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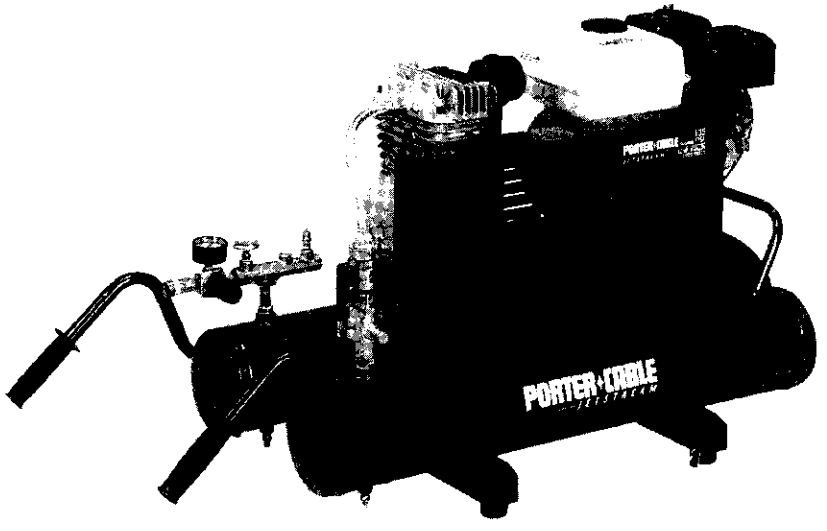
Instruction manual

Oillube Compressor

MODEL
CPL55GH8W



To learn more about Porter-Cable visit our website at:
http://www.porter-cable.com

IMPORTANT

Please make certain that the person who is to use this equipment carefully reads and understands these instructions before starting operations.

The Model and Serial No. plate is located on the frame. Record these numbers in the spaces below and retain for future reference.

Model No. _____

Type _____

Serial No. _____

PORTER-CABLE®
PROFESSIONAL POWER TOOLS

Part No. D21227-008

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

Call our ***Toll Free Number 1-888-559-8550,*** to obtain the location of the nearest Authorized Service Center for ordering repair parts and for warranty repairs.

When ordering repair parts from your local Authorized Service Center, always give the following information:

- Model number of your compressor
- Part number and description of the item you wish to purchase

Retain Original Sales Receipt as Proof of Purchase for Warranty Repair Work.

IMPORTANT SAFETY INSTRUCTIONS

⚠WARNING 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.

This product may contain chemicals known to the state of California to cause cancer, birth defects, or other reproductive harm. This warning is given in compliance with California Proposition 65, as detectable amounts of chemicals subject to proposition 65 may be contained in this product.

READ AND FOLLOW ALL INSTRUCTIONS.

This tool was designed for certain applications. Porter-Cable strongly recommends that this tool NOT be modified and/or used for any application other than for which it was designed. If you have any questions relative to its application DO NOT use the tool until you have written Porter-Cable and we have advised you.

Technical Service Manager
Porter-Cable Corporation
4825 Highway 45 North
P.O. Box 2468
Jackson, TN 38302-2468

IMPORTANT SAFETY INSTRUCTIONS (cont'd)

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 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. 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 STIFFENER 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.**

IMPORTANT SAFETY INSTRUCTIONS (cont'd)

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.**

IMPORTANT SAFETY INSTRUCTIONS (cont'd)

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.**	**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.
THE GASOLINE ENGINE, THE ENGINE MUFFLER, THE COMPRESSOR HEAD AND TUBING BECOME VERY HOT DURING 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 OR BYSTANDERS.**	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.

GLOSSARY

CFM: Cubic feet per minute.
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 ASME.
California Code: Unit may comply with California Code 462 (ℓ) (2)/(M) (2). Specification/model label is on the side of the tank on units that comply with California Code.
Unloader Blow-Off 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 into 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 pre-determined point, the unloader valve closes. The tank pressure will now increase until it reaches the unloader blow-off pressure.

Code Certification: Products that bear one or more of the following marks: UL, CUL, ETL, CETL, have been evaluated by OSHA certified independent safety laboratories and meet the applicable Underwriters Laboratories Standards for Safety.

DUTY CYCLE

Porter-Cable air compressors should be operated on not more than a 50% duty cycle. This means an air compressor that pumps air more than 50% of one hour is considered misuse, because the air compressor is undersized for the required air demand. Maximum compressor pumping time per hour is 30 minutes.

SPECIFICATIONS

Model No.	**CPL55GH8W**
Engine Horsepower	5.5
Bore	2.875"
Stroke	2.0"
Air Tank Capacity (Gallon)	8
Approximate Unloader Reset Pressure	110 PSIG
Approximate Unloader Blow-off Pressure	135 PSIG
SCFM @ 40 PSIG	12.0
SCFM @ 90 PSIG	10.1

IMPORTANT: See engine operator's manual for engine information.

DESCRIPTION OF OPERATION

Air Compressor Pump (not shown): Compresses air into the air tank.

Unloader Valve (not shown): When the maximum tank pressure is obtained, the unloader valve will exhaust the compressed air to the atmosphere (blow-off). When the tank pressure drops to a pre-determined point, the unloader valve closes and causes the tank pressure to increase.

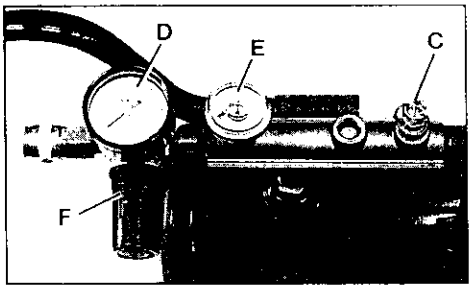


Fig. 1

Safety Valve (C) Fig. 1: If the unloader valve does not release pressure when tank reaches "blow-off" pressure, the safety valve will protect against high pressure by "popping off" at its factory set pressure (slightly higher than the pressure switch blow-off setting).

Outlet Pressure Gauge (D) Fig. 1: 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.

Tank Pressure Gauge (E) Fig. 1: The tank pressure gauge indicates the reserve air pressure in the tank.

Regulator (F) Fig. 1: Controls the air pressure shown on the outlet pressure gauge. Pull the knob out and turn clockwise to increase pressure and counterclockwise to decrease pressure. When the desired pressure is reached push knob in to lock in place.

Drain Valve (not shown): A drain valve is located at the base of each air tank and is used to drain condensation at the end of each use.

Air Intake Filter (not shown): 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".

Throttle Control (not shown): A throttle control has been incorporated as an extra feature. When maximum tank pressure is reached and the unloader valve vents 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.

INSTALLATION

⚠CAUTION THE WHEEL AND HANDLES DO NOT PROVIDE ADEQUATE CLEARANCE, STABILITY OR SUPPORT FOR PULLING THE COMPRESSOR UP AND DOWN STAIRS OR STEPS. THE COMPRESSOR MUST BE LIFTED, OR PUSHED UP A RAMP.

1. Push rubber handle grips (L), onto handle tubes (M). Seat firmly. Use a twisting motion to ease assembly. See Fig. 2.

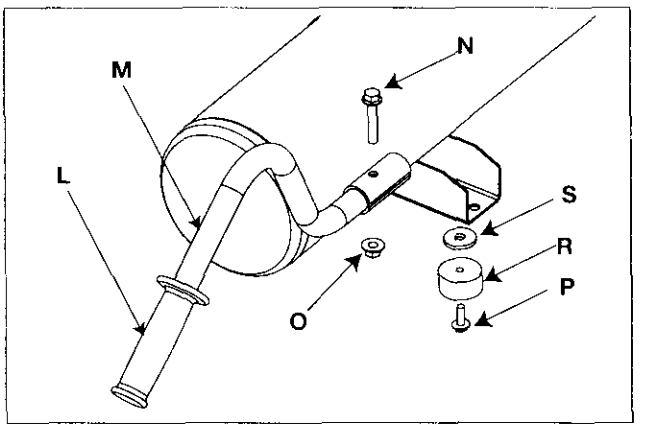


Fig. 2

2. Position one handle and grip assembly into clamp on left side of tank assembly, as shown in Fig. 2. Align hole in handle with hole in clamp. Insert bolt (N) through the hole (in clamp and handle). Thread nut (O) onto bolt. Using two 1/2" wrenches (not furnished) tighten nut securely.
3. Repeat step 2 to assemble remaining handle and grip assembly to the clamp on the right side of tank assembly.
4. Using a 9/16" socket wrench (not furnished) remove the four bolts securing the compressor to the shipping skid.
   A. Place spacer (S) on flat side of a rubber foot (R). Place spacer and rubber foot against compressor frame as shown in Figure 2.
   B. Align hole in spacer and rubber foot with one of the smaller holes adjacent to the holes where shipping skid was attached.
   C. Insert one of the 1/4"-20 x 3/4" bolts (P), from the hardware package, and using a 3/8" socket wrench (not furnished) tighten firmly.
   D. Repeat A through C to install the three remaining rubber feet.

Location of the Air Compressor

⚠WARNING EXHAUST FROM THE GASOLINE ENGINE CONTAINS DEADLY CARBON MONOXIDE, WHICH IS ODORLESS AND TOXIC. OPERATE ENGINE ONLY IN WELL-VENTILATED AREAS.

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

Do not install the air compressor in a location where heat is excessive. If the humidity in the operating area is high, an air filter can be installed on the air outlet adapter to remove excessive moisture. This type air filter is not provided with this air compressor and must be purchased separately. Closely follow the instructions packaged with the filter for proper installation.

⚠CAUTION Do not allow the air compressor to get wet if it is installed outdoors.

Lubrication and Oil

Engine

1. Position the unit on a level surface.
2. Remove spark plug wire from spark plug.
3. Remove oil drain plug (A) Fig. 3. Dispose of oil drain plug.
4. Obtain the drain plug extension (B) Fig. 3, from the parts bag.
5. Apply thread sealant tape to the threads of the drain plug extension (B).

NOTE: Each end of the drain plug extension has different type threads. If drain plug extension will not turn more than one full turn by hand, remove and try the other end.

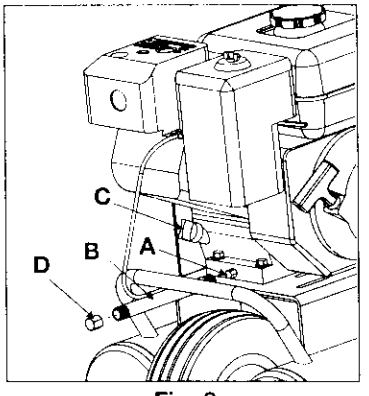


Fig. 3

6. Assemble the drain plug extension (B) and cap (D, found in parts bag) as shown in Fig. 3.
7. Tighten securely.
8. Remove the oil fill plug (C) Fig. 3.
9. Add engine oil to crankcase of the gasoline engine. Use high quality 10W-30 weight multi-viscosity engine oil. Refer to the engine manufacturer's manual for quantity of oil required and procedure.
10. Replace the oil fill plug (C) and tighten securely.
11. Remove gasoline cap from tank and fill the tank with fresh, clean, unleaded gasoline, regular Grade (87 octane). **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, A SOURCE OF SPARKS (SUCH AS WELDING), OR NEAR OPERATING ELECTRICAL EQUIPMENT.

12. Replace gasoline cap on tank.
13. Attach spark plug wire to the spark plug on the engine.

Air Compressor

1. Place air compressor on a level surface.
2. Remove the pump oil fill plug and slowly add compressor oil to the crankcase of the pump until it is even with the top of the oil fill hole (no lower than 3/8" from the top at any time). Fill with oil slowly. If oil is added too quickly, it will overflow and appear to be full.

⚠WARNING COMPRESSOR PUMPS ARE SHIPPED WITHOUT OIL. A SMALL AMOUNT OF OIL MAY BE PRESENT IN THE PUMP UPON RECEIPT OF THE AIR COMPRESSOR. THIS IS DUE TO TESTING BY THE MANUFACTURER AND DOES NOT MEAN THAT THE PUMP CONTAINS OIL. DO NOT ATTEMPT TO OPERATE THIS AIR COMPRESSOR WITHOUT FIRST ADDING OIL TO THE PUMP'S CRANKCASE. SERIOUS DAMAGE TO THE PUMP CAN RESULT FROM EVEN LIMITED OPERATION UNLESS IT IS FILLED WITH OIL AND BROKEN IN CORRECTLY. BE SURE TO CLOSELY FOLLOW THE INITIAL PREPARATION FOR USE AND START-UP PROCEDURES.

NOTE

The pump crankcase oil capacity is 16 fluid ounces.

⚠CAUTION **Multi-viscosity motor oils such as 10W-30 should not be used in an air compressor. Multi-viscosity oils leave carbon deposits on critical components, reducing their performance and shortening compressor life. Only use oil designated for use in air compressors. Castrol Heavy Duty 30 weight oil may be used if compressor oil is not immediately available.**

3. Replace the pump oil fill plug and tighten.

NOTE

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

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.**

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 to lines before underground lines are buried to make sure all pipe joints are free of leaks.

BREAK-IN PROCEDURES

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

This procedure is required when:

1. Before the air compressor is used for the first time.
2. When the check valve is replaced.
3. When a complete compressor pump is replaced.

The procedure:

1. To prevent pressure from building up in the air tanks during this break-in period, you must open the unit's unloader valve. Place unloader valve in **"Open"** position as shown in Figure 4.
2. Open the pressure regulator (Refer to Figure 1 for location). Pull regulator knob and rotate clockwise until it stops.
3. Refer to Figure 5. On the gasoline engine, move the fuel valve control to the **"ON"** position.
4. Move the choke lever to the **"Close"** position.

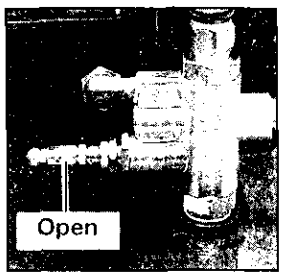


Fig. 4

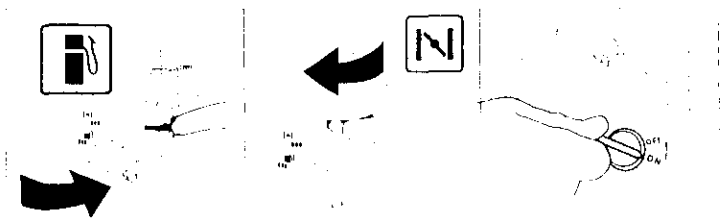


Fig. 5

NOTE

A warm engine requires less choking than a cold engine.

5. Turn the engine switch to the "**ON**" position.

   ⚠CAUTION The air compressor is top heavy. Make sure the unit is in a stable position and will not tip before pulling the starter cord of the engine.

6. Pull the starter grip lightly until resistance is felt, then pull briskly. **NOTE**: Do not allow the starter grip to snap back against the engine. Return it gently to prevent damage to the starter.
7. When the engine starts, push the choke control to the **"Open"** position.
8. Make sure the unloader valve is in the "**Open**" position to prevent tank pressure buildup. (Figure 4)

   ⚠CAUTION Serious damage may result to the compressor pump if the following break-in procedures are not closely followed.

9. Run the air compressor for **30 minutes** to seat the rings and lubricate all the internal surfaces. Make sure there is no pressure build up in the tank by observing the reading on the tank pressure gauge.
10. Place unloader valve in the **"Closed"** position as shown in Figure 6).
11. Close the pressure regulator. Rotate the regulator knob counter-clockwise to its built-in stop and push knob in to lock in place. This will allow air to build pressure in the air tanks.
12. When the air tanks are pressurized, the tank pressure gauge will indicate the pressure available in the air tanks and the gasoline engine will reduce its speed to idle and keep running. The pressurization of the air tanks will be adjusted automatically by the settings of the "reset" and "blow off" switches. When the pressure in the air tank drops to the "reset" value, the gasoline engine will increase its rpm to operate the compressor and pressurize the tanks. When the pressure in the air tank increases to the "blow off" value, the engine rpm will drop to idle.

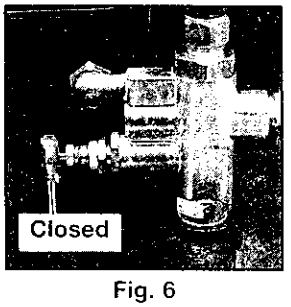


Fig. 6

13. The pressure regulator can now be adjusted to the required pressure for operating your air tools, usually 90 PSIG.

NOTE

Gasoline engine break-in usually takes five hours of normal running, after which time the engine oil should be changed. Consult the engine manufacturer's manual for the proper engine break-in running time and oil change interval for the engine used on your air compressor as well as other engine maintenance requirements.

14. Turning the gasoline engine off will turn off the air compressor as well. Compressed air will be available from the unit's outlet valve until it is used up or bled off. Consult the engine manufacturer's manual for the procedure to safely shut down the gasoline engine.

OPERATING PROCEDURES

Daily Start-Up Checklist

Before Starting Unit

Perform the following checks before starting the air compressor.

1. Make sure that nothing is blocking the belt guard, air openings, or air filter inlet.
2. Make sure the unloader valve moves freely and smoothly. Refer to Figures 4 and 6.
3. Check the oil level in the pump and engine, add oil if necessary.
4. Clean or blow off fins or any part of the air compressor that collects dust and dirt. The air compressor will run cooler and provide longer service.
5. Close the pressure regulator of the air compressor before starting the engine.

At Start-Up

6. Start the engine of the air compressor and allow tank pressure to pump up to blow-off pressure.

   ⚠WARNING TOO MUCH AIR PRESSURE CAUSES A HAZARDOUS RISK OF BURSTING. CLOSELY MONITOR THE AIR PRESSURE GAUGE OF THE TANK SO THE MAXIMUM PRESSURE LIMIT IS NOT EXCEEDED AND MONITOR THE SAFETY VALVE TO ENSURE EXCESS PRESSURE IS DISCHARGED. IF PRESSURE CONTINUES TO BUILD BEYOND SAFE LIMITS, SHUT THE UNIT DOWN IMMEDIATELY AND TROUBLESHOOT THE PROBLEM.

7. Check all fittings and piping for air leaks. Even minor leaks can cause the air compressor to overwork, resulting in premature breakdown or unsatisfactory performance.
8. Check for any unusual vibration and noise.
9. Check for oil leaks and correct any leaks found.
10. Check the pressure ratings of the air tools and accessories being used with this air compressor before attaching, then adjust the pressure regulator gauge for that value.

    ⚠WARNING THE AIR COMPRESSOR'S OUTLET PRESSURE MUST NEVER EXCEED THE MAXIMUM PRESSURE RATING OF THE TOOL OR ACCESSORY BEING USED. IF A PRESSURE REGULATOR IS NOT USED, DO NOT USE ACCESSORIES RATED AT LESS THAN 110 PSIG.)

11. Attach air hose and accessory. Your unit is ready for use.

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

Shutting Down

12. Turn off engine.
13. Shut off the outlet valve or air pressure regulator.
14. Remove the air tool or accessory.
15. Open outlet valve or pressure regulator and allow air to slowly bleed from the tank. Close the outlet valve or regulator when the tank pressure is approximately 20 PSIG.

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

16. With tank pressure at approximately 20 PSIG, open the drain valves and allow moisture to drain.

NOTE

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

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

MAINTENANCE

⚠DANGER 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 OF THE ENGINE, AND RELIEVE AIR TANK PRESSURE. NEVER OPERATE THE COMPRESSOR WITH THE BELT GUARD REMOVED.

To ensure efficient operation and longer life of the air compressor, a routine maintenance schedule should be prepared and followed. The following routine maintenance schedule is geared to an air compressor in a normal working environment operating on a daily basis. If necessary, the schedule should be modified to suit the conditions under which your air compressor is used. The modifications will depend upon the hours of operation and the working environment. An air compressor in an extremely dirty and/or hostile environment will require a greater frequency of all maintenance checks. Lubricate compressor motor (if required) according to manufacturer's instructions, which are attached to your Engine Owners Manual.

Before each use:

1. Check oil levels. Add if necessary.
2. Manually check all safety valves to make sure they are operating properly.
3. Inspect for oil leaks and repair any leaks found.
4. Inspect air filter, replace if necessary.

Every 40 Hours of Operation:

1. Clean and inspect the air intake filter; replace if necessary.
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 oil or Castrol Heavy Duty 30 weight.
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 1/16" on centerline.

Each Year of Operation or if a Problem is Suspected:

If you have properly serviced your air compressor, oil levels are correct, belts are aligned, and the unit is not functioning properly, check the condition of the air compressor pump intake and exhaust valves. Refer to the "Service instructions section of this manual. Replace any valves in the pump that are damaged or worn out.

If you feel your air compressor still does not function properly after checking or replacing the intake and exhaust valves, contact your nearest Authorized Service Center.

SERVICE INSTRUCTIONS

Air Compressor Unit

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 tags, containers or other material on or against the ventilation openings in the belt guard. Adequate ventilation is necessary to maintain proper air compressor operating temperature.

Safety Valve-Inspection and Replacement

⚠WARNING IF THE SAFETY VALVE DOES NOT WORK PROPERLY, OVER-PRESSURIZATION CAN OCCUR AND CAUSE AIR TANK RUPTURE OR EXPLOSION. DAILY PULL THE RING ON THE SAFETY VALVE AND MAKE SURE IT 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.

To Remove Safety Valve:

1. Make sure the air compressor unit is off and disconnect the spark plug wire.
2. Open the outlet valve and allow all air to bleed from the tank. Monitor tank pressure gauge as tank is emptied.
3. When tank is empty, remove safety valve (A) from manifold. Refer to Figure 7.

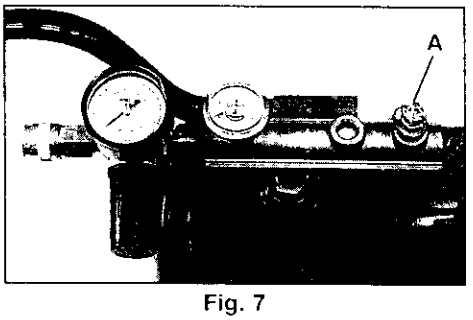


Fig. 7

To Install New Safety Valve:

1. Verify new safety valve is the correct pressure rating for your air compressor.
2. Verify threads for safety valve in manifold are clean.
3. Apply thread sealant to the threads of new safety valve.
4. Install new valve and hand-tighten.
5. Tighten nut to secure safety valve to manifold. **Do not overtighten.**
6. Reconnect spark plug wire to engine.
7. Perform the **Daily Start Up Checklist.**

Belt – Replacement and Adjustment

⚠WARNING SERIOUS INJURY OR DAMAGE MAY OCCUR IF PARTS OF THE BODY OR LOOSE ITEMS GET CAUGHT IN MOVING PARTS. NEVER OPERATE THE UNIT WITH THE BELT GUARD REMOVED. THE BELT GUARD SHOULD BE REMOVED ONLY WHEN THE AIR COMPRESSOR IS TURNED OFF AND SPARK PLUG WIRE IS DISCONNECTED.

Belt Guard – Removal

1. Disconnect the spark plug wire on the engine and release all air tank pressure.
2. (Refer to Figure 8) Remove the six screws (A) from the belt guard. The front of the belt guard can now be removed.

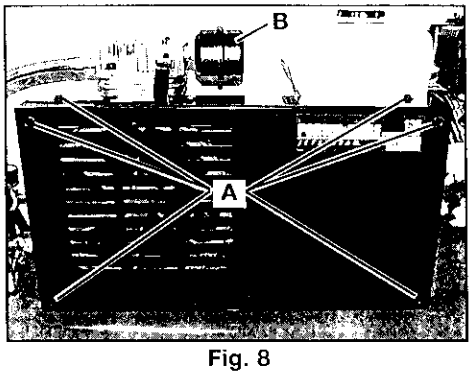


Fig. 8

Belt – Replacement

1. Disconnect the spark plug wire on the engine and release all air tank pressure.
2. Remove the front of the belt guard as previously described.
3. Mark engine position on saddle.
4. Loosen stiffener bracket screw on engine.
5. (Refer to Figure 9) Being careful not to remove the stiffener plate under the saddle, loosen the four engine mounting bolts (C).
6. Slide engine toward pump to remove tension from the belt, and then remove the old belt.
7. Install the new belt over the pulleys.

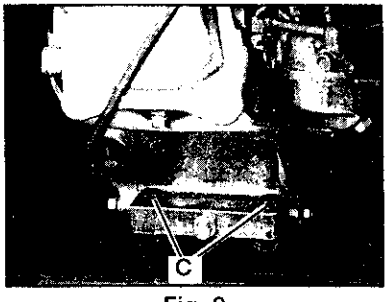


Fig. 9

NOTE

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

8. Slide the engine back into its regular position. Line the engine up with the mark made earlier on saddle.

Belt Tension - Adjustment

1. Slide the engine back into its regular position. Line the engine up with the mark made earlier on saddle.
2. Hold belt tension and securely tighten two engine mounting bolts.
3. Measure correct belt tension. Proper tension is achieved when a three (3) pound weight or equivalent finger pressure applied midway between the motor pulley and compressor flywheel causes a 1/4" deflection of the belt. Refer to Figure 10.

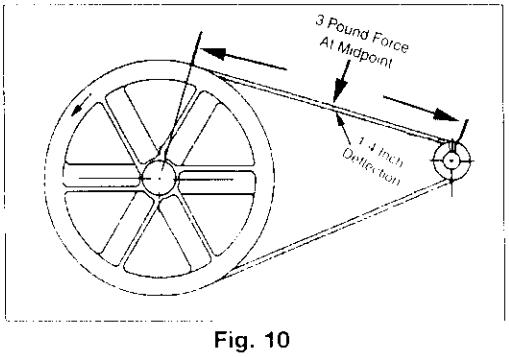


Fig. 10

4. When proper belt tension is achieved, tighten the remaining engine mounting bolts.
5. Tighten stiffener bracket screw.

NOTE

Once the engine pulley has been moved from its factory set location, the grooves of the flywheel and pulley must be aligned to within 1/16" to prevent excessive belt wear. Verify the alignment by performing the following Pulley and Flywheel - Alignment.

Pulley and Flywheel - Alignment

The air compressor flywheel and engine pulley must be in-line (in the same plane) within 1/16" to assure belt retention within flywheel belt grooves. To check alignment, perform the following steps:

1. Disconnect the spark plug wire on the engine and release all air tank pressure.
2. Remove belt guard.
3. Place a straightedge against the outside of the flywheel and the engine drive pulley. Refer to Figure 11 as required.
4. Measure the distance between the edge of the belt and the straightedge at points A1 and A2 in Figure 11. The difference between measurements should be no more than 1/16".

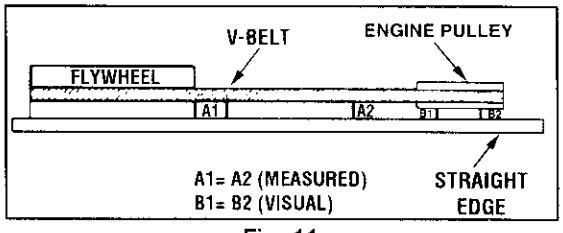


Fig. 11

5. If the difference is greater or less than 1/16", loosen the setscrew holding the engine drive pulley to the shaft and adjust the pulley's position on the shaft until the A1 and A2 measurements are within 1/16" of each other.
6. Tighten the engine drive pulley setscrew to 70-80 in.-lbs.
7. Visually inspect the engine drive pulley to verify that it is perpendicular to the drive motor shaft. Points B1 and B2 of Figure 10 should appear to be equal. If they are not, loosen the setscrew of the engine drive pulley and equalize B1 and B2, using care not to disturb the belt alignment performed in step 2.
8. Retighten the engine drive pulley setscrew to 70-80 in.-lbs.
9. Reinstall belt guard.
10. Reconnect spark plug wire to spark plug on engine.

Compressor Pump

Air Intake Filter—Inspection and Replacement

⚠CAUTION Keep the air filter clean at all times. Do not operate the air compressor with the air filter removed.

A dirty air filter will not allow the compressor pump to operate at full capacity. Before you use the compressor pump, check the air filter to be sure it is clean and in place (Refer to (B), Figure 8). If it is dirty, replace it with a new filter.

Checking and Changing

⚠CAUTION Overfilling with oil will cause premature compressor pump failure. Do not overfill.

Check oil level in the crankcase before each use. Remove the oil fill plug. The oil level should be even with the top of the fill hole and must not 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 compressor oil or Castrol Heavy Duty 30 weight oil. Crankcase oil capacity is 16 fluid ounces (473.2 ml).

Servicing Compressor Intake and Exhaust Valves

The air compressor's 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 pump. These components should be inspected whenever a problem is suspected and they should be cleaned or replaced with new parts. Refer to the Parts Manual, if required. Use the following procedure to inspect these components.

1. Disconnect the spark plug wire on the engine and relieve all air tank pressure.
2. Disconnect the pressure release and outlet lines from the air compressor.
3. Remove the hardware securing the cylinder head, then 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 pump valve cavities and air flow areas.

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

Engine

Read the engine manufacturer's "Operating and Maintenance Instructions" that were provided with your air compressor.

STORAGE

Before you store the air compressor, make sure you do the following:

1. Review the "Maintenance" section on the preceding pages and perform scheduled maintenance as necessary.
2. Review the "Engine Manufacture's Operating and Maintenance Instructions".
3. Turn the regulator counterclockwise and set the outlet pressure to zero.
4. Remove the air tool or accessory.
5. Pull ring on safety valve allowing air to bleed from the tank until tank pressure is approximately 20 psi. Release safety valve ring.
6. Drain water from air tank by opening drain cock valve on bottom of 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.
7. After the water has been drained, close the drain cock or drain valve.

   NOTE

   If drain cock valve is plugged, release all air pressure. The valve can then be removed, cleaned, then reinstalled.
8. Protect the air hose from damage (such as being stepped on or run over).

Store the air compressor in a clean and dry location.

TROUBLESHOOTING GUIDE

⚠WARNING PERFORMING TROUBLESHOOTING OR REPAIRS CAN EXPOSE MOVING PARTS OR COMPRESSED AIR SOURCES. PERSONAL INJURY MAY OCCUR. PRIOR TO ATTEMPTING ANY TROUBLESHOOTING OR REPAIRS, THE ENGINE SPARK PLUG WIRE SHOULD BE REMOVED. NEVER OPERATE THE UNIT WITH THE BELT GUARD REMOVED. THE BELT GUARD SHOULD BE REMOVED ONLY WHEN THE SPARK PLUG WIRE IS 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.	Tube fittings are not tight enough.	Tighten fittings where air can be heard escaping. Check fittings with soapy water solution. **DO NOT OVER-TIGHTEN.**
Continuous air leak at unloader valve.	Defective unloader valve.	Turn off engine, move unloader valve to the open position (Figure 4). If air leaks out of tank through unloader valve, replace unloader valve. **DO NOT OVER-TIGTHEN.**
Air leaks in air tank or at air tank welds.	Damaged air tank.	**⚠WARNING DO NOT DRILL INTO, WELD OR OTHERWISE MODIFY AIR TANK OR IT WILL WEAKEN. THE TANK CAN RUPTURE OR EXPLODE. TANK MUST BE REPLACED.**
Air leaks between head and valve plate.	Leaking o-ring.	Torque head screws to 8 ft.-lbs. If this does not stop leak, replace o-ring.
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 following the instructions on page 7. **NOTE:** Adjust the regulated pressure under flow conditions (while accessory is being used).

PROBLEM	CAUSE	CORRECTION
Engine will not run. **NOTE:** Refer to the engine manufacturer's Manual for an Authorized Service Dealer for warranty repairs.	The fuel valve control is in the **"OFF"** position.	Move the fuel valve control switch to the **"ON"** position.
	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 than a cold engine.
	Improper fuel mixture.	Adjust the fuel mixture.
	Air tank pressure is too high.	Open the outlet valve and reduce tank pressure to less than 40 PSIG.
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.	Loose pulley.	Retighten pulley set screw.
	Low oil level (pump or engine)	Maintain prescribed oil level. Add oil.
	Loose flywheel.	Torque bolt 15-20 ft.-lbs.
	Loose pump or engine mounting bolts.	Check bolts. Torque as required (15-20 ft.-lbs.)
	Loose belt or belt too tight.	Adjust belt tension. Tension belt per instructions under "Belt Tension-Adjustments" section of this manual.
	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 using new gaskets and torque bolts 25 to 30 ft.-lbs.

PROBLEM	CAUSE	CORRECTION
Compressor is not supplying enough air to operate accessories.	Prolonged 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. Do not operate the air compressor with the filter removed. See page 11.
	Hole in hose.	Check and replace if required.
	Unloader valve restricted.	Remove and clean, or replace.
	Air leaks.	Tighten fittings. (See Air Leaks Section of Troubleshooting Guide.)
Regulator knob has continuous air leak. Regulator will not shut off air outlet.	Damaged regulator.	Replace regulator.
Excessive belt wear.	Belt is too loose or tight.	Adjust belt tension per instructions under "Belt Tension - Adjustments" section of this manual.
	Pulley misalignment.	Align pulleys per "Pulley and Flywheel - Alignment" section of this manual.
	Loose pulley.	Check for worn keyway or pulley bore. Also check for bent engine shaft. Replace parts if necessary.
Squealing sound.	Loose belt.	Adjust belt tension per instructions under "Belt Tension - Adjustments" section of this manual.
	There is no oil in the pump.	Add oil to top of fill hole in pump.
Excessive vibration.	Engine or pump mounting screws are loose.	**⚠WARNING EXCESSIVE VIBRATION COULD WEAKEN THE AIR TANK AND CAUSE IT TO RUPTURE OR EXPLODE. MOUNTING SCREWS MUST BE KEPT TIGHTENED. NEVER OPERATE THE UNIT UNLESS EQUIPPED WITH SIFFENER BRACKET AND RUBBER FEET.**
	Stiffener bracket screw is loose.	

ACCESSORIES

Accessories can be found at the store the unit was purchased or at a local hardware store.

FILTERS, REGULATORS, LUBRICATORS

FILTER / REGULATOR

Regulates air pressure and removes moisture, oil and other debris from the air line. Protects tools from rust and is essential when spray painting. Locate as close to the tool as possible.

REGULATOR

Controls air pressure downstream and/or in secondary feeder lines.

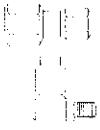
LUBRICATOR OR INLINE OILER

Administers oil into the air line. Reduces excessive wear and rusting in tools. Do not use when spray painting.

PLUMBING COMPONENTS

CONNECTORS

Connects components that have similar NPT threads; Male or Female.



ADAPTERS

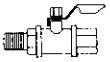
Combines components that have different NPT threads; Male or Female.

360° SWIVEL CONNECTOR

Eliminates hose twist and improves tool handling.

T-FITTING

Ideal for branching air lines.



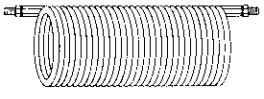
INLINE VALVE

On/Off valve. Controls air flow; not air pressure.

HOSE

3/8" I.D. HOSE

Ideal for increasing working distance in high CFM applications.



1/4" COIL HOSE

Self-retracting and lightweight. Less bulk than regular hoses. Ideal secondary hose line in lower CFM applications.

QUICK-CONNECTS

BODIES & PLUGS

Together they provide quick and easy attachment/separation of components within the air line. Do not mix different styles of bodies/plugs.

NOTES

LIMITED WARRANTY

PORTER-CABLE CORPORATION warrants to the original purchaser that each new air compressor and service part is free from defects in material and workmanship and agrees to repair or replace under this warranty any defective product or part as follows from the original date of purchase.

5 YEARS – Limited warranty on 2-stage oil-free air compressor **pumps** that operate at 1725 RPM and 1 year limited warranty on all other parts.

3 YEARS – Limited warranty on oil-lubricated air compressor **pumps** and 1 year limited warranty on all other parts.

1 YEAR – Limited warranty on all other air compressor products.

90 Day – Service parts

Engine warranties are the responsibility of the engine manufacturer. Warranties of merchandise sold by Porter-Cable which has been manufactured by and identified as the product of another company are the responsibility of the manufacturer of that product.

THIS WARRANTY IS NOT TRANSFERABLE AND DOES NOT COVER

- Products sold damaged or incomplete, sold "as is", sold reconditioned or used as rental equipment.
- Delivery, installation or normal adjustments explained in the owner's manual.
- Damage or liability caused by shipping, improper handling, improper installation, incorrect voltage or improper wiring, improper maintenance, improper modification, or the use of accessories and/or attachments not specifically recommended by PORTER-CABLE for the tool.
- Repairs necessary because of operator abuse or negligence, or the failure to install, operate, maintain and store the product according to the instructions in the owner's manual.
- Damage caused by cold, heat, rain, excessive humidity, corrosive environments and materials, or other contaminants.
- Expendable items that become worn during normal use such as drain valves, fuses, filters, belts, air cleaners, spark plugs, engine oil and pump oil.
- Cosmetic defects that do not interfere with tool functionality.
- Freight costs from customer to Porter-Cable.
- Repair and transportation costs of products or parts determined not to be defective.
- **ANY INCIDENTAL, INDIRECT OR CONSEQUENTIAL LOSS, DAMAGE, OR EXPENSE THAT MAY RESULT FROM ANY DEFECT, FAILURE OR MALFUNCTION OF THE PRODUCT.** Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.
- **IMPLIED WARRANTIES, INCLUDING THOSE OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, ARE LIMITED TO ONE YEAR FROM THE DATE OF ORIGINAL PURCHASE.** Some states do not allow limitations on how long an implied warranty lasts, so the above limitations may not apply to you.

WARRANTY SERVICE is available by delivering or shipping the defective product or part to any Porter-Cable authorized warranty service location. To determine the nearest authorized warranty service location, call the toll free number, 1-888-559-8550, 24 hours a day, 7 days a week. Specific instructions regarding servicing arrangements and scheduling may vary depending on the type and size of the product and the availability of repair parts.

- DO NOT return the defective product to the retailer.
- Retain the original cash register sales receipt as proof of purchase for warranty work.
- Only Air compressors with 60 and 80 gallon tanks will be inspected at the site of installation.
- The customer should contact Porter-Cable directly if the purchaser does not receive satisfactory results from the authorized warranty service center.

PORTER-CABLE®

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