SEARS

OWNERS MANUAL

MODEL NO. 919.157251

IMPORTANT:
Read all the Safety Guideines and All Instructions Carefully Before Operating.

CRAFTSMAN®

GASOLINE ENGINE AIR COMPRESSOR

~~ASSEMBLY~~
~~OPERATION~~
MAINTENANCE
REPAIR PARTS

Record in the spaces provided.

(1) The model number which can be found on the maintenance label on the front of the air tank.
(2) The code number which can be found on the foil label on the rear of the air tank.
(3) The Manufacturers Number (ASME Code Compressor only) is located on the metal data plate which is welded onto the backside of the air tank. (This data plate is painted the same color as the tank.)
(4) The Engine Manufacturer's name is located on the front of the engine.
(5) The Engine Model Number stamped on top of the engine.
(6) The Engine Type which can be found stamped on top of the engine.

Retain these numbers for future reference.

Model No._____

Code No._____

Mfg. No._____

Engine Mfg. Name_____

Engine Mfg. Model_____

Engine Mfg. Type_____

Date / #

⚠ WARNING

Read Owner's Manual. Do not operate equipment until you have read Owners Manual for Safety, Operation, and Maintenance Instructions.

- **This product is not equipped with a spark arresting muffler.** If the product will be used around flammable materials, or on land covered with materials such as agricultural crops, forest, brush, grass, or other similar items, then an approved spark arrester must be installed and is legally required in the state of California. It is a violation of California statutes section 130050 and/or sections 4442 and 4443 of the California Public Resources Code, unless the engine is equipped with a spark arrestor, as defined in section 4442, and maintained in effective working order. Spark arresters are also required on some U. S. Forest service land and may also be legally required under other statutes and ordinances.
- Engine exhaust from this product contains chemicals known, in certain quantities, to cause cancer, birth defects or other reproductive harm.

Sears, Roebuck and Co., Hoffman Estates, IL 60179 U.S.A.

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SAFETY GUIDELINES - DEFINITIONS

This manual contains information that is important for you to know and understand. This information relates to protecting **YOUR SAFETY** and **PREVENTING EQUIPMENT PROBLEMS**. To help you recognize this information, we use the symbols to the right. Please read the manual and pay attention to these sections.

⚠DANGER

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

⚠CAUTION

CAUTION indicates a potentially hazardous situation which, if not avoided, **may** result in **minor or moderate injury**.

⚠WARNING

WARNING indicates a potentially hazardous situation which, if not avoided, could **result in** death of serious injury.

CAUTION

CAUTION used without the safety alert symbol indicates a potentially hazardous situation which, if not avoided, **may** result in **property damage**.

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IMPORTANT SAFETY INSTRUCTIONS

SAVE THESE INSTRUCTIONS

⚠WARNING

IMPROPER OPERATION OR MAINTENANCE OF THIS PRODUCT COULD RESULT IN SERIOUS INJURY AND PROPERTY DAMAGE. READ AND UNDERSTAND ALL WARNINGS AND OPERATING INSTRUCTIONS BEFORE USING THIS EQUIPMENT.

HAZARD

RISK OF EXPLOSION OR FIRE

WHAT CAN HAPPEN	HOW TO PREVENT IT
GASOLINE AND **GASOLINE VAPORS CAN BECOME IGNITED** BY COMING INTO CONTACT WITH HOT COMPONENTS SUCH AS THE MUFFLER, **FROM ENGINE EXHAUST** GASES, **OR FROM AN ELECTRICAL SPARK.**	**TURN ENGINE OFF AND ALLOW IT TO COOL BEFORE ADDING FUEL TO THE TANK.** EQUIP AREA OF OPERATION WITH A FIRE EXTINGUISHER CERTIFIED TO HANDLE GASOLINE OR FUEL FIRES.
COMBUSTIBLE MATERIALS WHICH COME INTO CONTACT WITH HOT ENGINE PARTS CAN BECOME IGNITED.	**ADD FUEL OUTDOORS** IN A WELL VENTILATED AREA. MAKE SURE THERE ARE NO SOURCES OF IGNITION, SUCH AS CIGARETTES NEAR REFUELING LOCATION.
	OPERATE COMPRESSOR IN A CLEAN, DRY, WELL VENTILATED AREA A MINIMUM OF FORTY-EIGHT INCHES FROM ANY BUILDING, OBJECT OR WALL. **DO NOT OPERATE UNIT INDOORS OR IN ANY CONFINED AREA.**
	STORE FUEL IN A SECURE LOCATION AWAY FROM COMPRESSOR.
UNATTENDED OPERATION OF THIS PRODUCT COULD RESULT IN PERSONAL INJURY OR PROPERTY DAMAGE.	**ALWAYS REMAIN IN ATTENDANCE WITH THE PRODUCT WHEN IT IS OPERATING.**

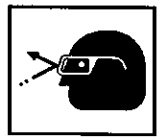
RISK OF BURSTING

AIR TANK: **THE FOLLOWING CONDITIONS COULD** LEAD TO A WEAKENING OF THE TANK, AND **RESULT IN A VIOLENT TANK EXPLOSION AND COULD CAUSE PROPERTY DAMAGE OR SERIOUS INJURY.**

WHAT CAN HAPPEN	HOW TO PREVENT IT
1. **FAILURE TO PROPERLY DRAIN** CONDENSED **WATER FROM THE TANK,** CAUSING RUST AND THINNING OF THE STEEL TANK.	**DRAIN TANK DAILY OR AFTER EACH USE.** IF TANK DEVELOPS A LEAK, REPLACE IT IMMEDIATELY WITH A NEW TANK OR REPLACE THE ENTIRE COMPESSOR.
2. **MODIFICATIONS** OR ATTEMPTED REPAIRS **TO THE TANK.**	**NEVER** DRILL INTO, WELD, OR **MAKE ANY MODIFICATIONS TO THE TANK** OR ITS ATTACHMENTS.
3. UNAUTHORIZED **MODIFICATIONS TO THE UNLOADER VALVE, SAFETY VALVE, OR** ANY **OTHER COMPONENTS WHICH CONTROL** TANK **PRESSURE.**	THE TANK IS DESIGNED TO WITHSTAND SPECIFIC OPERATING PRESSURES. **NEVER MAKE ADJUSTMENTS OR PARTS SUBSTITUTIONS TO ALTER THE FACTORY SET OPERATING PRESSURES.**
4. **EXCESSIVE VIBRATION CAN WEAKEN THE AIR TANK AND CAUSE RUPTURE OR EXPLOSION. EXCESSIVE VIBRATION WILL OCCUR IF THE COMPRESSOR IS NOT PROPERLY MOUNTED** OR IF THE ENGINE OPERATES ABOVE RECOMMENDED RPM.	**DO NOT REMOVE THE STIFFENER BAR** CONNECTING THE COMPRESSOR PUMP TO THE ENGINE, EXCEPT TO ADJUST BELT TENSION, THEN SECURELY TIGHTEN THE STIFFNER BAR NUTS. **THIS BAR CONTROLS OUTFIT VIBRATION.**
ATTACHMENTS & ACCESSORIES:	
EXCEEDING THE PRESSURE RATING OF AIR TOOLS, SPRAY GUNS, AIR OPERATED ACCESSORIES, TIRES AND OTHER INFLATABLES **CAN CAUSE THEM TO EXPLODE** OR FLY APART, AND COULD RESULT IN SERIOUS INJURY.	FOR ESSENTIAL CONTROL OF AIR PRESSURE, YOU MUST **INSTALL A PRESSURE REGULATOR AND PRESSURE GAUGE TO THE AIR OUTLET** OF YOUR COMPRESSOR. FOLLOW THE EQUIPMENT MANUFACTURERS RECOMMENDATION AND NEVER EXCEED THE MAXIMUM ALLOWABLE PRESSURE RATING OF ATTACHMENTS. **NEVER USE COMPRESSOR TO INFLATE SMALL LOW-PRESSURE OBJECTS SUCH AS CHILDREN'S TOYS, FOOTBALLS, BASKETBALLS. ETC.**

HAZARD

RISK FROM FLYING OBJECTS

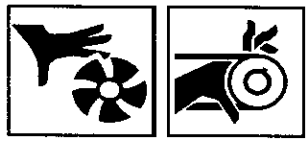


WHAT CAN HAPPEN	HOW TO PREVENT IT
THE **COMPRESSED AIR** STREAM **CAN CAUSE SOFT TISSUE DAMAGE** TO EXPOSED SKIN **AND CAN PROPEL** DIRT, CHIPS, **LOOSE PARTICLES** AND SMALL OBJECTS AT **HIGH SPEED**, RESULTING IN PROPERTY DAMAGE OR PERSONAL INJURY.	**ALWAYS WEAR ANSI Z87.1 APPROVED SAFETY GLASSES WITH SIDE SHIELDS WHEN USING THE COMPRESSOR.** **NEVER POINT ANY NOZZLE OR SPRAYER TOWARD ANY PART OF THE BODY OR AT OTHER PEOPLE OR ANIMALS.** ALWAYS **TURN THE COMPRESSOR OFF AND BLEED PRESSURE** FROM THE AIR HOSE AND TANK **BEFORE** ATTEMPTING MAINTENANCE, **ATTACHING TOOLS** OR ACCESSORIES.

RISK TO BREATHING

WHAT CAN HAPPEN	HOW TO PREVENT IT
BREATHING EXHAUST FUMES FROM ENGINE WILL CAUSE SERIOUS INJURY OR **DEATH.**	ALWAYS **OPERATE AIR COMPRESSOR OUTSIDE IN A CLEAN, WELL VENTILATED AREA.** AVOID ENCLOSED AREAS SUCH AS GARAGES, BASEMENTS, STORAGE SHEDS, WHICH LACK A STEADY EXCHANGE OF AIR. KEEP CHILDREN, PETS AND OTHERS AWAY FROM AREA OF OPERATION.
THE **COMPRESSED AIR** FROM YOUR COMPRESSOR **IS NOT SAFE FOR BREATHING!** THE AIR STREAM MAY CONTAIN CARBON MONOXIDE, TOXIC VAPORS OR SOLID PARTICLES FROM THE TANK.	**NEVER INHALE AIR FROM THE COMPRESSOR** EITHER DIRECTLY OR FROM A BREATHING DEVICE CONNECTED TO THE COMPRESSOR.
SPRAYED MATERIALS SUCH AS PAINT, PAINT SOLVENTS, PAINT REMOVER, INSECTICIDES, WEED KILLERS, **CONTAIN HARMFUL VAPORS** AND POISONS.	**WORK IN AN AREA WITH GOOD CROSS-VENTILATION.** READ AND **FOLLOW THE SAFETY INSTRUCTIONS** PROVIDED ON THE LABEL OR SAFETY DATA SHEETS **FOR THE MATERIAL YOU ARE SPRAYING. USE A NIOSH/MSHA APPROVED RESPIRATOR** DESIGNED FOR USE WITH YOUR SPECIFIC APPLICATION.

RISK FROM MOVING PARTS



WHAT CAN HAPPEN	HOW TO PREVENT IT
THE **ENGINE CAN START ACCIDENTALLY** IF THE FLYWHEEL IS TURNED BY HAND OR MOVED BY PULLING ON THE STARTER ROPE.	ALWAYS **DISCONNECT THE SPARK PLUG AND BLEED PRESSURE FROM THE TANK BEFORE PERFORMING MAINTENANCE.**
MOVING PARTS SUCH AS THE PULLEY, FLYWHEEL AND BELT **CAN CAUSE SERIOUS INJURY,** IF THEY COME INTO CONTACT WITH YOU OR YOUR CLOTHING.	**NEVER OPERATE THE COMPRESSOR WITH GUARDS** OR COVERS WHICH ARE DAMAGED OR REMOVED.
ATTEMPTING TO OPERATE COMPRESSOR **WITH DAMAGED OR MISSING PARTS OR ATTEMPTING TO REPAIR COMPRESSOR WITH PROTECTIVE SHROUDS REMOVED CAN EXPOSE YOU TO MOVING PARTS** AND CAN **RESULT IN SERIOUS INJURY.**	ANY **REPAIRS** REQUIRED ON THIS **PRODUCT SHOULD BE PERFORMED BY AUTHORIZED SERVICE CENTER PERSONNEL.**

HAZARD

RISK OF BURNS

WHAT CAN HAPPEN	HOW TO PREVENT IT
TOUCHING EXPOSED METAL SUCH AS THE COMPRESSOR HEAD OR OUTLET TUBES **OR CONTACT WITH HOT ENGINE PARTS,** SUCH AS THE MUFFLER, **CAN RESULT IN SERIOUS BURNS.** THE GASOLINE ENGINE, THE ENGINE MUFFLER, THE COMPRESSOR HEAD AND TUBING BECOME VERY HOT DURING OPERATION.	**NEVER TOUCH ANY EXPOSED METAL PARTS ON ENGINE OR COMPRESSOR** DURING OR IMMEDIATELY AFTER OPERATION. **ENGINE AND COMPRESSOR WILL REMAIN HOT** FOR SEVERAL MINUTES AFTER OPERATION. DO NOT REACH AROUND PROTECTIVE SHROUDS OR ATTEMPT MAINTENANCE UNTIL UNIT HAS BEEN ALLOWED TO COOL.

RISK OF FALLING

WHAT CAN HAPPEN	HOW TO PREVENT IT
A PORTABLE **COMPRESSOR CAN FALL** FROM A TABLE, WORKBENCH OR ROOF **CAUSING DAMAGE TO THE COMPRESSOR AND COULD RESULT IN SERIOUS INJURY OR DEATH TO THE OPERATOR.**	ALWAYS **OPERATE COMPRESSOR IN A STABLE SECURE POSITION** TO PREVENT ACCIDENTAL MOVEMENT OF THE UNIT. **NEVER OPERATE COMPRESSOR ON A ROOF OR OTHER ELEVATED POSITION. USE ADDITIONAL AIR HOSE TO REACH HIGH LOCATIONS.**

RISK OF PROPERTY DAMAGE WHEN TRANSPORTING COMPRESSOR

(Fire, Inhalation, Damage to Vehicle Surfaces)

WHAT CAN HAPPEN	HOW TO PREVENT IT
FUEL OR OIL CAN LEAK OR SPILL AND COULD RESULT IN FIRE OR BREATHING HAZARD, SERIOUS INJURY OR DEATH CAN RESULT. FUEL OR OIL LEAKS WILL DAMAGE CARPET, PAINT OR OTHER SURFACES IN VEHICLES OR TRAILERS.	IF COMPRESSOR IS EQUIPPED WITH A FUEL SHUT-OFF VALVE, **TURN THE VALVE TO THE OFF POSITION BEFORE TRANSPORTING TO AVOID FUEL LEAKS.** IF COMPRESSOR IS NOT EQUIPPED WITH A FUEL SHUT-OFF VALVE, **DRAIN THE FUEL FROM TANK BEFORE TRANSPORTING.** TRANSPORT FUEL ONLY IN AN OSHA APPROVED CONTAINER. ALWAYS PLACE COMPRESSOR ON A PROTECTIVE MAT WHEN TRANSPORTING TO PROTECT AGAINST DAMAGE TO VEHICLE FROM LEAKS. REMOVE COMPRESSOR FROM VEHICLE IMMEDIATELY UPON ARRIVAL AT YOUR DESTINATION.

GSW-99 — 9/22/99

SPECIFICATION CHART

Model No.	919.157251
Engine Horsepower	5
Compressor Displacement CFM	15.3
Compressor Bore	2 7/8"
Compressor Stroke	2"
Air Tank/Capacity – Gallons	20 ASME
Approximate Unloader Reset Pressure	90
Approximate Unloader Blow-Off Pressure	110
SCFM @ 40 psig	12.0
SCFM @ 90 psig	10.0

GLOSSARY

SCFM: Standard cubic feet per minute; a unit of measure of air delivery.

PSIG: Pounds per square inch gauge; a unit of measure of pressure.

ASME: American Society of Mechanical Engineers; made, tested, inspected and registered to meet the standards of the ASME.

CFM: Cubic feet per minute.

Unloader Blow-Off Pressure: All models are continuously running outfits controlled by tank pressure when the maximum tank pressure is obtained, the unloader valve will blow-off. This will cause the compressor to exhaust the air to the atmosphere and not the tank. This decreases the load on the engine and allows it to run at a near no-load condition.

Unloader Reset Pressure: When the tank pressure drops to a predetermined point, the unloader valve closes. The tank pressure will now increase until it reaches the unloader blow-off pressure.

ACCESSORIES FOR USE WITH SEARS AIR COMPRESSORS

The following accessories are available through the current general sales catalog or at full-line Sears stores.

- •SPRAY GUNS
- •BLOW GUNS
- •AIR CAULKING GUNS
- •AIR POWER WASHER
- •SANDBLASTERS
- •AIR BRUSH SET
- •IN-LINE FILTERS
- •TIRE CHUCKS
- •PAINT TANKS
- •AIR CARRY TANKS
- •INFLATOR KITS
- •QUICK CONNECTOR SETS (various sizes)
- •AIR PRESSURE REGULATORS
- •OIL FOG LUBRICATORS
- •AIR TOOLS:
  - Sanders
  - Drills
  - Impact Wrenches
  - Rachets
- •AIR HOSE:
  - 1/4" or 3/8" I.D. in various lengths

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GENERAL INFORMATION

You have purchased an air compressor unit consisting of a 2 cylinder, single-stage air compressor pump and air tank. Included with portable compressors are wheels, gauges, and handle.

Your air compressor can be used for operating paint spray guns, air tools, caulking guns, grease guns, air brushes, sandblaster, or inflating tires and plastic toys, spraying weed killers, insecticides, etc.

An air pressure regulator is usually required for most of these applications. Regulators can be purchased from most Sears stores or through the Sears Power Tool Catalog.

Separate air transformers which combine the functions or air regulation and/or moisture and dirt removal should be used where applicable.

DESCRIPTION OF OPERATION

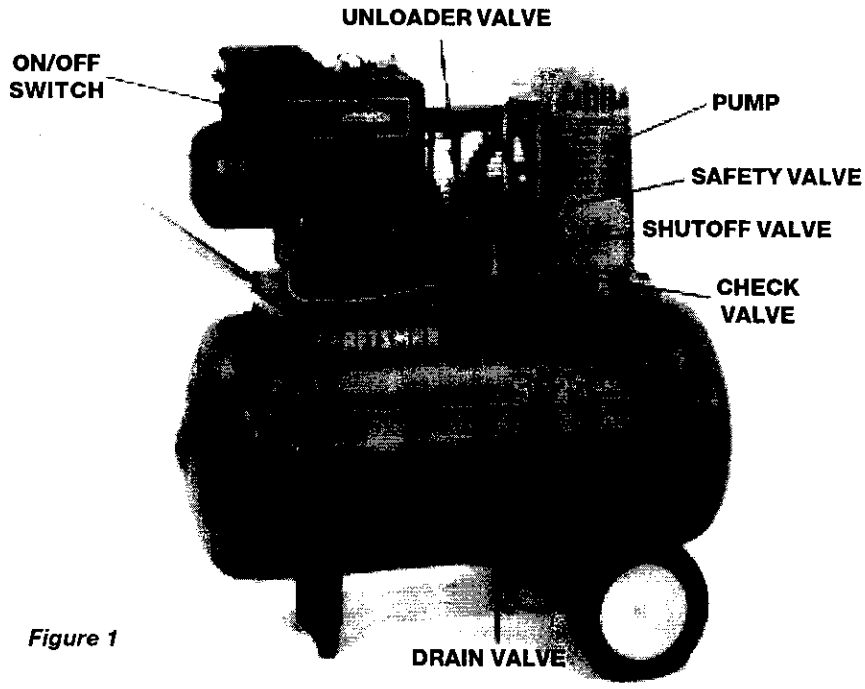

Figure 1

Air Compressor Pump: To compress air, the pistons move up and down in the cylinders. On the downstroke, air is drawn in through the air intake filter and then through the air intake valves. The exhaust valve remains closed. On the upstroke of the piston, air is compressed. The intake valves close and compressed air is forced out through the exhaust valve, through the outlet tube, through the check valve and into the air tank. Working air is not available until the compressor has raised air tank pressure above that required at the air outlet.

Throttle Control: A throttle control has been incorporated as an extra feature. When maximum tank pressure is reached and the unloader valve unloads air, it also activates a throttle control on the engine. This gas saving feature holds the engine at a factory-set idling speed until air pressure in the air tank drops to reset pressure; it then reactivates the throttle control and accelerates the engine to full throttle.

Unloader Valve: All models are continuously running outfits controlled by tank pressure. When the maximum tank pressure is obtained, the unloader valve will exhaust the compressed air to the atmosphere (blow-off). When the pressure drops to a predetermined point, the unloader valve closes and causes the tank pressure to increase.

Safety Valve: If the pressure switch does not shut off the air compressor at or near its cut-out pressure setting, the safety valve will protect against high pressure by "popping out" at its factory set pressure (slightly higher than the pressure switch cut-out setting).

Check Valve: When the air compressor is operating, the check valve is "open," allowing compressed air to enter the air tank. When the air compressor reaches "cut-out" pressure, the check valve "closes," allowing air pressure to remain inside the air tank. If the air is not unloaded, the motor will try to start, but will be unable to. The check valve allows the motor to restart freely.

Shut Off Valve: Turn the knob counterclockwise to open the valve and clockwise to close.

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ASSEMBLY INSTRUCTIONS

Item You Will Need To Assemble Your Compressor

- 20 oz. of oil for the engine (see Briggs & Stratton instructions). Use 10W30 high quality motor oil
- 16 oz. of Sears compressor oil or SAE 20-20W
- teflon tape
- a 9/16" socket or open-end wrench for attaching the wheels
- a 7/16" open-end wrench for attaching the foot extension bracket and rubber feet
- a ¼" open-end wrench for attaching the shut-off valve and air outlet adapater.

Installing Handle, Foot Extension Bracket, Wheels, Outlet Valve

⚠WARNING

THE WHEELS AND HANDLE DO NOT PROVIED ADEQUATE CLEARANCE, STABILITY OR SUPPORT FOR PULLING THE UNIT UP AND DOWN STAIRS OR STEPS. THE UNIT MUST BE LIFTED OR PUSHED UP A RAMP.

⚠CAUTION

Do not use the engine gas tank as a support for lifting the air compressor.

1. Insert the handle into pockets under the tank saddle. Put one set screw through hole in one side of tank saddle and tighten down on handle.

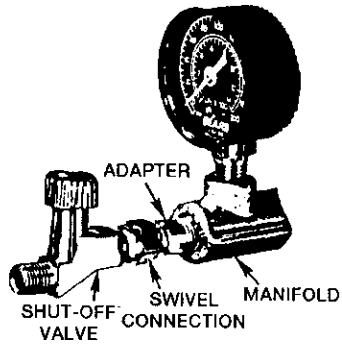
⚠CAUTION

It may be necessary to brace or support one end of the outfit when attaching the wheels and the foot extension bracket because the air compressor will have a tendency to tip before both wheels are assembled.

⚠WARNING

EXCESSIVE TANK VIBRATION CAN WEAKEN THE AIR TANK AND CAUSE RUPTURE OR EXPLOSION. RUBBER FEET MUST BE INSTALLED.

2. Attach the rubber feet to the bottom of the foot extension bracket. Attach foot extension bracket to the air tank bracket. Use one cap screw, one lock washer, and one hex nut at each end. Tighten.
3. The leg bracket on the underside of the air compressor tank has 2 holes on each side for mounting the wheels. Place one shoulder bolt through the hole in a wheel. Next, push the bolt through the **LOWER** hole of the leg bracket and screw on one hex locking nut. The special locking nut does not turn freely. Tighten the nut firmly until it contacts the tank leg. See pg. 16. The outfit will sit level if the wheels are properly installed.
4. Apply teflon tape to the tapered pipe threads on the adapter and tighten into the manifold. Install the swivel connection end of the shut-off valve to the straight threaded end of the adapter (pipe sealant is not required) and tighten this connection. See photo below.



5. Attach the spark plug wire to the spark plug.

INSTALLATION AND BREAK-IN PROCEDURES

Location of the Air Compressor

⚠WARNING

EXCESSIVE TANK VIBRATION CAN WEAKEN THE AIR TANK AND CAUSE RUPTURE OR EXPLOSION. RUBBER FEET MUST BE INSTALLED.

Operate the air compressor in a clean, dry and well ventilated area. The air intake filter must be kept clear of obstructions which could reduce air delivery of the air compressor. The air compressor should be located at least 12" away from walls or other obstructions that could interfere with the flow of air through the fan bladed flywheel. The air compressor crankcase and head are designed with fins to provide proper cooling, if humidity is high, Sears air filter can be installed to remove excessive moisture. Closely follow the instructions packaged with the filter for proper installation.

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Permanent Installation

⚠WARNING

BOLTING LEGS TO A STIFF SURFACE CAN CAUSE TANK RUPTURE RESULTING IN SERIOUS INJURY OR DAMAGE. DO NOT PERMANENTLY MOUNT COMPRESSOR TO ANY SURFACE WITHOUT USING THE VIBRATION MOUNT KIT.

This compressor may be permanently mounted in a loaction such as a truck bed, it desired. A vibration mount kit is included for this purpose.

1. In order to maintain adequate ventilation for compressor cooling and to avoid contact with pick-up truck bed, always mount the outfit at least 8" from any vertical wall. Using the holes in the air tank legs as a guide, mark and drill four 5/16" diameter holes in the mounting surface.
2. Insert the vibration mounts in the mounting holes. Place a flat washer under the mounting surface and secure each mount with a lock washer and nut. See figure 2.
3. Set the outfit on the exposed threaded ends of the mount to the air tank legs with a lock washer and nut.

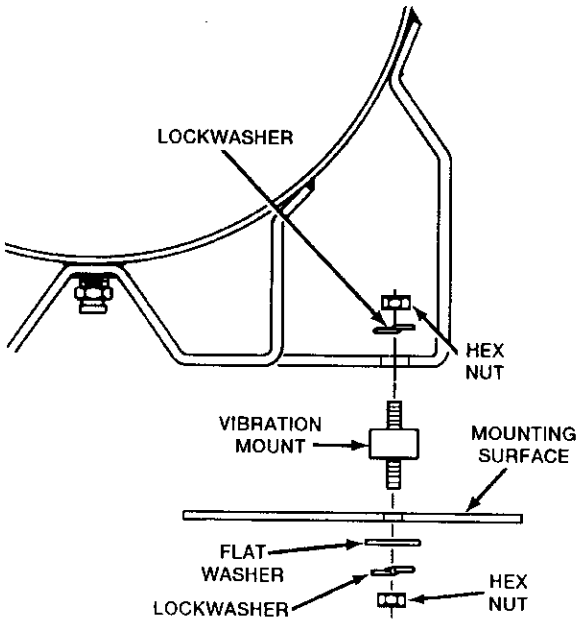


Figure 2

Lubrication, Oil and Gasoline

⚠CAUTION

Compressors are shipped without oil. Do not attempt to operate this air compressor without first adding oil to the compressor pump crankcase and engine crankcase.

Place unit on a level surface. Remove compressor oil fill plug and slowly add a special compressor oil such as Sears compressor oil or SAE-20-20W SF motor oil until it is even with the top of the oil fill hole. (It must not be allowed to be lower than 3/8" - 6 threads down - from the top.) When filling the crankcase, the oil flows very slowly. If the oil is added too quickly, it will overflow and appear to be full. (Crankcase oil capacity is 16 fluid ounces.) Under winter-type conditions use SAE 10W oil. (Multi-viscosity oil - 10W30 - will leave carbon deposits on critical components reducing performance and compressor life.) Replace oil fill plug.

Remove engine oil fill plug and slowly add oil to the point of overflowing. Use a high quality oil classified "FOR SERVICE SC, SD, SE or MS,". See Briggs and Stratton "OPERATING AND MAINTENANCE INSTRUCTIONS" for recommended SAE viscosity grades. (Engine crankcase capacity is 20 fluid ounces.)

For your convenience, purchase a ¼" NPT nipple 2½" long, and a ¼" NPT x ¼" NPT coupling (pipe collar) to allow ease in draining oil. Remove oil drain plug on the gas tank side of the engine and install the nipple. Thread the coupling on the end of the nipple and screw the drain plug in the coupling. See figure 3.

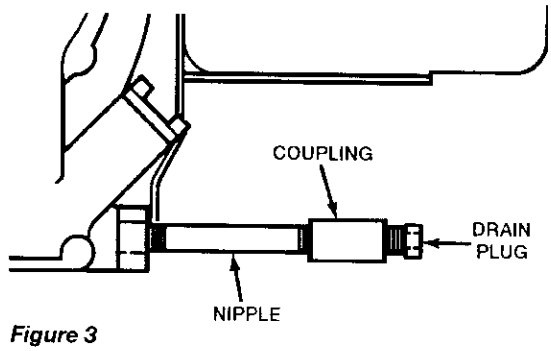


Figure 3

With the unit in a level position, fill the gas tank (approx. 3/4 gal.) with fresh, clean unleaded gasoline. Regular gas is an acceptable substitute. Do not use premium gasoline.

⚠WARNING

Gasoline Vapor is highly flammable. Refuel outdoors preferably, or only in well ventilated areas. Do not refuel or check gasoline level while the engine is running. Do not store, spill or use gasoline near an open flame.

⚠WARNING

Do not mix oil with gasoline.

Break-In Procedures

Open outlet valve to prevent pressure from building up in the tank. Set toggle lever of unloader valve in the vertical position to relieve compressor head pressure. See figure 4. Move the choke lever to "choke" position and move on-off lever to the "on" position. See figure 5. Pull choke all the way out. Move stop switch away from spark plug.

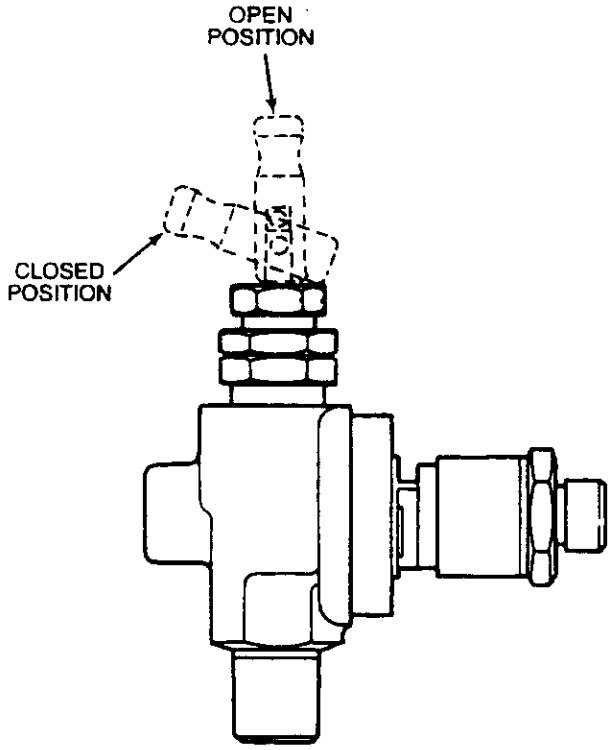


Figure 4

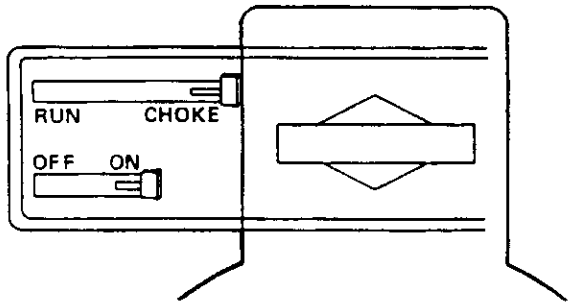


Figure 5

A warm engine requires less choking than a cold engine.

⚠CAUTION

Unit is top heavy. Make sure the compressor is stable and will not tip before pulling the starting cord.

1. Place your left hand on the air compressor handle, and your right hand on the starter handle, and pull cord out quickly to overcome engine compression and prevent "kickback". If engine does not start, push the choke about three-quarters of the way in or choke level three quarters to the left and pull starter handle again. When engine starts, push choke in or choke lever to the left gradually.

⚠CAUTION

Serious damage may result in the following break-in instructions are not followed.

2. Pump Break-in: Open the outlet valve to prevent tank pressure build-up. Run the air compressor for 30 minutes to seat the rings and lubricate all internal surfaces. This operation must be completed only once when first putting the unit in service.
3. After completing the above, and when ready to begin using the compressor, move the unloader valve toggle lever to a horizontal position. Close the outlet valve to build tank pressure.
4. Engine Break-in: After the first 5 hours of normal running, change the engine oil. Then after every 25 hours the engine oil should be changed.

OPERATING PROCEDURES

1. Before attaching an air hose or accessory, make sure the engine is off. Close the outlet valve or pressure regulator. (If an optional air pressure regulator is not used, do not use accessories rated at less than 110 psig.)
2. Attach hose and accessory.

⚠WARNING

TOO MUCH AIR PRESSURE CAUSES A HAZARDOUS RISK OF BURSTING. CAREFULLY FOLLOW STEPS 3 THROUGH 10 EACH TIME THE COMPRESSOR IS USED.

3. Check the manufacturer's maximum pressure rating for air tools and accessories. *The compressor outlet pressure must never exceed the maximum pressure rating.*
4. Start the engine and allow tank pressure to build. Your outfit is ready for use.

⚠CAUTION

Compressed air from the outfit may contain water condensation and oil mist. Do not spray unfiltered air at an item that could be damaged. Some air operated tools or devices may require filtered air. Read the instructions for the air tool or device.

When you are finished:

5. Turn off engine.
6. Shut-off outlet valve or air pressure regulator.
7. Remove air tool or accessory.
8. Open outlet valve or regulator and allow air to slowly bleed from the tank. Close the outlet vavle or regulator when the tank pressure is approximately 20 psig.

⚠WARNING

WATER WILL CONDENSE IN TANK. IF NOT DRAINED, WATER WILL CORRODE AND WEAKEN THE AIR TANK CAUSING A RISK OF TANK RUPTURE. SEE STEP 9.

9. With tank pressure at approximately 20 PSI, open the drain cock and allow moisture to drain. Turn the drain T-handle counterclockwise to open.

NOTE

If drain cock is clogged, release all air pressure. The drain cock can then be removed, cleaned, and then reinstalled.

10. After the water has been drained, close the drain cock. The compressor outfit can now be stored.

MAINTENANCE

⚠WARNING

DURING MAINTENANCE, YOU COULD BE EXPOSED TO COMPRESSED AIR OR MOVING PARTS. PERSONAL INJURIES CAN OCCUR. BEFORE DOING ANY MAINTENANCE OR REPAIR, DISCONNECT THE SPARK PLUG WIRE TO PREVENT ACCIDENTAL STARTING, AND RELIEVE AIR TANK PRESSURE. NEVER OPERATE THE COMPRESSOR WITH THE BELT GUARD REMOVED.

Air Compressor

A clean air compressor and engine run cooler and provide longer service. Clean or blow off fins and any other parts of the air compressor and engine that collect dust or dirt. Do not place rags, containers or other material on or against the compressor. Ventilation is necessary to maintain proper air compressor operating temperature.

Compressor Pump Air Intake Filter — Inspection and Replacement

A dirty air filter will not allow the compressor to operate at full capacity. Before you use the compressor, check the air filter to be sure it is clean.

If it is dirty, replace with a new filter. The filter may be removed by using a pair of needle nose pliers or a screwdriver. Pull or pry out the old filter and push in a new one.

Compressor Oil — Checking and Changing

Check oil level in the crankcase daily. The oil level should be even with the top of the fill hole and must not be allowed to be lower than 3/8" from the top (6 threads) at any time. It is recommended that the oil be changed after every 100 hours of operation. To drain the oil, remove the oil drain plug and collect the oil in a suitable container. Be sure to replace the plug securely before adding new oil. Use a special compressor oil such as Sears compressor oil or SAE 20-20W SF motor oil. (Crankcase oil capacity is 16 fluid ounces.) Under extreme winter conditions use 10 weight oil. Multi-viscosity oil (10W30) will leave carbon deposits on critical components reducing performance and compressor life.

Check Valve — Inspection and Replacement

Remove the check valve for inspection or replacement if air is leaking constantly back through the check valve. Use the following procedure to inspect, clean or replace the check valve.

1. Release air pressure from the air tank.
2. Loosen the top and bottom tube nuts and remove the outlet tube (Nos. 4 and 6).
3. Unscrew the check valve (turn counterclockwise) using a socket wrench (No. 3).
4. Check that the valve disc moves freely inside the check valve and that the spring holds the disc in the upper, closed position. The check valve may be cleaned with a solvent.
5. Apply sealant to the check valve threads. Reinstall the check valve (turn clockwise). The disc should still move freely — do not overtighten.
6. Replace the outlet tube and tighten top and bottom nuts (Nos. 6 and 4).

Safety Valve — Inspection and Replacement

⚠WARNING

IF THE SAFETY VALVE DOES NOT WORK PROPERLY OVER-PRESSURIZATION MAY OCCUR, CAUSING AIR TANK RUPTURE OR EXPLOSION. OCCASIONALLY PULL THE RING ON THE SAFETY VALVE TO MAKE SURE THAT THE SAFETY VALVE OPERATES FREELY. IF THE VALVE IS STUCK OR DOES NOT OPERATE SMOOTHLY, IT MUST BE REPLACED WITH THE SAME TYPE OF VALVE HAVING AN IDENTICAL PRESSURE RATING.

Engine — Oil Change and Air Cleaner

See Briggs & Stratton "Operating and Maintenance Instructions" for information regarding engine oil changes and air cleaner service.

Engine — Adjustments

Read the Briggs & Stratton "Operating and Maintenance Instructions" that were provided with your compressor.

The gasoline engine was adjusted and set at the factory to ensure correct operation. However, variations in gasoline quality and octane, humidity, altitude or load may adversely affect engine performance. As a result, minor adjustments of fuel mixture or speed controls may be necessary.

To adjust the fuel mixture, turn the needle valve clockwise until it closes. See figure 6.

⚠CAUTION

The needle valve point may be damaged if turned in too far.

Turn the needle valve 1½ revolutions counterclockwise to establish a point of reference. Start the engine and allow it to warm up.

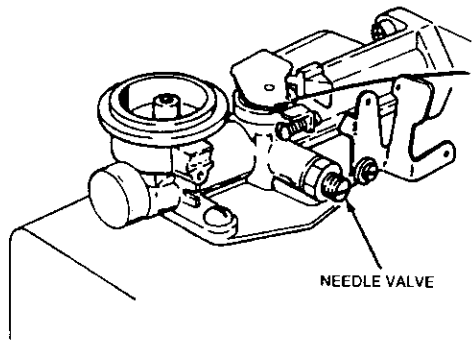


Figure 6

NOTE

The air cleaner must be in place when any carburetor adjustments are made.

Turn the needle valve clockwise (in) until the engine misses, noting the valve position (lean mixture). Turn the needle valve counterclockwise (out) until engine runs roughly, again noting valve position (rich mixture). Now, turn the needle valve clockwise (in) to the point midway between lean and rich where the engine runs smoothly.

If the compressor stalls frequently during acceleration from idle speed, richen mixture sightly (by turning the needle valve out slowly). If this adjustment does not eliminate the stalls, adjust the idle speed to a slightly higher level by loosening the two jam nuts on the throttle control cylinder, readjusting its position and retightening the nuts. See figure 7. Proper idle speed is between 2400 and 2600 RPM.

If the throttle mechanism fails to operate smoothly, preventing the engine from returing to full throttle speed when tank pressure falls below 90 psig, it may be necessary to lubricate it with a light lubricating oil. See figure 7.

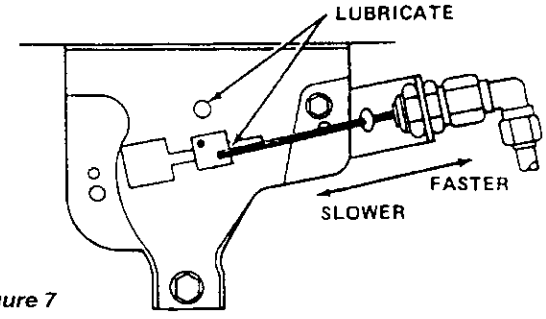


Figure 7

Proper no-load engine speed may be checked and adjusted using the following procedures:

1. Remove the belt guard and belt. Start engine

NOTE

This is the only time you should operate your compressor with the belt guard removed. Use caution when checking engine speed.

⚠WARNING

High engine speeds greatly increase vibration loads on air tank. This could weaken the tank and cause it to rupture or explode. Damage to the engine can also occur. Engine RPM must be set per specification.

2. Measure engine speed with belt removed using a tachometer. Speed should be as follows:

Compressor Model No.	No-Load (Max) Speed (±100 RPM)
919.157251	3700 RPM

If speed is correct go to Step 5.

3. Four bolts fasten the engine to tank base. Position yourself on the starter rope side of engine and locate that engine mounting bolt nearest you on the left. In this area, there is one vertical spring. Locate the vertical spring situated directly above the mounting bolt just described.

   Locate lever to which the lower end of the vertical spring is attached. See figure 8. Using needle nosed pliers, bend the lever slightly downward to increase engine speed or bend slightly upward to decrease engine speed.

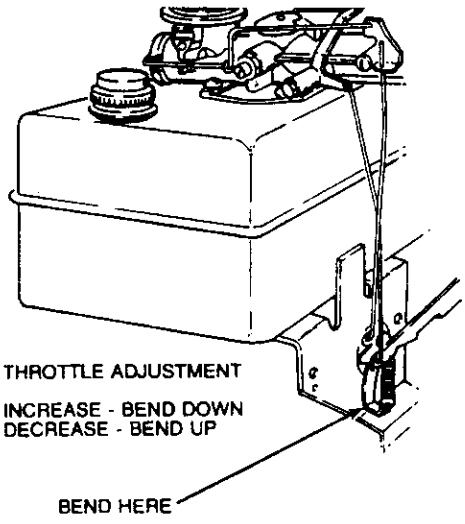


Figure 8

4. Check the engine speed again and readjust as necessary.

5. Shut off engine, install belt, adjust belt tension (see Belt Replacement) and reinstall belt guard.

⚠WARNING

SERIOUS INJURY OR DAMAGE MAY OCCUR IF PARTS OF THE BODY OR LOOSE ITEMS GET CAUGHT IN MOVING PARTS. NEVER OPERATE THE OUTFIT WITH THE BELT GUARD REMOVED. THE BELT GUARD SHOULD BE REMOVED ONLY AFTER THE SPARK PLUG WIRE HAS BEEN DISCONNECTED.

Belt Replacement

To replace belt:

1. Disconnect spark plug wire.
2. Remove belt guard.
3. Loosen four engine mounting screws, two saddle/ stiffener plate screws, handle set screw, and stiff ener bar nut on engine and slide engine toward compressor.
4. Remove belt and replace with new.

NOTE

The belt must be centered over the grooves on the flywheel and engine pulley.

5. Push the engine back into regular position. Achieve belt tension by inserting a large screwdriver into the hole in the saddle which is located on the belt guard side of the saddle below the engine and prying the stiffener plate back. See figure 9. Proper tension is approximately 1/4" belt deflection measured mid way between the pulley and flywheel when a 3-pound weight or equivalent finger pressure is applied at this point. See figure 10.

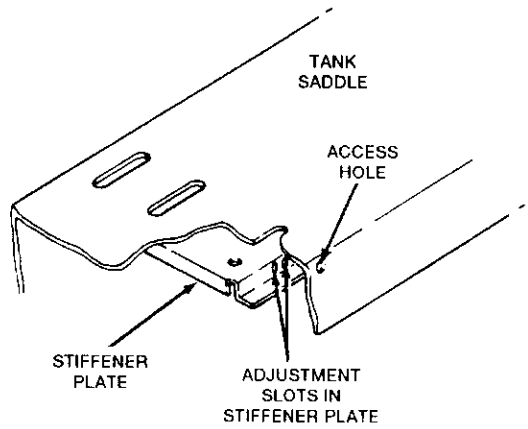


Figure 9

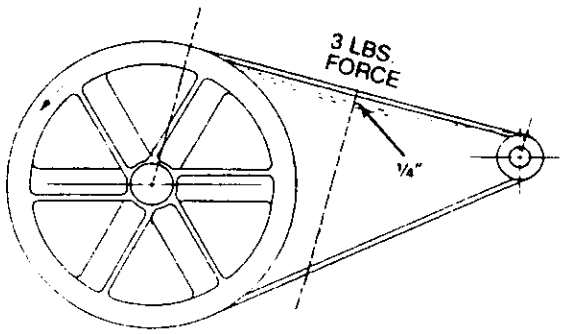


Figure 10

6. Hold belt tension until two engine mounting screws are tightened securely.
7. Tighten remaining engine mounting screws, saddle/ stiffener plate screws, handle set screw and stiffener bar nut.
8. Reinstall belt guard and screws.

NOTE

Once the engine pulley has been moved from its factory set location, the grooves of the flywheel and pulley must be aligned within 1/16" to prevent belt wear.

Pulley and Flywheel — Alignment

The compressor flywheel and motor pulley must be inline (in the same plane) within 1/16" to assure belt retention within sheave grooves. To check alignment, disconnect spark plug wire and remove the beltguard. Place a straightedge against the outside of the flywheel and measure the distance from it to the nearest groove. Alignment is achieved when the other end of the straightedge is within 1/16" of the measured dimension at the pulley grooves. Squareness is achieved when the pulley grooves are an equal distance from the straightedge on both sides of the motor shaft.

STORAGE

Before You Store The Air Compressor

1. Review the "Operating Procedures" and "Maintenance" sections on the preceding pages and perform maintenance as necessary. Drain the water from the air tank.
2. Review the Briggs & Stratton "Operating and Maintenance Instructions".
3. Remove the air tool or accessory.
4. Protect the air hose from damage (such as being stepped on or run over). Wind it loosely around the outfit handle.
5. Store the compressor in a clean and dry location.

TROUBLESHOOTING GUIDE

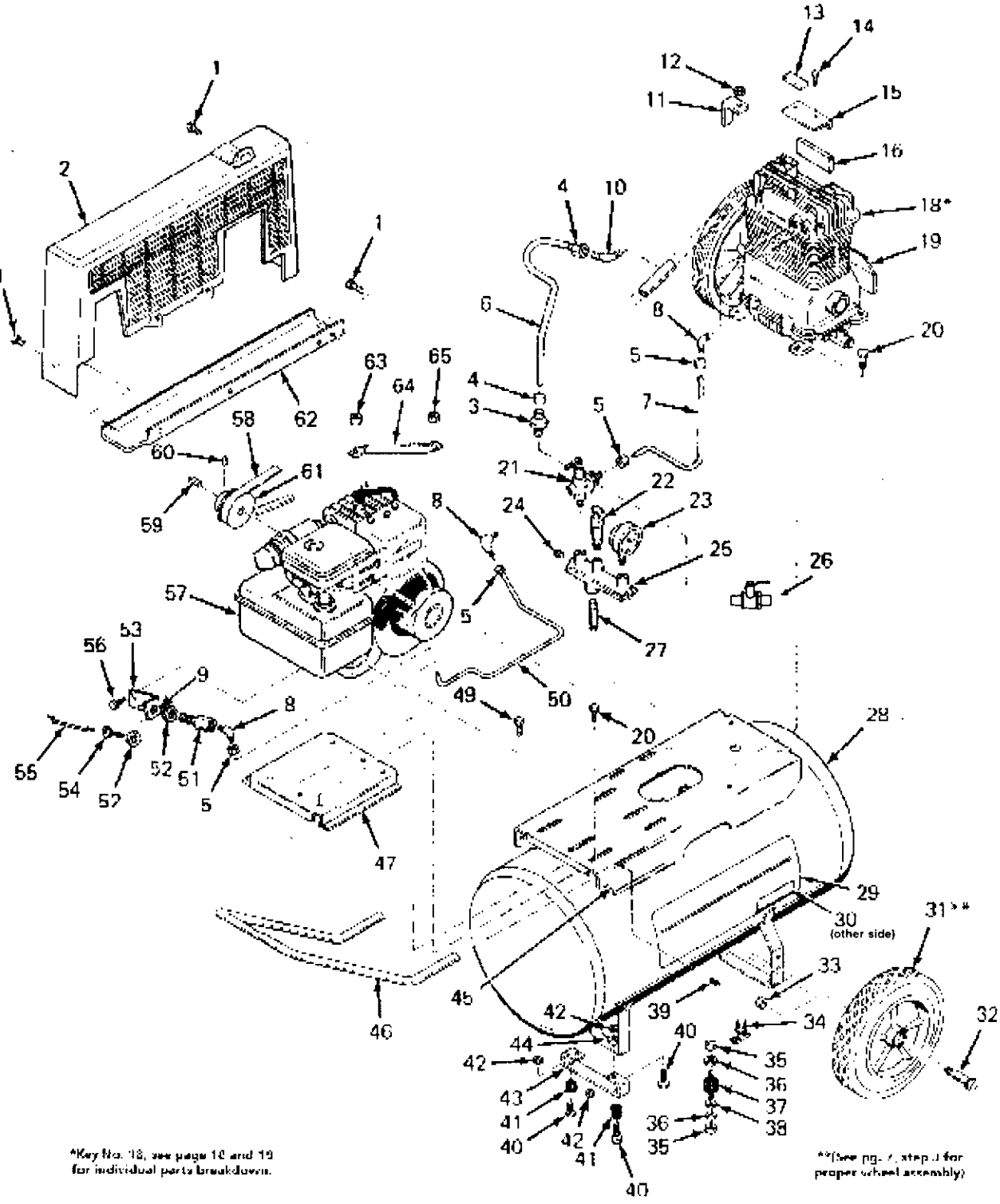
⚠WARNING

UNIT CYCLES AUTOMATICALLY WHEN POWER IS ON. WHEN DOING MAINTENANCE, YOU MAY BE EXPOSED TO VOLTAGE SOURCES, COMPRESSED AIR OR MOVING PARTS. PERSONAL INJURIES CAN OCCUR. BEFORE PERFORMING MAINTENANCE OR REPAIR, TURN OFF AND LOCK OUT ELECTRIC POWER AND BLEED OFF AIR TANK PRESSURE. NEVER OPERATE THE COMPRESSOR WITH THE BELT GUARD REMOVED.

PROBLEM	CAUSE	CORRECTION
Excessive tank pressure - safety valve pops off.	Unloader valve does not release pressure when tank reaches "blow-off" pressure.	Unloader valve must be replaced.
Air leaks at fittings or hose.	Tube or hose fittings are not tight enough.	Tighten fittings where air can be heard escaping. Check fittings under soapy water solution. **DO NOT OVER-TIGHTEN.**
Air leaks inside check valve.	Defective or dirty check valve.	Remove and clean or replace check valve. **DO NOT OVER-TIGHTEN.**
Continuous air leak at unloader valve.	Defective check valve.	Turn off engine, move unloader valve toggle lever to vertical position. If air leaks out of tank through unloader valve, clean or replace check valve.
Air leaks at air tank welds.	Defective air tank.	Air tank must be replaced. Do not attempt repair of any leaks. **⚠WARNING** **DO NOT DRILL INTO, WELD OR OTHERWISE MODIFY AIR TANK. IT WILL BE WEAKENED.**
Air leak from safety valve.	Possible defect in safety valve.	Operate safety valve manually by pulling on ring. If valve still leaks, it should be replaced.
Knocking noise.	Defective check valve.	Remove and clean or replace.
	Loose pulley.	Tighten pulley set screw.
	Low oil level (Compressor or engine).	Maintain prescribed oil level. Add oil
	Loose flywheel.	Tighten screw.
	Loose compressor or engine mounting screws.	Check bolts. Tighten as required.
	Loose belt.	Tension belt per instructions on page 12, step 5.
	Carbon build-up.	Remove the head and valve plate. Clean the valve plate and the top of the piston. (Be sure carbon does not fall into the cylinder.) Reassemble to 25-30 ft.lbs. using new gasket and torque screws.
	Stiffener bar loose.	Check both nuts and tighten if required.
Compressor is not supplying enough air to operate accessories.	Prolong excessive use of air.	Decrease amount of air usage.
	Compressor is not large enough for air requirement.	Check the accessory air requirement. If it is higher than the SCFM or pressure supplied by your air compressor, you need a larger compressor.
	Restricted air intake filter.	Clean or replace air intake filter.
	Loose belt.	Adjust belt tension.
	Hole in hose.	Check and replace.
	Check valve restricted	Remove and clean or replace.
	Air leaks.	Tighten fittings. (See Air Leaks section of Troubleshooting Guide.)

PROBLEM	CAUSE	CORRECTION
Excessive belt wear.	Loose belt.	Adjust tension per instruction on page 12, step 5.
	Pulley misalignment.	Adjust pulleys per instructions on page 13.
	Loose pulley.	Check for worn keyway or pulley bore. Also check for bent motor shaft. Replace parts if necessary.
Squealing sound.	Loose belt.	Adjust belt tension per instructions on page 12, step 5.
	There is no oil in the compressor.	Add oil to top of fill hole in base.
Engine will not run	The stop switch is in the "stop" position.	Move the stop switch away from the spark plug.
	The gasoline tank is empty.	Fill the tank with gas.
	The choke is not set properly.	Re-set the choke. Remember, a warm engine requires less choking that a cold engine.
	Improper fuel mixture.	Adjust the fuel mixture.
	Air tank pressure is too high.	Open the ball valve and reduce tank pressure to less than 40 psig.
	The unloading valve toggle lever is in a horizontal position.	Place unloading valve toggle lever in a vertical position.
Excessive vibration.	Stiffener bar or engine and compressor mounting screws are loose.	**⚠WARNING** **EXCESSIVE VIBRATION COULD WEAKEN THE AIR TANK AND CAUSE IT TO RUPTURE OR EXPLODE. STIFFENER BAR NUTS AND MOUNTING SCREWS MUST BE KEPT TIGHTENED. NEVER OPERATE THE OUTFIT UNLESS EQUIPPED WITH THE STIFFENER BAR AND RUBBER FEET.**

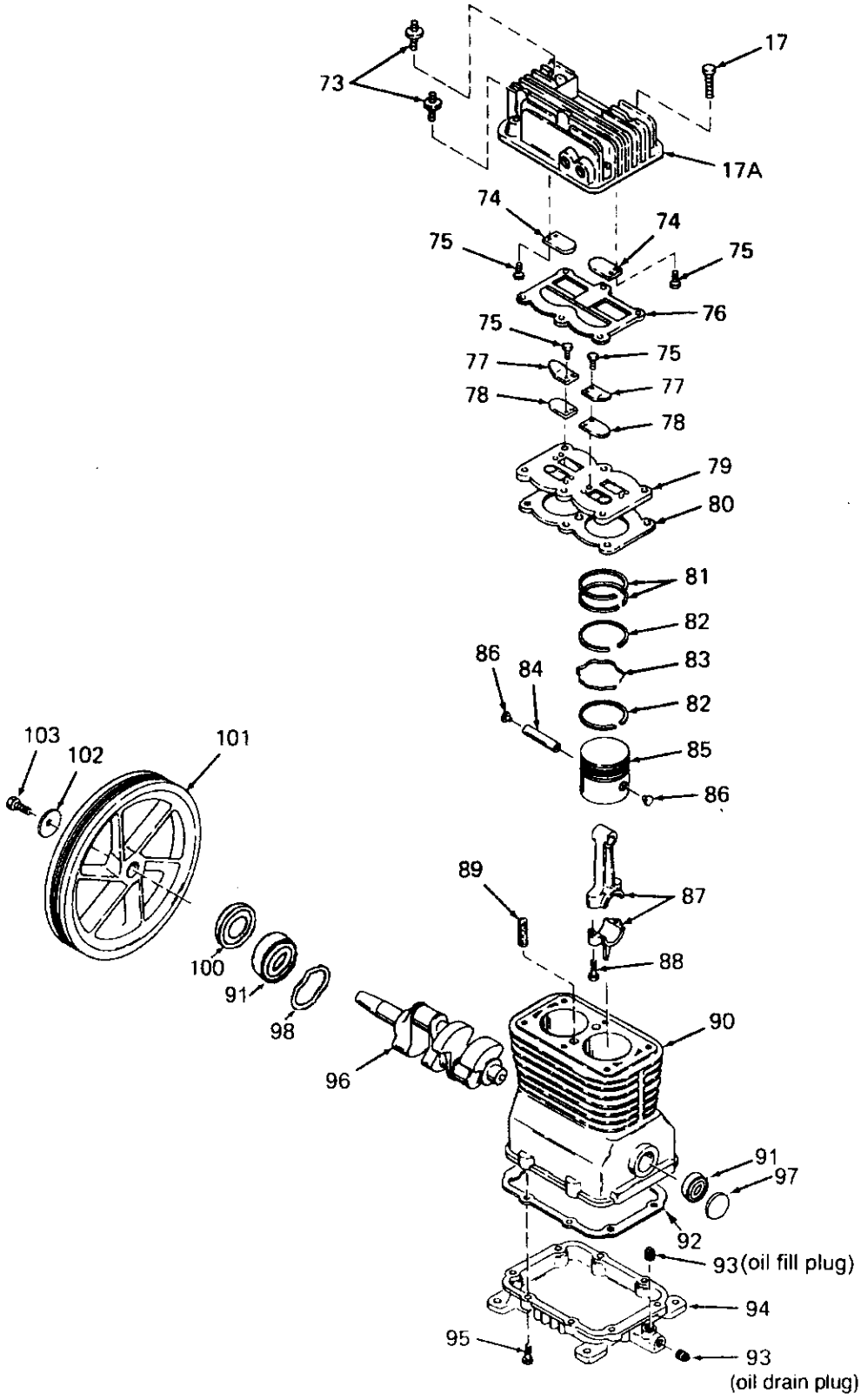
COMPRESSOR PUMP DIAGRAM



PARTS LIST

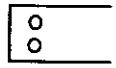
KEY NO.	PART NUMBER	DESCRIPTION
1	SSF-953-ZN	Self-tapping screw (7 used)
2	CAC-87-1	Belt guard
3	CAC-437-2	Check valve
4	SSP-7812	Nut sleeve assy 1/2" (2 used)
5	SSP-7811	Nut sleeve assy 1/4" (4 used)
6	AC-0675	Outlet tube
7	AC-0676	Pressure release tube
✓✓ 8	SSP-6422	Elbow (3 used)
✓✓ 9	CAC-1041	Compression Spring
10	SSP-6423	Elbow
11	CAC-2-1	Bracket
12	SSF-8113-ZN	Lock nut
13	LA-1779-1	Label, Hot Surface
14	SSF-935	Screw, #8-32 x 3/8" (2 used)
15	265-18	Filter retainer
✓ 16	265-17	Intake filter
17	SSF-955	Screw, 3/8 - 18 x 7/8" (4 used)
17A	CAC-293-1	Cylinder head
18	AC-0337	Compressor pump assembly Model 919.157250
19	LA-3020	Warning label
20	SSF-928	Screw, 5/16 - 18 x 7/8" (6 used)
21	CAC-423	Unloader valve
22	TIA-4150	Safety valve ASME
23	GA-348	Pressure gauge
24	SS-3222-CD	Pipe plug
25	CAC-226	Manifold
26	SSV-4	Globe Valve, 1/4" NPT
27	SS-2110	Nipple
28	TA-4473	Air tank, 20 gallon ASME
29	LA-3069	Label, Craftsman
30	LA-2373-1	Label, Maintenance
31	CAC-4293	Wheel, 8" (2 used)
32	CAC-60	Shoulder bolt (2 used)
33	SSF-8080-ZN	Hex nut, #3/8"-16 UNC-2B (2 used)
34	SS-2707	Drain Valve
X 35	SS-656-CD	Nut #5/16-18 (8 used)
X 36	SS-1503-CD	Lock washer, #5/16 (8 used)
X 37	CAC-165	Vibration mount (4 used)
X 38	SS-6506-CD	Washer, #5/16 (4 used)
39	SS-391	Set screw, #1/4 - 20 x 5/8" long
40	SS-2-ZN	Cap screw, #1/4 - 20 x 3/4" long (4 used)
41	SST-5301	Rubber feet (2 used)
42	SS-655-ZN	Hex nut, 1/4" - 20 (4 used)
43	DAC-159	Foot bracket
44	21181-506	Lock washer (2 used)
45	LA-3028-1	Label, Billboard
46	SUDL-43-1	Handle
47	CAC-42-1	Stiffener plate
49	SSF-3077	Screw (4 used)
50	AC-0677	Throttle control tube
✓✓ 51	CAC-4275	Air cylinder assembly (includes two #52, one #8, 9, #54, and #55)
✓✓ 52	NOT AVAILABLE	Jam nut, 9/16" - 18 (2 used) available in #51
✓✓ 53	CAC-1036	Throttle bracket

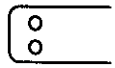
COMPRESSOR PUMP DIAGRAM



PARTS LIST

KEY NO.	PART NUMBER	DESCRIPTION
✓✓ 54	CAC-1037	Throttle screw
✓✓ 55	CAC-1038	Throttle link
✓✓ 56	SSF-991-ZN	Self-tapping screw
57	CAC-425-1	Engine 5 HP
58	C-BT-215	Poly-V-Belt
59	SS-10448	Engine shaft key
60	SS-391	Set Screw
61	C-PU-2862	Pulley
62	CAC-142	Belt guard closure
63	SSF-8150	Lock nut
64	CAC-103	Stiffener bar
65	SSF-8111-ZN	Lock nut
73	SSF-6627	Shoulder Stud 3/8" - 16 (2 used)
• 74	265-25	Intake flapper valve — square corners (2 used on head)
• 75	SSF-9821	Screw #5 - 40 x 1/4" (8 used)
✓ 76	CAC-291-1	Head gasket
77	CAC-294	Restrictor plate (2 used)
• 78	265-196-1	Exhaust flapper valve — beveled corners (2 used on valve plate)
79	CAC-289-1	Valve plate
✓ 80	CAC-54-2	Valve plate gasket
+ 81	CAC-56-1	Compression ring (4 used)
+ 82	CAC-58	Oil ring (4 used)
+ 83	CAC-57	Oil ring expander (2 used)
84	265-19	Piston Pin (2 used)
85	CAC-55-1	Piston (2 used)
86	CAC-207	Piston pin plug (4 used)
87	265-410	Connecting rod assembly (2 used) (Includes two SSF-927 screw)
88	SSF-927	Screw, 1/4 - 20 x 1 1/8" (2 used)
✓ 89	265-6	Vent filter (2 used)
90	AC-0205	Crankcase and cylinder
91	SST-104	Ball bearing (2 used)
✓ 92	265-16-1	Base gasket
93	SSP-486	Oil fill/drain plug (2 used)
94	DAC-276	Base
95	SSF-925	Screw 1/4" - 20 x .7/8" Hex (8 used)
96	AC-0203	Crankshaft
✓ 97	SSP-505	Oil plug
98	SSN-1018	Wavy spring washer
✓ 100	AC-0169	Oil seal
101	265-2	Flywheel
102	SSN-1014-ZN	Washer .341/.344 ID 1 1/2" OD
103	SS-3039-ZN	Cap screw, 5/16 - 18 x 3/4" Hex HD Cap





NOT ILLUSTRATED

D20548	Label, Specification
CAC-4011-1	"Briggs & Stratton" Operating and Maintenance Instructions
D20396	Owners Manual

PARTS ORDERING INFORMATION

✓ Key No. 16, 76, 80, 89, 92, 97, and 100, available as individual parts and part of Gasket Kit K-0159.
+ Key No. 81, 82, and 83, only available in Ring Kit KK-4313.
• Key No. 74, 75, and 78, only available in Valve Kit KK-4275.
X Key No. 35, 36, 37, and 38, available in Vibration Mount Kit KK-4282.
✓✓ Key Nos. 8, 9, 51, 52, 53, 54, 55, & 56 available individually or in the throttle control assembly KK-4486.

SEARS

OWNERS MANUAL

MODEL NO. 919.157251

When requesting service or ordering parts, always provide the following information:

- Model Number
- Part Number
- Part Description
- Name of Item

FULL ONE YEAR WARRANTY
AIR COMPRESSOR

If this air compressor fails due to a defect in material or workmanship within one year from the date of purchase, **RETURN IT TO THE NEAREST SEARS REPAIR CENTER THROUGHOUT THE UNITED STATES AND SEARS WILL REPAIR IT, FREE OF CHARGE. IF PURCHASED FROM ORCHARD SUPPLY HARDWARE, RETURN TO THE NEAREST ORCHARD STORE AND ORCHARD WILL REPAIR IT, FREE OF CHARGE.**

If this air compressor is used for commercial or rental purposes, the warranty will apply for ninety days from the date of purchase.

This warranty gives you specific legal rights and you may have other rights which vary from state to state.

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