



# ***VAC AND AIR/VAC OWNERS MANUAL***

***MFG. MODEL #9420-2T / #9290-1***

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# AIR/VAC SPECIFICATIONS

## 2 DOOR VACUUM AND AIR/VACUUM

HEIGHT: 54-1/2"  
CANISTER DIAMETER: 19"  
DOME DIAMETER: 24"  
TOTAL DEPTH -  
REAR OF DOME TO  
FRONT OF LOCK BOX: 29"

WEIGHT:  
SHIPPING: 214 Lbs. (APPROXIMATE)

VACUUM:  
110 VOLTS, 16 AMPS  
188 CFM  
4 BAG (9200 STYLE) ACCESSIBLE FROM DOOR.

MOTORS:  
AMETEK UNIVERSAL TYPE, 50/60HZ  
17,500-22,500 RPM  
2 STAGE PERIPHERAL BYPASS DISCHARGE  
UL RECOGNIZED CATEGORY  
PRGY2(E47185)  
CSA CERTIFIED, CLASS 1611 01(LR31393)

AIR:  
THOMAS COMPRESSOR  
110 VOLT, 60 HZ, 10.6 AMPS  
0.75 HORSEPOWER, SINGLE CYLINDER, SINGLE STAGE, OIL-LESS.

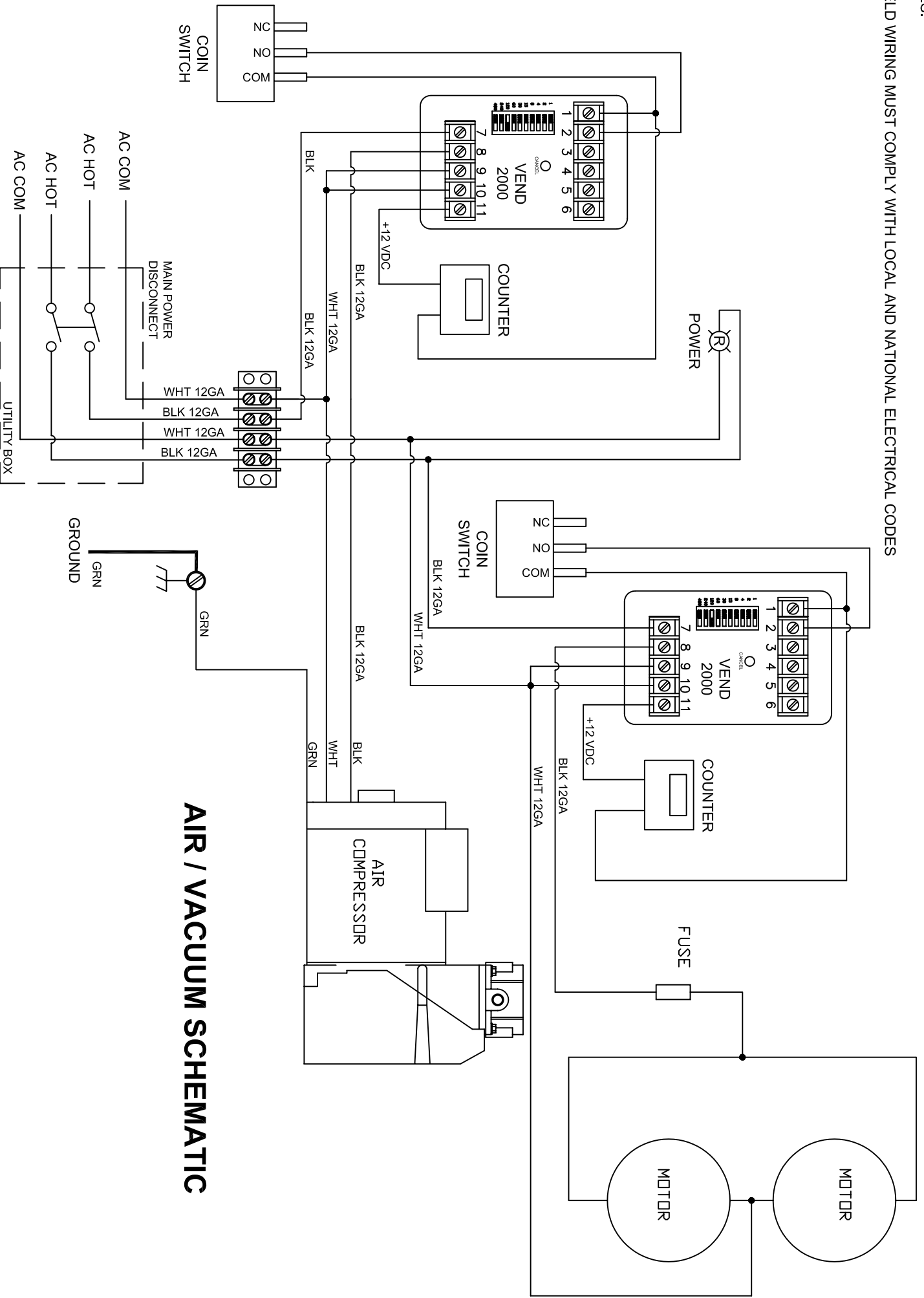
SCFM @ PSI :  
3.78 @ 0  
3.43 @ 20  
3.04 @ 40  
2.14 @ 90  
1.99 @ 100

MOTOR:  
0.75 HP, 1725 RPM, CAPACITOR START,  
NEMA 56 FRAME, AUTOMATIC THERMAL OVERLOAD.

NO LUBRICATION REQUIRED ON MOTOR OR COMPRESSOR.

NOTES:

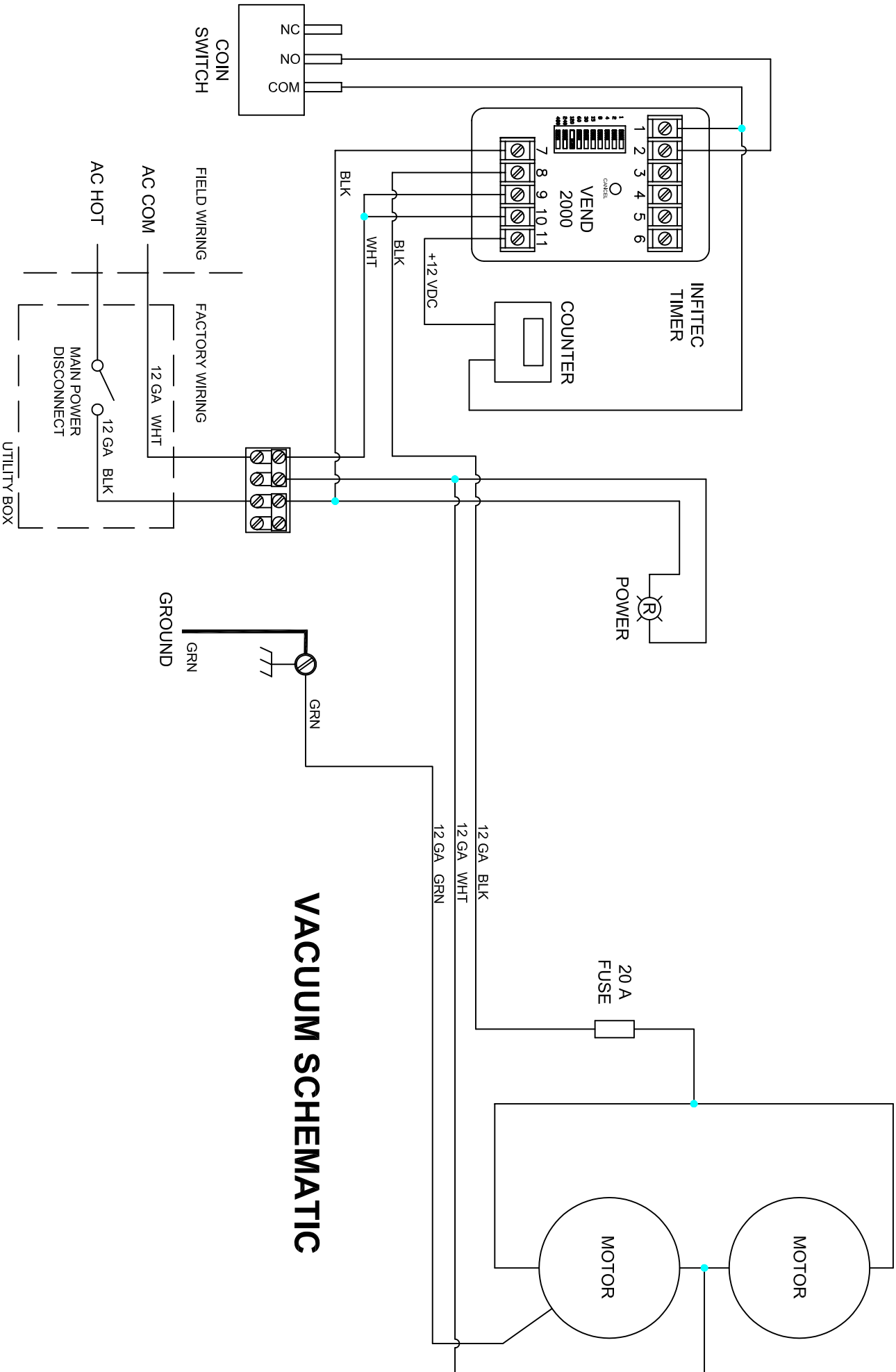
1) FIELD WIRING MUST COMPLY WITH LOCAL AND NATIONAL ELECTRICAL CODES



# AIR / VACUUM SCHEMATIC

NOTES:

- 1) FIELD WIRING MUST COMPLY WITH LOCAL AND NATIONAL ELECTRICAL CODES.
- 2) SUPPLY POWER TERMINATIONS TO BE MADE INSIDE UTILITY BOX.



# VACUUM SCHEMATIC

# PARTS LIST

## AIR/VAC

PART NUMBER	DESCRIPTION	QTY.	PART NUMBER	DESCRIPTION	QTY.
2036	HOSE 2" X 15' BLACK VACUUM	1	8563	BAG, CLEAR PLASTIC -CAN LINER,	1
2058	CLAW / CUFF ASSEMBLY, 2"	1	8588	DECAL- "FREE AIR" WHITE/RED 2.	1
5606D2	WASHER, FLAT 1/4 SAE	1	8947-3W	FACEPLATE WELDMENT, JB-12	1
5611D2	NUT,KEPP #10-24 ZINC PLATED	3	8636	PIPE PLUG STUD 1/4 NPT X 1/4-2	1
5639D4	GROMMET, RUBBER 1/2 10 13/16	2	8638	PIN LOCK W/2 KEYS	2
5704D1	CAP, VINYL	2	8646	BRACKET, MOUNTING , SOLENOID	1
5800D2	ELBOW, 3/8 STREET ELBOW 90 DEG	1	8762	DECAL- ENGLISH RED/WHITE WARNING	1
5902D1	TERMINAL, RING INSUL #10 X 16	3	8752	DECAL- ENGLISH WHITE W/RED LET	1
5903D1	TERMINAL, BLOCK, 2-ROW 4 TERM	1	8764	DECAL- ENGLISH WHITE/RED DANGE	1
5979D1	FUSE, 20A 3AB 1/4 x 1-1/4	2	5982D	FUSE BLOCK, 3AG FUSE 30A-250V	2
8051G	H BRACKET, 2-MOTOR	1	9421W1	CANISTER, AIR/VAC S/W JB-12	1
8055	MOTOR, AMETEK 115V	2	9409	BRKT, COMPRESSOR MTG-AIR VAC	1
8057	S/MOTOR GASKET	2	9409	ATAIR-VAC COMPRESSOR, THOMAS	1
8076	FILTER BAG FOR 9200 VAC	4	5684D2	CLAMP, HOSE 1/2 DIA HOSE	2
8153-1	LATCH, CLEANOUT DOOR	4	5913D1	LAMP, NEON-120 VAC RED	1
8159	DOOR GASKET	2	6024-1	BUFFO DISKUS LOCK MADE BY ABUS	2
8182	DECAL, ENGLISH, WARNING	3	8124B001	COIN MECH	2
8947-7	COIN BOX COVER, JB-12, AIR VAC	1	8712ID-V21	VEND 2000 TIMER	2
8947-8	COIN CHUTE, JB-12, AIR VAC	1	9424K	KIT, SECURITY COVR-CLEANOUT DR	1
8206-1J	LOCK BAR FOR JB-12 AIR VAC	2			
8305	STN STL DOME 24" DIA DRILLED	1	8533-7	TIRE INFLATOR, GAUGE NO WHIP85	1
8427-4	DECAL- AIR VACUUM DOME, REAR	1	8533-10	WHIP ASSY W/8535SS & 8533-5 W	1
8429-1	DECAL- HANG HOSE	1	7122-RV1	RELIEF VALVE (UNLOADER)	1
8532-25	AIR HOSE ASSY 1/4 X 25' HOSE	1			
8549	FLEX STRAIN RELIEF W/LOCKNUT .	1	8641-3	COIN COUNTER, 12DC PANEL MOUNT	2

## VAC

PART NUMBER	DESCRIPTION	QTY.	PART NUMBER	DESCRIPTION	QTY.
2036	HOSE 2" X 15' BLACK VACUUM	1	8563	BAG, CLEAR PLASTIC -CAN LINER,	1
2058	CLAW / CUFF ASSEMBLY, 2"	1	8947-3W	FACEPLATE WELDMENT, JB-12	1
5606D2	WASHER, FLAT 1/4 SAE	1	8638	PIN LOCK W/2 KEYS	2
5611D2	NUT,KEPP #10-24 ZINC PLATED	3	8646	BRACKET, MOUNTING , SOLENOID	1
5639D4	GROMMET, RUBBER 1/2 10 13/16	2	8762	DECAL- ENGLISH RED/WHITE WARNINC	1
5704D1	CAP, VINYL	2	8752	DECAL- ENGLISH WHITE W/RED LET	1
5800D2	ELBOW, 3/8 STREET ELBOW 90 DEG	1	8764	DECAL- ENGLISH WHITE/RED DANGE	1
5902D1	TERMINAL, RING INSUL #10 X 16	3	5982D	FUSE BLOCK, 3AG FUSE 30A-250V	2
5903D1	TERMINAL, BLOCK, 2-ROW 4 TERM	1	9421W1	CANISTER, AIR/VAC S/W JB-12	1
5979D1	FUSE, 20A 3AB 1/4 x 1-1/4	2	5913D1	LAMP, NEON-120 VAC RED	1
8051G	H BRACKET, 2-MOTOR	1	6024-1	BUFFO DISKUS LOCK MADE BY ABUS	2
8055	MOTOR, AMETEK 115V	2	8124B001	COIN MECH	1
8057	S/MOTOR GASKET	2	8712ID-V21	VEND 2000 TIMER	1
8076	FILTER BAG FOR 9200 VAC	4	9424K	KIT, SECURITY COVR-CLEANOUT DR	1
8153-1	LATCH, CLEANOUT DOOR	4			
8159	DOOR GASKET	2	8641-3	COIN COUNTER, 12DC PANEL MOUNT	1
8182	DECAL, ENGLISH, WARNING	3			
8947-7	COIN BOX COVER, JB-12, AIR VAC	1			
8947-8	COIN CHUTE, JB-12, AIR VAC	1			
8206-1J	LOCK BAR FOR JB-12 AIR VAC	2			
8305	STN STL DOME 24" DIA DRILLED	1			



# TROUBLESHOOTING

## VAC



**IMPORTANT!** TROUBLESHOOTING SHOULD BE DONE WITH POWER DISCONNECTED IF POSSIBLE. PROCEDURES WITH **!CAUTION!** SIGN REQUIRE THAT POWER BE ON. IF IN DOUBT ABOUT THE SAFETY OF ANY OF THESE PROCEDURES, CONSULT A QUALIFIED ELECTRICIAN OR TECHNICIAN. PROCEDURES MARKED **!CAUTION!** MAY INVOLVE DANGEROUS VOLTAGES.

**IMPORTANT** – Shake out dirt from Vacuum filter bags **WEEKLY**.  
Wash Vacuum filter bags **MONTHLY**.

PROBLEM	CAUSE	SOLUTION
UNIT WON'T START	FUSE BLOWN	POWER OFF, CHECK FUSE, IF BLOWN, REPLACE AND CHECK BRUSHES. IF 3/8" OR SHORTER, REPLACE.
	NO POWER TO UNIT <b>! CAUTION !</b>	BREAKER TRIPPED? CHECK INCOMING POWER WITH VOLTMETER TO SEE IF ANY VOLTAGE IS PRESENT.
	WIRED INCORRECTLY	CHECK AGAINST WIRE DIAGRAM.
	WIRING IS LOOSE	POWER OFF, CHECK SCREW TERMINALS, & WIRE NUTS, POWER ON.
	MOTOR FAULTY <b>! CAUTION !</b>	USE VOLTMETER TO CHECK FOR VOLTAGE AT MOTOR TERMINALS. IF VOLTAGE IS PRESENT, SUSPECT THE MOTOR. CHECK BRUSHES.
COINS GET STUCK IN MECHANISM	TIMER FAULTY <b>! CAUTION !</b>	CLOSE MICROSWITCH OR PUSHBUTTON REQUIRED NUMBER OF TIMES TO START TIMER. CHECK VOLTAGE ACROSS OUTPUT TERMINAL OF TIMER AND COMMON AS IT IS TIMING. IF THERE IS NONE, THEN TRIP TIMER WITH AN INSULATED JUMPER WIRE STRIPPED ON EACH END. TOUCH ACROSS TERMINALS, 1&2. IF TIMER STILL DOES NOT COME ON IT IS FAULTY.
	MICROSWITCH FAULTY <b>! CAUTION!</b>	TRIP SWITCH MANUALLY BY PUSHING DOWN WIRE ON SWITCH. IF TIMER DOES NOT ACTIVATE THEN TRIP WITH JUMPER WIRE. IF TIMER COMES ON THE MIRCOSWITCH IS BAD.
COINS DO NOT ACTIVATE MICROSWITCH	MECHANISM NEEDS ADJUSTMENT	SEE MECHANISM ADJUSTMENT DRAWING.
	DEBRIS IN MECH	CHECK MECH FOR ANY FOREIGN MATTER IN MECHANISM.
TIMER GIVES INACCURATE TIME	NEEDS ADJUSTMENT	THERE IS AN ADJUSTMENT ON THE BOTTOM OF THE MECHANISM FOR THE TYPE OF COIN INSERTED. SEE MECH ADJUSTMENT DRAWING.
LIGHTS DO NOT COME ON	TIMER FAULTY	RESET TIME AND VERIFY CORRECT TIME SETTINGS. RETRY IF TIME IS STILL NOT CORRECT TIMER MAY BE FAULTY.
UNIT RUNS CONTINUOUSLY	NO POWER <b>! CAUTION!</b>	CHECK POWER TO THE LIGHTS WITH VOLTMETER.
	BULBS BURNT OUT	REPLACE BULBS AND RETRY.
UNIT RUNS CONTINUOUSLY	TIMER FAULTY	RESET TIMER AND RETRY. IF PROBLEM STILL EXISTS, TIMER MAY BE FAULTY.



# TROUBLESHOOTING

# AIR



**IMPORTANT!** TROUBLESHOOTING SHOULD BE DONE WITH POWER DISCONNECTED IF POSSIBLE. PROCEDURES WITH **!CAUTION!** SIGN REQUIRE THAT POWER BE ON. IF IN DOUBT ABOUT THE SAFETY OF ANY OF THESE PROCEDURES, CONSULT A QUALIFIED ELECTRICIAN OR TECHNICIAN. PROCEDURES MARKED **!CAUTION!** MAY INVOLVE DANGEROUS VOLTAGES.

PROBLEM	CAUSE	SOLUTION
<div style="background-color: black; color: white; padding: 10px; text-align: center;"> <p><b>WARNING</b></p> <p><b>Disconnect Power Before Servicing</b></p> </div>	TIMER NOT SET	SET TIMER FOR KNOWN AMOUNT.
	NO POWER TO UNIT  <b>! CAUTION !</b>	POWER LAMP ON? BREAKER TRIPPED? CHECK FOR VOLTAGE @ 1 & 3 W/ VOLTMETER OR NEON TESTER.
	WIRED INCORRECTLY	CHECK AGAINST WIRE DIAGRAM.
	WIRING IS LOOSE	POWER OFF, CHECK SCREW TERMINALS, & WIRE NUTS, POWER ON.
	MOTOR FAULTY	TURN POWER OFF; CONNECT A WIRE FROM TERMINAL 1 TO TERMINAL 2 ON INFITEC TIMER AND TURN POWER BACK ON. IF THE MOTOR DOES NOT RUN, DEPRESS TRIGGER ON INFLATOR. IF MOTOR STILL DOES NOT RUN, TURN POWER OFF, REMOVE RELIEF VALVE AND TRY TO RUN WITHOUT IT. IF MOTOR RUNS THE VALVE IS THE PROBLEM, BUT IF IT DOES NOT THE MOTOR IS BAD.
	TIMER FAULTY  <b>! CAUTION !</b>	CLOSE MICROSWITCH REQUIRED NUMBER OF TIMES TO START TIMER. CHECK VOLTAGE ACROSS TERMINALS 1 & 2 OF INFITEC TIMER AS IT IS TIMING. IF THERE IS NONE, THEN TRIP TIMER WITH AN INSULATED JUMPER WIRE STRIPPED ON BOTH ENDS. IF TIMER STILL DOES NOT COME ON IT IS FAULTY.
	MICROSWITCH FAULTY  <b>! CAUTION !</b>	TRIP SWITCH MANUALLY BY PUSHING DOWN WIRE ON SWITCH. IF TIMER DOES NOT ACTIVATE USE INSULATED JUMPER WIRE AS ABOVE TO ACTIVATE TIMER. IF TIMER COMES ON THE MIRCOSWITCH IS BAD.

STARTS BUT NO PRESSURE	SYSTEM LEAKING	CHECK AIR HOSE FOR LEAKS AND AIR CHUCK. ALSO CHECK FOR LEAKS AROUND COMPRESSOR.
	CHUCK IS CLOGGED	CHECK AIR CHUCK TO MAKE SURE NO DEBRIS IS AIR PATH. ALSO CHECK ORING AROUND AIR CHUCK, IS IT BLOCKING THE AIR PATH.
	PARTS DAMAGED OR WORN OUT.	SLEEVE IN COMPRESSOR MAY BE PITTED OR SCRATCHED UP. PISTON ORING MAY BE WORN OR DAMAGED. DEBRIS IN VALVE PLATE OPENING IS NOT ALLOWING IT TO SHUT. REPAIR KIT MAY BE NEEDED.

**WARNING**

**Disconnect Power  
Before Servicing**