View Single Post Thread: Running a Quincy QR-25 head at maximum RPM	
02-09-2009, 03:49 PM	#12
piniongear Stainless	Join Date: Jun 2006 Location: Houston Texas Posts: 1,008
Quote:	
Originally Posted by ichudov <i>PG, where are those vaslves located? Would you care to post a arrow or something pointing them out?</i>	picture of your compressor head with an
I moved the quincy into my garage now, so I can work on it at my leisure. Currently trying to rig it to run from a VFD.	
Here is what I currently have pics of. The first is a page taken from the manual showing the internals of the 325. Your 340 should be the same. Your compressor just has a longer stroke and bigger bore than mine.	





Here is the identification of the different items on the compressor.

You see the large hex cap nut in the center of the two discharge valves? <u>This is a very important piece and</u> <u>the piece under it is equally important</u>! Items #9 and #10 respectively. When you want to remove the valves which lay under the cap you must remove the large center cap nut (#9) first. This is called the Valve Asembly Holddown Screw Lock.

Under that is item #10 (Valve Assembly Holddown Screw) and it will have a slot across the top of it. Place a metal bar in the slot and unscrew item #10 until there is free movement and it is no longer under any tension.

Then, and only then can you remove the 4 bolts (item #12) and then remove item #11 (the cap). Failing to follow these steps will result in breaking the cast steel cap (#11) and please don't ask me how I know this. After the cap comes off you will have a large hold down bolt (#16) to remove and the valve comes out. At the very bottom you will find a copper seating washer sitting in the cast iron block. It may be hard to see and if so just take a scribe and catch the edge of it and pull it out of the block. Reuse it if it looks good, but replace it if it shows any sign of wear or distortion.

Make note of how the pieces of the valve are positioned. If the parts are rusty as mine were, clean up everything. The actual 'valve' is the flat washer between the steel pieces. This washer goes up and down (opens and closes) as the compressor operates. Put a piece of 600 wet/dry paper on a flat surface with some kerosene on it and face off the steel bodies with a figure 8 motion until the surfaces shine and are free of

marks. Do the same with the hardened steel washers (valves) until they shine. Do this for each of the 4 valve assemblies. I have noted the torque values for when you reassemble everything.

edit note: Here is the parts and valves of the intake side. The discharge side I have no pics of but they are similar. The internal parts are a bit different and of course the discharge does not have the unloading towers.



Last edited by piniongear : 02-09-2009 at 03:56 PM. Reason: added edit note and additional photo

Quote