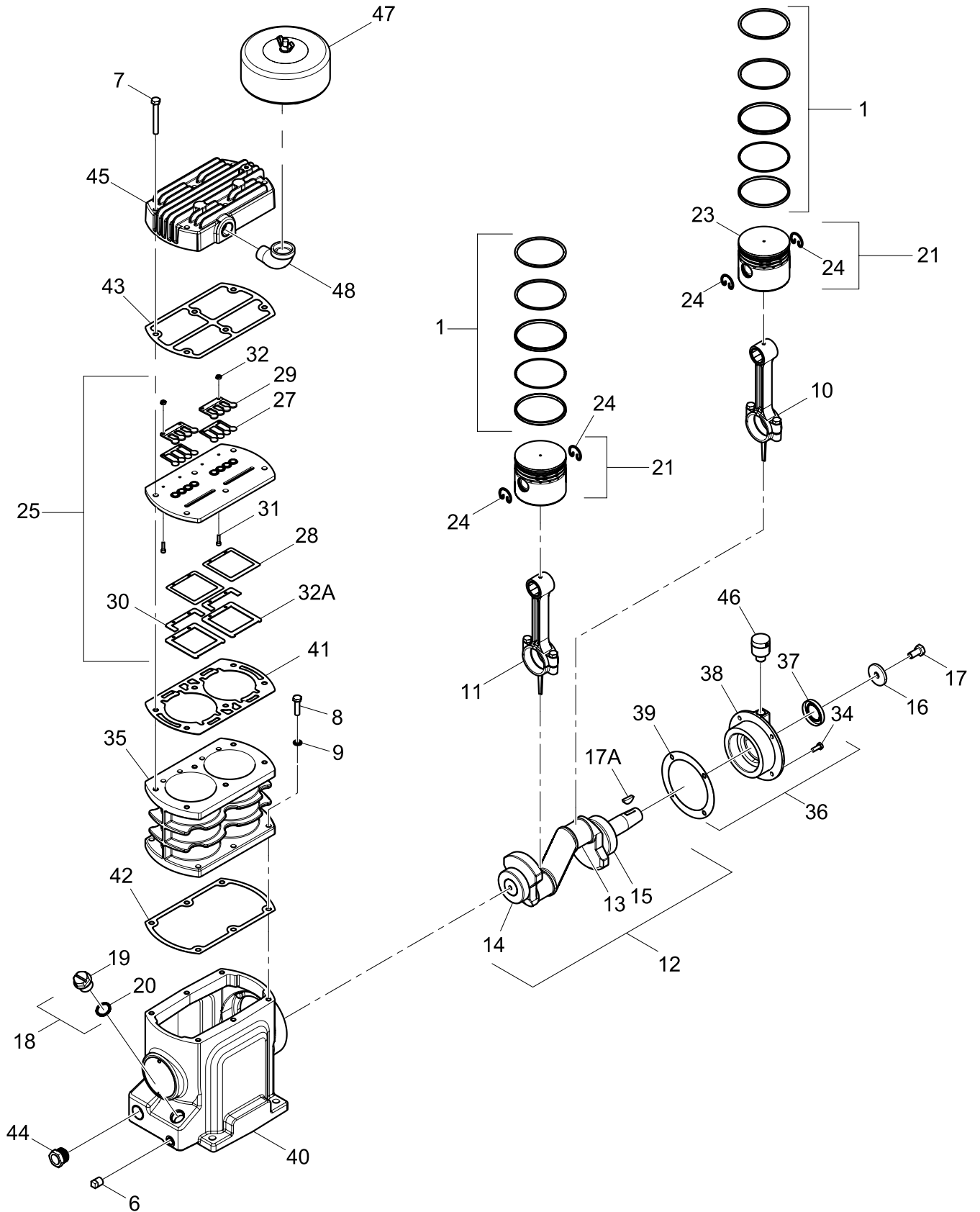


TROUBLESHOOTING

PROBLEM	POSSIBLE CAUSE	POSSIBLE SOLUTION
Abnormal piston, ring or cylinder wear.	Lubricant viscosity too low	Drain existing lubricant and refill with proper lubricant.
	Lubricant level too low	Add lubricant to crankcase to proper level.
	Detergent type lubricant being used	Drain existing lubricant and refill with proper lubricant
	Cylinder(s) or piston(s) scratched worn or scored.	Repair or replace as required
	Extremely dusty atmosphere.	Install remote air inlet piping and route to source of cleaner air. Install more effective filtration.
	Worn cylinder finish	Deglaze cylinder with 180 grit flex-hone.
Air delivery drops off	Clogged or dirty inlet and / or discharge line filter	Clean or replace
	Air leaks in air discharge piping.	Check tubing and connections.
	Lubricant viscosity too high.	Drain existing lubricant and refill with proper lubricant.
	Compressor valves leaky, broken, carbonized or loose.	Inspect valves. Clean or replace as required. Install valve kit.
	Piston rings damaged or worn (broken, rough or scratched). Excessive end gap or side clearance.	Install ring kit.
	Piston rings not seated, are stuck in grooves or end gaps not staggered.	Adjust piston rings
	Cylinder(s) or piston(s) scratched, worn or scored.	Repair or replace as required
	Defective safety/relief valve.	Replace
Unit does not come up to speed	Lubricant viscosity too high	Drain existing lubricant and refill with proper lubricant.
	Compressor valves leaky, broken, carbonized or loose.	Inspect valves. Clean or replace as required. Install valve kit.
	Defective ball bearings on crankshaft or motor shaft.	Inspect bearings and replace crankshaft assembly if required.
Unit is slow to come up to speed	Lubricant viscosity too high	Drain existing lubricant and refill with proper lubricant.
	Leaking check valve or check valve seat blown out.	Replace check valve.
	Ambient temperature too low.	Relocate unit to warmer environment. Install crankcase heater kit.
Unit runs excessively hot	Inadequate ventilation.	Relocate unit for better air flow
	Compressor valves leaky, broken, carbonized or loose	Inspect valves. Clean or replace as required. Install valve kit.
	Wrong beltwheel direction of rotation	Check motor wiring for proper connections. Reverse two leads on three-phase motors.
Excessive noise during operation	Lubricant viscosity too high	Drain existing lubricant and refill with proper lubricant
	Lubricant level too low	Add lubricant to crankcase to proper level
	Compressor valves leaky, broken, carbonized or loose.	Inspect valves. Clean or replace as required. Install valve kit
	Carbon build-up on top of piston(s).	Clean piston(s). Repair or replace as required.
	Defective ball bearings on crankshaft or motor shaft.	Inspect bearings and replace crankshaft assembly if required
	Leaking check valve or check valve seat blown out.	Replace check valve.

PROBLEM	POSSIBLE CAUSE	POSSIBLE SOLUTION
High oil consumption	Clogged or dirty inlet and/or discharge line filter.	Clean or replace
	Lubricant viscosity too low	Drain existing lubricant and refill with proper lubricant
	Detergent type lubricant being used	Drain existing lubricant and refill with proper lubricant
	Piston rings damaged or worn (broken, rough or scratched). Excessive end gap or side clearance	Install ring kit
	Piston rings not seated, are stuck in grooves or end gaps not staggered	Adjust piston rings
	Cylinder(s) or piston(s) scratched, worn or scored	Repair or replace as required
	Connecting rod, piston pin or crankpin bearings worn or scored	Inspect all. Repair or replace as required
	Crankshaft seal worn or crankshaft scored	Replace seal air crankshaft assembly
	Worn cylinder finish	Deglaze cylinder with 180 grit flex-hone
Knocking or rattling	Compressor valves leaky, broken, carbonized or loose.	Inspect valves. Clean or replace as required. Install valve kit
	Carbon build-up on top of piston(s).	Clean piston(s). Repair or replace as required.
	Cylinder(s) or piston(s) scratched, worn or scored	Repair or replace as required
	Connecting rod, piston pin or crankpin bearings worn or scored	Inspect all. Repair or replace as required
	Defective ball bearings on crankshaft or motor shaft.	Inspect bearings and replace crankshaft assembly if required
Moisture in crankcase or "milky" appearance in petroleum lubricant or rusting in cylinders	Detergent type lubricant being used	Drain existing lubricant and refill with proper lubricant
	Extremely light duty cycles	Run unit for longer duty cycles
	Unit located in damp or humid location	Relocate unit
Oil in discharge air (oil pumping)	Lubricant viscosity too low	Drain existing lubricant and refill with proper lubricant
	Detergent type lubricant being used	Drain existing lubricant and refill with proper lubricant
	Piston rings damaged or worn (broken, rough or scratched). Excessive end gap or side clearance	Install ring kit
	Piston rings not seated, are stuck in grooves or end gaps not staggered	Adjust piston rings
	Cylinder(s) or piston(s) scratched, worn or scored	Repair or replace as required
	Worn cylinder finish	Deglaze cylinder with 180 grit flex-hone
Oil leaking from shaft seal	Crankshaft seal worn or crankshaft scored	Replace seal air crankshaft assembly
Safety/relief valve "pops"	Clogged or dirty inlet and / or discharge line filter	Clean or replace
	Compressor valves leaky, broken, carbonized or loose.	Inspect valves. Clean or replace as required. Install valve kit
	Defective safety/relief valve	Replace

PARTS LIST (GD70)



	REF. NO.	PART NO.	DESCRIPTION	QTY. CANT. QTÉ.
	REF.	700000300	PUMP, BARE COMPRESSOR	-
X	1	20102703	SET, PISTON RING	2
	2	NSS	●RING, COMPRESSION	1
	3	NSS	●RING, SCRAPER	1
	4	NSS	●RING, OIL CONTROL SPACER	2
	5	NSS	●RING, OIL CONTROL	1
	6	95033593	PLUG, OIL DRAIN	1
	7	96706874	CAPSCREW. M8X65 (HEAD BOLT)	6
	8	96702253	CAPSCREW. M8 X25 (CYLINDER BOLT)	6
	9	96728316	WASHER. SPRING- M8	6
	10	97333173	ASSEMBLY. CONNECTING ROD	2
	11	96705876	●CAPSCREW, M8 X 25	2
	12	20102711	ASSEMBLY, CRANKSHAFT - SERVICE	1
	13	NSS	●CRANKSHAFT	1
	14	NSS	●BEARING, MAIN	1
	15	NSS	●BEARING, BALL	1
	16	54423504	●WASHER	1
	17	96730437	●CAPSCREW, M8 X 20 - LEFT HAND THREAD	1
	17A	95245494	●KEY, WOODRUFF	
	18	97334254	ASSEMBLY, OIL FILL PLUG	1
	19	NSS	●PLUG. OIL FILL	1
	20	97334288	●O-RING, OIL FILL PLUG	1
	21	97333389	ASSEMBLY, PISTON & PIN	2
	22	NSS	●PISTON	1
	23	NSS	●PIN, PISTON	1
	24	NSS	●RING, LOCK	2
□	25	54701081	ASSEMBLY VALVE	1
	26	NSS	●PLATE, VALVE	1
	27	NSS	●VALVE, DISCHARGE	2
	28	NSS	●VALVE, INLET	2
	29	NSS	●STOP, DISCHARGE	2
	30	NSS	●RETAINER, INLET	2
	31	NSS	●SCREW, HEX HEAD - M3 X 16	4
	32	NSS	●NUT, HEX - M3 W/LOCKWASHER	4
	32A	NSS	●STOP, INLET	2
	33	97335756	BELT WHEEL	1
	34	97330500	CAPSCREW, M6 X 14 (END COVER BOLTS)	4
	35	97333488	CYLINDER	1
	36	20102729	ASSEMBLY, END COVER - SERVICE	1
	37	97335624	●SEAL, SHAFT	1
	38	NSS	●COVER END	1
	39	97333843	●GASKET, END COVER	1
	40	97334171	FRAME, COMPRESSOR	1

<input type="checkbox"/>	41	54429600	GASKET, VALVE PLATE	1
<input checked="" type="checkbox"/>	42	97333546	GASKET, CYLINDER	1
<input type="checkbox"/>	43	54571617	GASKET, HEAD	1
	44	97334270	GLASS, SIGHT	1
	45	54410683	HEAD	1
	46	70243936	ASSEMBLY, VENT	1
<input checked="" type="checkbox"/>	47	P04999A	FILTER, INLET (SEE PAGE 17 FOR REPLACEMENT ELEMENT)	1
<input checked="" type="checkbox"/>	48	64U1	ELBOW,PIPE	1
<p>NSS NOT SOLD SEPARATELY</p> <p><input type="checkbox"/> AVAILABLE INDIVIDUALLY OR IN VALVE KIT 300HUA6017</p> <p><input checked="" type="checkbox"/> AVAILABLE INDIVIDUALLY OR IN PISTON RING KIT 300HUA6012</p> <p><input checked="" type="checkbox"/> AVAILABLE INDIVIDUALLY OR IN INSTALL KIT 300HUA6003</p>				

KITS & ACCESSORIES

■ INSTALL KIT

Each install kit contains an air filter, pressure relief valve and check valve.

Part No.	Description
300HUA6003	Kit, Install , Elbow
301HUA6003	Kit, Install, Straight

■ GARDNER DENVER SYNTHETIC LUBRICANT

Part No.	Description
P13930A	Lubricant, 1 qt bottle
28H216	Lubricant, Case of 12, 1 qt bottles

■ AIR FILTER ELEMENT

Part No.	Description
P05050A	Element, Air Filter

■ REPAIR KITS

Repair kits provide all of the parts required to perform common repair tasks such as piston ring replacement or valve replacement.

Part No.	Description	Contents
300HUA6017	Kit, Valve/Gasket	Valve wearing park and head gaskets that are destroyed in replacing valve park.
300HUA6012	Kit, Ring/Gasket.	Complete set of piston rings, a crankshaft seal, and gaskets that are destroyed in breaking the unit down to replace the rings.



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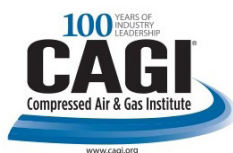
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