SEARS

CRAFTSMAN

Model No. 919.728000

IMPORTANT:
Read the Safety Guidelines and All Instructions Carefully Before Operating

OWNERS MANUAL FOR

CRAFTSMAN TANK MOUNTED AIR COMPRESSOR

SAFETY GUIDELINES
ASSEMBLY
OPERATION
MAINTENANCE
TROUBLESHOOTING
REPAIR PARTS

Record in the spaces provided.

(1) The Model Number can be found on the maintenance label on top of the motor shroud or on the bar code label on the rear of air tank.

(2) The Date Code Number can be found on the bar code label on the rear of the air tank.

(3) The Serial Number can be found on the bar code label on the rear of the tank.

(4) The Tank Registration Number 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.)

Retain these numbers for future reference.

Model No_____

Serial No_____

Date Code_____

Tank Registration No_____

Sold by Sears Canada, Inc., Toronto, Ont. M5B 2B8

D21245 Rev. 0 6/29/00

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FULL ONE YEAR WARRANTY ON AIR COMPRESSORS

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 SERVICE CENTER THROUGHOUT CANADA AND SEARS WILL REPAIR IT, FREE OF CHARGE.

If this air compressor is used for commercial or rental purposes, the warranty will apply for ninety days (90) from the date of purchase.

This Craftsman Air Compressor warranty gives you specific legal rights and you may have other rights which vary from province to province.

Sears Canada, Inc., Toronto, Ont. M5B 2B8

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**.

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
IT IS NORMAL FOR ELECTRICAL CONTACTS WITHIN THE MOTOR AND PRESSURE SWITCH **TO SPARK.**	ALWAYS **OPERATE THE COMPRESSOR IN A** WELL VENTILATED **AREA FREE OF COMBUSTIBLE MATERIALS, GASOLINE OR SOLVENT VAPORS.**
IF ELECTRICAL **SPARKS** FROM COMPRESSOR **COME INTO CONTACT WITH FLAMMABLE VAPORS, THEY MAY IGNITE, CAUSING FIRE OR EXPLOSION.**	IF SPRAYING FLAMMABLE MATERIALS, **LOCATE COMPRESSOR AT LEAST 20 FEET AWAY FROM SPRAY AREA.** AN ADDITIONAL LENGTH OF HOSE MAY BE REQUIRED. **STORE FLAMMABLE MATERIALS IN A SECURE LOCATION AWAY FROM COMPRESSOR.**
RESTRICTING ANY OF THE **COMPRESSOR VENTILATION OPENINGS WILL CAUSE SERIOUS OVERHEATING AND COULD CAUSE FIRE.**	**NEVER PLACE OBJECTS AGAINST OR ON TOP OF COMPRESSOR. OPERATE COMPRESSOR** IN AN OPEN AREA AT LEAST **12 INCHES AWAY FROM** ANY WALL OR **OBSTRUCTION** THAT WOULD RESTRICT THE FLOW OF FRESH AIR TO THE VENTILATION OPENINGS. OPERATE COMPRESSOR IN A CLEAN, DRY, WELL VENTILATED AREA. **DO NOT OPERATE UNIT INDOORS OR IN ANY CONFINED AREA.**
UNATTENDED OPERATION OF THIS PRODUCT COULD RESULT IN PERSONAL INJURY OR PROPERTY DAMAGE.	**ALWAYS REMAIN IN ATTENDANCE WITH THE PRODUCT WHEN IT IS OPERATING.**

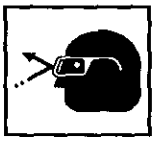
RISK OF BURSTING

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 COMPRESSOR.
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.**	
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

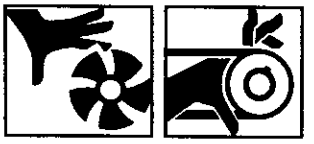
WHAT CAN HAPPEN	HOW TO PREVENT IT
THE **COMPRESSED AIR** FROM YOUR COMPRESSOR **IS NOT SAFE FOR BREATHING!** THE AIR STREAM MAY CONTAIN CARBON MONOXIDE, TOXIC VAPORS OR SOLID PARTICLES FROM THE TANK.	ALWAYS **OPERATE AIR COMPRESSOR OUTSIDE IN A CLEAN, WELL VENTILATED AREA.** AVOID ENCLOSED AREAS SUCH AS GARAGES, BASEMENTS, STORAGE SHEDS, WHICH LACK A STEADY EXCHANGE OF AIR. KEEP CHILDREN, PETS AND OTHERS AWAY FROM AREA OF OPERATION. **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 OF ELECTRICAL SHOCK

WHAT CAN HAPPEN	HOW TO PREVENT IT
YOUR **AIR COMPRESSOR IS POWERED BY ELECTRICITY.** LIKE ANY OTHER ELECTRICALLY POWERED DEVICE, **IF IT IS NOT USED PROPERLY IT MAY CAUSE ELECTRIC SHOCK.**	NEVER OPERATE THE COMPRESSOR OUTDOORS WHEN IT IS RAINING OR IN WET CONDITIONS. **NEVER OPERATE COMPRESSOR WITH COVER** COMPONENTS **REMOVED** OR DAMAGED.
REPAIRS ATTEMPTED BY UNQUALIFIED PERSONNEL CAN RESULT IN SERIOUS INJURY OR DEATH BY ELECTROCUTION.	ANY **ELECTRICAL WIRING OR REPAIRS** REQUIRED ON THIS PRODUCT **SHOULD BE PERFORMED BY AUTHORIZED SERVICE CENTER PERSONNEL** IN ACCORDANCE WITH NATIONAL AND LOCAL ELECTRICAL CODES.
ELECTRICAL GROUNDING: **FAILURE TO PROVIDE ADEQUATE GROUNDING TO THIS PRODUCT COULD RESULT IN SERIOUS INJURY OR DEATH FROM ELECTROCUTION.** SEE GROUNDING INSTRUCTIONS.	**MAKE CERTAIN THAT** THE **ELECTRICAL CIRCUIT** TO WHICH THE COMPRESSOR IS CONNECTED **PROVIDES PROPER ELECTRICAL GROUNDING, CORRECT VOLTAGE AND ADEQUATE FUSE PROTECTION.**

HAZARD

RISK FROM MOVING PARTS



WHAT CAN HAPPEN	HOW TO PREVENT IT
MOVING PARTS SUCH AS THE PULLEY, FLYWHEEL AND BELT **CAN CAUSE SERIOUS INJURY** IF THEY COME INTO CONTACT WITH YOU OR YOUR CLOTHING. **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.**	**NEVER OPERATE** THE **COMPRESSOR WITH GUARDS** OR COVERS WHICH ARE DAMAGED OR REMOVED. ANY **REPAIRS** REQUIRED ON THIS **PRODUCT SHOULD BE PERFORMED BY AUTHORIZED SERVICE CENTER PERSONNEL.**

RISK OF BURNS

WHAT CAN HAPPEN	HOW TO PREVENT IT
TOUCHING EXPOSED METAL SUCH AS THE COMPRESSOR HEAD OR OUTLET TUBES, **CAN RESULT IN SERIOUS BURNS.**	**NEVER TOUCH ANY EXPOSED METAL PARTS ON COMPRESSOR** DURING OR IMMEDIATELY AFTER OPERATION. **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
OIL CAN LEAK OR SPILL AND COULD RESULT IN FIRE OR BREATHING HAZARD, SERIOUS INJURY OR DEATH CAN RESULT. OIL LEAKS WILL DAMAGE CARPET, PAINT OR OTHER SURFACES IN VEHICLES OR TRAILERS.	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.

ESW-99 — 9/26/99

GENERAL INFORMATION

You have purchased an air compressor unit consisting of an aluminum 2 cylinder, single-stage air compressor pump (with cast iron sleeves), an air tank, wheels, handle, associated controls and instruments.

Your air compressor can be used for operating paint spray guns, air tools, caulking guns, grease guns, air brushes, sandblasters, inflating tires and plastic toys, spraying weed killers, insecticides, etc. An air pressure regulator is required for most of these applications.

An air line filter is usually required for removal of moisture and oil vapor in compressed air when a paint spray gun is used.

An in-line lubricator is usually required for air tools to prolong tool life.

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

GLOSSARY

CFM: Cubic Feet per Minute.

SCFM: Standard Cubic Feet per Minute; a unit of measure of air delivery.

PSI: Pounds per Square Inch; a unit of measure of pressure.

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

Cut-In Pressure: While the motor is off, air tank pressure drops as you continue to use your accessory. When the tank pressure drops to a certain low level and the pressure switch lever is in "Auto", the motor will restart automatically. The low pressure at which the motor automatically restarts is called "cut-in pressure."

Cut-Out Pressure: When you turn on your air compressor and it begins to run, air pressure in the air tank begins to build. It builds to a certain high pressure before the motor automatically shuts off - protecting your air tank from pressure higher than its capacity. The high pressure at which the motor shuts off is called "cut-out pressure."

CSA: Electrical products sold in Canada are required to be certified to the applicable CSA standard (s). Canadian Standards Association (CSA) is a standards writing and safety testing organization. Products that are CSA certified have been evaluated and tested and found to meet or exceed the applicable CSA standard (s) for safety and electrical performance.

SPECIFICATION CHART

Model No.	**919.728000**
Bore	2 3/8"
Stroke	1.35"
Voltage - Single Phase	120/240
Minimum Branch Circuit Requirement	15 amps
Fuse Type	Time Delay
Amperage at Maximum Pressure	15.0
Air Tank/Capacity	ASME/30 gal. (U.S.)
Approximate Cut-in Pressure	100
Approximate Cut-out Pressure	125
SCFM @ 40 psi	7.2
SCFM @ 90 psi	5.6

DESCRIPTION OF OPERATION

Air Compressor Pump: To compress air, the piston moves up and down in the cylinder. On the downstroke, air is drawn in through the air intake valves. The exhaust valves remain closed. On the upstroke of the piston, air is compressed. The intake valves close and compressed air is forced out through the exhaust valves, through the outlet tube, through the check valve and into the air tank.

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.

Pressure Switch: The pressure switch is fitted with a small lever. It is labeled "Auto/O" for automatic run or off. In the "O" position, the motor will not run. In the "Auto" position, it automatically starts the motor when the air tank pressure drops below the factory set "cut-in" pressure. It stops the motor when the air tank pressure reaches the factory set "cut-out" pressure.

Pressure Release Valve: The pressure release valve located on the side of the pressure switch is designed to automatically release compressed air trapped within the compressor head and outlet tube. This short release of air will occur when the air compressor reaches "cut-out" pressure or the unit is shut off. If the air is not released, the motor will not be able to start when next required.

Flow Valve: The flow valve allows air to flow from the head as the motor is getting "up to speed". Once the motor reaches normal operating speed, the flow valve closes and the pump begins to compress air, thus requiring less amp draw on initial start.

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

Regulator: The air pressure coming from the air tank is controlled by the regulator. The regulator control knob is a vibration proof design. Lift the regulator knob to engage and depress the knob to lock. Turn the regulator knob clockwise to increase pressure and counter-clockwise to decrease pressure. To avoid minor readjustment after making a change in pressure setting, always approach the desired pressure from a lower pressure. When reducing from a higher to a lower setting, first reduce to some pressure less than that desired, then bring up to the desired pressure. Depending on the air requirements of each particular accessory, the outlet regulated air pressure may have to be adjusted while operating the accessory.

Regulator Gauge: The outlet pressure gauge indicates the air pressure available at the outlet side of the regulator. This pressure is controlled by the regulator and is always less than or equal to the tank pressure. See "Operating Procedures".

Tank Pressure Gauge: The tank pressure gauge indicates the reserve air pressure in the tank.

Air Intake Filter: This filter is designed to clean air coming into the pump. This filter must always be clean and ventilation openings free from obstructions. See "Maintenance".

Drain Valve: This valve is located at the bottom of the tank. To drain accumulated moisture from the tank, pull on the safety valve until tank pressure is 15 PSI. Unscrew the drain valve and allow the water to drain.

TOOLS NEEDED FOR ASSEMBLY

- a 9/16" socket and an open end wrench for attaching the wheels
- a 3/8" open end wrench or socket to tighten handle screws

ASSEMBLY

⚠CAUTION

It may be necessary to brace or support one end of the outfit when attaching the wheels because the air compressor will have a tendency to tip.

1. Remove the protective paper strip from the adhesive backed rubber foot strip. Attack the rubber foot strip to the bottom of the air tank leg. Press firmly into place.
2. 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. On models with 10" wheels, push the bolt through the **TOP** hole of the leg bracket. For models with 8" wheels, push the bolt through the **BOTTOM** hole of the leg bracket. Screw on one hex locking nut. The special locking nut does not turn freely. Tighten the nut firmly until it contacts the tank leg. The outfit will sit level if the wheels are properly installed.

NOTE

The side of the wheel, that the hub protrudes out past the wheel edge, should be bolted to the compressor leg.

⚠WARNING

THE WHEELS AND HANDLE DO NOT PROVIDE 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. DO NOT LIFT THE UNIT BY THE MANIFOLD ASSEMBLY. THE UNIT CAN BE DAMAGED.

Installing Handle

1. Insert the open end of the handle under the saddle (Fig. 1). Before attaching handle, you may have to pull the open ends of the handle apart so they fit tightly against the side of the saddle. Looking in from the open end of the saddle, position the handle toward the two bent tabs, on the inside walls of the saddle. Slowly push the open ends of the handle onto both tabs at the same time (Fig. 2). Continue pushing the handle into the saddle until the holes on the side of the saddle and handle are in line.
2. Guide the straight end of each retaining clip through the addle hole and both handle holes (Fig. 3).
3. Rotate each retaining clip clockwise and press down until it snaps into place over the pull handle (Fig. 4).
4. If the handle has excessive movement, it is improperly installed. Check the following.
   A. Are both tabs inside the handle (Step #1)?
   B. Does each clip pass through both the saddle and handle (Step #2)?

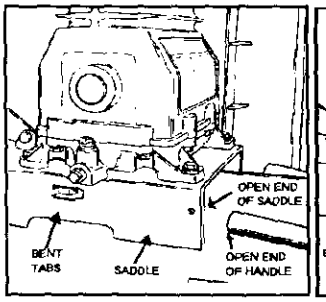


FIG. 1

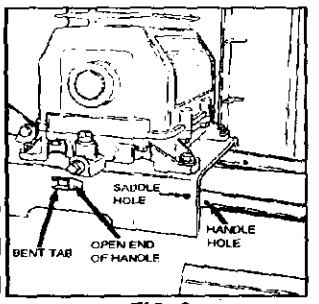


FIG. 2

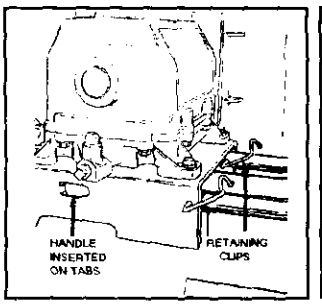


FIG. 3

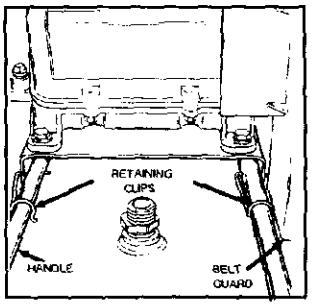


FIG. 4

BREAK-IN PROCEDURES

Location of the Air Compressor

Operate the air compressor in a clean, dry and well ventilated area. The fan bladed flywheel must be kept clear of obstructions that could interfere with the flow of air through the air intake filter. The pump crankcase and head are designed with fins to provide proper cooling.

If humidity is high, an air filter can be installed on the air outlet adapter to remove excessive moisture. Closely follow the instructions packaged with the filter for proper installation. It must be installed as close as possible to the accessory.**Do not place the air compressor where heat is excessive.**

When locating the compressor outside, make sure there is a mimum of 12 inches on each side of the compressor. There must be fresh air flow for proper cooling. **DO NOT ALLOW THE COMPRESSOR TO GET WET.**

Lubrication and Oil

⚠CAUTION

Compressors are shipped without oil. Do not attempt to operate this air compressor without first adding oil to the crankcase. Serious damage can result from even limited operation unless filled with oil and broken in correctly. Make sure to closely follow initial start-up procedures.

Place unit on a level surface. Remove oil fill plug and slowly add a special compressor oil such as Sears 9-16426 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 at any time.) 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, 10W 30, will leave carbon deposits on critical components, reducing performance and compressor life. Replace oil fill plug.

NOTE

Drain and refill the compressor pump crankcase after the first 100 hours of operation.

GROUNDING INSTRUCTIONS

⚠WARNING

RISK OF ELECTRICAL SHOCK. In the event of a short circuit, grounding reduces the risk of shock by providing an escape wire for the electric current. This air compressor must be properly grounded.

This portable air compressor is equipped with a cord having a grounding wire with an appropriate grounding plug. The plug must be used with an outlet that has been installed and grounded in accordance with all local codes and ordinances. The outlet must have the same configuration as the plug. **DO NOT USE AN ADAPTER.**

Inspect the plug and cord before each use. Do not use if there are signs of damage.

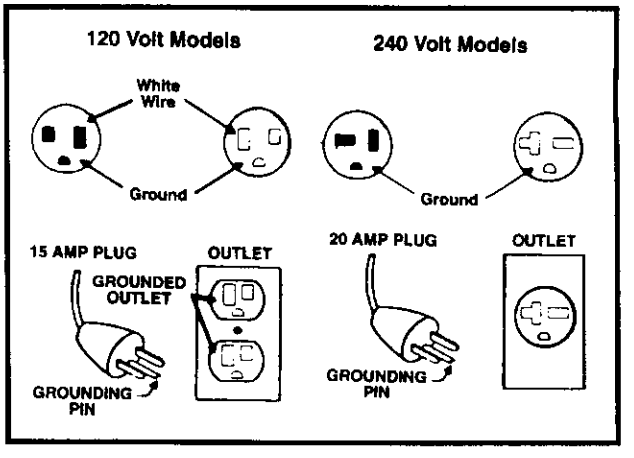
⚠DANGER

IMPROPER GROUNDING CAN RESULT IN ELECTRICAL SHOCK.

Do not modify the plug that has been provided. If it does not fit the available outlet, the correct outlet should be installed by a qualified technician.

If repairing or replacing cord or plug, the grounding wire must be kept separate from the current-carrying wires. Never connect the grounding wire to a flat blade plug terminal. The grounding wire has insulation with an outer surface that is green with or without yellow stripes.

If these grounding instructions are not completely understood, or if in doubt as to whether the compressor is properly grounded, have the installation checked by a qualified electrician.



Voltage and Circuit Protection

Refer to your Specification Chart (page 6) for voltage and circuit protection requirements of your compressor. Use only a fuse or circuit breaker that is the same rating as the branch circuit the air compressor is operated on. If the compressor is connected to a circuit protected by fuses, use only dual element time delay fuses.

⚠CAUTION

Certain air compressors can be converted from 120V to 240V operation. When converting an air compressor to 240V operation, the attached three-prong 120V cord assembly must be replaced with a three-pronged 240V cord assembly that can be purchased through a Sears Service Center.

Some models have a dual voltage motor, 120 and 240 volt. They are wired for 120 volt but can be converted to 240 volt operation. Instructions for connecting the motor for operation at 240 volt can be found printed on the label attached to the side of the motor.

⚠CAUTION

Certain air compressor models can be operated on a 15 amp circuit if:

1. **Voltage supply to circuit is normal.**
2. **Circuit is not used to supply any other electrical needs (lights, appliances, etc.)**
3. **Extension cords comply with specifications in this manual.**
4. **Circuit is equipped with a 15 amp circuit breaker or 15 amp time delay fuse.**

Extension Cords

To avoid voltage drop and power loss to the motor, and to prevent overheating, use extra air hose instead of an extension cord.

If an extension cord *must* be used:

- use only a 3-wire extension cord that has a 3-blade grounding plug and a 3-slot receptacle that will accept the plug on the extension cord.
- make sure the extension cord is in good condition.
- the extension cord should be no longer than 50 feet.
- the minimum wire size is 12 gauge (AWG). (Wire size increases as gauge number decreases. 10 AWG and 8 AWG may also be used. DO NOT USE 14 AWG or 16 AWG.)

Piping

⚠WARNING

Plastic or PVC pipe is not designed for use with compressed air. Regardless of its indicated pressure rating, plastic pipe can burst from air pressure. Use only metal pipe for air distribution lines.

If a pipe line is necessary, use pipe that is the same size as the air tank outlet. Piping that is too small will restrict the flow of air. If piping is over 100 feet long, use the next larger size. Bury underground lines below the frost line and avoid pockets where condensation can gather and freeze. Apply pressure before underground lines are covered to make sure all pipe joints are free of leaks.

Connect the piping to the 3/8" NPT air outlet opening at the end of the air tank.

Additional Regulators and Controls

Since the air tank pressure is usually greater than that which is needed, a separate regulator is employed to control the air pressure ahead of any individual air driven device.

Separate air transformers which combine the function of air regulation, moisture and dirt removal should be used where applicable.

Break-in Procedure

⚠CAUTION

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

This procedure is required only once, before the air compressor is put into service.

1. Set the pressure switch **"AUTO/O"** lever in the **"O"** position for "Off".
2. Plug the power cord into the correct branch circuit receptacle.
3. Do not attach hose to outlet. Leave the outlet open to the atmosphere.
4. Turn the regulator **clockwise**, opening it fully, to prevent air pressure build-up in the tank.
5. Move the "AUTO/O" lever to "AUTO". The compressor will start.
6. **RUN THE COMPRESSOR FOR 30 MINUTES.** Make sure the regulator is open and there is no tank pressure build-up.
7. After 30 minutes, close the regulator by turning it **counterclockwise**. The air tank will fill to cut-out pressure and then the motor will stop.

OPERATING PROCEDURES

1. Before attaching air hose or accessories, make sure the "AUTO/O" lever is set to "O" and the air regulator is closed.
2. Make sure that nothing is blocking the belt guard air openings or air filter inlet.
3. Pull the ring on all safety valve to make sure the valve moves freely and smoothly.
4. Check the oil level; add oil if necessary.
5. Clean or blow off fins or any part of compressor that collects dust and dirt. Compressor will run cooler and provide longer service.
6. Before attaching an air hose or accessory make sure the pressure switch lever is in the "OFF" position. Close the air regulator outlet by turning it counterclockwise.
7. Attach hose and accessories.

⚠WARNING

TOO MUCH AIR PRESSURE CREATES A HAZARDOUS RISK OF BURSTING. CAREFULLY FOLLOW STEPS 3 AND 5 BELOW EACH TIME THE COMPRESSOR IS USED.

⚠CAUTION

Compressed air from the outfit may contain water condensation. 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.

8. Check the manufacturer's maximum pressure rating for air tools and accessories. The regulator outletpressure must never exceed the maximum pressure rating.
9. Turn the "AUTO/O" lever to "AUTO" and allow tank pressure to build. Motor will stop when tank pressure reaches "cut-out" pressure.
10. Open the regulator by turning it clockwise. Adjust the regulator to the correct pressure setting. Your compressor is ready for use.
11. Always operate the air compressor in well-ventilated areas; free of gasoline or other solvent vapors. Do not operate the compressor near the spray area.

WHEN YOU ARE FINISHED:

12. Set the "AUTO/O" lever to "O".
13. Turn the regulator **counterclockwise** and set the outlet pressure to zero.
14. Remove the air tool or accessory.
15. Open the regulator and allow the air to slowly bleed from the tank. Close the regulator when tank pressure is approximately 20 psi.
16. Drain water from air tank.

⚠WARNING

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

NOTE:

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

17. After the water has been drained, close the drain valve. The air compressor can now be stored.

MAINTENANCE

⚠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 ANY MAINTENANCE OR REPAIR, UNPLUG THE COMPRESSOR AND BLEED OFF ALL AIR PRESSURE.

ALL MAINTENANCE AND REPAIR OPERATIONS NOT LISTED MUST BE DONE BY A QUALIFIED SERVICE TECHNICIAN.

Routine Maintenance Schedule

Daily:

1. Check oil level. Add if necessary.
2. Drain water from the air tank, any moisture separators or transformers.
3. Check for any unusual noise and/or vibration.
4. Manually check all safety valves to make sure they are operating properly.
5. Inspect for oil leaks and repair any leaks found.
6. Inspect air filter, replace if necessary.

Every 40 Hours of Operation:

1. Clean and inspect the air intake filter; replace if necesssary.
2. Inspect condition of drive belt; replace if necessary.

Every 100 Hours of Operation:

1. Drain and refill compressor crankcase with 16 fluid ounces (473.2 ml) of clean compressor such as Sears 9-16426 or SAE 20-20W SF motor oil
2. Increase frequency of oil changes if humidity or operating conditions are extreme.

Every 160 Hours of Operation:

1. Check drive belt tension; adjust if necessary. (Refer to SERVICE INSTRUCTIONS in this manual.)
2. Inspect air lines and fittings for leaks; correct as necessary.
3. Check the alignment of the motor pulley to the flywheel. If necessary, align to within 1/32 inch on centerline.

Each Year of Operation or if a Problem is Suspected:

Check condition of air compressor pump intake and exhaust valves. Replace if damaged or worn out.

Air Filter - Inspection and Replacement

⚠WARNING

Hot surfaces. Risk of burn. Compressor heads are exposed when filter cover is removed. Allow compressor to cool prior to servicing.

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 it with a new filter. On some models, the filter may be removed by using a pair of needle nosed pliers or a screwdriver. Pull or pry out the old filter. Push in the new air filter. Other models require removal of the belt guard and/or filter retainer.

Check Valve Cleaning - Replacement

⚠WARNING

Risk of personal injury. Manifold assembly contains compressed air which can be hazardous.
Manifold gets hot during operation.
Before servicing:

- **Unplug or disconnect electrical supply to compressor.**
- **Bleed tank of pressure.**
- **Allow compressor to cool.**

1. Release all air pressure from air tank and unplug outfit.
2. Remove shroud.
3. Loosen the top and bottom nuts and remove the outlet tube.
4. Remove the pressure release tube, fitting, and connector.
5. Unscrew the check valve (turn counterclockwise) using a socket wrench.
6. 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, such as paint and varnish remover.
7. Apply a Teflon based pipe sealant to the check valve threads. Reinstall the check valve (turn clockwise).
8. Replace the pressure release tube and fitting.
9. Replace the outlet tube and tighten top and bottom nuts.
10. Replace the shroud.

Safety Valve - Inspection

⚠WARNING

If the safety valve does not work properly, over-pressurization may occur, causing air tank rupture or an explosion. Before starting compressor, 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.

Belt - Replacement

⚠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 WHEN THE COMPRESSOR IS UNPLUGGED.

Belt Guard - Removal and Installation

1. Move the "ON/AUTO-OFF" lever to the "OFF" position. Unplug the compressor. Release all air tank pressure.
2. On one-piece belt guards, remove the two beltguard screws on the bottom front of the outfit.
3. On two-peice belt guards, remove the front of the belt guard by disengaging the snaps. Insert a flat bladed screwdriver at each snap location and pry the beltguard apart.

Replace Belt

1. Unplug compressor.
2. Remove (one-piece) beltguard, or front of (two-piece) beltguard as described above.

NOTE

Loosen the wing nut at the hold down plate. The motor can be tilted to allow for easy removal or installation of the belt.

3. Remove belt and replace.

NOTE

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

Adjust Belt Tension

Adjust belt tension by tightening the wing nut until it makes contact with the washer, plus one additional turn.

Pressure Switch - Replacement

⚠WARNING

PRESSURE LOADS BEYOND DESIGN LIMITS MAY CAUSE TANK RUPTURE OR EXPLOSION. PRESSURE SWITCH OPERATION IS RELATED TO MOTOR HP, TANK RATING AND SAFETY VALVE SETTING. DO NOT ATTEMPT TO ADJUST, REMOVE OR DEFEAT THE PRESSURE SWITCH, OR CHANGE AND MODIFY ANY PRESSURE CONTROL RELATED DEVICE. IF REPLACEMENT IS NECESSARY, THE SAME RATED SWITCH MUST BE USED. CONTACT A SEARS SERVICE CENTER FOR REPLACEMENT.

Motor Overload Protector - Reset

The motor has a manual thermal overload protector. If the motor overheats for any reason, the overload protector will shut off the motor. The motor must be allowed to cool down before restarting. Turn the unit off. To restart, depress the red reset button located on the end of the motor and turn ON/AUTO-OFF switch to the ON position.

NOTE

If the overload protector shuts the motor off frequently, check for a possible voltage problem. Low voltage can also be suspected when:

1. **The motor does not get up to full power or speed.**
2. **Fuses blow out when the motor is started.**
3. **Lights dim when motor is started, and remain dim while it is running.**

Pulley and Flywheel - Alignment

The compressor flywheel and motor pulley grooves must be in-line within 1/32" to assure belt alignment within sheave grooves. To check alignment, unplug compressor and remove the beltguard. Place a straight edge 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 straight edge is within 1/32" of the measured dimension at the pulley grooves.

Servicing Intake and Exhaust Valves

The intake and exhaust valves as well as the valve plates and cylinder head will, over a period of time, accumulate a residue of carbon-like material on their surfaces. The material will decrease the efficiency of the compressor. These components should be inspected whenever a problem is suspected and cleaned or replaced with new parts. Refer to "Outfit PartsListing", if required. Use the following procedure to inspect the parts.

1. Unplug compressor and relieve all air pressure from the air tank.
2. Disconnect the pressure release and outlet lines from the air compressor.
3. Remove the hardware securing the cylinder head and remove the cylinder head and valve plate.

⚠WARNING

MANY SOLVENTS ARE HIGHLY FLAMMABLE AND A HEALTH HAZARD IF INHALED. ALWAYS OBSERVE THE SOLVENT MANUFACTURER'S SAFETY INSTRUCTIONS AND WARNINGS.

4. Clean carbon deposits in head cavities and valve plates with lacquer thinner or other suitable solvent.
5. Clean the intake and exhaust valves with lacquer thinner or other suitable solvent. Inspect valves; replace if necessary.

NOTE

Do not use gasket cement on any gasket surface as this may clog compressor valve cavities and air flow areas.

6. Reinstall valve plate and gaskets.
7. Install the cylinder head. Snug mounting screws and studs tight, then torque to 25 to 30 foot pounds starting at the center and working toward the outside.
8. Reconnect the pressure release and outlet lines to the compressor pump.

Storage

1. Review the "Maintenance" section on the preceding pages and perform scheduled maintenance as necessary. Drain the water from the air tank.
2. Set the ON/AUTO-OFF switch to the "OFF" position, and unplug the unit.
3. Remove any air tool or accessory.
4. Protect the electrical cord and air hose from damage (such as being stepped on or run over). Wind them loosely around the outfit handle.
5. Store the compressor in a clean and dry location.

TROUBLESHOOTING GUIDE

⚠WARNING

PERFORMING REPAIRS MAY EXPOSE VOLTAGE SOURCES, MOVING PARTS OR COMPRESSED AIR SOURCES. PERSONAL INJURY MAY OCCUR. PRIOR TO ATTEMPTING ANY REPAIRS, UNPLUG THE COMPRESSOR AND BLEED OFF TANK AIR PRESSURE.

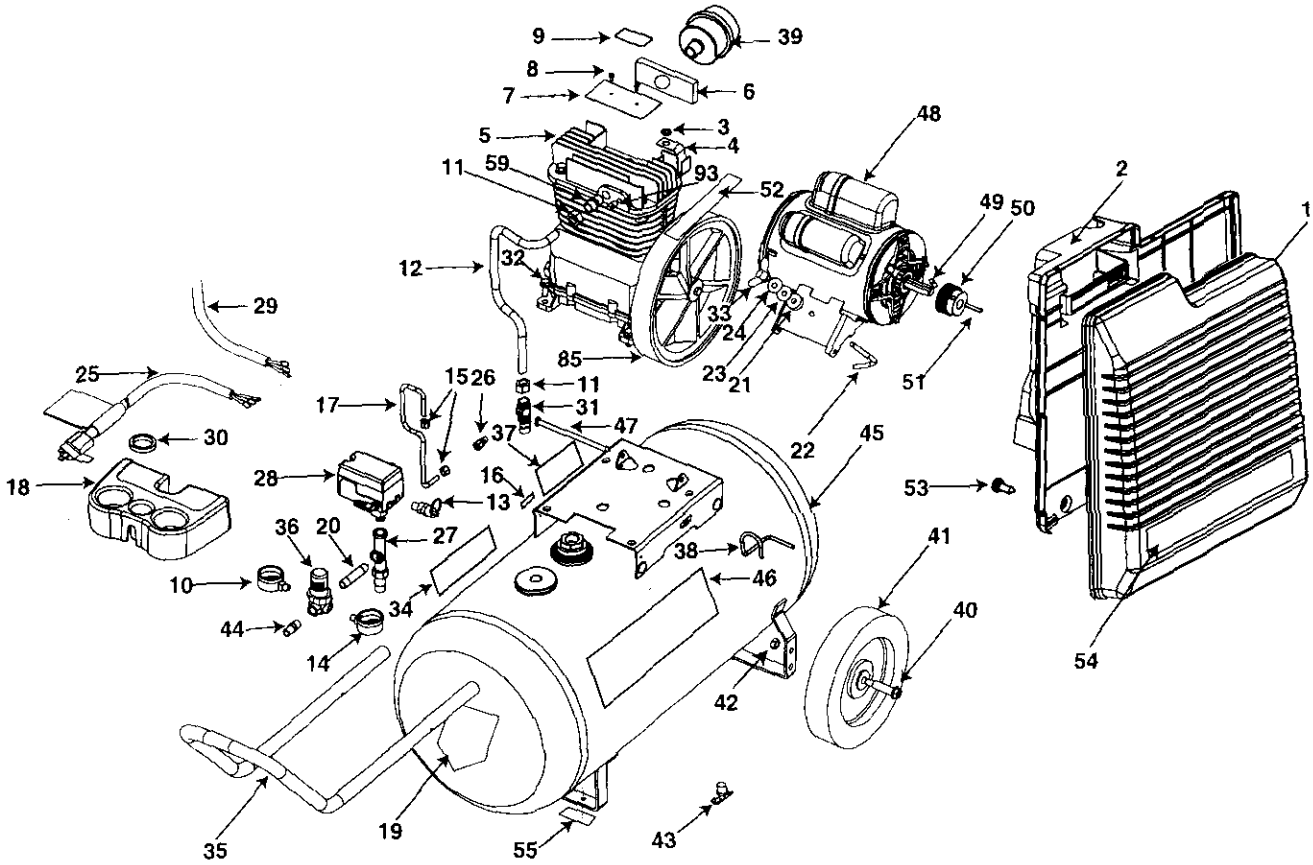
PROBLEM	CAUSE	CORRECTION
Excessive tank pressure - safety valve pops off.	Pressure switch does not shut off motor when compressor reaches cut-out pressure.	Move the pressure switch lever to the "O" position. If the compressor doesn't shut off, disconnect from the electrical outlet source and return to a Sears Service Center to replace the pressure switch.
	Pressure switch cut-out too high.	Return the compressor to Sears Service Center to check and adjust, or replace switch.
Air leaks at fittings or hose.	Tube or hose fittings are not tight enough.	Tighten fittings using teflon tape where air can be heard escaping. Check fittings with soapy water solution. **DO NOT OVERTIGHTEN.**
Air leaks at pressure switch release valve.	Defective pressure switch release valve.	Return to Sears Service Center for replacement of pressure switch.
		Check to see if the pin in the bottom of the pressure release valve is stuck. If it does not move freely, return to the Service Center for replacement of pressure switch.
	Defective or dirty check valve.	A defective check valve results in a constant air leak at the pressure release valve when there is pressure in the tank and the compressor is shut off. Remove and clean or replace check valve. **DO NOT OVERTIGHTEN.**
Air leaks in air tank or at air tank welds.	Defective air tank.	Air tank must be replaced. Do not repair the leak. Return compressor to Sears Service Center. **⚠WARNING** **DO NOT DRILL INTO, WELD OR OTHERWISE MODIFY AIR TANK OR IT WILL WEAKEN. THE TANK CAN RUPTURE OR EXPLODE.**
Air leaks between head and valve plate.	Leaking seal.	Torque head screws to 7-10 ft. lbs. If this does not stop leak, replace seal.

PROBLEM	CAUSE	CORRECTION
Pressure reading on the regulated pressure gauge drops when an accessory is used.	It is normal for some pressure drop to occur.	If there is an excessive amount of pressure drop when the accessory is used, adjust the regulator. **NOTE** Adjust the regulated pressure under flow conditions (while accessory is being used).
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.	Torque pulley set screw.
	Low oil level.	Maintain prescribed oil level. Add oil.
	Loose flywheel.	Torque screw 15-20 ft. lbs.
	Loose compressor mounting screws.	Check screws. Torque as required (15-20 ft.-lbs.)
	Loose belt.	Tighten wing nut until it contacts the washer, plus one more turn.
	Belt too tight.	Adjust belt tension (see "Belt Replacement".)
	Carbon build-up.	Remove the head and valve plate. Clean the valve plate and 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.
Air leaks at or inside check valve.	Defective or dirty check valve.	A defective check valve results in a constant air leak at the pressure release valve when there is pressure in the tank and the compressor is shut off. Remove and clean or replace check valve. **DO NOT OVER-TIGHTEN.**
Excessive belt wear.	Belt is too loose or tight.	Adjust tension instructions. (See "Belt Asjustment or Replacement" section in this manual.
	Loose pulley.	Check for worn keyway or pulley bore. Also check for bent motor shaft. Replace parts if necessary.
	Pulley misalignment.	Motor pulley and flywheel must be in line within 1/32". (See "Pulley and Flywheel - Alignment" section in this manual.)
Squealing sound.	Loose belt.	Adjust belt tension. (See "Belt Replacement" section in this manual.)
	There is no oil in the compressor.	Add oil to top of fill hole in base.

PROBLEM	CAUSE	CORRECTION
Compressor is not supplying enough air to operate accessories.	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. Do not operate the air compressor in any paint spray or drywall sanding area.
	Hole in hose.	Check and replace if required.
	Check valve restricted.	Remove and clean, or replace.
	Air leaks.	Tighten fittings.
	Loose belt.	Adjust belt tension.
	Restricted or defective check valve.	Remove and clean or replace.
Motor will not run or restart.	Present tank pressure exceeds pressure switch "cut-in" pressure.	Motor will start automatically when tank pressure drops below "cut-in" pressure of pressure switch.
	Fuse blown, circuit breaker tripped.	1. Check fuse box for blown fuse and replace, if necessary. Reset circuit breaker. Do not use a fuse or circuit breaker with higher rating than that specified for your particular branch circuit. 2. Check for proper fuse; only Time Delay fuses are acceptable. 3. Check for low voltage conditions and/or proper extension cord. 4. Disconnect the other electrical appliances from circuit or operate the compressor on its own branch circuit. 5. Check for loose electrical connections.
	Motor overload protection switch has tripped.	Let motor cool off and overload switch will auto- matically reset.
	Possible defective motor or capactior.	Return to Sears Service Center for inspection or replacement, if necessary.
	Paint spray on internal motor parts.	Have compressor checked at Sears Service Center. Do not operate the compressor in the paint spray area. See flammable vapor warning.
	Check valve stuck open, putting pressure on head.	Remove and clean, or replace the check valve.
	Pressure release valve on pressure switch has not unloaded head pressure.	Bleed the line by pushing the lever on the pressure switch to the "O" position; if the valve does not open, replace it.
Regulator knob continuous air leak. Regulator will not shut off at air outlet.	Dirty or damaged regulator internal parts.	Replace regulator.

REPAIR PARTS

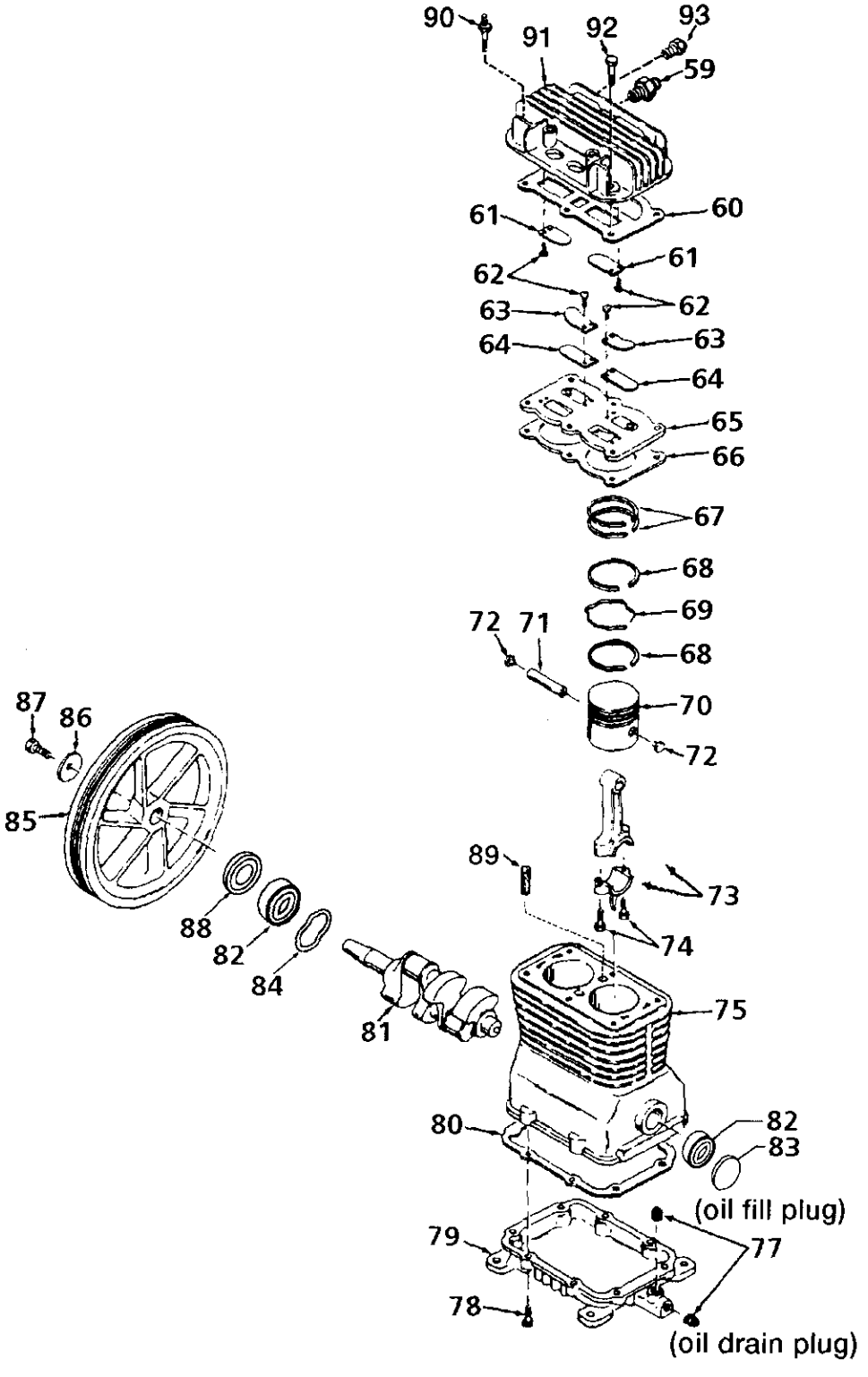
AIR COMPRESSOR DIAGRAM



PARTS LIST

	KEY NO.	PART NUMBER	DESCRIPTION
	1	CAC-322	Belt guard, outside
	2	CAC-323	Belt guard, inside
	3	SSF-8113-ZN	Lock nut
	4	CAC-327	Bracket
	5	Z-AC-0334	Compressor pump assembly (includes Key #55 through 89 inclusive)
+	6	265-17	Felt Filter
	7	265-18	Filter Plate Assy
	8	SSF-935	Screw, #8-32 x 3/8" (2 used)
	9	LA-2578	Hot Surface Label (2 used)
	10	AC-0010-1	Gauge, LT Hand
	11	SSP-7812	Nut/Sleeve Assembly (2 used)
	12	AC-0041	Outlet tube
	13	97503734	Safety valve
	14	AC-0009-1	Gauge, RT Hand
	15	SSP-7811	Nut/Sleeve Assembly (2 used)
	16	LA-1555	Label - 120V Wired
	17	AC-0028	Pressure release tube
	18	AC-0011	Console
	19	LA-1978-1	Drain Tank Label
	20	SSP-480	Nipple
*	21	CAC-1011	Elastomer spring
*	22	CAC-1013	Hold down screw
*	23	SSN-56-ZN	Flat washer
*	24	SSN-1619-ZN	Lock washer
	25	SUDL-413-2	Cord assembly
	26	SS-8553	Connector Body
	27	AC-0027-2	Manifold
	28	Z-AC-0008-2	Pressure switch assembly
	29	CAC-4215-1	Motor cord assembly
	30	CAC-61	Panel mounting ring
	31	CAC-4337-1	Check valve
	32	SSF-928	Screw 5/16"-18 x 7/8" (4 used)
*	33	SS-2038-ZN	Wing nut
	34	LA-2632-1	Warning label
	35	CAC-320-1	Handle
	36	AC-0076	Regulator
	37	LA-2749-1	Maintenance label
	38	CAC-1059	Retaining clip (2 used)
	39	AC-0330	Filter, Solberg 1/2 NPT
	40	CAC-60	Shoulder bolt (2 used)
	41	CAC-4313	10" wheel (2 used)
	42	SSF-8080-ZN	Lock nut (2 used)
	43	SS-2707	Drain cock
	44	H-2101	Adapter
	45	Z-TA-4336	Air tank, 30 gallon ASME
	46	LA-3069	Sears Craftsman label
	47	CAC-287	Pivot pin
	48	Z-MO-3019-2	Motor
	49	SUDL-65	Motor shaft key (3/16" x 3/16" x 1 1/4")
	50	Z-C-PU-2872	Motor pulley
	51	SS-391	Set Screw
	52	C-BT-222	Poly-V Belt, 39" long
	53	SSF-986	Self-tapping screw (2 used)
	54	D21244	Label, Belt Guard
	55	SUDL-6-1	Rubber Strip
		Not Shown	
		CAC-1392	Strain Relief

COMPRESSOR PUMP DIAGRAM



PARTS LIST

	KEY NO.	PART NUMBER	DESCRIPTION
	59	SSP-9401	Connector Body
+	60	Z-CAC-291-1	Head Gasket
X	61	265-25	Intake flapper valve - square corners (2 used on head) 
X	62	SSF-9821	Screw #5-40 x 1/4" (8 used)
	63	CAC-294	Restrictor plate (2 used)
X	64	Z-265-196-1	Exhaust flapper valve - beveled corners (2 used on valve plate) 
	65	DAC-4129-1	Valve plate assembly (includes 4 ea. Key #62 and 2 ea. Key #63 & #64)
+	66	Z-CAC-1265-2	Valve plate gasket
•	67	CAC-56-1	Compression ring (4 used)
•	68	CAC-58	Oil ring (4 used)
•	69	CAC-57	Oil ring expander (2 used)
	70	CAC-55-1	Piston (2 used)
	71	265-19	Piston pin (2 used)
	72	CAC-207	Piston pin plug (4 used)
	73	265-410	Connecting rod assembly (2 used) (includes two SSF-927 screws)
	74	SSF-927	Screw, 1/4-20 x 1 1/8" (4 used)
	75	AC-0205	Crankcase and cylinder
	77	SSP-486	Pipe plug (2 used)
	78	SSF-925	Screw, 1/4-20 x 7/8" (8 used)
	79	DAC-276	Base
+	80	265-16-1	Base gasket
	81	AC-0203	Crankshaft
	82	SST-104	Ball Bearing (2 used)
+	83	SSP-505	Oil Plug
	84	SSN-1018	Wavy Spring Washer
	85	265-2	Flywheel
	86	SSN-1014-ZN	Belleville washer
	87	SSF-3039-ZN	Cap screw
+	88	AC-0169	Oil Seal
+	89	265-6	Vent filter
	90	SSF-6627	Stud 3/8" x 16 both ends (1 used - Torque 25 to 30 ft. lbs.)
	91	CAC-4213	Head Assembly (includes 2 ea. Key #61 and 4 ea. Key #62)
	92	SSF-955	Screw, 3/8-16 x 1 1/2" (5 used - Torque 25 to 30 ft. lbs.)
	93	SS-1215	Pipe Plug

* Key No. 21,22,23,24 and 33 available as individual parts and part of Motor Hold Down Kit K-0655.

• Key No. 67, 68 and 69 only available in Ring Kit KK-4313.

\+ Key No. 6, 60, 66, 80, 83, 88 and 89 available as individual parts and part of Gasket Kit K-0301.

X Key No. 61, 62 and 64 only available in Valve Kit KK-4275.

NOT ILLUSTRATED

D21243	Specification Label
D21245	General Manual
LA-2633	Drain Tank Can

SEARS

CRAFTSMAN

MODEL NO.

SERVICE

HOW TO ORDER REPAIR PARTS

OWNERS MANUAL FOR

PERMANENTLY LUBRICATED TANK MOUNTED AIR COMPRESSOR

The model number of your Sears Air Compressor can be found
on the maintenance label on the top of the shroud or on the bar code label on the rear of the air tank.

SERVICE AND REPAIR PARTS
CALL 1-800-665-4455*

Keep this number handy should you require a service call or need to order repair parts.
If ordering parts make sure you have the name, make and model no. of the merchandise and the name and number of the part you wish to order.

***If calling locally, please use one of the following numbers:**

Regina	- 566-5124	Montreal	- 333-5740
Toronto	- 744-4900	Halifax	- 454-2444
Kitchener	- 894-7590	Ottawa	- 738-4440
		Vancouver	- 420-8211

WHEN ORDERING REPAIR PARTS, ALWAYS GIVE THE FOLLOWING INFORMATION:

- PART NUMBER
- PART DESCRIPTION
- MODEL NUMBER
- NAME OF ITEM

All parts listed may be ordered from any Sears Service Center and most Sears stores.

If the parts you need are not stocked locally, your order will be electronically transmitted to a Sears Repair Parts Distribution Center for handling.

Sold By Sears Canada, Inc., Toronto, Ont. M5B 2B8