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INSTRUCTION MANUAL

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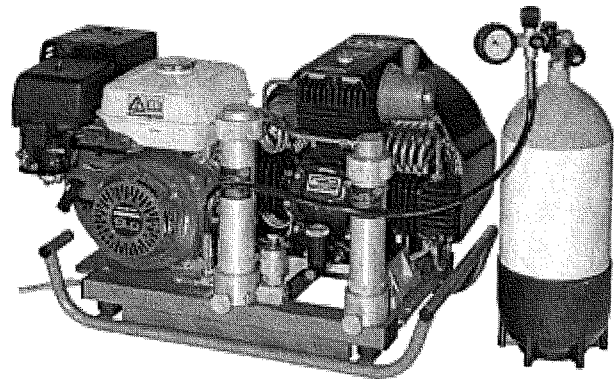
**LW 225 E**  
**&**  
**LW 245 B**

**BREATHING AIR  
COMPRESSOR**



**LENHARDT & WAGNER GMBH**  
 Bensheimer Strasse 100  
 D-64653 Lorsch / Germany

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Technical Data	LW 225 E	LW 245 B
Capacity:	225 l/min (7.9 cfm)	245 l/min (8.7 cfm)
Max. working pressure:	330 bar (4,850 psi)	
RPM:	1,850 min <sup>-1</sup>	2,000 min <sup>-1</sup>
No of stages/cylinders:	3	
Bore 1st Stage:	Ø 75.5 mm	
Bore 2nd Stage:	Ø 28 mm	
Bore 3rd Stage:	Ø 13 mm	
Stroke:	39 mm	
Medium:	Breathing Air	
Oil capacity (Compressor):	800 ml	
Air inlet temperature min/max:	0 < +45°C	0 < +45°C
Operation temperature min/max:	+5 < +45°C	+5 < +45°C
Cooling air requirement:	> 1,650 m <sup>3</sup> /h	> 1,800 m <sup>3</sup> /h
Prime mover:	E-Motor / 400 V / 50 Hz <i>(special windings on request)</i>	Honda GX270
IP Protection class (motor):	IP 55	-
Max. power:	5.5 kW	6.0 kW
Prime mover RPM:	2,860 min <sup>-1</sup>	3,600 min <sup>-1</sup>
Noise level (at 1m distance):	87 dB[A]	93 dB[A]
Breathing air filter capacity:	approx. 200 m <sup>3</sup>	
Breathing air quality:	In accordance with EN 12021	
<b>Dimensions:</b>		
Length:	780 mm	920 mm
Width:	450 mm	450 mm
Height:	560 mm	570 mm
Weight:	92 kg	94 kg

## S A F E T Y P R E C A U T I O N S

### **General Notice**

This instruction manual contains the operation and maintenance procedures necessary to safely run your L&W compressor.

We strongly recommend to read this manual thoroughly prior to operation and follow all the safety precautions precisely.

Damage resulting from any deviation from these instructions is excluded from warranty and liability for this product.

Be sure to pay attention to the following points:

- Fill only tanks with a valid hydrostatic test date
- Never exceed the working-pressure rating indicated on the tank
- Carry out proper maintenance on the compressor and filtration system
- Care must be taken to avoid the intake of contaminated air in to the compressor
- Do not exceed maximum operating temperatures

### **Safety Precautions**

- Read the operation manual of your compressor carefully
- Allow only qualified personnel to run the compressor
- Do not place any objects on compressor while in operation
- Make sure no person or object can accidentally touch any moving parts while running
- Take care that the intake-air is pure and free of toxic gases
- All work on compressor must be carried out while compressor is disconnected for the power supply and depressurized
- Check unit regularly for air- & oil leaks
- Never weld damaged high-pressure tubes
- Filling-hoses must be in perfect condition; special attention should be paid to the connecting fittings
- Do not touch any hot compressor / engine parts while doing maintenance work as these may cause injury by burning. Wait until unit has cooled down.

## **Filling process**

Fill only air tanks which are:  
suitable for final pressure and hydro static tested (check last testing date).

### **- LW 225 E V3:**

- ◆ Close filling valve
- ◆ Close drain valves of water separators
- ◆ Start compressor by switch
- ◆ Check direction of rotation
- ◆ Run compressor to max. pressure and check final safety valve
- ◆ Connect tank to compressor. Filling valve and tank are still closed
- ◆ Slowly open filling valve
- ◆ Carefully open tank valve
- ◆ Fill tank to desired pressure
- ◆ First close tank valve
- ◆ Close filling valve
- ◆ Release pressure between tank and filling valve by rotating the vent screw.  
A hissing sound can be heard
- ◆ Disconnect tank from compressor
- ◆ Turn off compressor by switch

### **- LW 245 B V3:**

- ◆ Close filling valve
- ◆ Open drain valves of water separators
- ◆ Open fuel tank valve on Honda engine
- ◆ Adjust choke and throttle on Honda engine
- ◆ Turn switch to position 1 on Honda engine
- ◆ Start Honda engine
- ◆ Close drain valves of water separators
- ◆ Run compressor to max. pressure and check final safety valve
- ◆ Connect tank to compressor. Filling valve and tank are still closed
- ◆ Slowly open filling valve
- ◆ Carefully open tank valve
- ◆ Fill tank to desired pressure
- ◆ First close tank valve
- ◆ Close filling valve
- ◆ Release pressure between tank and filling valve by rotating the vent screw  
A hissing sound can be heard
- ◆ Disconnect tank from compressor
- ◆ Turn off compressor by switch on Honda engine (position 0)

## **Intake filter**

A micro filter cartridge is used as an air intake filter. The filter cartridge has to be checked regularly and should be replaced if necessary - at least once a year.

A dirty contaminated filter restricts the airflow, reduces the compressor's capacity and causes overheating.

## **Cylinder heads and valves**

Inlet and outlet valves of the 1<sup>st</sup> stage are located under the 1<sup>st</sup> stage valve cover. The inlet valve opens on the down-stroke, the outlet one on the up-stroke. To reach the 2<sup>nd</sup> and 3<sup>rd</sup> stage valves it is necessary to remove the cylinder heads first. Then the valves can be pulled out of their seat and held in a bench-vice with the alloy valve holder (table D) for further dismantling. The valves should be replaced after 1000 working hours due to normal wear and tear.

## **Lubrication**

0.85 litre of synthetic oil (order no. L&W 9001) is required for an oil change.

**NOTE:** The oil level should always be above the red oil level marking (located on the left hand side of the oil filling plug).

## **Starting the compressor for the first time**

- ◆ Place compressor in a distance of at least 50 cm to any walls (air temperature max. 40 degree centigrade)
- ◆ Make sure your location is properly vented due to exhaust gases (LW 245 B V3)
- ◆ Check oil level on Honda engine (LW 245 B V3)
- ◆ Check fuel level on Honda engine (LW 245 B V3)
- ◆ Check connections
- ◆ Check oil level on compressor
- ◆ Check if air filter cartridge is in place
- ◆ Make sure all filling valves are closed
- ◆ Start compressor
- ◆ Run compressor to max. pressure
- ◆ Check if safety valve opens at max. pressure
- ◆ Check compressor unit for air leaks
- ◆ Check drain valves of water separators
- ◆ Turn off compressor
- ◆ Release pressure by filling valves

## **Safety valves**

Every pressure-stage is equipped with its own safety valve. They protect the unit from over-pressure / load.

The valves are adjusted to:

**1<sup>st</sup> Stage: 15 bar**

**2<sup>nd</sup> Stage: 72 bar**

**3<sup>rd</sup> Stage: final pressure**

If a safety valve blows it indicates problems with either inlet or outlet valve of the next stage.

<p><b>NOTE: A faulty safety valve should always be replaced!</b></p>
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## **Removing the compressor cover**

The compressor cover is held in place by three allen screws (M8). One is placed on top of it, two are mounted to the frame. In order to reach them, tilt the unit and loose screws by 6 mm allen key.

## **Pressure maintaining valve**

A pressure maintaining valve is fitted next to the water separator / filter housing. It is adjusted to provide a pressure of at least 160 bar to the filling hose, optimising the effectiveness of the filter to ensure the best possible air quality.

## **Changing the mole carbon cartridge**

The mole carbon cartridge lasts for about 16 (LW 225 E V3) / 15 hours (LW 245 B V3) at an average humidity and at 25 degree centigrade. At 30 degree centigrade plus and high humidity, its life is reduced to 10 (9) hours. The cartridges are packed airtight. We recommend that they should be opened just before they are fitted to the compressor, as they could be saturated with moisture just being exposed to high humidity. To change the filter cartridge stop the compressor and release all the pressure by opening the drain and filling valves. Once the unit is free of pressure the filter housing cap can be unscrewed using the filter tool delivered with the compressor. If pressure remains in the

housing, it is almost impossible to open the filter housing cap. Pull out used filter cartridge and replaced it by a new one. Make sure O-ring is in place and in useable condition. Fit spring on top of filter. Screw cap on hand tight. Check filter housing for air leaks during the next filling process.

### **Conservation of compressor**

If the compressor will not be used for a long period of time the following steps should be taken:

- ◆ Run the compressor for about 10 minutes
- ◆ Open filling hose valve and let the compressor run for another five minutes
- ◆ Turn the compressor off
- ◆ Release all pressure and condensate
- ◆ Close the filling hose valve
- ◆ Fill up fuel tank to top level to avoid corrosion (LW 245 B V3)
- ◆ The compressor should be stored in a dry and dust free place

**Before restarting the compressor, the following steps should be carried out:**

- ◆ Change oil (if the compressor was out of use for more than 12 months)
- ◆ Check air intake filter
- ◆ Replace mole carbon filter cartridge
- ◆ Check oil level(s)
- ◆ Check fuel level (LW 245 B V3)
- ◆ Check condition of filling hose
- ◆ Start compressor
- ◆ Run the compressor with open filling valves for 5 minutes
- ◆ Close filling valve
- ◆ Drive compressor close to 200 bar and control connections for air leaks
- ◆ Release pressure and drain water separators

The compressor is now ready for use.

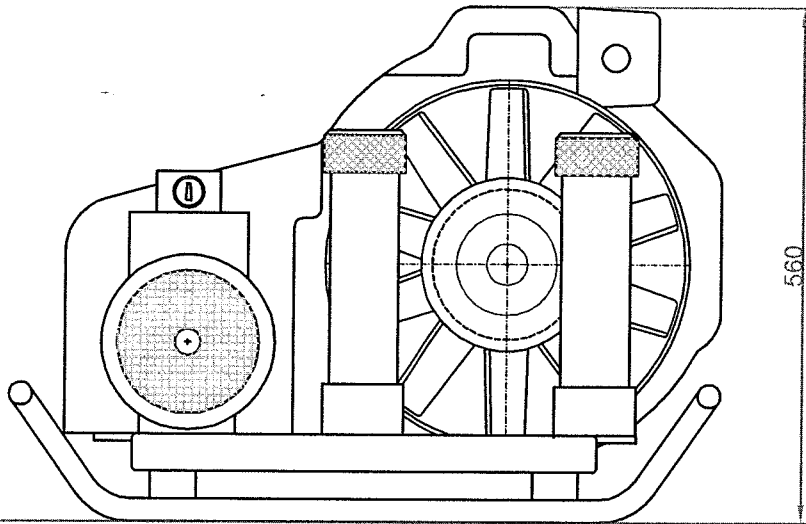


Symptom	Problem	Remedy
<b>Final pressure is not reached</b>	Connections leaking	Re-tighten, clean and/or replace
	Final pressure safety valve blows off	Replace
	Cooling pipe leaking	Replace
	Condensation drain valves	Check tightness, clean and/or replace
	Final pressure switch cuts off (option)	Re-set final pressure cut off
<b>Compressor vibrates excessively</b>	V-Belt tension insufficient	Tighten V-Belts
	Compressor block and/or prime mover mounting screws loose	Re-tighten
	Shock absorbing feet worn down	Replace
	Uneven surface	Move compressor accordingly
<b>Compressor overheats</b>	Inlet filter cartridge blocked	Replace
	Ambient temperature too high	Improve ambient conditions or run for shorter periods
	Cooling air feed/exhaust not sufficient	Adhere to the installation data
	Inlet hose too long	Reduce the length and/or increase the diameter
	Inlet hose diameter too small	Increase diameter
	Compressor turning in the wrong direction	Ensure correct rotation (phase)
Suction/pressure valve blocked	Clean and/or replace	
<b>Safety valve blows off</b>	Suction / pressure valve in the following stage defect	Clean and/or replace
	Sinter filter in the following stage blocked	Replace
	Safety valve leaks	Replace (do not tamper)
<b>Air tastes of oil</b>	Molecarbon filter needs replacing	Replace
	Incorrect compressor oil	Use only authorised oil type
	Non conform type of filter	Replace with correct filter
	Cylinders and / or piston rings worn	Replace
<b>Delivery rate too low</b>	Suction/pressure valve blocked	Clean and/or replace
	Cylinder / piston rings worn	Replace
	Also see section „final pressure is not reached“	
<b>Automatic condensation drain not functioning (Option)</b>	Solenoids defect	Replace
	Cable/wiring defect	Repair
	Timer defect	Replace
	Sinter filter from pneumatic valve blocked	Replace
	Piston in the pneumatic valve blocking	Dismantle pneumatic valve
<b>Automatic condensation drain operates between cycles</b>	Pilot pressure for pneumatic valve too low	Replace suction/pressure valve / safety valve
	Piston seat in the pneumatic valve damaged/contaminated	Clean / Replace
	Timer settings incorrect	Set default settings

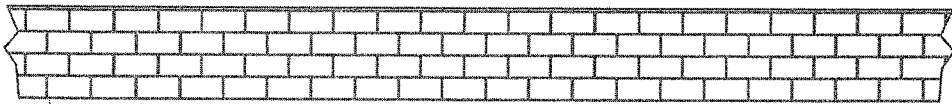




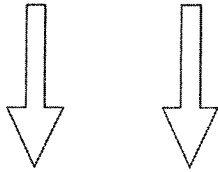
Symptom	Problem	Remedy
<i>(Option)</i>	Timer defective	Replace
<b>Compressor switches off before final pressure is reached</b> <i>(Option)</i>	Final pressure switch not properly set	Reset
	Pressure maintaining valve set too high	Reset
	Fuse/breaker tripped	Refer to the correct fuse ratings for the supply
<b>Filter cartridges times too short</b>	Pressure maintain valve set too low	Reset to 170 bar
	Non conform type of filter	Use only correct filters
	Shelf life exceeded	Adhere to date of expiry
	Packing damaged and / or filter packing opened too long before use	Store properly and open immediately before use
	Ambient temperature too high	Ensure correct and sufficient cooling air feed and exhaust
	Cylinder / piston rings worn	Replace
<b>Excessive oil consumption</b>	Cylinder / piston rings worn	Replace
	Incorrect compressor oil	Use only authorised oil type
	Operating temperature too high	Adhere to operating parameters
	Oil leak in the compressor block	Check relevant components especially shaft seal and replace/re-tighten



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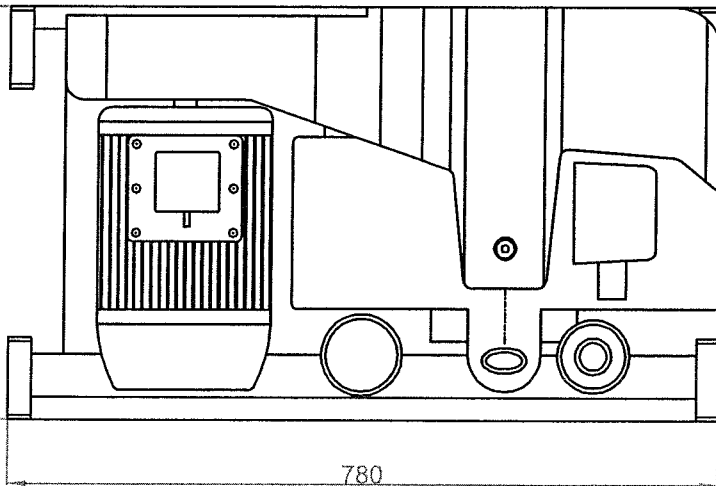


300



Cooling Air Inlet  
Kühlluft Ansaugbereich

450

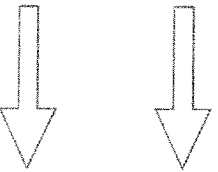


780

LW 160 E / LW 225 E

LENHARDT & WAGNER GMBH

300



Cooling Air Outlet  
Kühlluft Abströmbereich



# Maintenance List

## LW 225 E V3 & LW 245 B V3

Routine Service	Intervals
Renewal of filter cartridge	every 16 working hours (at 20°C) - LW 225 E V3 every 15 working hours (at 20°C) - LW 245 B V3
Oil changes	1. Oil change after 5 working hours 2. Oil change after 25 working hours 3. Oil change after 50 working hours 4. Oil change after 200 working hours thereafter every 200 working hours - but at least once a year  (Order No. LW 9001 - Filling capacity 950 ml)
Replacing air inlet filter	Depends on degree of pollution - but at least once a year
Replacing V-belts	every 50 working hours
Replacing suction & pressure valves	every 1000 working hours
Check end-pressure safety valve	before each filling process
Check safety devices	at least once a year - these service is exclusively expert work
Clean pressure pipes and check for air leaks	every 50 working hours
Check filling hose(s) for damage	before each filling process
Clean oil / waterseparators	every 200 working hours
Replace O-rings of oil / waterseparators	every 400 working hours
Control all connections, unions and bolts for correct torques	after 15 working hours - thereafter every 50 working hours
<b>LW 245 B V3: For servicing the Honda GX 270 engine, please note separat delivered Honda Instruction Manual</b>	

**TIGHTENING TORQUES**

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<b>Cylinder Head Bolts</b>	1 <sup>st</sup> Stage	22 - 24 Nm
<b>Cylinder Head Bolts</b>	2 <sup>nd</sup> & 3 <sup>rd</sup> Stage	28 Nm
<b>Nuts M10</b>	(8.8)	44 Nm
<b>Fan Bolts</b>	(8.8)	20 Nm
<b>Guide Bar Bolts</b>		10 Nm

## **Remarks for the Operator**

The fittings (safety equipment) of the particular pressure vessels have been tested.

The pressure vessels have to be submitted to an inspection of the local conditions at site by a competent expert before being taken into operation.

According to the German pressure vessel regulation § 10 (Druckbehälter - Verordnung) the pressure vessel has to be subjected to re-examination by a competent expert.

*(Valid in the F.R.G.)*

## **Additional Remarks**

### **- Water Separator 2<sup>nd</sup> Stage -**

This pressure vessel is released for 50,000 loading cycles at a pressure fluctuation range of 60 bar.

After reaching this figure the pressure vessel has to be renewed.

It is the duty of the operator to record the actual loading cycles.

### **- High Pressure Filter Housing -**

This pressure vessel is released for 3,800 / 40,000 loading cycles at a pressure fluctuation range of 330 / 225 bar.

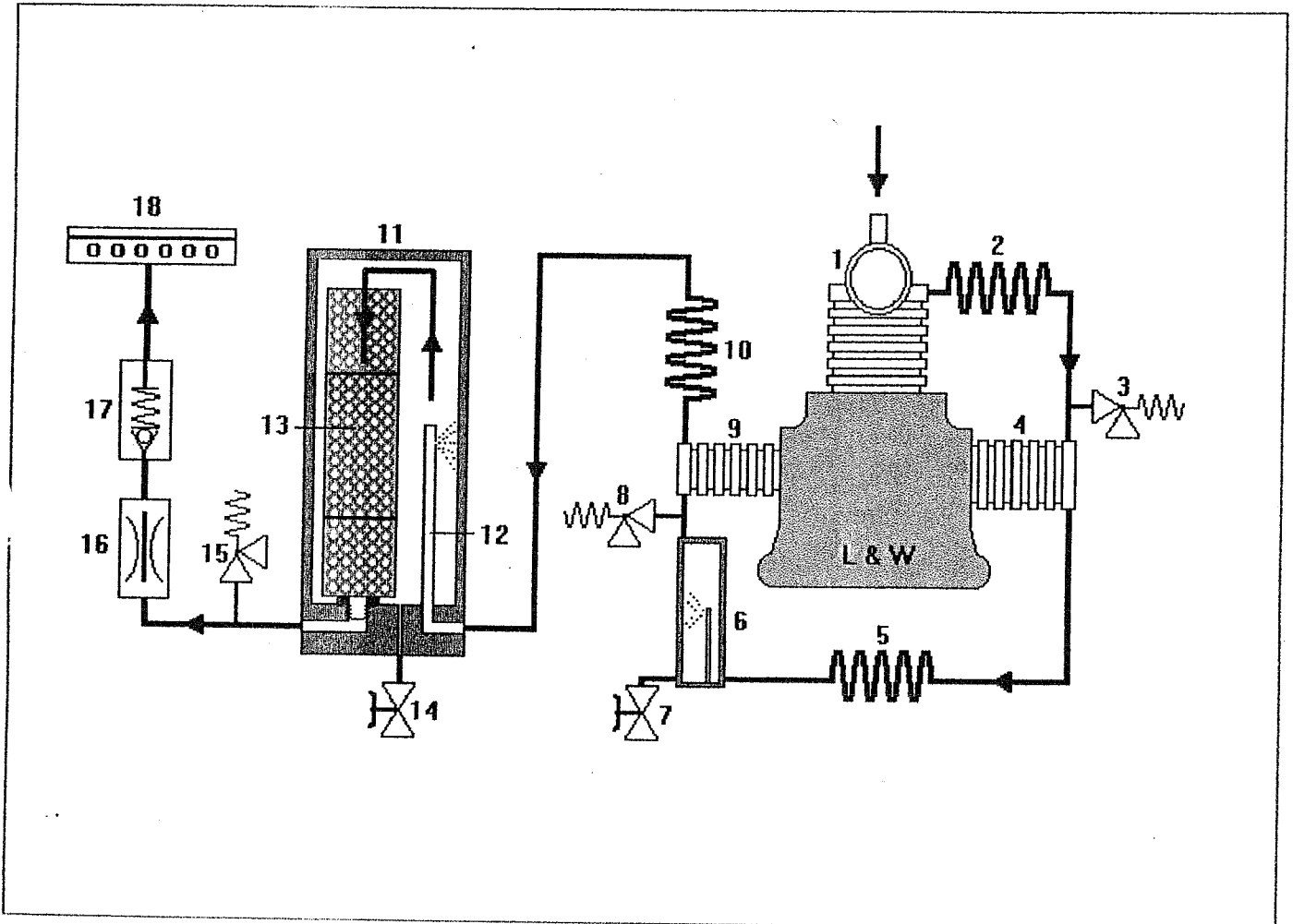
After reaching this figure the pressure vessel has to be renewed.

It is the duty of the operator to record the actual loading cycles.

## Troubleshooting

TROUBLE	CAUSE	REMEDY
Gas engine does not start		See operation manual
Electric motor does not start		See operation manual
Safety-valve 1 <sup>st</sup> stage blows off	2 <sup>nd</sup> stage valve defect	Clean valve or replace (9.2.2.)
Safety-valve 2 <sup>nd</sup> stage blows off	3 <sup>rd</sup> stage valve defect	Clean valve or replace (9.2.2.)
Safety-valves 1 <sup>st</sup> & 2 <sup>nd</sup> stage blow off even though valves 2 <sup>nd</sup> & 3 <sup>rd</sup> stage are okay	Safety-valves defect or piston 3 <sup>rd</sup> stage seized	Replace (9.2.1.)
Safety-valve 3 <sup>rd</sup> stage blows off	Maximum operating pressure exceeded	Change tank Check if tank-and shut-off valve is open Clean valve or replace (9.2.2.) Adjust with fine-tuning knob (9.2.1.) Replace gauge Replace valve
- blows off below preset pressure	Safety-valve not well adjusted	
- blows off above preset pressure	Gauge stuck	
Engine speed and air output decrease	Valve defect	See engine operation manual
Air output decreases although engine speed is correct	Drive-belt is slipping Valves blocked or leaking Damaged piston 3 <sup>rd</sup> stage Blocked or leaking cooling-tubes	Adjust belt (7.7.) Clean or replace (9.2.) Replace (9.3.) Brush with soap-solution to find leaks Replace tubes or tighten fittings Remove tubes and check for blocks Replace Adjust Replace (9.3./9.4.)
Unit is vibrating abnormally	Intake-filter dirty Intake-hose kinked Worn pistons or rings Engine- or compressor-mounting bolts are loose Pulley-bolts are loose Worn drive-belts Bad alignment Wrong speed	Check and tighten all bolts  Tighten Replace Align properly (6.1.) change rpm until least vibration

TROUBLE	CAUSE	REMEDY
Unit produces abnormal noises	Engine-pulley or fan is chafing Cooling tubes bent	Move belt-guard away from moving parts Straighten out wrong bend
Compressor gets too hot	Wrong direction of rotation Dirt on outside of cooler Dirty valve(s) not closing properly (causing overload of another stage)	See arrow on compressor (6.1.) Clean (8.2.) Clean or replace (9.2.)
Pipe after outlet valve not hot	Outlet valve malfunctioning	Clean or replace
Smell of burning rubber	Loose or worn drive-belts	Tighten or replace (7.7.)
Belts twisting or jumping off	Engine and compressor out of alignment Drive-belts worn Mounting- or pulley bolts loose	Check alignment (6.1.) Replace Tighten
Shut-off valve of filling valve assembly hard to move	Worn plastic packing washer FVA 14	Replace

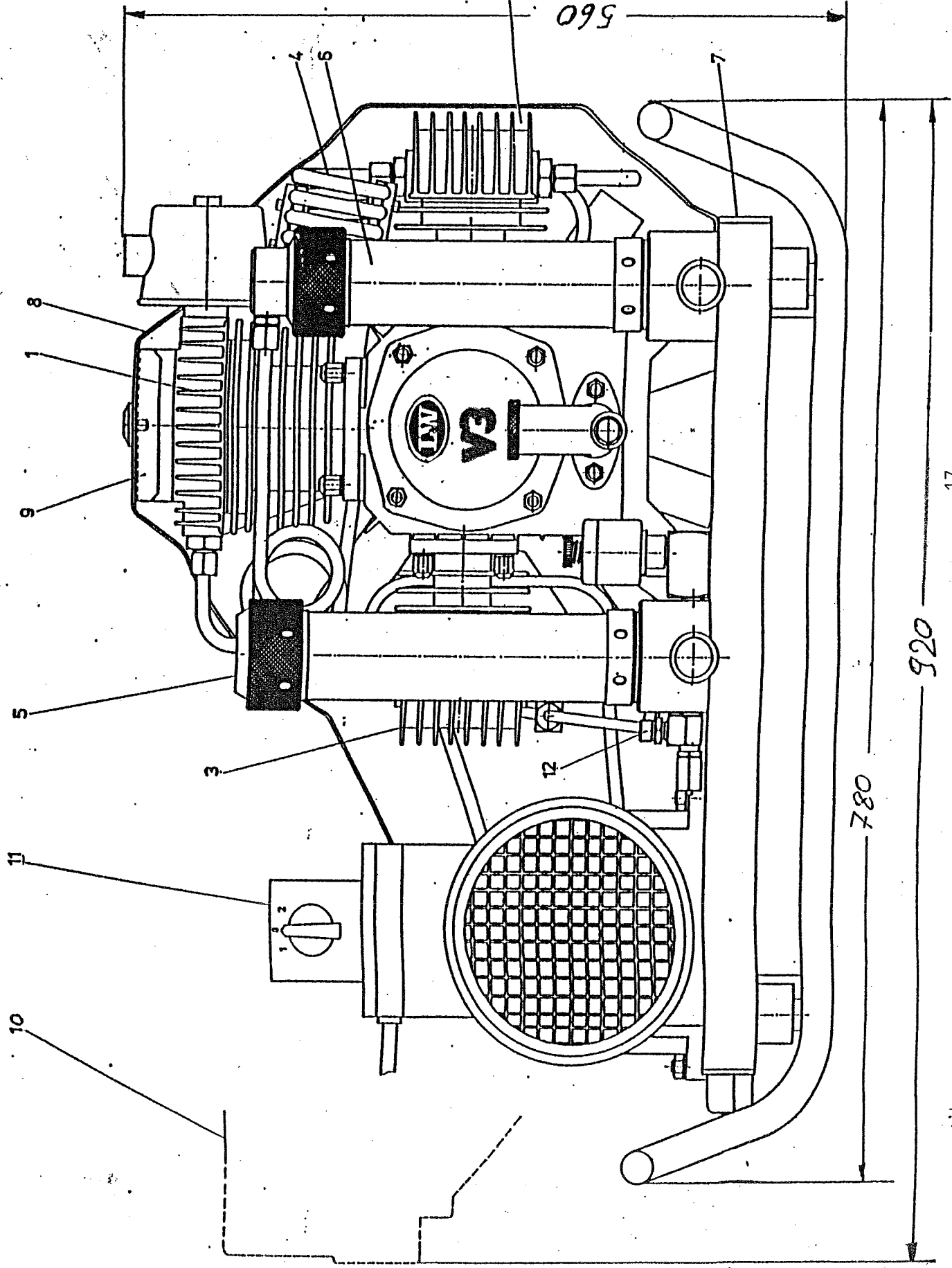


1. 1st stage with intake filter
2. intercooler 1st / 2nd stage
3. safety valve 1st stage
4. 2nd stage
5. intercooler 2nd / 3rd stage
6. intermediate separator 2nd / 3rd stage
7. condensate drain valve
8. safety valve 2nd stage
9. 3rd stage
10. aftercooler 3rd stage
11. separator with filter assembly
12. jet
13. longlife filter cartridge
14. condensate drain valve
15. safety valve 3rd stage
16. pressure maintaining valve
17. non return valve
18. filling assembly (option)

1. 1. Stufe mit Ansaugfilter
2. Wärmetauscher 1. Stufe
3. Sicherheitsventil 1. Stufe
4. 2. Stufe
5. Wärmetauscher 2. Stufe
6. Wasserabscheider 1. und 2. Stufe
7. Kondensat Ablassventil 2. Stufe
8. Sicherheitsventil 2. Stufe
9. 3. Stufe
10. Nachkühler 3. Stufe
11. Filtergehäuse und Wasserabscheider
12. Sprühdüse
13. Filterpatrone
14. Entwässerungsventil 3. Stufe
15. Sicherheitsventil 3. Stufe
16. Druckhalteventil
17. Rückschlagventil
18. Fülleiste (Option)



- 1. Cylinder 1. Stage
- 2. Cylinder 2. Stage
- 3. Cylinder 3. Stage
- 4. Cooling Pipe
- 5. Filter Housing
- 6. Water Separator
- 7. Frame
- 8. GRP Compressor Cover
- 9. Airdeflector
- 10. Honda Engine
- 11. Electric Motor
- 12. HP - Outlet

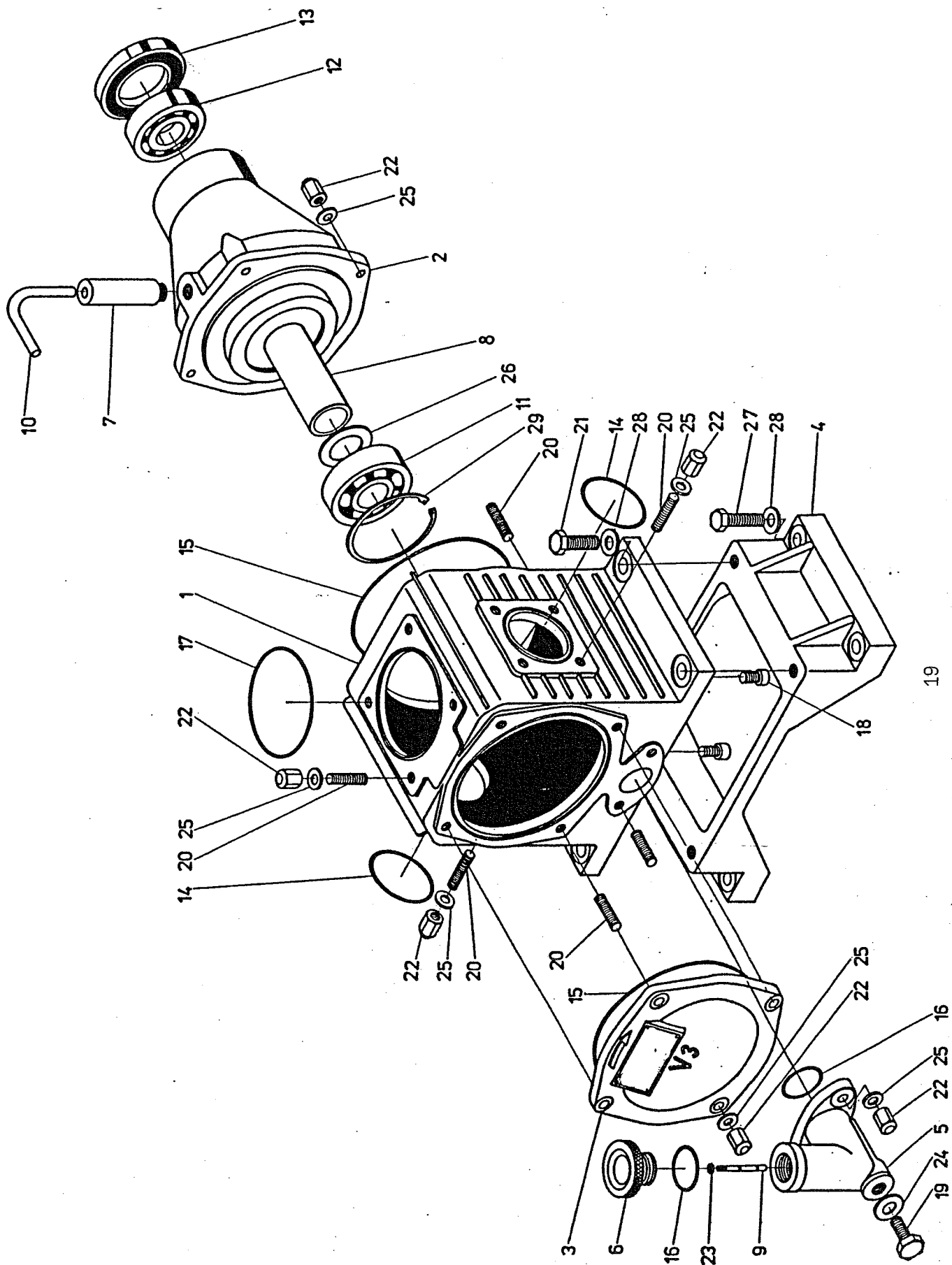


SPARE PART LIST

**LW 225 E V3**

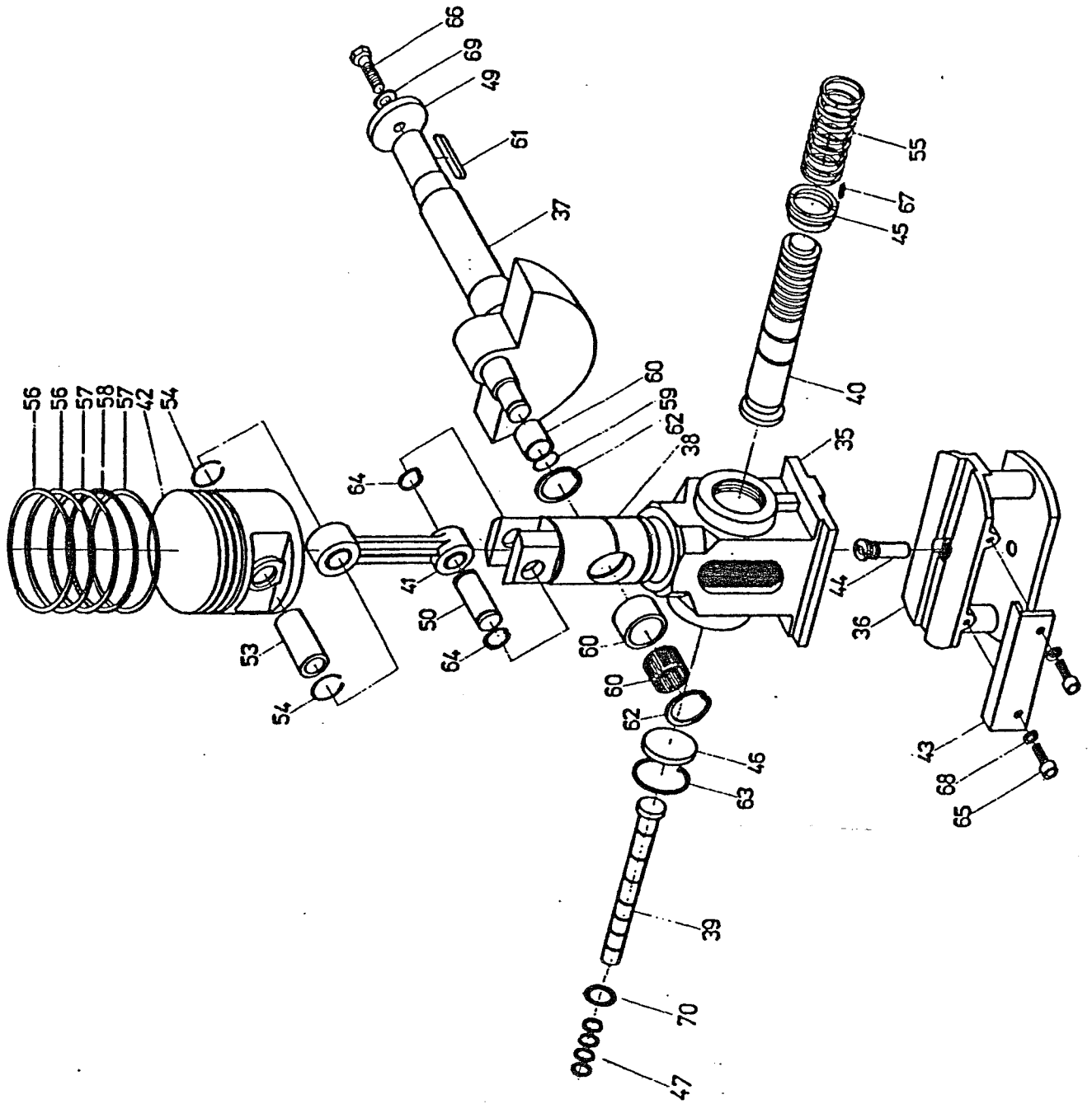
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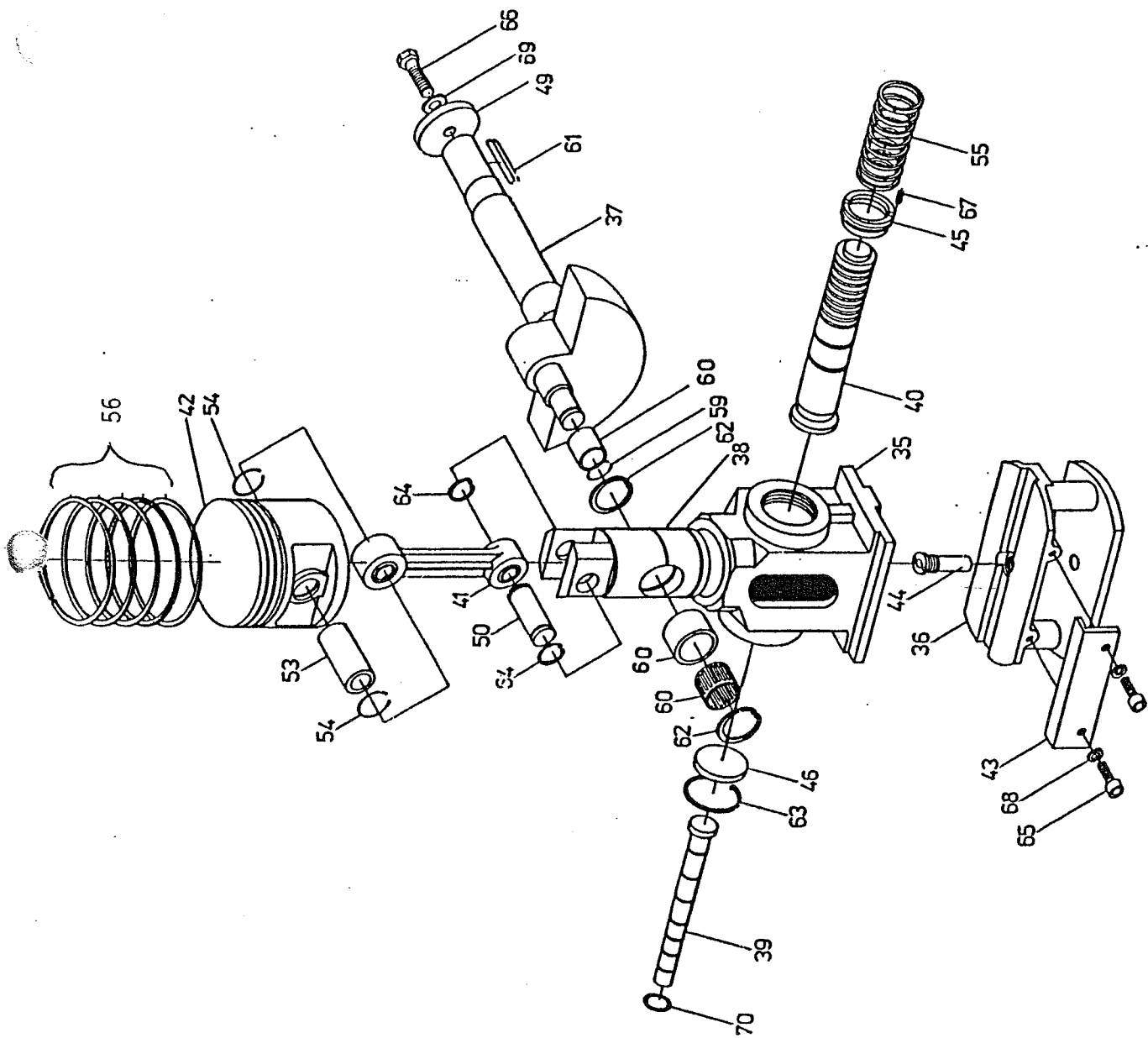
**LW 245 B V3**



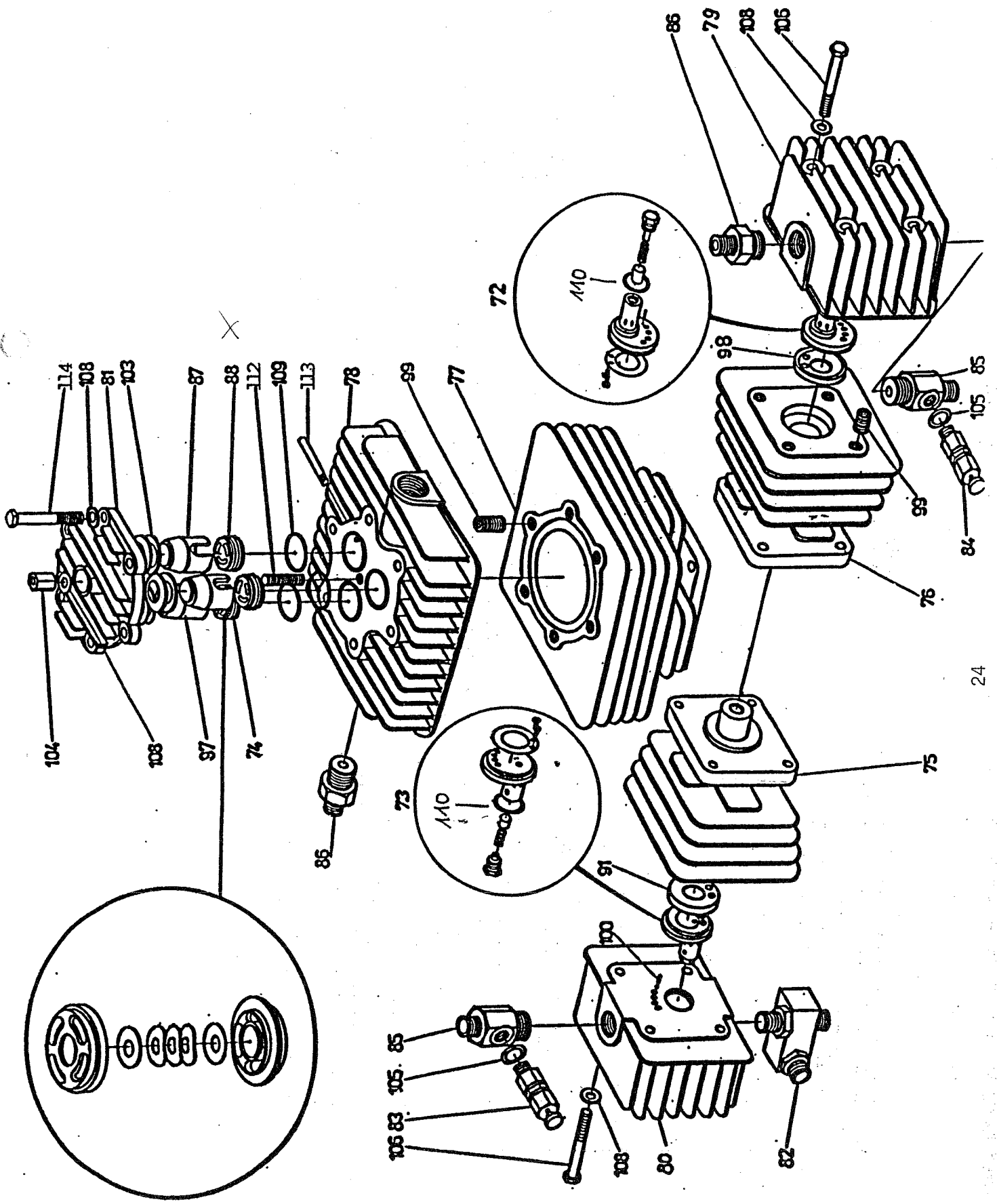
COMPRESSOR BLOCK - LW 225 E V3 - 245 B

Part No.	Description	Q	Remarks
LW 225 / 245 1	Crankcase	1	
LW 225 / 245 2	Front Cover	1	
LW 225 / 245 3	Backcover	1	
LW 225 / 245 4	Mounting Stand	1	
LW 225 / 245 5	Oil-Fill	1	
LW 225 / 245 6	Oil-Cap	1	
LW 225 / 245 7	Breather	1	
LW 225 / 245 8	Spacer	1	
LW 225 / 245 9	Dipstick	1	
LW 225 / 245 10	PVC Hose	1	
LW 225 / 245 11	Bearing 6306	1	
LW 225 / 245 12	Bearing 6305	1	
LW 225 / 245 13	Gasket	1	
LW 225 / 245 14	O-Ring Ø 52 x 2 mm	2	
LW 225 / 245 15	O-Ring Ø 130 x 3 mm	2	
LW 225 / 245 16	O-Ring Ø 30x 2 mm	2	
LW 225 / 245 17	O-Ring Ø 85x 2 mm	1	
LW 225 / 245 18	Allen Bolt M8 x 30 mm	2	
LW 225 / 245 19	Drain Plug M12 x 20 mm	1	
LW 225 / 245 20	Stut M8 x 20 mm	22	
LW 225 / 245 21	Bolt M10 x 35 mm	4	
LW 225 / 245 22	Nut M8	22	
LW 225 / 245 23	Dome Nut	4	
LW 225 / 245 24	Plastic Washer Ø 12 x 26 x 3 mm	1	
LW 225 / 245 25	Washer Ø 8.4 mm	22	
LW 225 / 245 26	Washer	1	
LW 225 / 245 27	Bolt M10 x 40 mm	4	
LW 225 / 245 28	Washer Ø 10.5	8	
LW 225 / 245 29	Circlip Ø 72 mm	1	









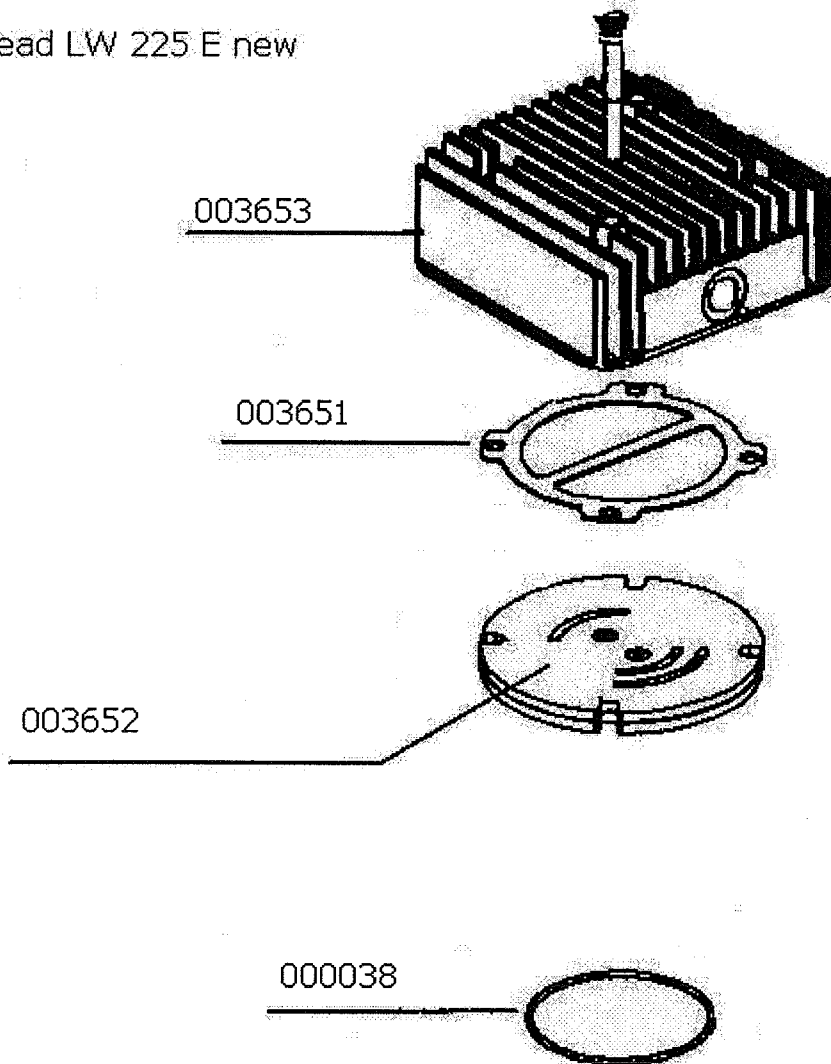


COMPRESSOR BLOCK - LW 225 E V3 / LW 245 B V3

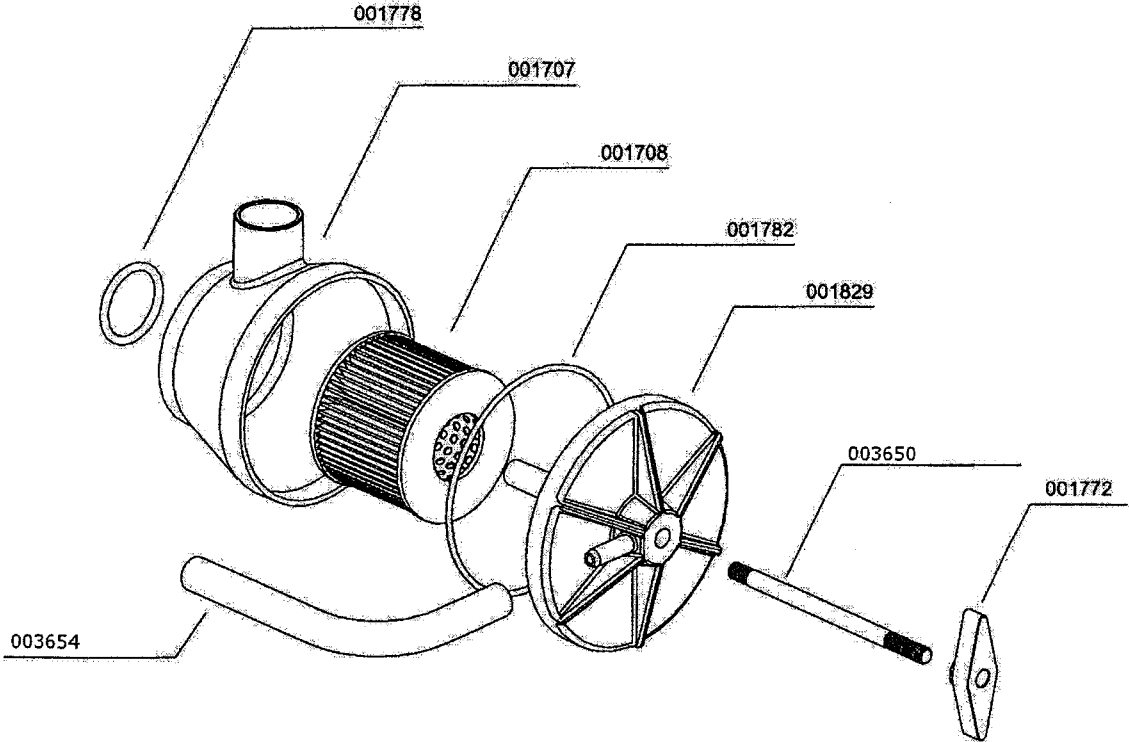
Part No.	Description	Qty.	Remarks
LW 225 / 245 72	Valve 2 <sup>nd</sup> Stage (compl.)	1	
LW 225 / 245 73	Valve 3 <sup>rd</sup> Stage (compl.)	1	
LW 225 / 245 74	Outlet Valve 1 <sup>st</sup> Stage	1	
LW 225 / 245 75	Cylinder 3 <sup>rd</sup> Stage	1	obtainable only in combination with part no. 39
LW 225 / 245 76	Cylinder 2 <sup>nd</sup> Stage	1	
LW 225 / 245 77	Cylinder 1 <sup>st</sup> Stage	1	
LW 225 / 245 78	Valvehead 1 <sup>st</sup> Stage	1	
LW 225 / 245 79	Valvehead 2 <sup>nd</sup> Stage	1	
LW 225 / 245 80	Valvehead 3 <sup>rd</sup> Stage	1	
LW 225 / 245 81	Valvecover 1 <sup>st</sup> Stage	1	
LW 225 / 245 82	Pipe Junction 3 <sup>rd</sup> Stage	1	
LW 225 / 245 83	Safety Valve 2 <sup>nd</sup> Stage	1	
LW 225 / 245 84	Safety Valve 1 <sup>st</sup> Stage	1	
LW 225 / 245 85	Pipe Coupling - Inlet 2 <sup>nd</sup> Stage	2	
LW 225 / 245 86	Pipe Coupling - Outlet 1 <sup>st</sup> Stage	2	
LW 225 / 245 87	Inlet Valve Housing 1 <sup>st</sup> Stage	2	
LW 225 / 245 88	Inlet Valve 1 <sup>st</sup> Stage	2	
LW 225 / 245 91	Valve Cap 3 <sup>rd</sup> Stage	1	
LW 225 / 245 97	Outlet Valve Housing 1 <sup>st</sup> Stage	1	
LW 225 / 245 98	Valve Cap 2 <sup>nd</sup> Stage	1	
LW 225 / 245 103	Spring Washer 1 <sup>st</sup> Stage	6	
LW 225 / 245 104	Nut M8	1	
LW 225 / 245 105	Washer Copper Ø 14 x 20 x 1 mm	2	
LW 225 / 245 106	Bolt M8 x 70 mm	8	
LW 225 / 245 108	Washer M8	15	
LW 225 / 245 109	O-Ring Ø 36 x 2 mm Silicon	3	
LW 225 / 245 110	O-Ring Ø 24 x 2.5 mm Viton	1	
LW 225 / 245 111	O-Ring Ø 25 x 2 mm Viton	1	
LW 225 / 245 112	Stut M8 x 20 mm	1	
LW 225 / 245 113	Vent Pipe	1	
LW 225 / 245 114	Bolt M8 x 80 mm	6	

Zylinderkopf LW 225 E neu

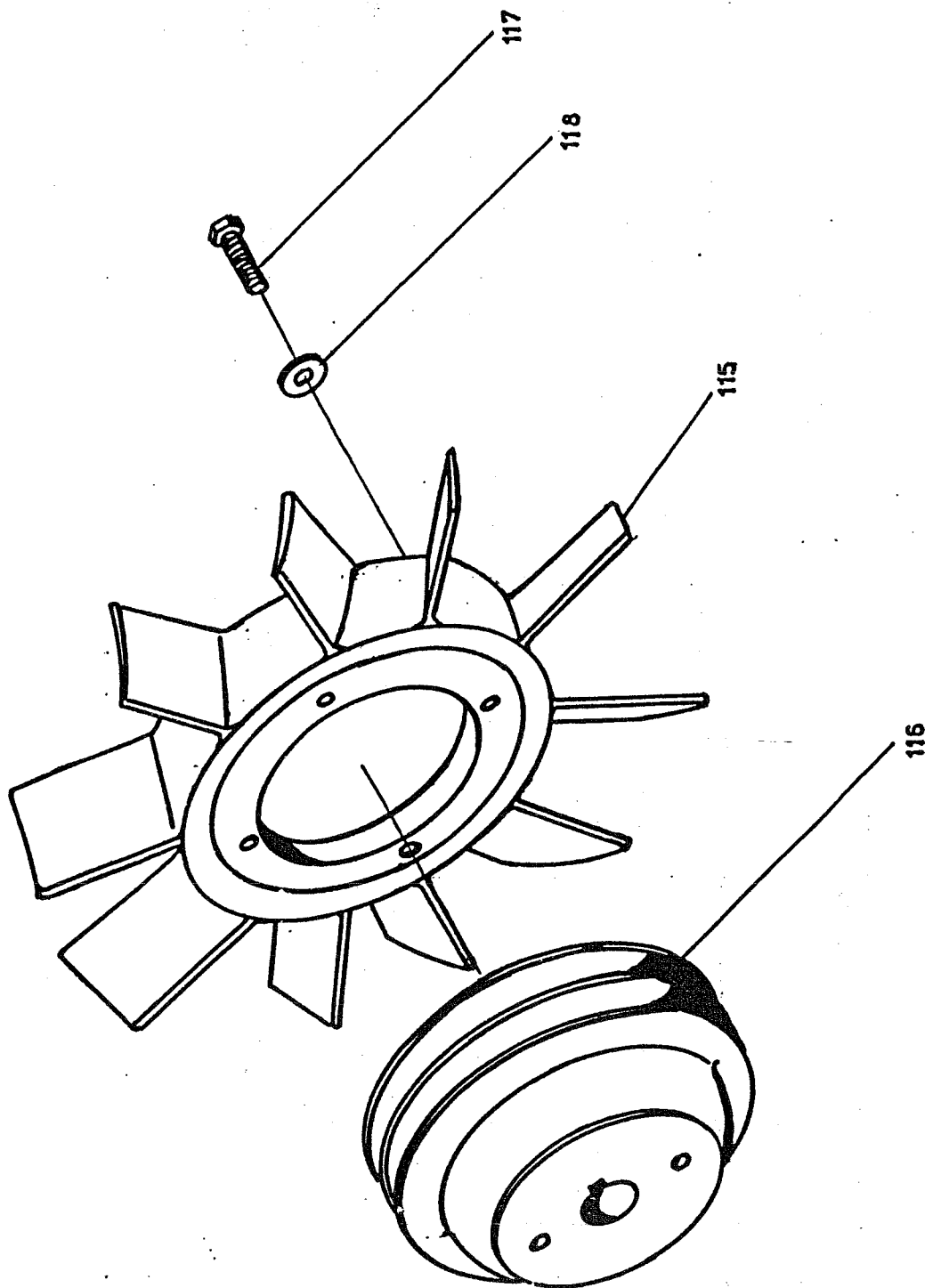
Cylinderhead LW 225 E new



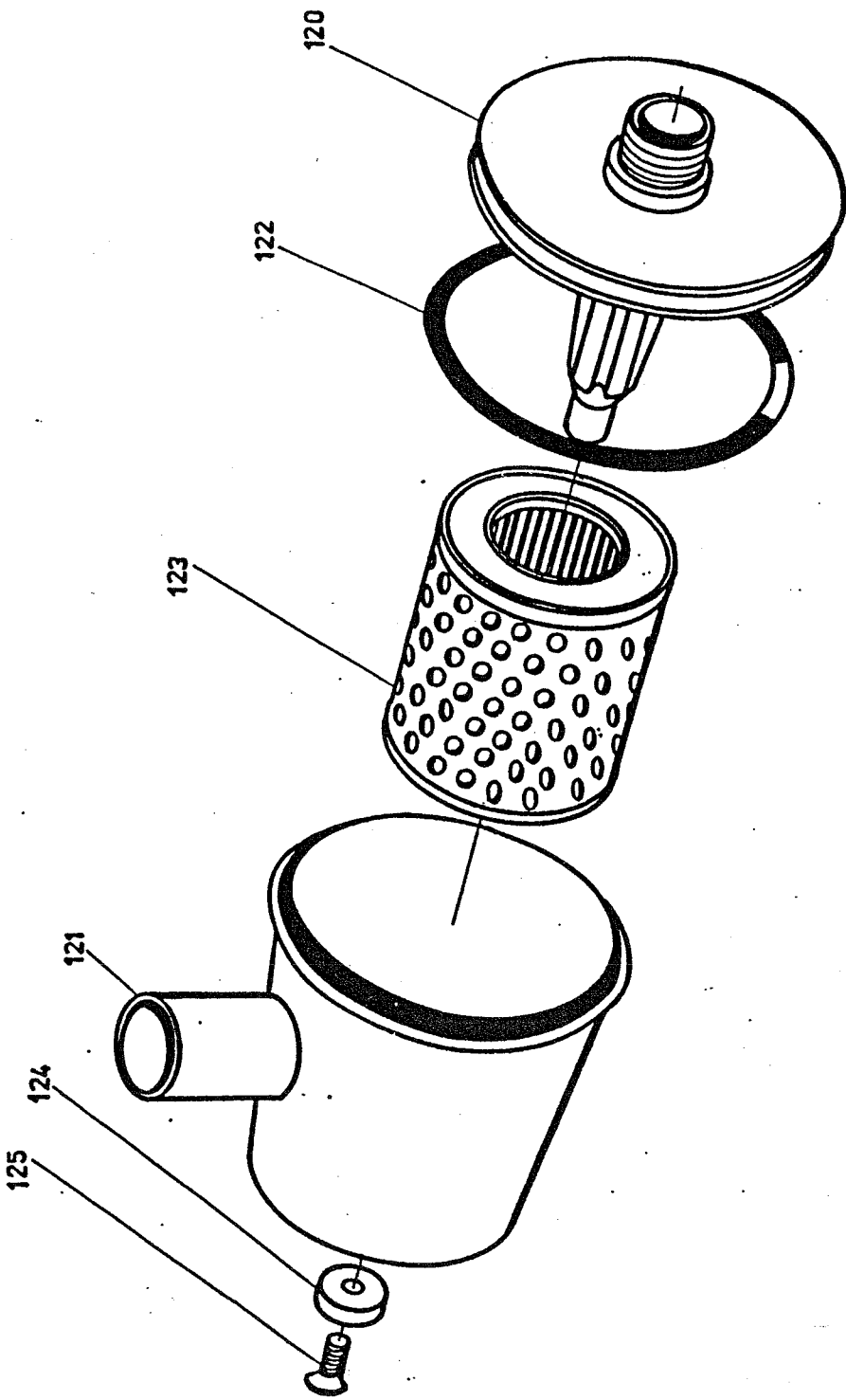
Luftfilter LW 225 E neu (ab April 2008)  
Airfilter LW 225 E new (from April 2008)





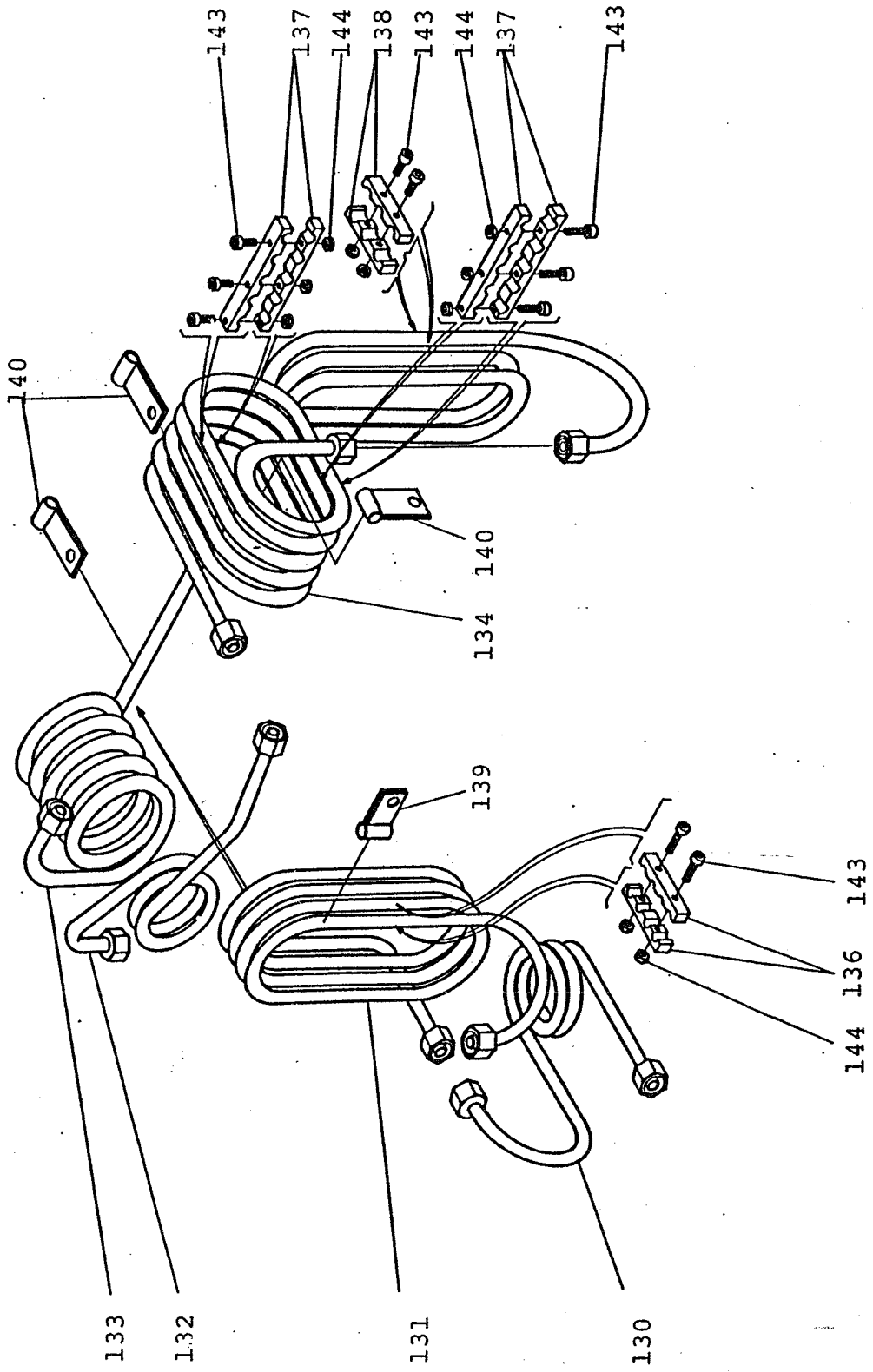




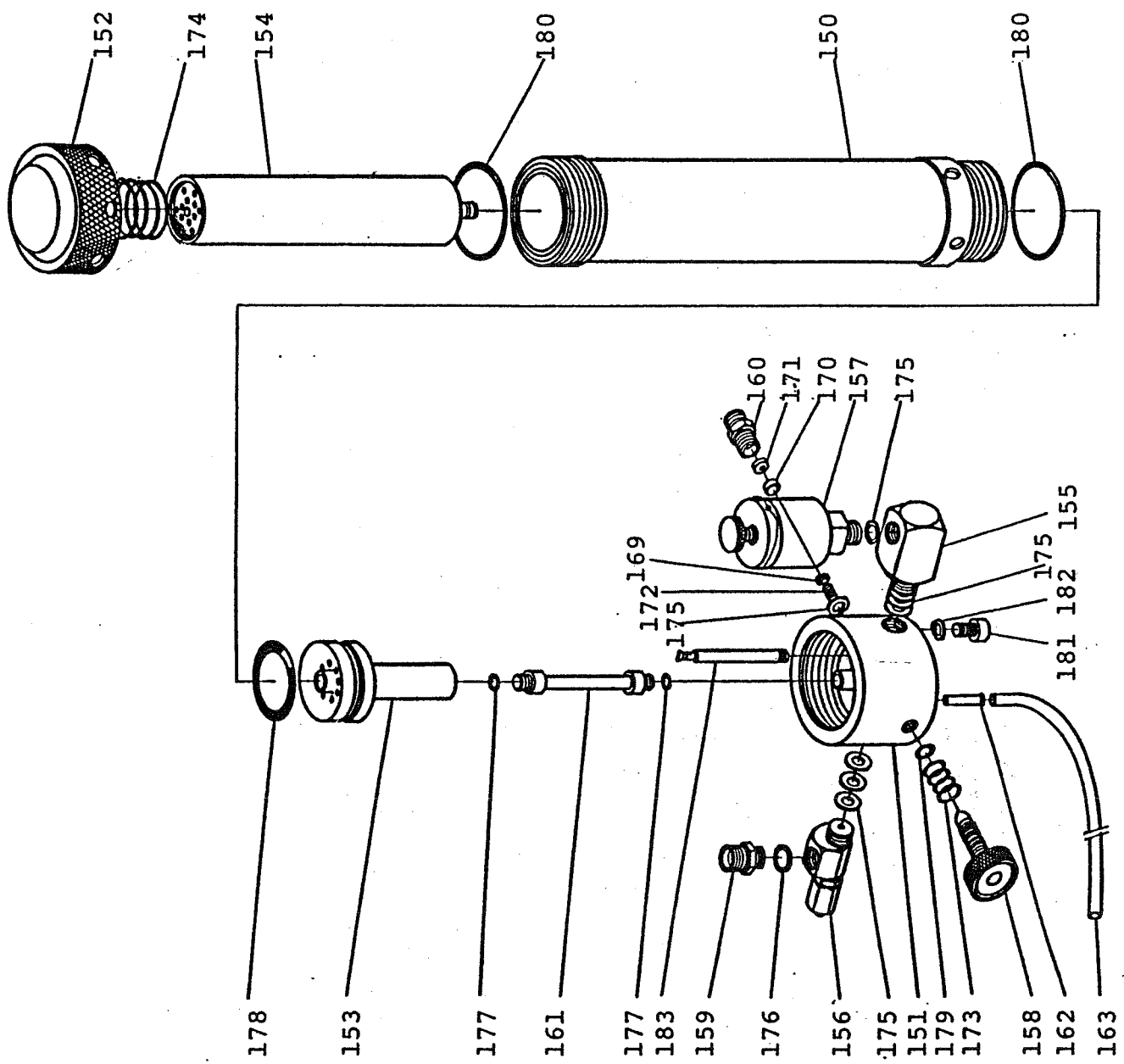




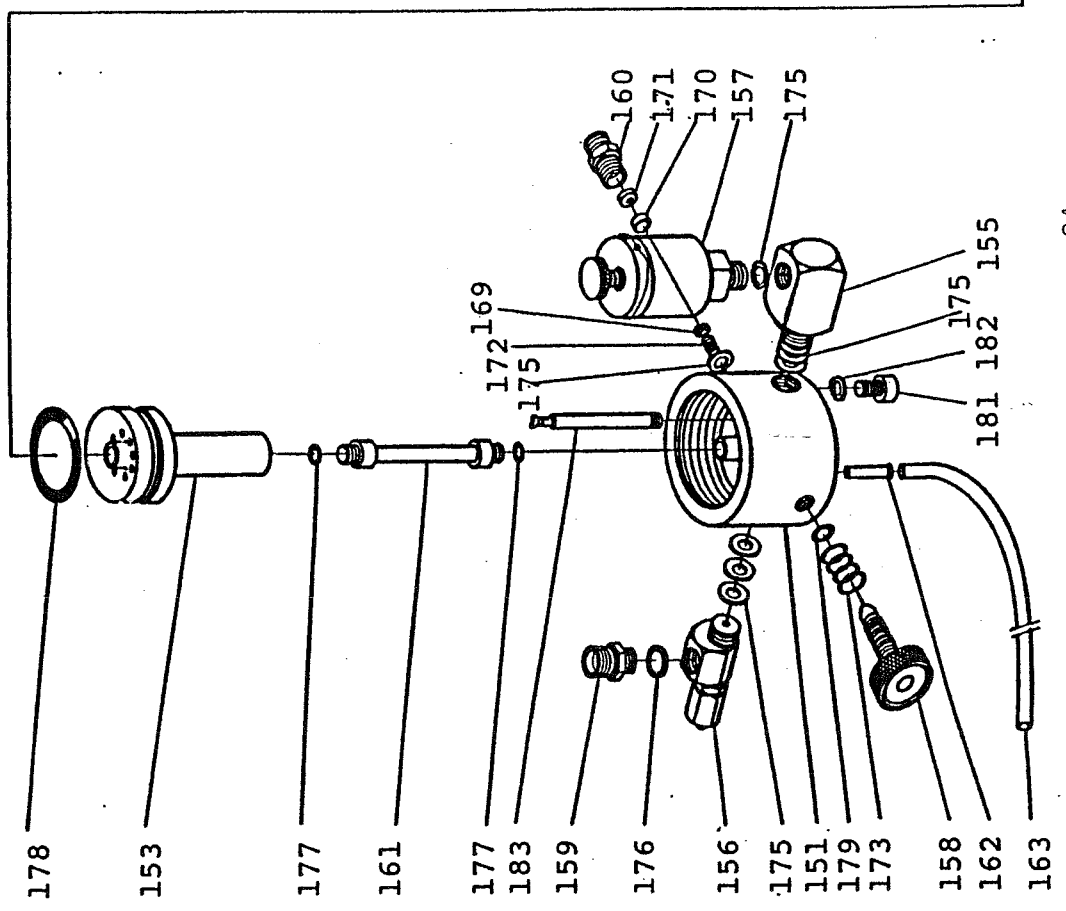
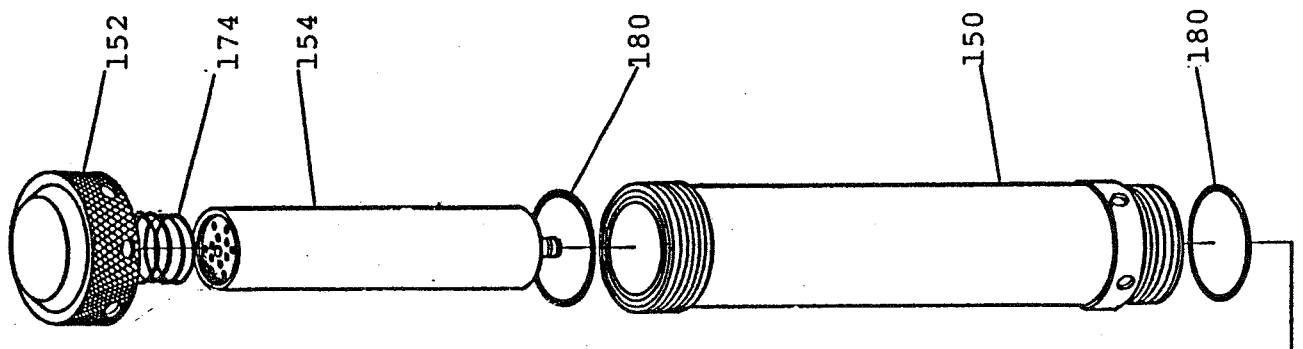




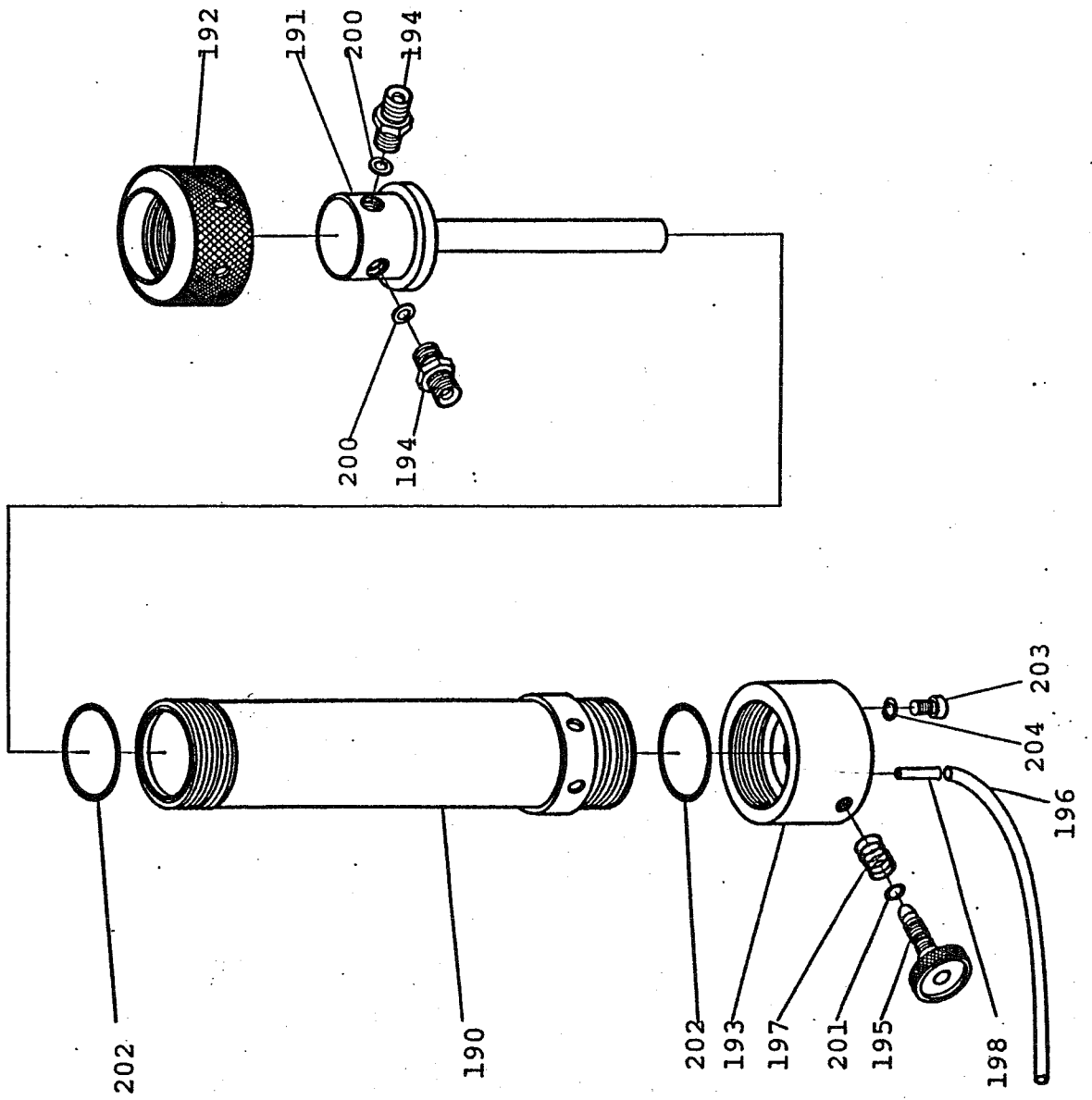






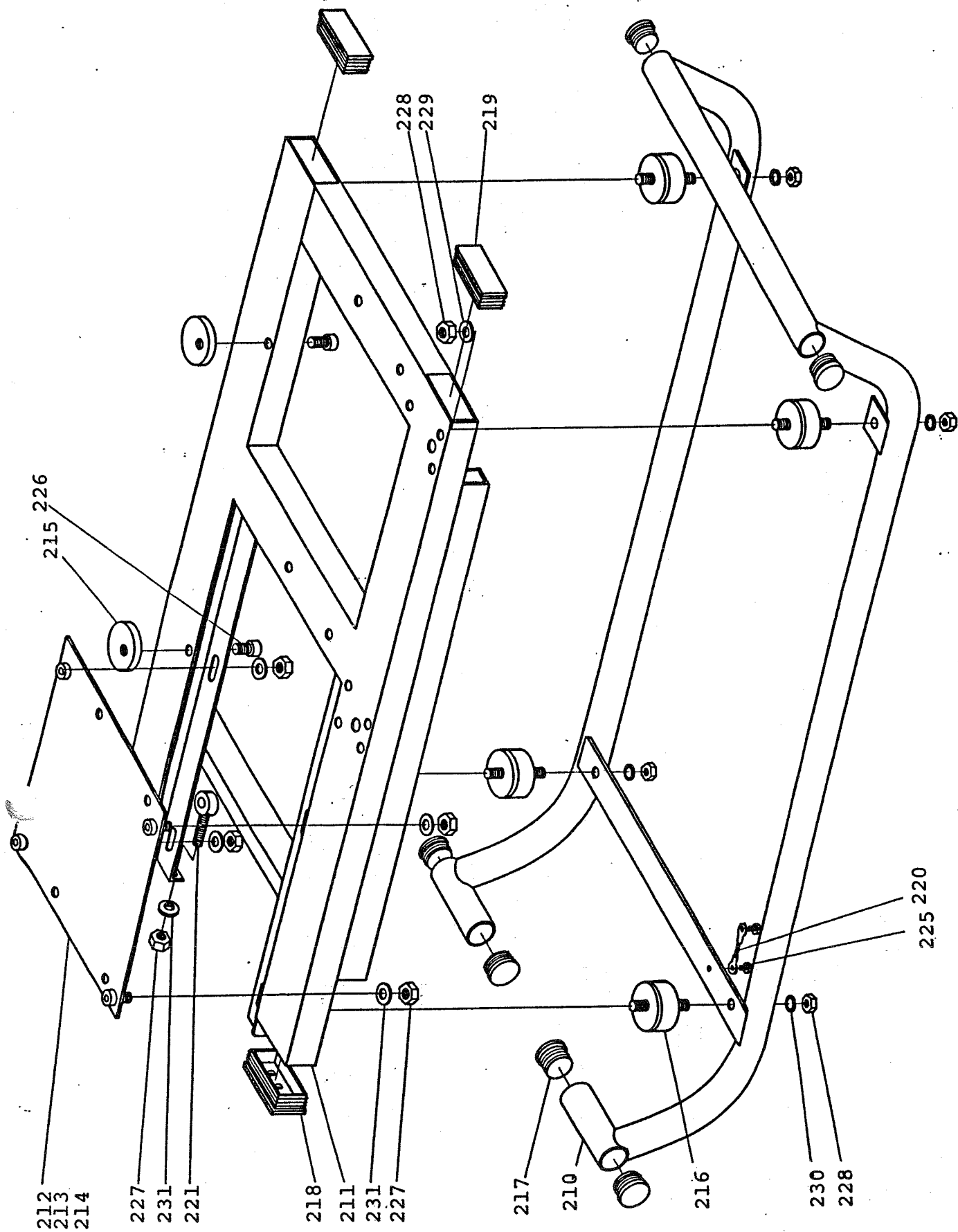




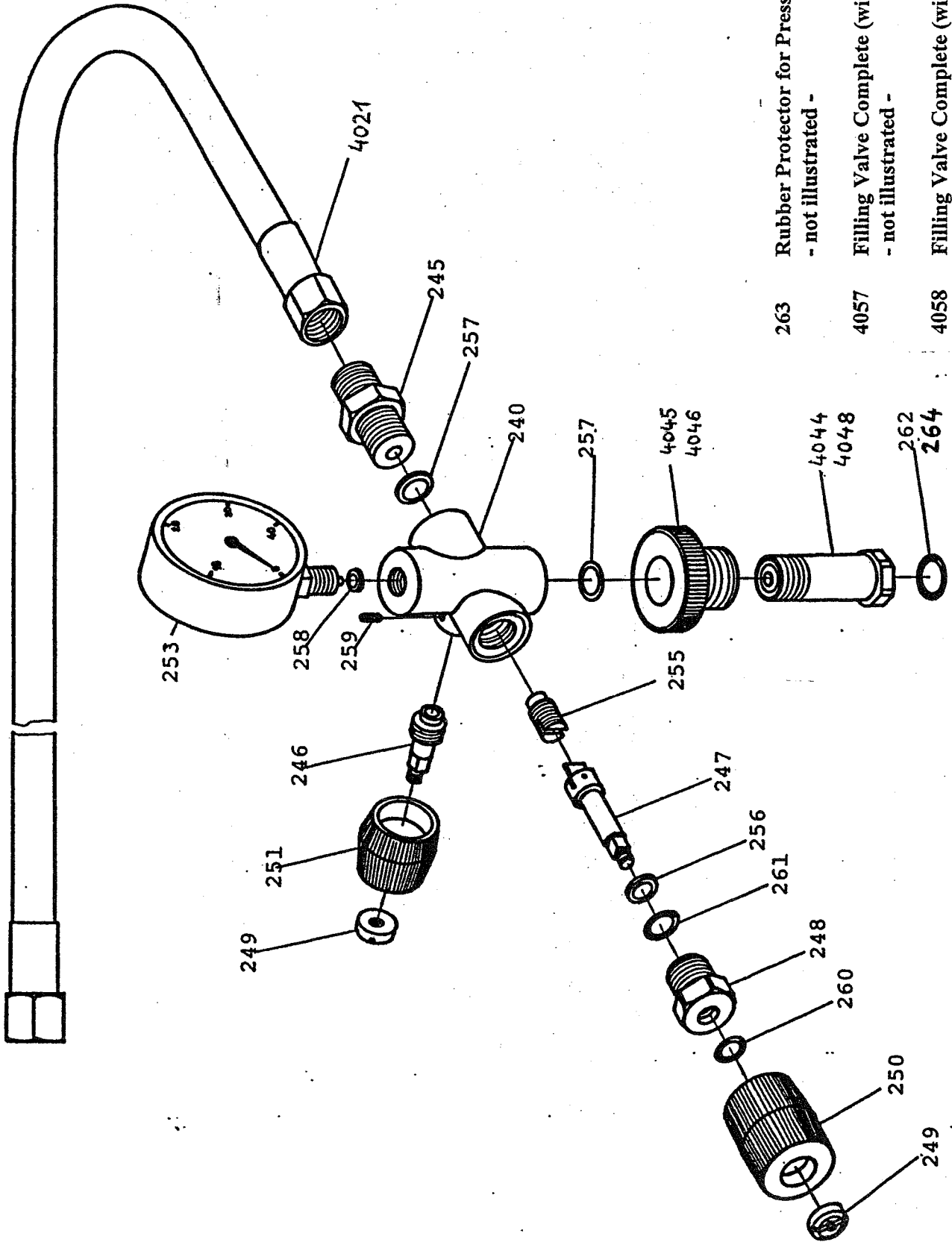






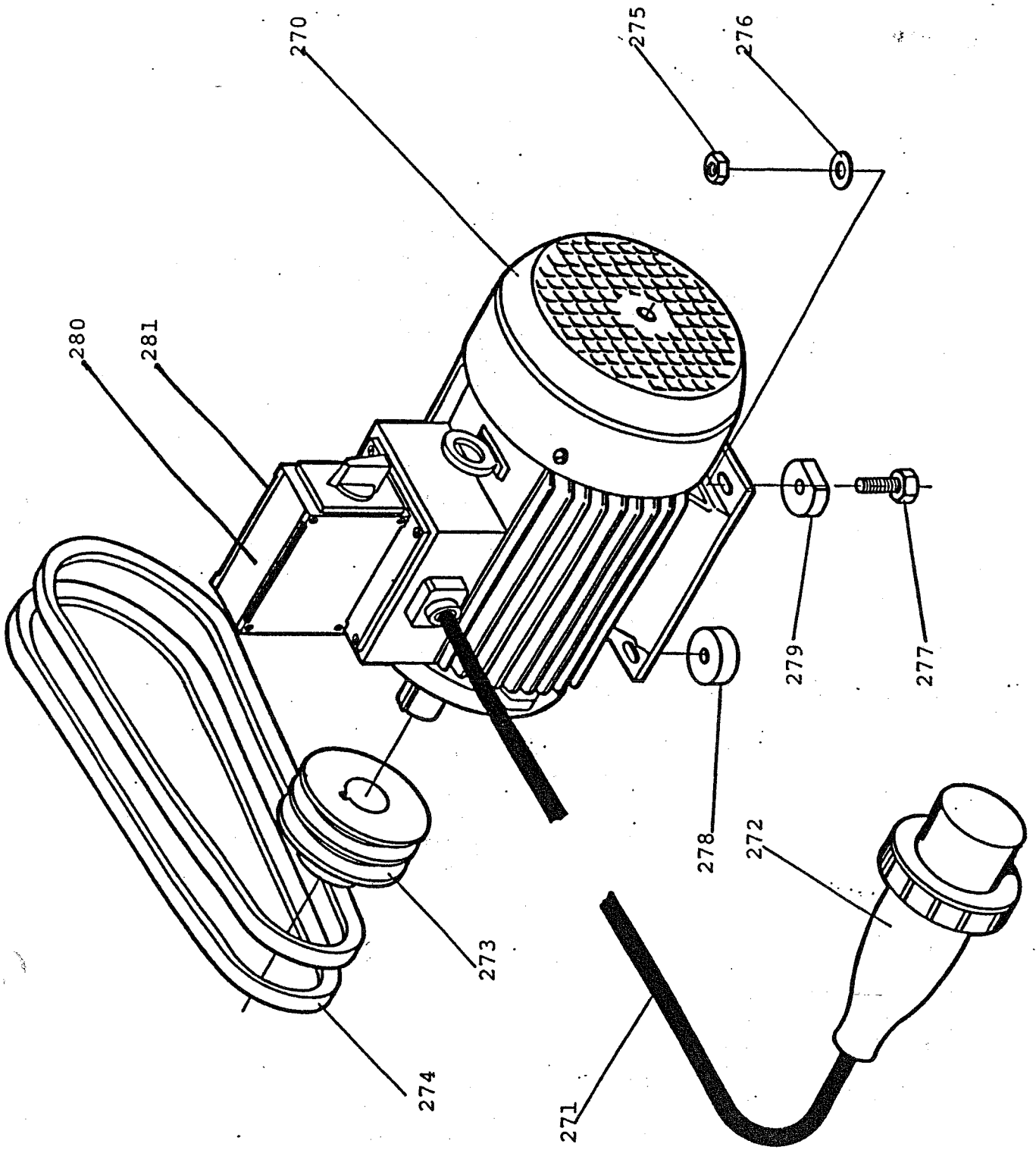




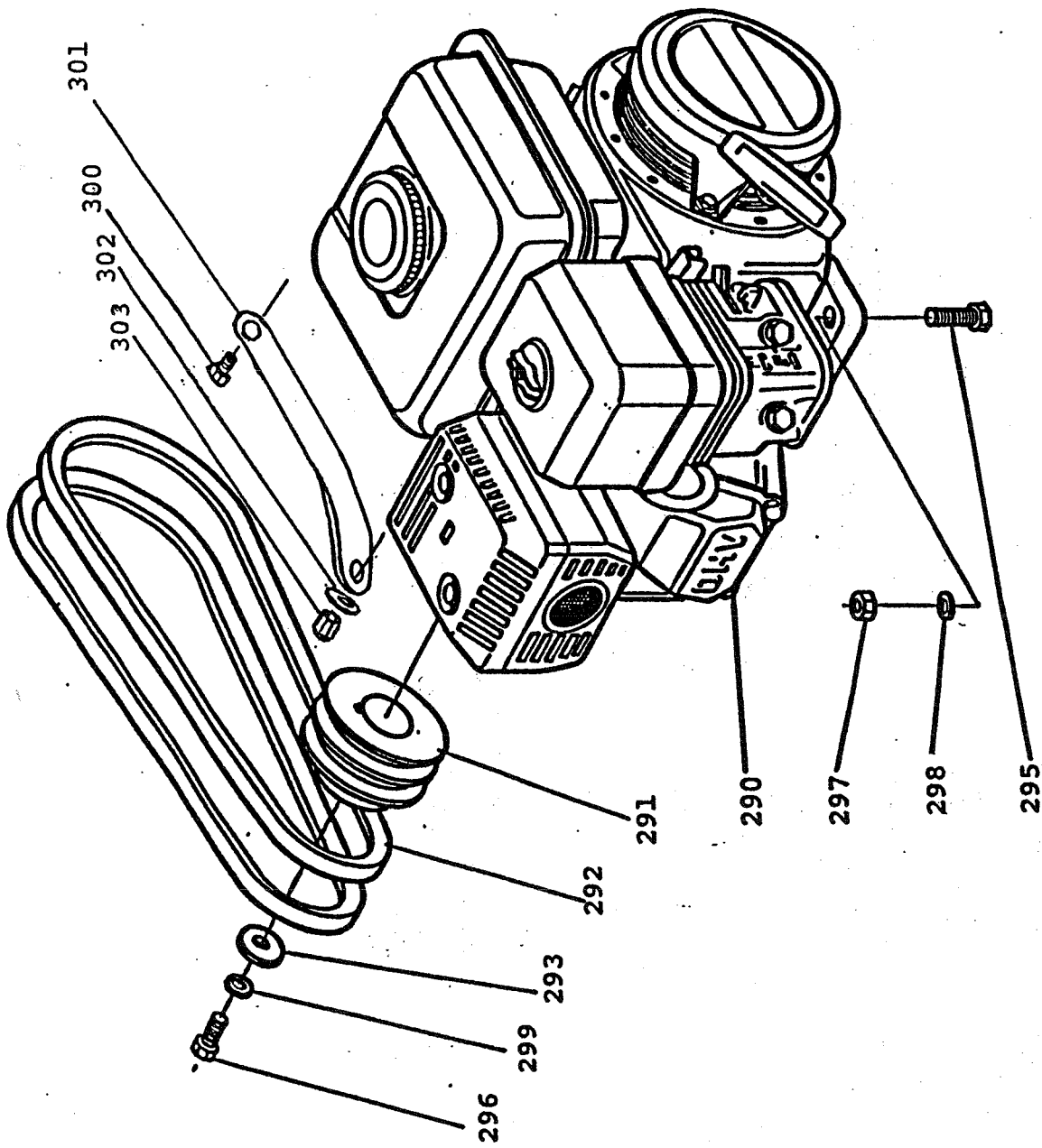


- 263 Rubber Protector for Pressure Gauge  
- not illustrated -
- 4057 Filling Valve Complete (without hose)  
- not illustrated -
- 4058 Filling Valve Complete (without hose & pressure gauge)  
- not illustrated -

FILLING VALVE ASSEMBLY - LW 225 E V3 / LW 245 B V3			
Part No.	Description	Qyt.	Remarks
LW 225 / 245 240	Filling Valve Body	1	
LW 225 / 245 4044	Filling Valve Neck 200 bar	1	
LW 225 / 245 4045	DIN Hand Wheel 200 bar - black	1	
LW 225 / 245 4046	DIN Hand Wheel 300 bar - red	1	
LW 225 / 245 4048	Filling Valve Neck 300 bar	1	
LW 225 / 245 245	Connection M16 x 1,5 mm / 10 L	1	
LW 225 / 245 246	Bleed Valve Stem	1	
LW 225 / 245 247	Shut-Off Valve Stem	1	
LW 225 / 245 248	Shut-Off Valve Collar	1	
LW 225 / 245 249	Hand Wheel Nut	2	
LW 225 / 245 250	Filling Valve Wheel Ø 35 mm	1	
LW 225 / 245 251	Bleed Valve Wheel Ø 27 mm	1	
LW 225 / 245 4021	Filling Hose M16 x 1,5 mm Length: 1 m	1	
LW 225 / 245 253	Pressure Gauge 0-400 bar G1/4"	1	
LW 225 / 245 255	HP Seat	1	
LW 225 / 245 256	Packing Washer	1	
LW 225 / 245 257	Washer Copper Ø 8 x 14 x 1 mm	1	
LW 225 / 245 258	Washer Copper Ø 4 x 6 x 3 mm	1	
LW 225 / 245 259	Worm Screw M3 x 8 mm	1	
LW 225 / 245 260	O-Ring	1	
LW 225 / 245 261	O-Ring	1	
LW 225 / 245 262	O-Ring Filling Valve Neck 200 bar	1	
LW 225 / 245 263	Protector Pressure Gauge	1	
LW 225 / 245 264	O-Ring Filling Valve Neck 300 bar	1	
LW 225 / 245 4057	Filling Valve compl. (without Filling Hose)	1	
LW 225 / 245 4058	Filling Valve compl. (without Filling Hose & Pressure Gauge)	1	



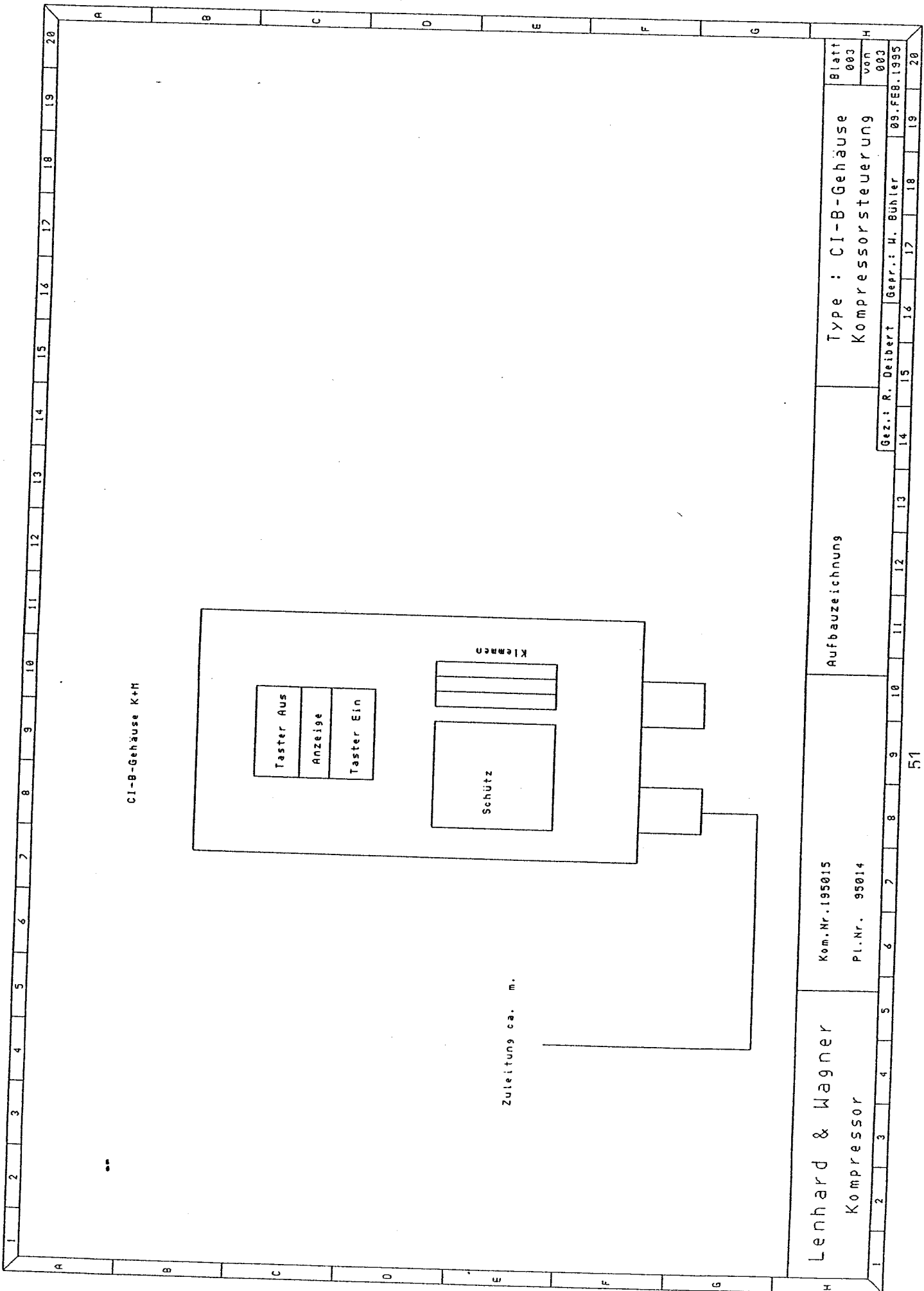








# Schaltplan Option -Start-Stopp-Automatik-



Lenhard & Wagner

Kompressor

Kom.Nr. 195015

Pl.Nr. 95014

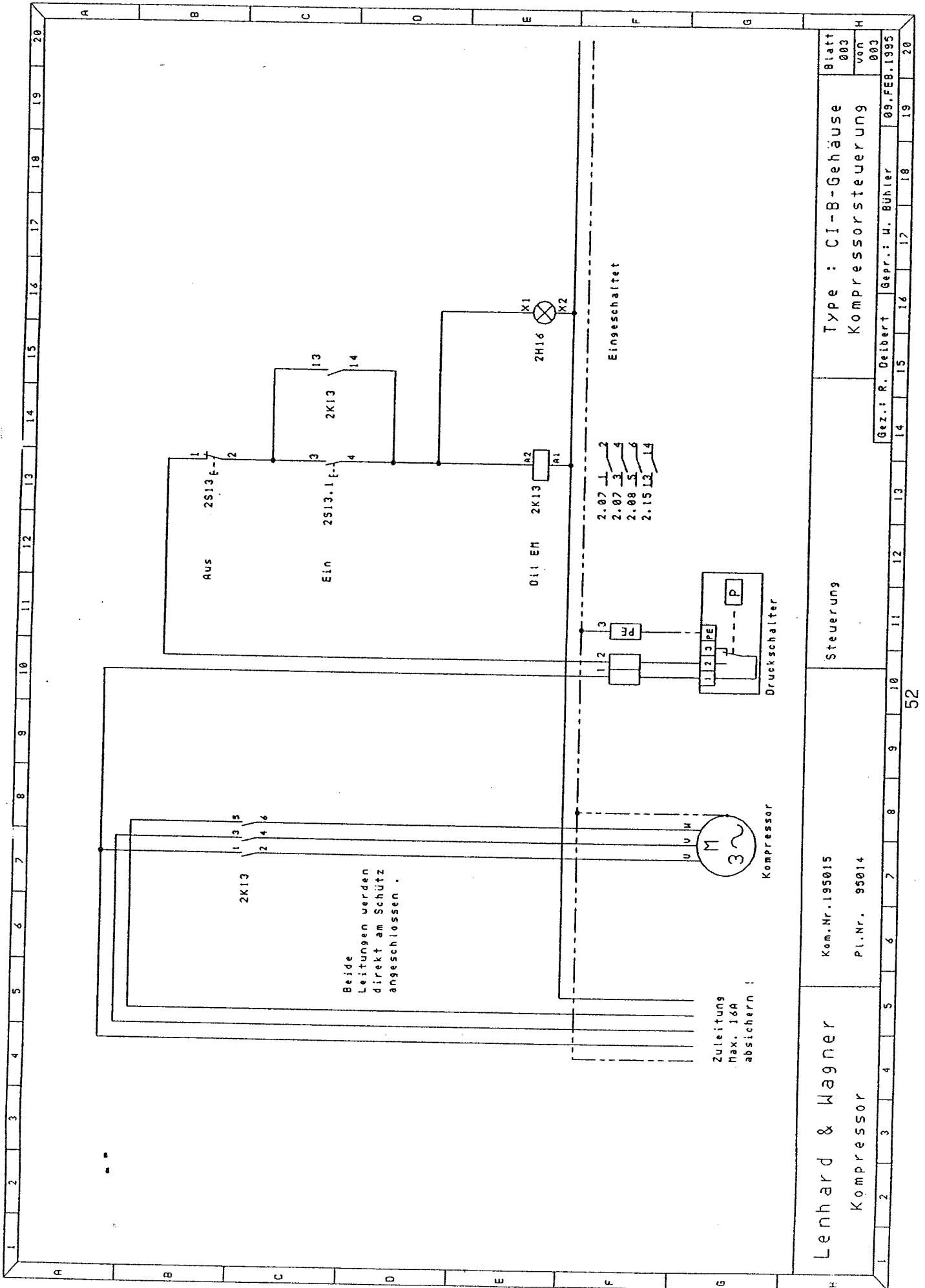
Aufbauzeichnung

Type : CI-B-Gehäuse  
Kompressorsteuerung

Gez.: R. Deibert    Gepr.: H. Bühler    09.FEB.1995

Blatt  
003  
von  
003

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Lenhard & Wagner  
Kompressor

Kom.Nr. 195015  
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Steuerung

Type : CI-B-Gehäuse  
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Blatt 003  
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