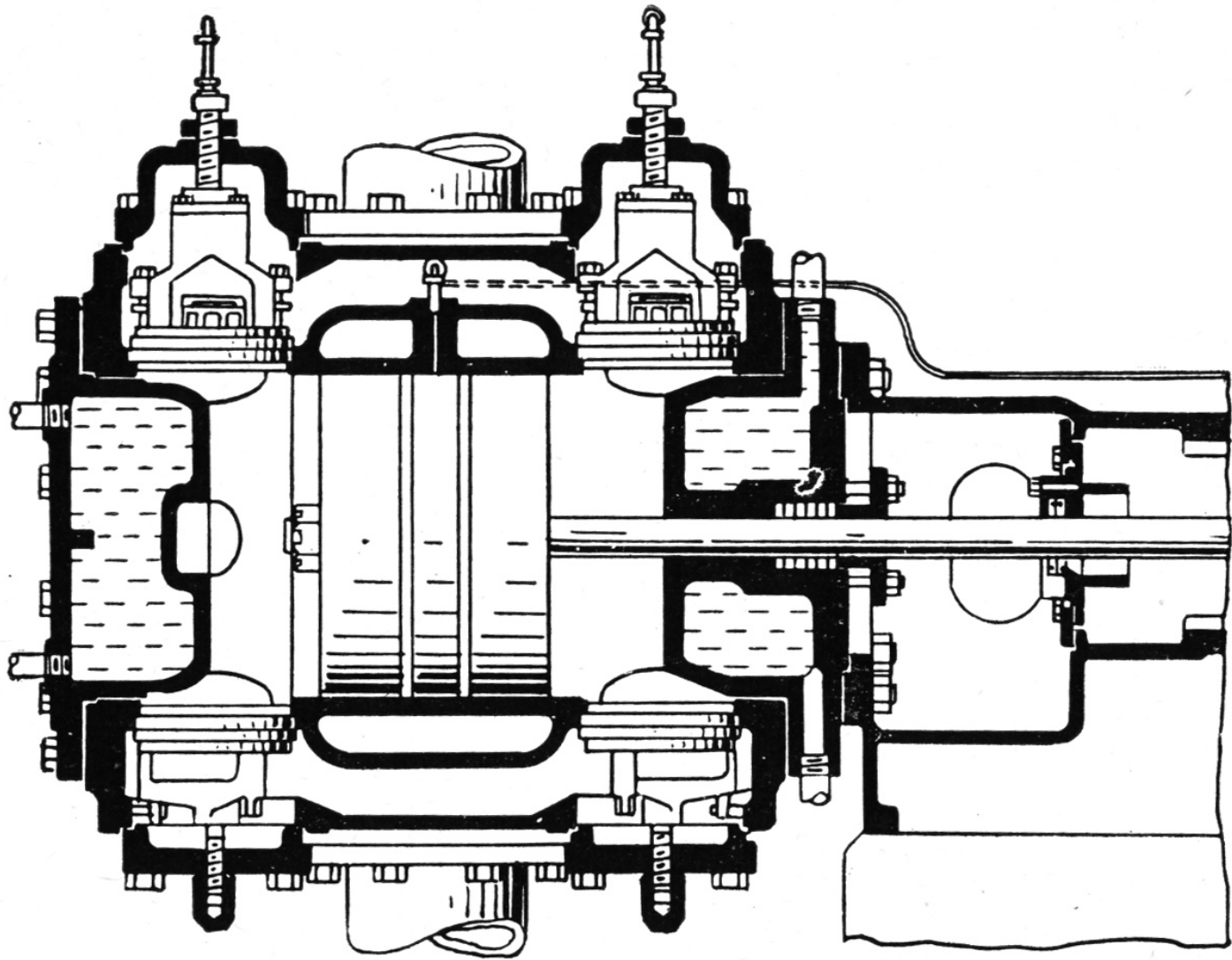
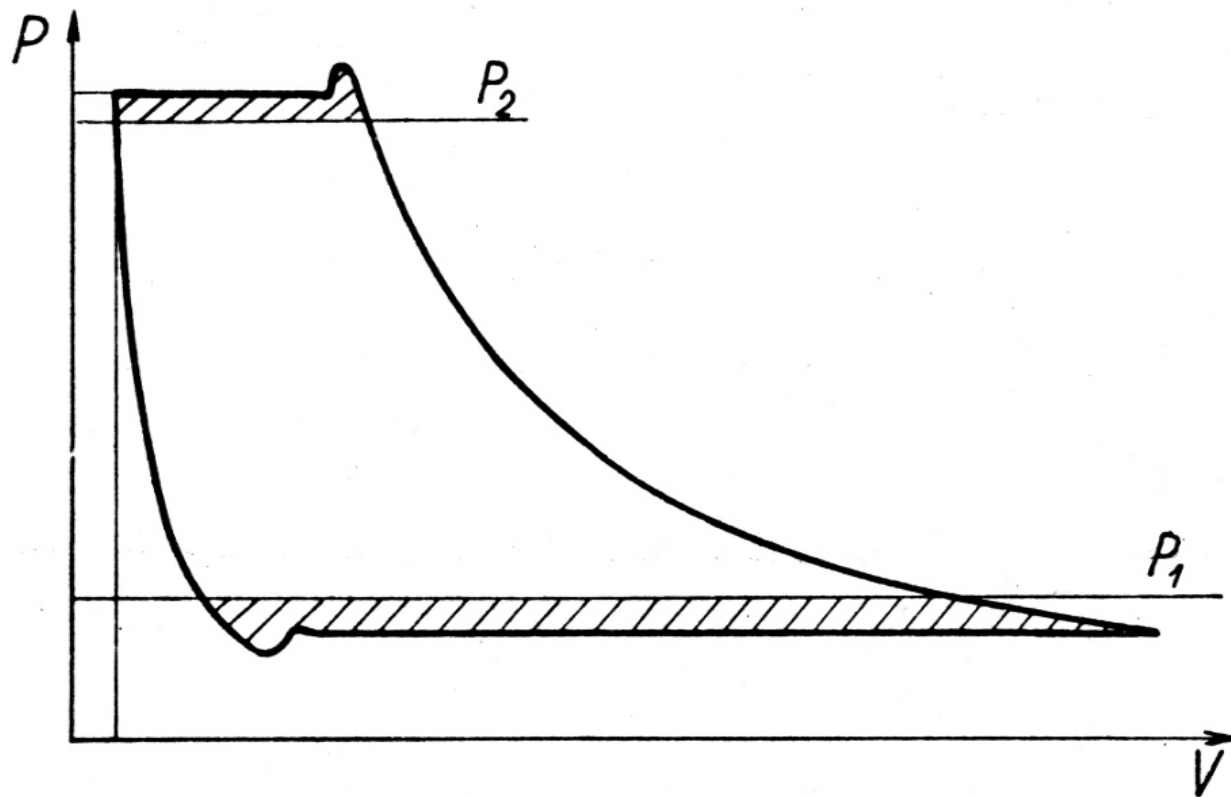
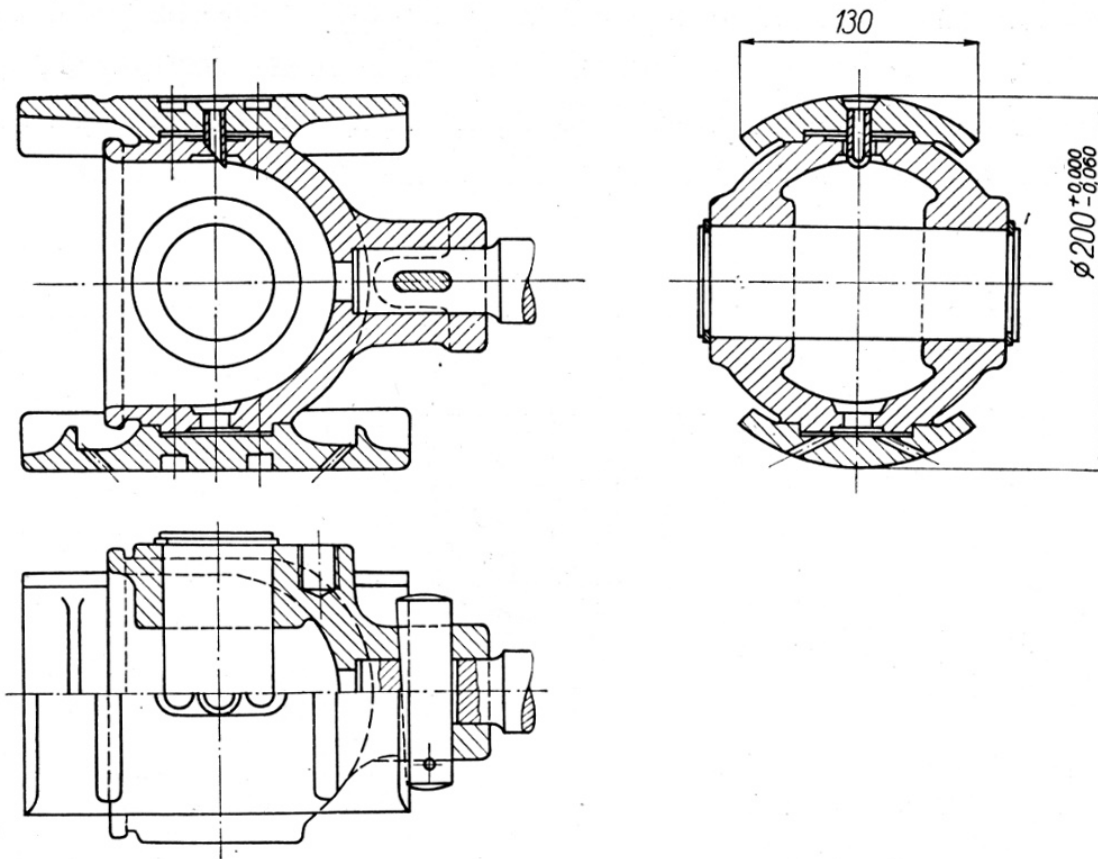


*Lezione*

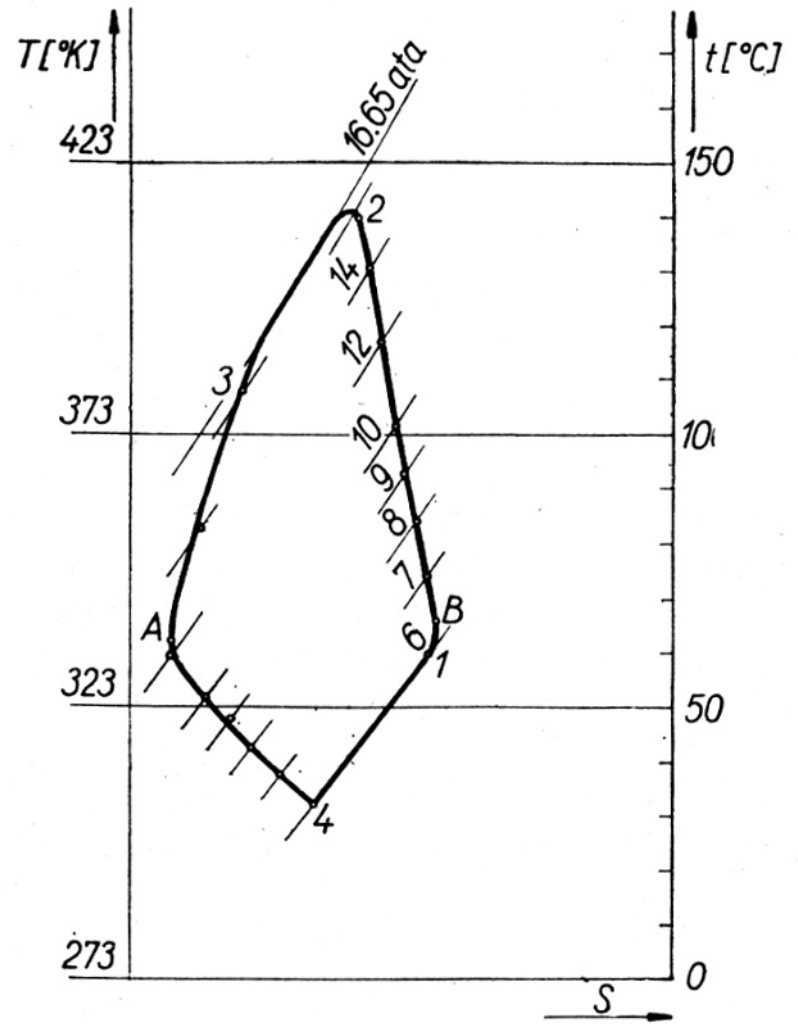
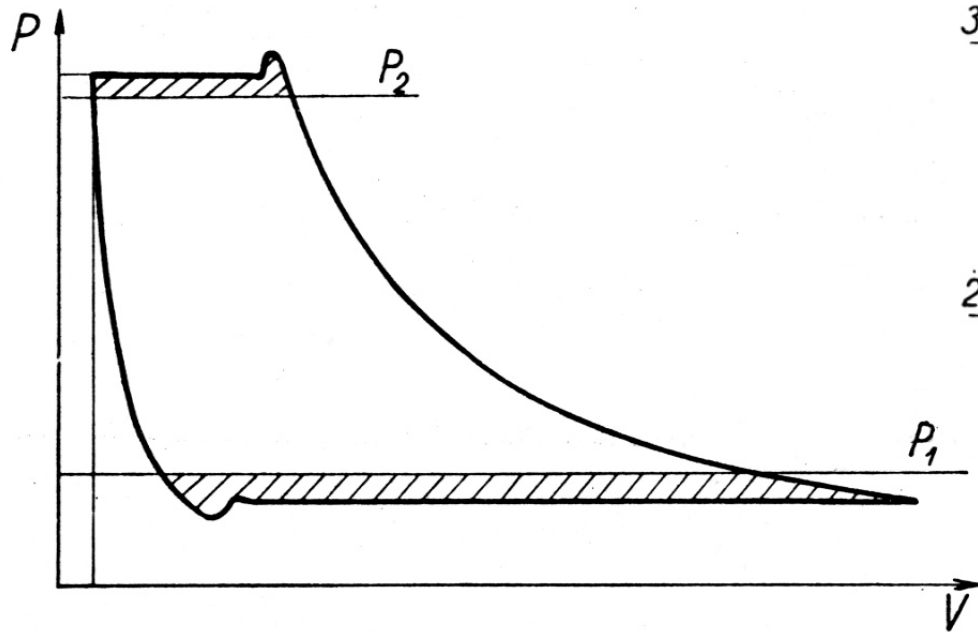
Compressori alternativi

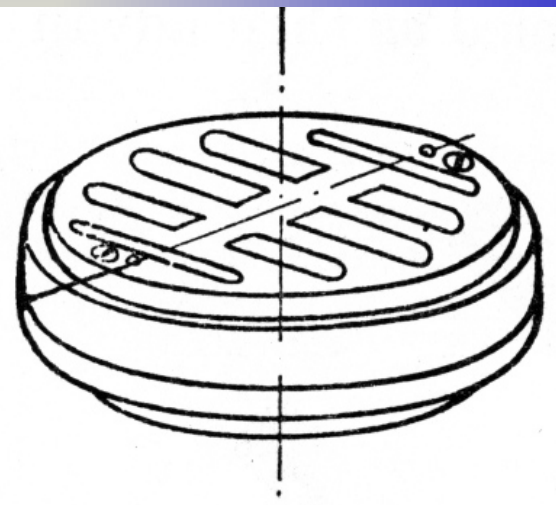
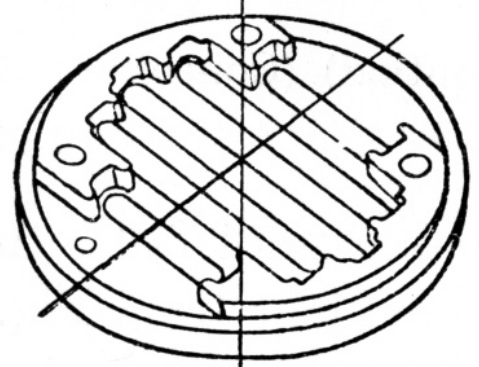
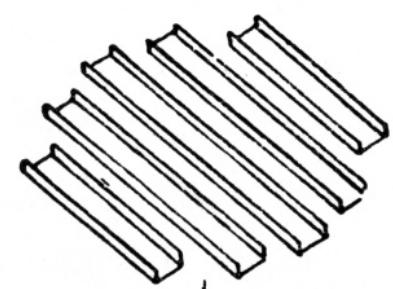
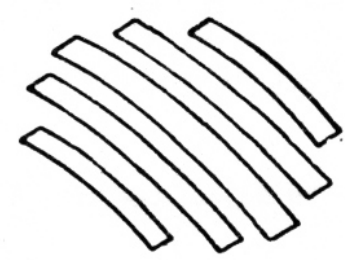
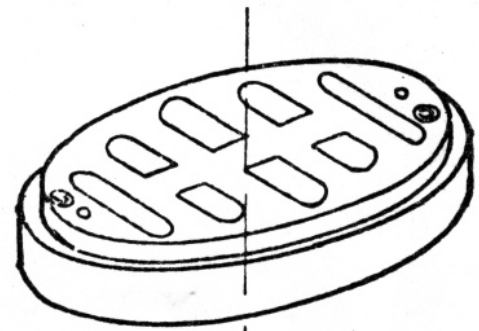
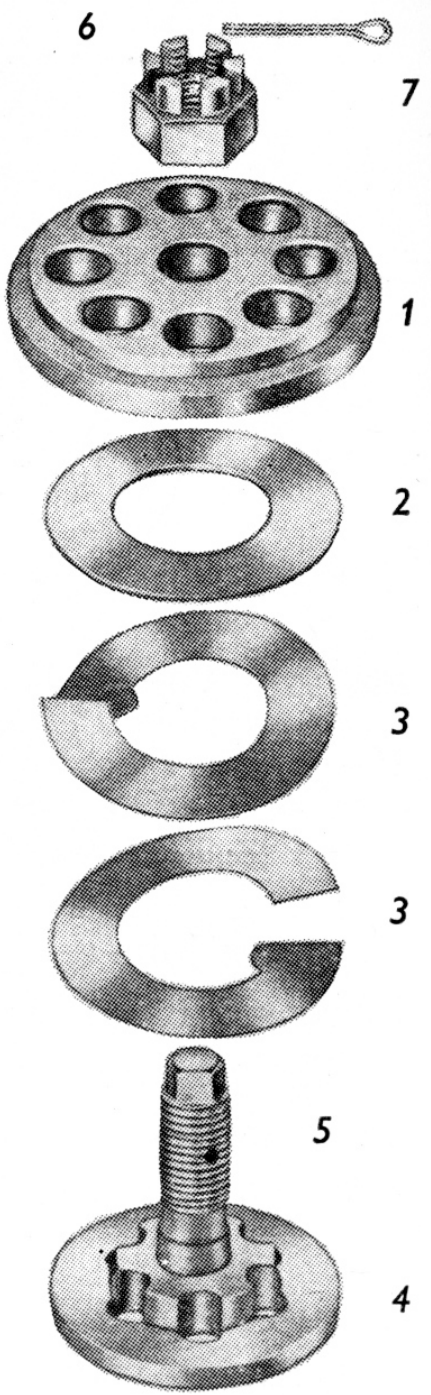


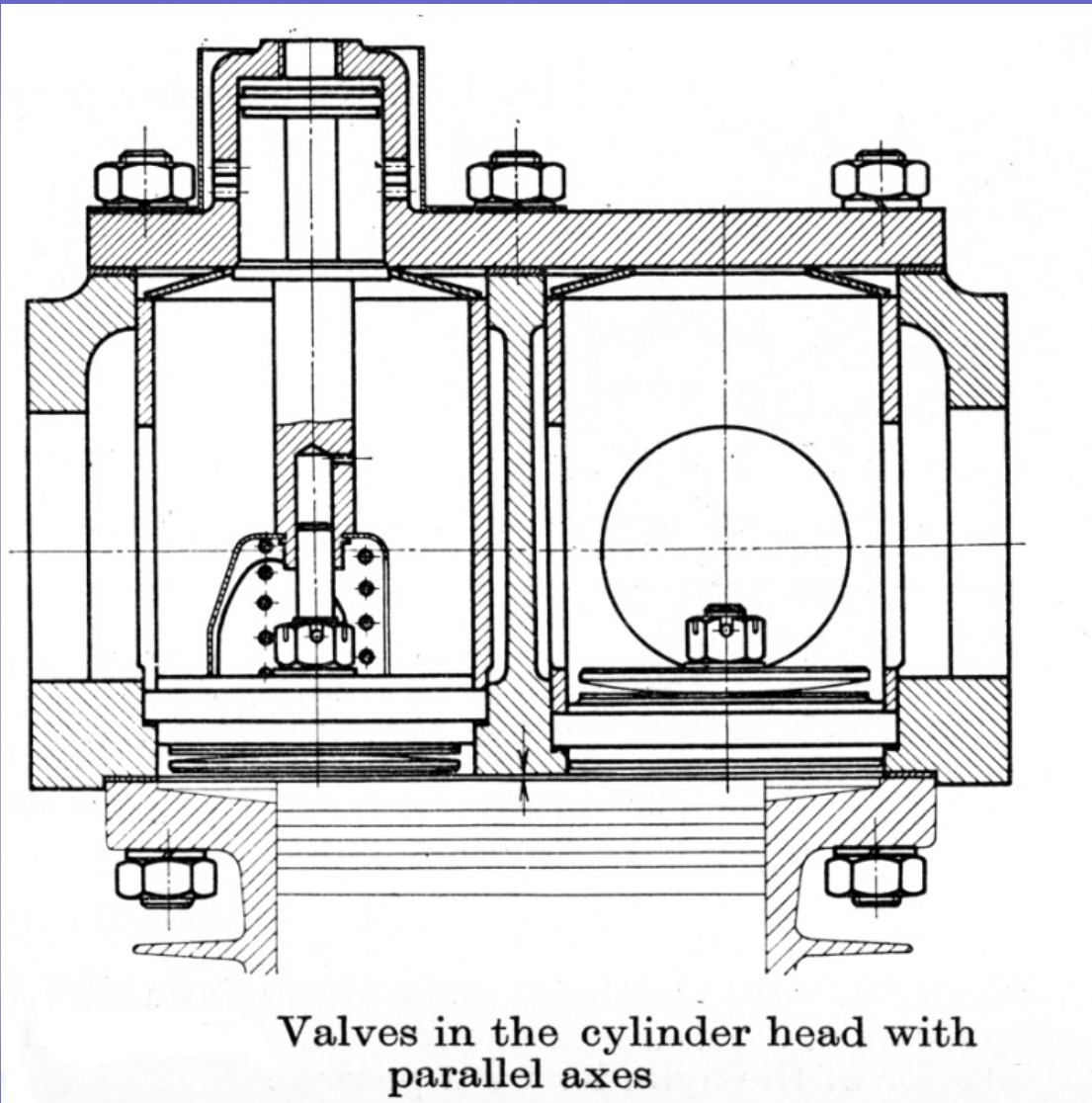


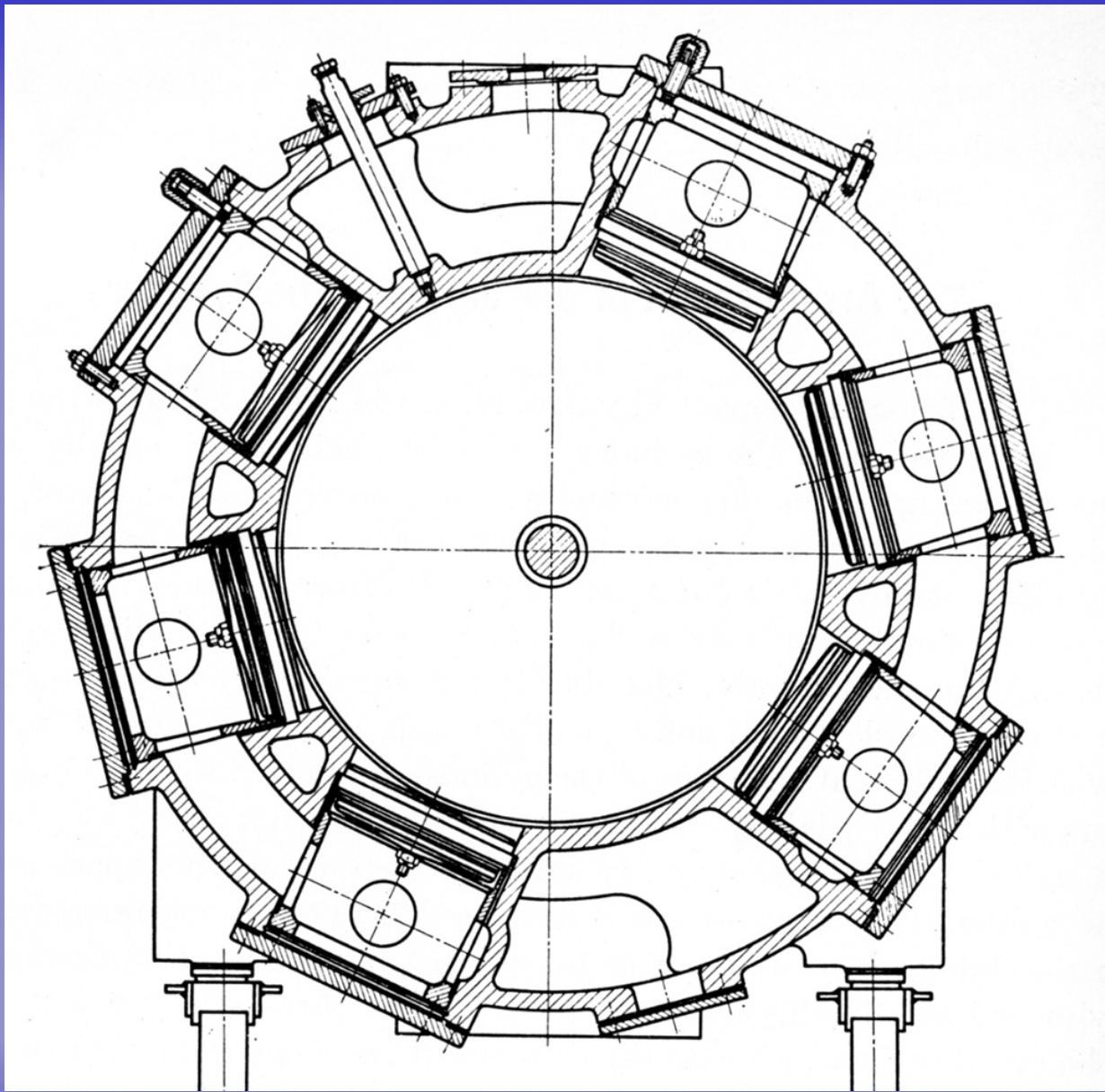


Pear-type crosshead with cylindrical pin, axially secured by spring clips

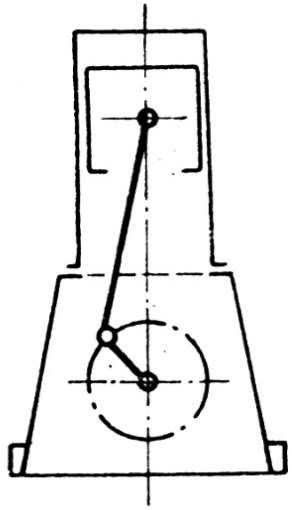




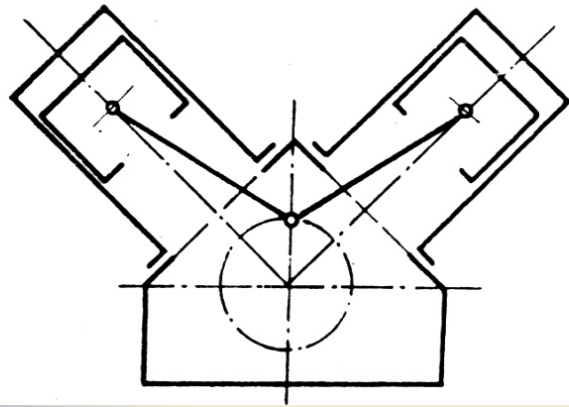




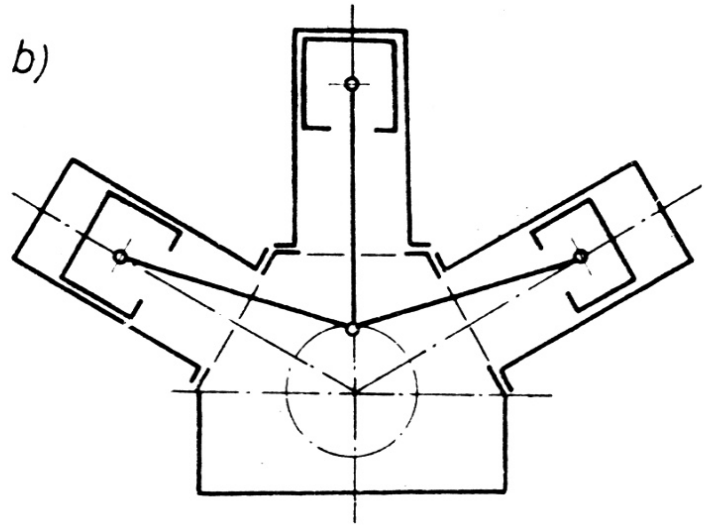


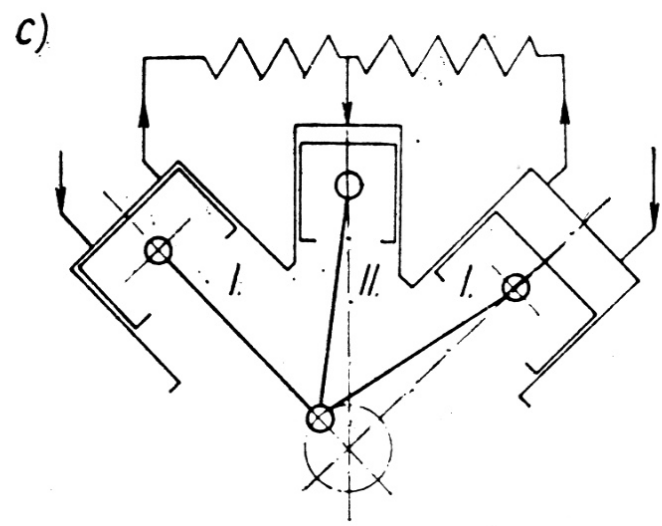
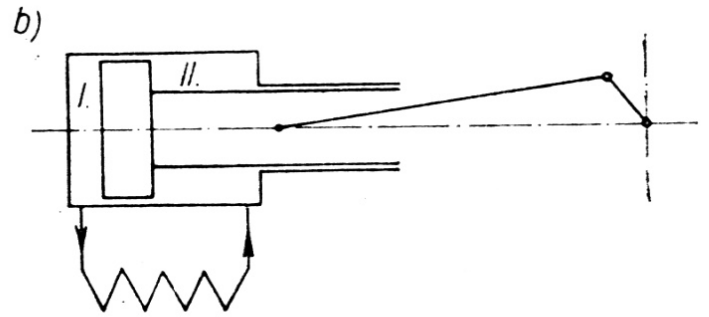
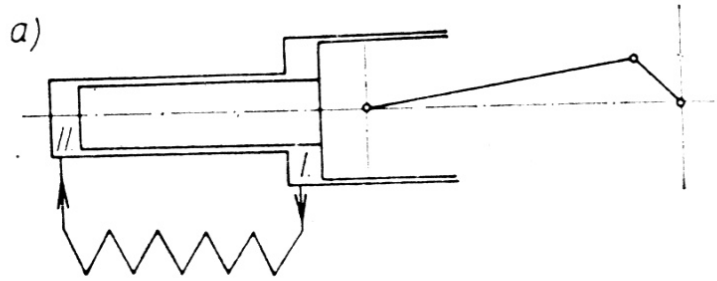


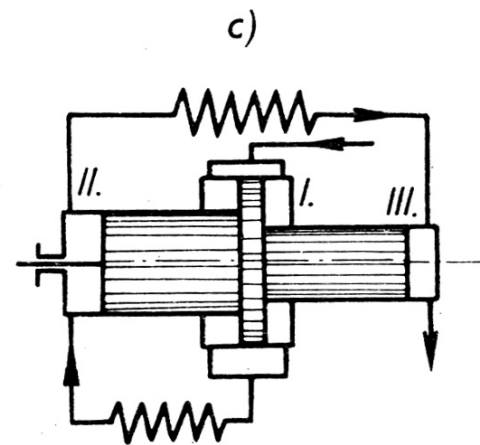
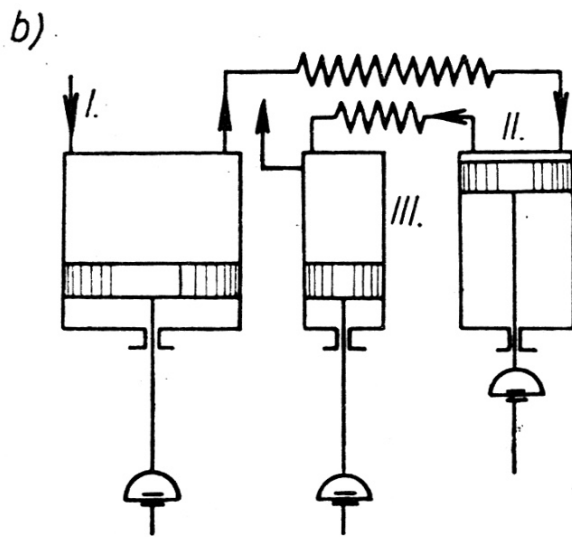
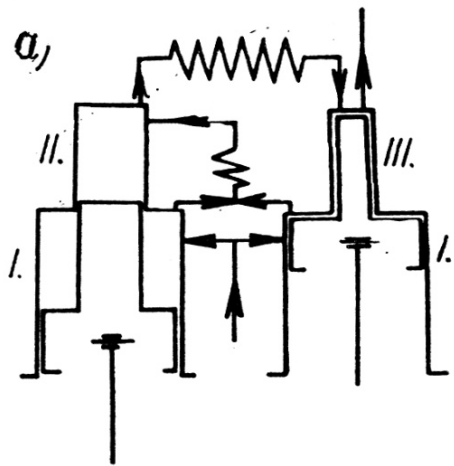
*a)*

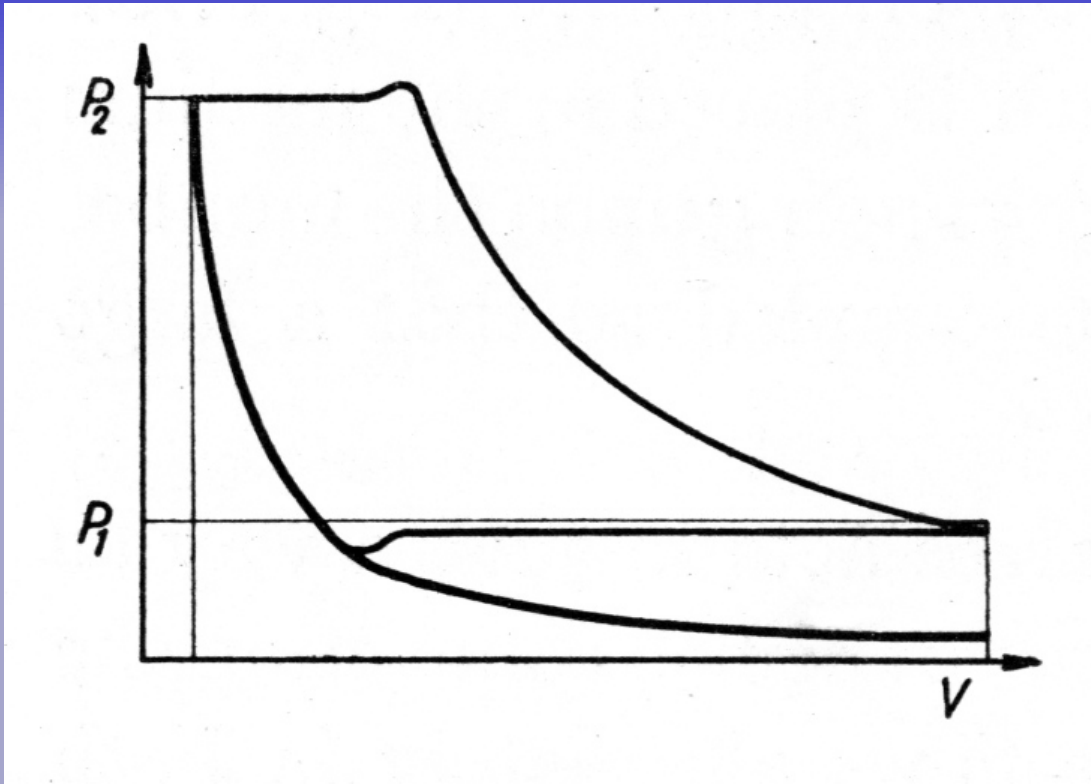


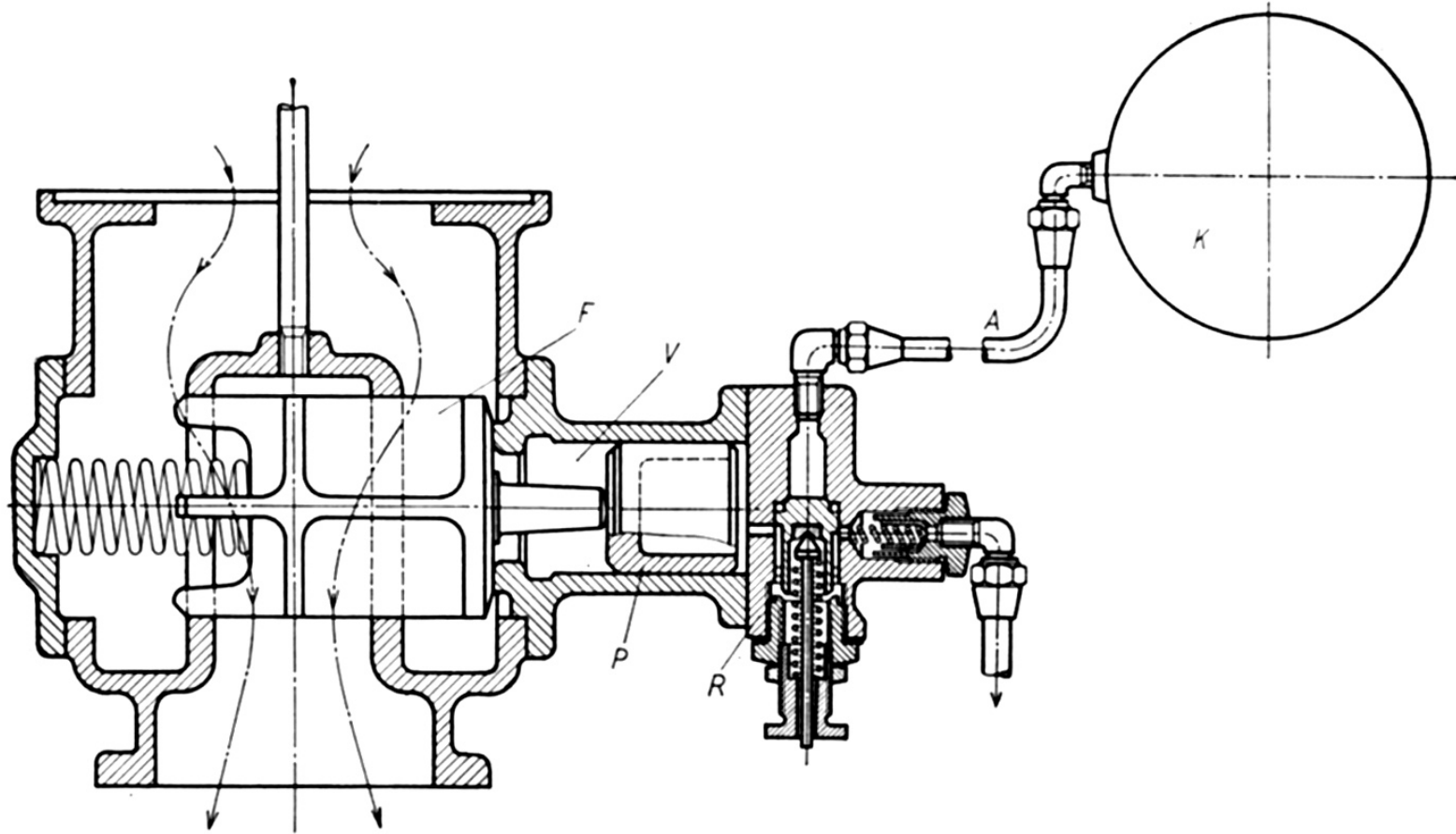
*b)*



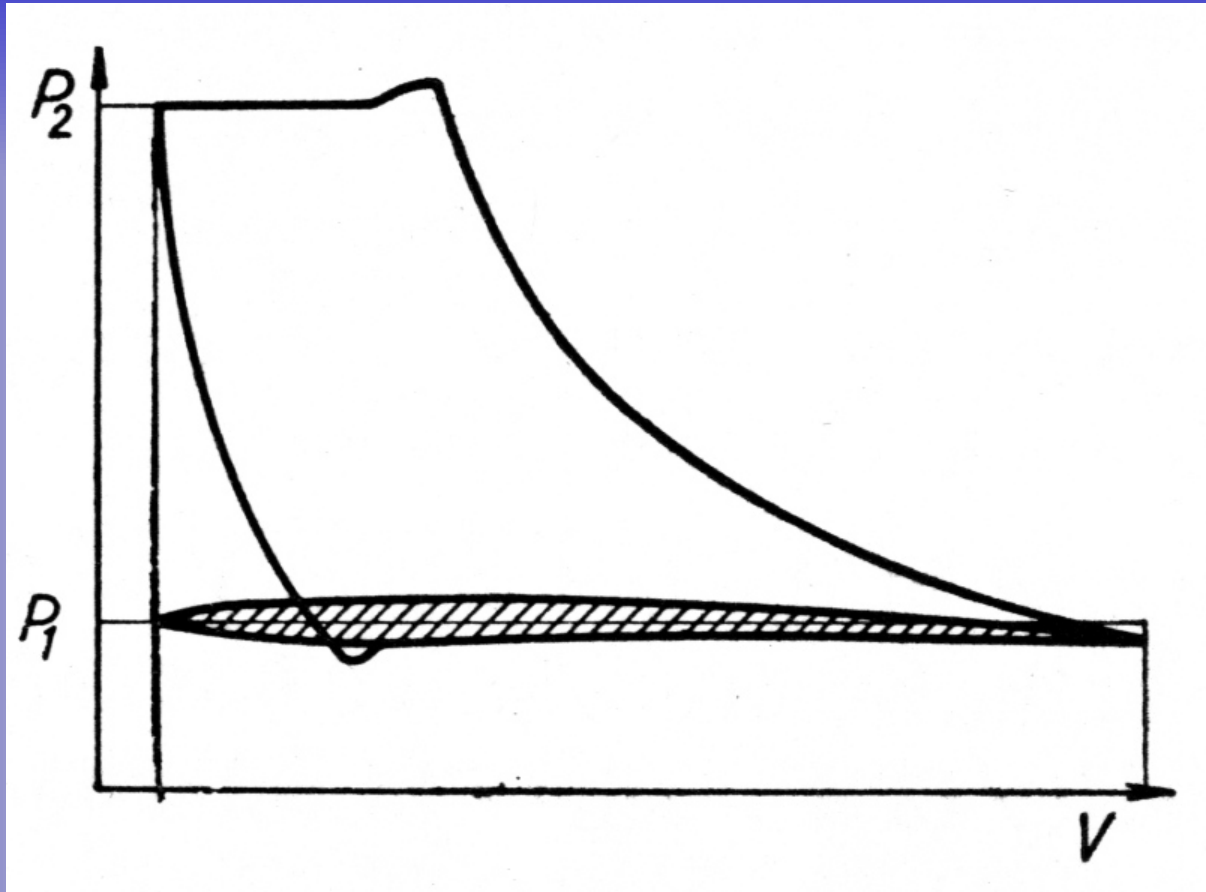


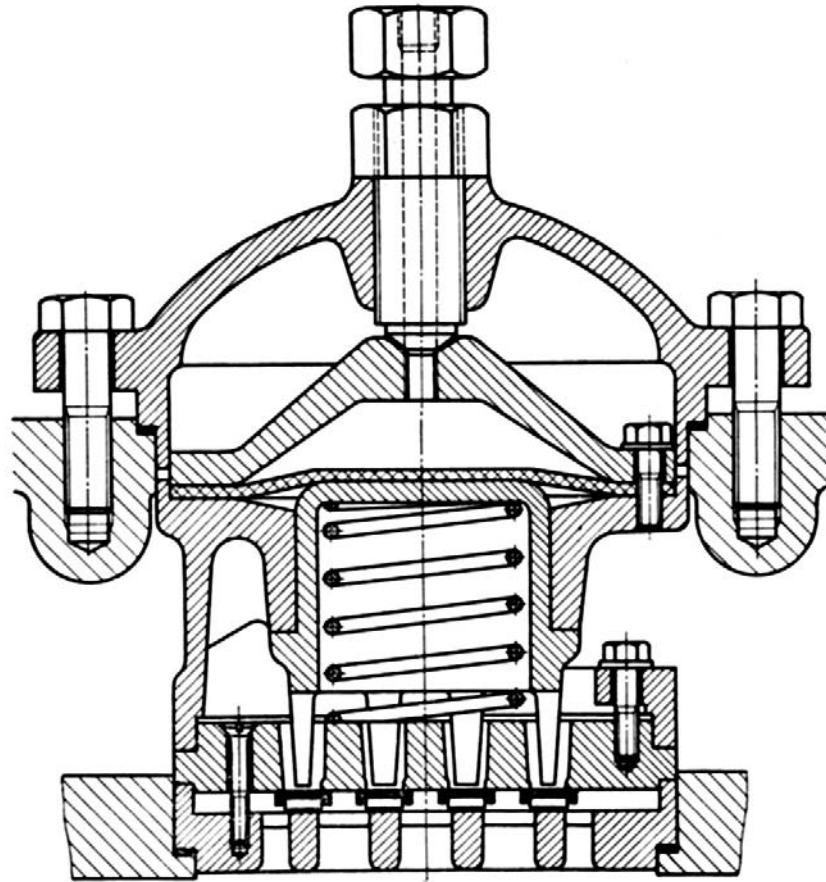




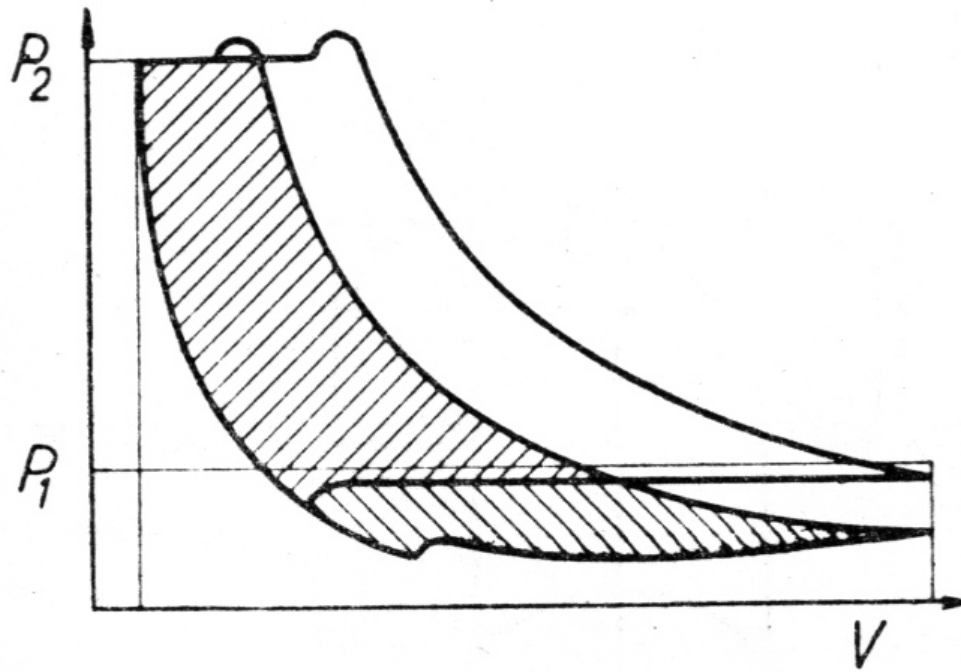


Control by closing the suction line (Ingersoll-Rand). If the pressure in the receiver *K* is too high, the automatic air governor *R*, connected by pipe *A*, admits compressed air into the cylinder *V* and at the same time into the speed reduction device described at Fig. 8.1. The high pressure in the cylinder *V* moves the gate *F* so as to close the suction line

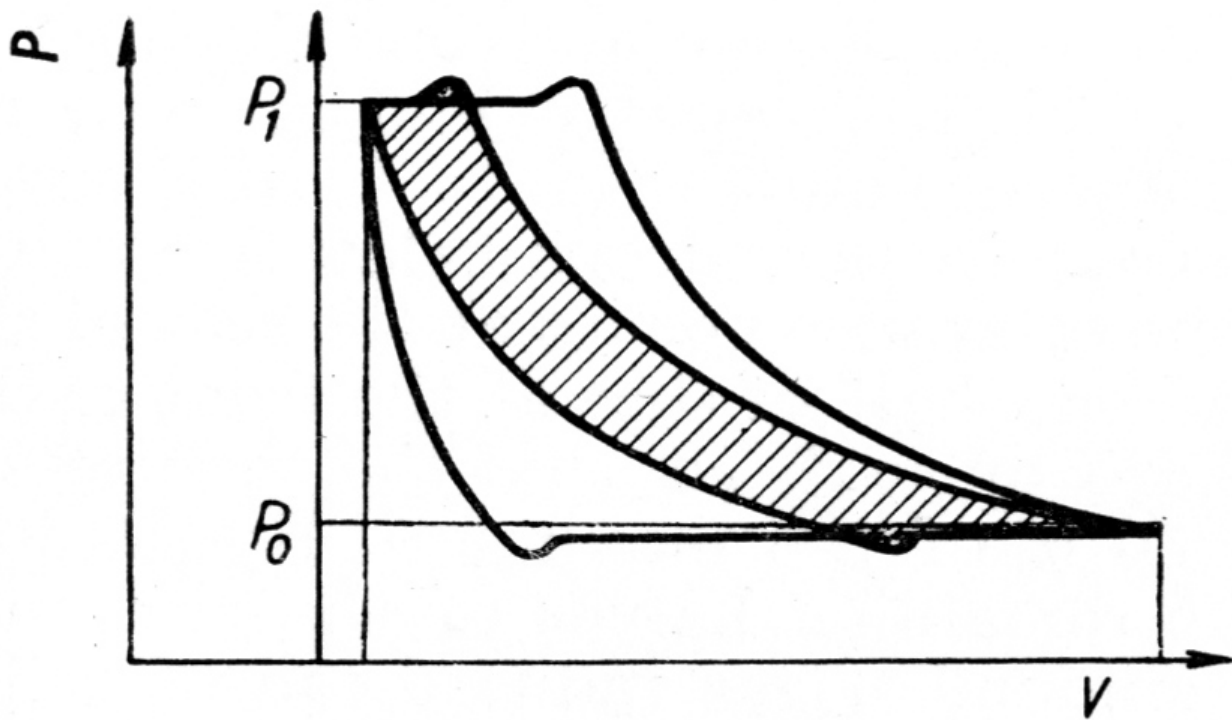


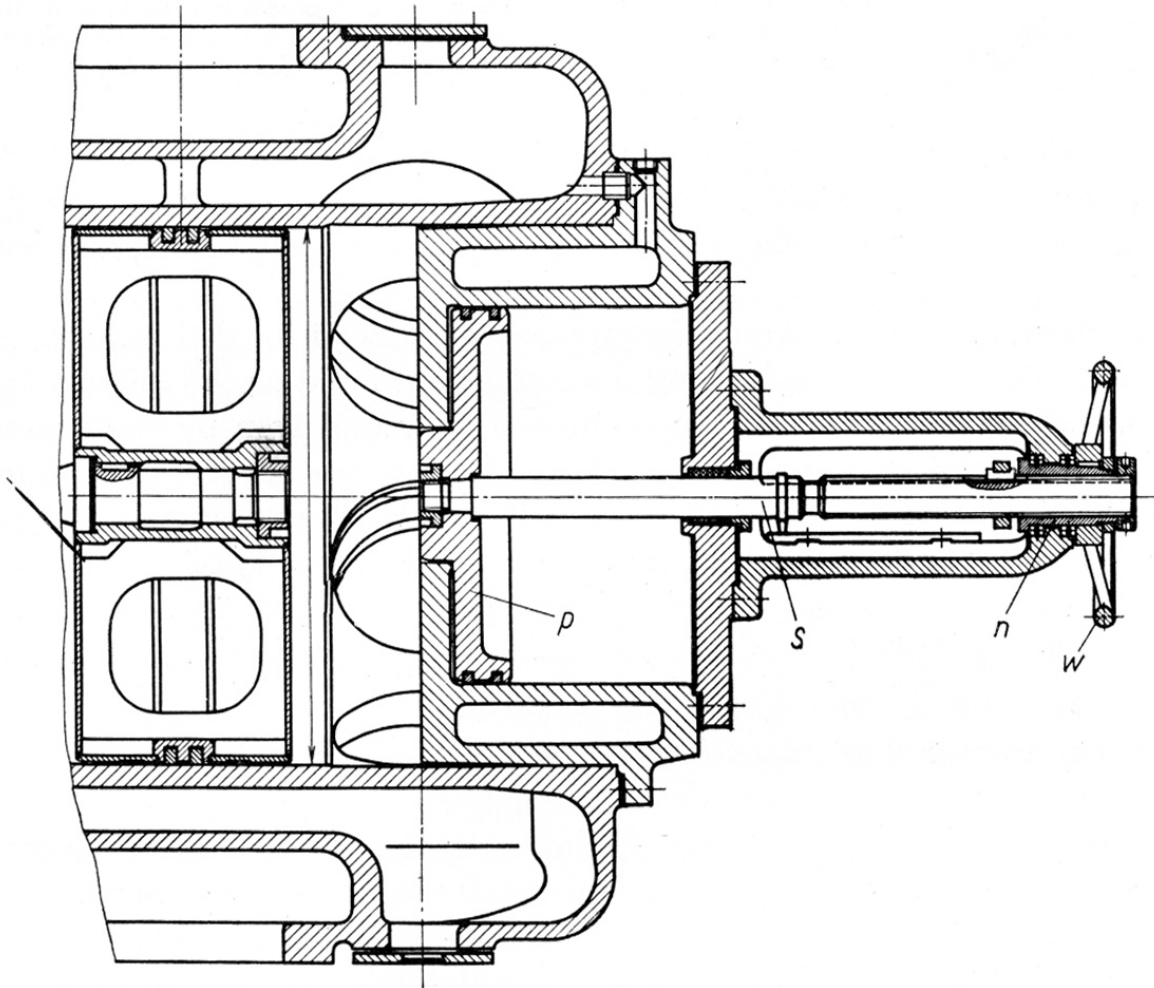


Unloading device using a diaphragm preventing escape of compressed air past the piston into the suction line









Continuous control of the amount of gas induced by a clearance pocket of variable capacity. Rotation of the wheel *w* and nut *n* moves the spindle *s* and the piston *p* and thus varies the clearance volume