

SEARS

CRAFTSMAN

NOTE: For identification of Repair Parts, see separate Parts List Manual.

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

GENERAL MANUAL FOR

OIL LUBRICATED

SINGLE STAGE

AIR COMPRESSORS

Record in the spaces provided.

- (1) The model number which can be found on the maintenance label on the left front of the air tank.
- (2) The code number which can be found on the foil label on the rear of the air tank.
- (3) The Manufacturers Number (ASME code compressors only) is located on the metal data plate which is welded onto the backside of the air tank. (This data plate is painted the same color as the tank.)

Retain these numbers for future reference.

Model No. _____

Code No. _____

Mfg. No. _____

SAFETY GUIDELINES
ASSEMBLY
OPERATION
MAINTENANCE
TROUBLESHOOTING
REPAIR PARTS

Sears, Roebuck and Co., Chicago, IL 60684 U.S.A.

MG-OILLUBE 8/22/90

TABLE OF CONTENTS

	Page		Page
WARRANTY	2	Grounding Instructions	10
SAFETY GUIDELINES	3	Piping	11
WARNING CHART	3	Additional Regulators and Controls	11
SPECIFICATIONS	5	Break-in Procedures	12
GLOSSARY	5	OPERATING PROCEDURES	12
ACCESSORIES FOR USE WITH SEARS AIR COMPRESSORS	6	Daily Start-Up Checklist	12
GENERAL INFORMATION	6	Normal Operation	13
ON-RECEIPT INSPECTION	6	MAINTENANCE	14
DESCRIPTION OF OPERATION	7	SERVICE INSTRUCTIONS	15
ASSEMBLY	8	Air Filter - Inspection and Replacement	15
Items Needed for Assembly	8	Oil - Checking and Changing	15
Installing Handle	8	Check Valve - Inspection and Replacement	15
Installing Rubber Foot Strip and Wheels	9	Safety Valve - Inspection and Replacement	15
Installing Tank Pressure Gauge	9	Belt Replacement	16
Installing Regulator		Belt Guard - Removal and Installation	16
(for outfits supplied with regulators)	9	Pressure Switch - Replacement	16
Installing Shut-Off Valve		Motor Overload Protector - Reset	17
(outfits without regulators)	9	Motor Lubrication	17
INSTALLATION AND		Motor - Replacement	17
BREAK-IN PROCEDURES	10	Air Compressor Pump - Replacement	17
Location of Air Compressor	10	Pulley and Flywheel - Alignment	18
Voltage and Circuit Protection	10	Manifold/Regulator Assembly -	
Extension Cords	10	Removal and Installation	18
Lubrication and Oil	10	Separate Regulator or Shut-Off Valve -	
		Replacement	18
		Servicing Intake and Exhaust Valves	18
		STORAGE	19
		TROUBLESHOOTING GUIDE	20
		HOW TO ORDER REPAIR PARTS	24

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/DEPARTMENT THROUGHOUT THE UNITED STATES 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 from the date of purchase.

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

Sears, Roebuck and Co., Sears Tower, Dept. 731CR-W, Chicago, IL 60684

SAFETY GUIDELINES

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 following symbols. Please read the manual and pay attention to these sections.



URGENT SAFETY INFORMATION - A HAZARD THAT WILL CAUSE SERIOUS INJURY OR LOSS OF LIFE.



IMPORTANT SAFETY INFORMATION - A HAZARD THAT *MIGHT* CAUSE SERIOUS INJURY OR LOSS OF LIFE.



Information for preventing damage to equipment.

NOTE

Information you should pay special attention to.



**HAZARDS CAN OCCUR IF EQUIPMENT IS NOT USED PROPERLY.
PLEASE READ THE FOLLOWING CHART.**

WHAT TO LOOK FOR	WHAT COULD HAPPEN	HOW TO PREVENT IT
Hot Parts	The compressor head and discharge tube(s) get hot when the air compressor is running. If you touch them, you can be seriously burned.	Never touch the air compressor head or tubes during or immediately after operation.
Flammable Vapors	It is normal for the motor and pressure switch to spark when the compressor starts or stops. A spark can ignite flammable vapors from gasoline or solvents causing a fire or explosion.	Always operate the air compressor in well ventilated areas; free of gasoline or solvent vapors. Do not operate the compressor near the spray area. If spraying a flammable material, provide ample ventilation. Never spray in a closed area. There must be a flow of fresh air at all times.
Unsuitable Solvents	The solvents 1,1,1 - Trichloroethane and Methylene Chloride can chemically react with aluminum used in paint spray guns, paint pumps, etc., and cause an explosion. These solvents can also react with galvanized components and cause corrosion and weakening of parts. This does not affect your air compressor, but it may affect the equipment being used.	If the material you intend to spray contains the solvents listed at left (read the label or data sheet), do not use accessories that contain aluminum or galvanized parts. You must either change the material you intend to spray, or use only stainless steel spray equipment.
Compressed Air	Compressed air can propel dust, dirt or loose particles it comes in contact with. These propelled particles may cause serious injury or damage. Too much air pressure applied to air tools or accessories can cause damage or risk of bursting.	Never point any nozzle or sprayer toward a person or any part of the body. Always wear safety goggles or glasses when using the air compressor. Always turn the air compressor off before attaching or removing accessories. Check the manufacturer's pressure rating for air tools and accessories. The input pressure to a tool or accessory must never exceed the manufacturer's rating. A pressure regulator must be installed before using accessories rated less than 125 PSI.

Continued...

SAFETY GUIDELINES

WHAT TO LOOK FOR	WHAT COULD HAPPEN	HOW TO PREVENT IT
Electricity	Your air compressor is powered by electricity. Like any other electrically powered device, if it is not used properly it may cause electrical shock.	<p>Wiring of the pressure switch, motor and ON/OFF switch should be done by a licensed electrician in accordance with national and local codes.</p> <p>Always unplug the air compressor prior to maintenance or repair.</p> <p>Never use the air compressor outdoors when it is raining.</p> <p>Always plug the cord into an electrical outlet with the specified voltage and adequate fuse protection.</p>
Moving Parts	This compressor cycles automatically when the pressure switch is in the ON/AUTO position. If you attempt repair or maintenance while the compressor is operating, or with the switch in the ON/AUTO position, you can expose yourself to moving parts. These moving parts can cause serious injury or damage if they come into contact with you or your clothing.	<p>Never operate the compressor with the belt guard removed.</p> <p>Always unplug the unit and release air pressure from the tank and any accessories before doing repair or maintenance.</p>
Toxic Vapors	<p>It is normal for compressed air to contain toxic or irritating vapors. Such vapors are harmful if inhaled.</p> <p>Certain materials you are spraying (like paint, weed killer, sand or insecticide) can be harmful if you inhale them.</p>	<p>Never directly inhale the compressed air produced by this unit.</p> <p>Read labels and safety data for all materials you spray. Follow all safety precautions.</p> <p>Use a mask or respirator if there is a chance of inhaling toxic sprayed materials. Masks and respirators have limits and will only provide protection against some kinds and limited amounts of toxic material. Read mask and respirator instructions carefully. Consult with a safety expert or industrial hygienist if you are not sure about the use of a certain mask or respirator.</p>
Air Tank	<p>Modifications to the air compressor in an attempt to reach higher air pressure can cause the air tank to rupture or explode.</p> <p>Changing the air tank will cause it to weaken. The tank can rupture or explode.</p>	<p>Do not adjust, remove or tamper with the safety valve or pressure switch. If safety valve or pressure switch replacement is necessary, a part with the same pressure rating must be used.</p> <p>For service replacement use only the motors, pulleys and belts designed as standard service replacement parts as indicated in parts list. Use of improper parts could cause overloading of your unit and electrical supply.</p> <p>Do not substitute a gas engine for the motor...the compressor was not designed to be powered by a gasoline engine.</p> <p>Never replace the compressor pump with a different model. Never increase the compressor pump speed.</p> <p>Never drill into, weld or in any way modify the air tank. Do not repair a leaking tank; it must be replaced.</p>

SPECIFICATIONS

Refer to Outfit Parts Bulletin for the specifications 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 dual element time delay fuses, as noted in that service bulletin.

CAUTION

Refer to Outfit Parts Bulletin for your compressor. 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 15 amp circuit breaker or 15 amp dual element time delay fuse. Use a Fusetron Type "T" time delay fuse.

If any of the above conditions cannot be met, or if operation of the compressor repeatedly causes interruption of the power, it may be necessary to operate it from a 20 amp circuit.

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 these motors for operation at 240 volt can be found printed on the inside of the motor covers or on the nameplate of these motors.

CAUTION

Certain air compressor models can be converted to 240 volts from 120 volt operation. When converting a specific model to 240 volt operation, the attached three-prong 120 volt plug must be replaced with the three-prong 240 volt plug (purchase locally) or order line cord Part No. SUDL-404-1.

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 the ASME.

U.L. Listed: Underwriter Laboratories; Samples of compressor outfits, taken from production, were submitted to U.L. and found to comply with their requirements for design and performance.

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 the motor will restart automatically. The low pressure at which the motor automatically re-starts 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."

ACCESSORIES FOR USE WITH SEARS COMPRESSORS

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

- SPRAY GUNS
- BLOW GUNS
- AIR CAULKING GUNS
- AIR POWERED WASHER GUNS
- SANDBLASTERS
- AIR BRUSHES
- AIR LINE FILTERS
- TIRE AIR CHUCKS
- PAINT TANKS
- AIR TANKS
- INFLATOR KITS
- QUICK CONNECTOR SETS
(various sizes)
- VISCOSIMETER
- AIR PRESSURE REGULATORS
- OIL FOG LUBRICATORS
- AIR TOOLS:
 - Sanders
 - Drills
 - Impact Wrenches
 - Hammers
- AIR HOSE:
 - 1/4", 5/16" or 3/8" I.D.
 - in various lengths
- NAILER/STAPLERS
 - Decking Finishing
 - Farming Carpentry
 - Roofing Upholstery
 - Siding Picture Framing
- DRAIN CLEANER
- DUSTER GUN

GENERAL INFORMATION

You have purchased an air compressor unit consisting of a 2 cylinder, single-stage air compressor pump, an air tank, air hose, wheels, handle, associated controls and instruments. You may also find an air chuck.

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 recommended 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.

These accessories can be purchased from most Sears stores or from the Sears General or Power Tool Catalog.

ON-RECEIPT INSPECTION

Each air compressor outfit is carefully checked before shipment. With improper handling, damage may result in transit and cause problems in compressor operation, a bent crankshaft, etc.

Immediately upon arrival, check equipment for both concealed and visible damages to avoid expenses being incurred to correct such problems. This should be done regardless of any visible signs of damage to the shipping container. Report any damages to carrier and arrange for inspection of goods immediately.

DESCRIPTION OF OPERATION

Drain Valve: At the base of the air tank to drain condensation at the end of each use.

Motor Thermal Overload Protector: The electric motor has an automatic thermal overload protector. If the motor overheats for any reason, the thermal overload protector will shut off the motor. The motor must be allowed to cool down before restarting.

ON/AUTO - OFF Switch: Turn this switch ON to provide automatic power to the pressure switch and OFF to remove power.

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".

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 valve remains closed. On the upstroke of the piston, air is compressed. The intake valves close and compressed air is forced out through the exhaust valve, through the outlet tube, through the check valve and into the air tank. Working air is not available until the compressor has raised the air tank pressure above that required at the air outlet.

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 Release Valve: The pressure release valve located on the side of the pressure switch, is designed to automatically release compressed air from the compressor head and the outlet tube when the air compressor reaches "cut-out" pressure or is shut off. If the air is not released, the motor will try to start, but will be unable to. The pressure release valve allows the motor to restart freely. When the motor stops running, air will be heard escaping from the valve for a few seconds. No air should be heard leaking when the motor is running.

Pressure Switch: The pressure switch 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.

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

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

Regulator: The air pressure coming from the air tank is controlled by the regulator knob. Turn the 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.

Outlet Pressure 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 or equal to the tank pressure. See "Operating Procedures".

Tank Pressure Gauge: The tank pressure gauge indicates the reserve air pressure in the tank. On outfits with no pressure regulator, this is also the pressure available at the air outlet.

Regulator: The air pressure coming from the air tank is controlled by the regulator knob. Turn the knob clockwise to increase pressure and counterclockwise 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 you are operating the accessory. Some models have shut-off valves only and do not include regulators.

ASSEMBLY INSTRUCTIONS

Items Needed for Assembly

- 16 oz. of Sears compressor oil, Sears 9-16426 or SAE 20-20W (Grade SF)
- pipe thread sealant
- a 9/16" socket or open-end wrench for attaching the wheels
- a 7/16" open-end wrench for attaching the foot extension bracket and air pressure gauge
- a 1/4" open-end wrench to tighten handle set screw
- an adjustable wrench for attaching the shut-off valve, air outlet adapter and pressure regulator.

Installing Handle

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.

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 saddle 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)?

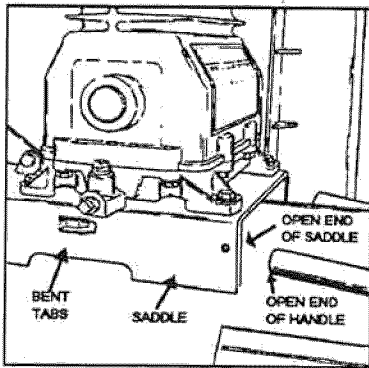


FIG. 1

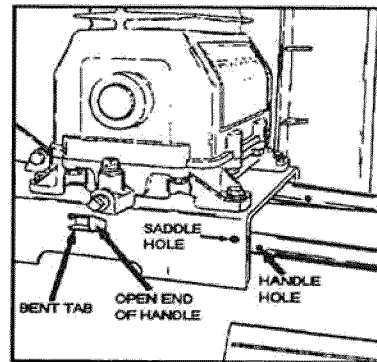


FIG. 2

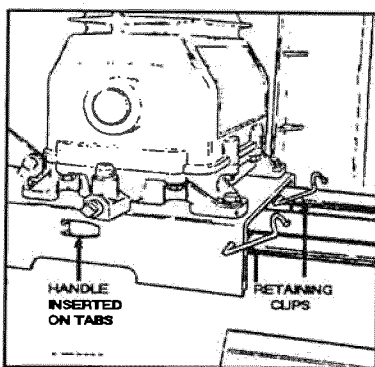


FIG. 3

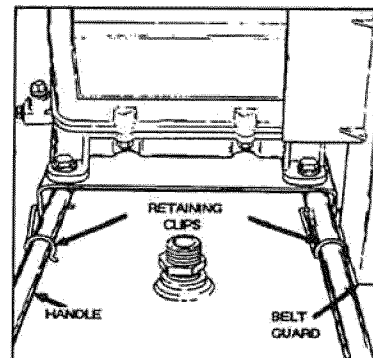


FIG. 4

ASSEMBLY INSTRUCTIONS

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.

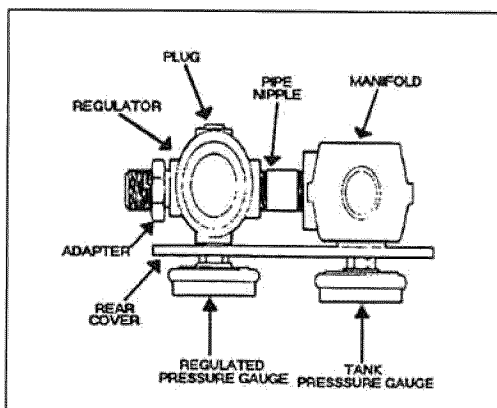
Installing Rubber Foot Strip and Wheels

1. Remove the protective paper strip from the adhesive-backed rubber foot strip. Attach 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 Model No. (919.17695), push the bolt through the **TOP** hole of the leg bracket. For all other Models, 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.

Installing Tank Pressure Gauge

Apply pipe sealant (not supplied) to the gauge threads and install in the threaded opening in front of the manifold.

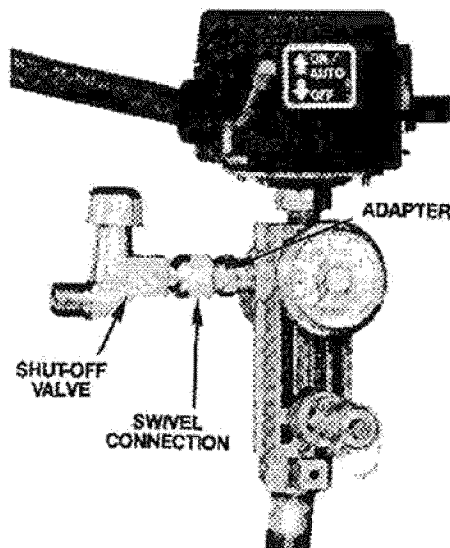
Installing Regulator (for outfits supplied with regulators)



NOTE

Use a small amount of pipe thread sealant (not supplied) on all pipe thread joints. Install the regulator on the end of the manifold using the short pipe nipple. The arrow on the bottom of the regulator must point away from the manifold in order for the regulator to function properly. Next, install the gauge, adapter and plug in the regulator. The plug is supplied with the regulator.

Installing Shut-off Valve (outfits without regulators)



Apply a small amount of pipe sealant to the tapered pipe threads on the adapter and tighten into the manifold. Install the swivel connection end of the shut-off valve to the straight threaded end of the adapter (pipe sealant is not required) and tighten this connection.

INSTALLATION AND BREAK-IN PROCEDURES

Location of the Air Compressor

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

If humidity is high, a Sears 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.

Voltage and Circuit Protection

Refer to your Outfit Parts Bulletin 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, as noted in that Service Bulletin.

CAUTION

Certain air compressor models can be connected to 240 volts from 120 volt operation. When converting a specific model to 240 volt operation, the attached three-prong 120 volt plug must be replaced with the three-prong 240 volt plug (purchase locally) or order line cord Part No. SUDL-404-1.

Refer to the Outfit Parts Bulletin for your compressor. 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.

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 these motors for operation at 240 volt can be found printed on the inside of the motor covers, or on the nameplate of these motors.

Extension Cords

To avoid voltage drop and power loss to the motor, 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 product.
- 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.)

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.

INSTALLATION AND BREAK-IN PROCEDURES

Grounding Instructions

WARNING

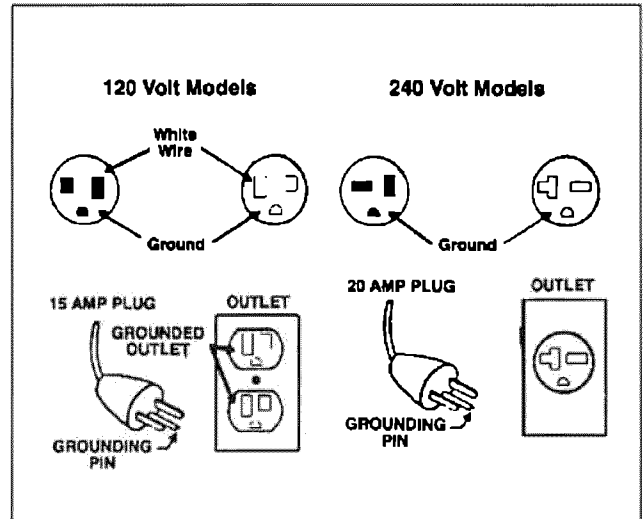
IMPROPER GROUNDING CAN RESULT IN ELECTRICAL SHOCK. IN THE EVENT OF A SHORT CIRCUIT, GROUNDING REDUCES THE RISK OF SHOCK BY PROVIDING AN ESCAPE WIRE FOR THE ELECTRIC CURRENT. THIS AIR COMPRESSOR MUST BE PROPERLY GROUNDING.

1. The air compressor is equipped with a cord having a grounding wire and 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.**
2. 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 electrician.
3. Inspect the plug and cord before each use. Do not use the compressor if there are signs of damage.

⚠ DANGER

ELECTRICAL SHOCK HAZARD. WHEN REPAIRING OR REPLACING THE CORD OR PLUG, KEEP THE GROUNDING WIRE 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 you are not sure your compressor is properly grounded, have the installation checked by a qualified electrician.



Piping

CAUTION

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 usually 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.

INSTALLATION AND BREAK-IN PROCEDURES

Break-in Procedures

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 lever to the "OFF" position.
2. Plug the power cord into the correct branch circuit receptacle.
3. Turn the regulator clockwise (or open the shut-off valve), opening it fully, to prevent air pressure build-up in the tank.
4. Move the pressure switch lever to "ON/AUTO". The compressor will start.
5. Run the compressor for 30 minutes. Make sure the regulator, or shut-off valve, is open and there is no tank pressure build-up.
6. After 30 minutes, close the regulator by turning it counterclockwise or close the shut-off valve by turning the knob clockwise. The air receiver will fill to cut-out pressure and the motor will stop. The compressor is now ready for use.

OPERATING PROCEDURES

Daily Start-Up Checklist

Perform the following checks before starting the compressor outfit.

1. Make sure that nothing is blocking the belt guard air openings or air filter opening.
2. Pull the ring on all safety valves to make sure the valves move freely and smoothly.
3. Check the oil level; add oil if necessary.
4. Clean or blow off fins or any part of compressor that collects dust and dirt. Compressor will run cooler and provide longer service.

Start the compressor outfit and check the following:

1. With the outlet valve closed, start the compressor outfit. Allow the outfit to pump up to cut-off pressure.
2. Make sure that all controls are operating correctly. Refer to "Description of Operation" section of this manual.
3. Check all line fittings and piping for air leaks. Even minor leaks can cause the compressor to overwork, resulting in premature breakdown or unsatisfactory performance.
4. Check for excessive vibration and noise.
5. Check for oil leaks. Correct any leaks found.

CAUTION

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

6. Open shutoff valve. Your outfit is ready for use.

When You Are Finished:

7. Set the pressure switch lever to "OFF".
8. Close the shutoff valve.
9. Remove the air tool or accessory.
10. Open the shutoff valve and allow the air to slowly bleed from the tank. Close shutoff valve when tank pressure is approximately 20 PSI.

OPERATING PROCEDURES

Normal Operation

1. Before attaching an air hose or accessory, make sure the pressure switch lever is in the "OFF" position. Close the shut-off valve by turning the knob clockwise, or close air regulator outlet by turning it counterclockwise.
2. Attach hose and accessory.

WARNING

TOO MUCH AIR PRESSURE CAUSES A HAZARDOUS RISK OF BURSTING. CHECK THE MANUFACTURER'S MAXIMUM PRESSURE RATING FOR AIR TOOLS AND ACCESSORIES. THE REGULATOR OUTLET PRESSURE MUST NEVER EXCEED THE MAXIMUM PRESSURE RATING. ON MODELS HAVING ONLY A SHUT-OFF VALVE, YOU MUST INSTALL A REGULATOR BEFORE USING ACCESSORIES RATED AT LESS THAN 125 PSIG.

3. Turn the pressure switch lever to the "ON-AUTO" position and allow tank pressure to build. The motor will stop when tank pressure reaches cut-out pressure.

WARNING

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

4. With tank pressure at approximately 20 PSI, open the drain cock and allow moisture to drain.

NOTE

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

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

MAINTENANCE

WARNING

UNIT CYCLES AUTOMATICALLY WHEN POWER IS ON. DURING MAINTENANCE, YOU COULD BE EXPOSED TO VOLTAGE SOURCES, COMPRESSED AIR OR MOVING PARTS. PERSONAL INJURIES CAN OCCUR. UNPLUG THE UNIT AND BLEED OFF ALL AIR TANK PRESSURE BEFORE DOING ANY MAINTENANCE OR REPAIR. NEVER OPERATE THE UNIT WITH THE BELT GUARD REMOVED.

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

Routine Maintenance Schedule

Every 8 Hours of Operation

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.

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 oil, Sears 9-16426 or SAE 20-20W. (Use SAE 10W oil under winter-type conditions.)
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.

SERVICE INSTRUCTIONS

Air Filter - Inspection and Replacement

NOTE

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

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 - Inspection and Replacement

Remove and inspect the check valve at least once a year or more often if the compressor is heavily used. Moisture and other contaminants in the hot compressed air will cause an accumulation of a carbon-like residue on the working parts. If the valve has heavy carbon build-up, it should be replaced. Use the following procedure to inspect, clean or replace the check valve.

1. Unplug compressor. Release air pressure from the air tank.
2. Loosen the top and bottom tube nuts and remove the outlet tube.
3. Unscrew the check valve (turn counterclockwise) using socket wrench (7/8").
4. Check that the valve disc moves freely and that the spring holds the disc in the upper, closed position. The check valve may be cleaned with a solvent.
5. Apply sealant to the check valve threads. Reinstall the check valve (turn clockwise). Do not over-tighten.
6. Replace the outlet tube and tighten top and bottom tube nuts.

Oil - Checking and Changing

CAUTION

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

Check oil level in the crankcase daily. Remove the oil fill plug. The oil level should be even with the top of the fill hole and must not be allowed to be lower than 3/8" from the top (6 threads) at any time. It is recommended that the oil be changed after every 100 hours of operation. To drain the oil, remove the oil drain plug and collect the oil in a suitable container. Be sure to replace the plug securely before adding new oil. Use a special compressor oil such as Sears 9-16426 or SAE 20-20W SF motor oil. [Crankcase oil capacity is 16 fluid ounces (473.2 ml).] Under winter-type conditions use SAE 10W.

Safety Valve - Inspection and Replacement

WARNING

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

SERVICE INSTRUCTIONS

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.

3. Remove belt and replace.

NOTE

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

4. Replace the front of the belt guard.

Adjust Belt Tension

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

Belt Guard - Removal and Installation (Refer to Outfit Parts Bulletin, if required.)

1. Move the "ON/AUTO-OFF" lever to the "OFF" position. Unplug the compressor. Release all air tank pressure.
2. Disconnect the motor cord from the motor. Pull the cord out, from beneath the saddle, toward the pressure switch.
3. Disconnect the pressure release tube from the pressure switch. Place a wrench on the release valve to prevent it from rotating. Place another wrench on tube nut and unscrew and remove.
4. Using a flat-bladed screwdriver, push down on top of the manifold tube fitting adapter while pulling up on the tube. This will disconnect the manifold tube from the tank fitting.
5. Remove the two beltguard screws on the bottom front of the outfit.
6. If so equipped, remove inside guard from saddle.

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.

Replace Belt

1. Unplug compressor.
2. 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.

NOTE

For compressors with a motor hold down plate, loosen the wing nut at the hold down plate. The motor can be tilted to allow for easy removal or installation of the belt.

For compressors with a motor tension spring, lift motor until belt can be removed or installed.

SERVICE INSTRUCTIONS

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.

Motor Lubrication

Lubricate motor according to manufacturer's instructions, which are attached to your motor.

Motor - Replacement

1. Unplug compressor and relieve all air pressure from the tank.
2. Remove the belt guard.
3. Remove drive belt.
4. Loosen the motor pulley set screw and remove the pulley.
5. Remove the motor cover plate and disconnect the leads from the power cord.
6. Disconnect the motor mounting plate from the saddle and remove the motor. Replace with a new motor and reinstall on the saddle.
7. Connect the power cord leads to the motor following the diagram on the cover plate.
8. Install the motor pulley and align it to the flywheel within 1/32 inch on centerline.
 - 1/4" set screws - 70-80 in-lbs.
 - 5/16" set screws - 160-170 in-lbs.
 - 3/8" set screws - 285-295 in-lbs.
9. Reinstall the drive belt. Make sure the belt is centered in the motor pulley and flywheel.
10. Adjust the belt tension as described in "Belt - Replacement" procedure in this manual.

Air Compressor Pump - Replacement

Disassembly, or service, of the air compressor pump beyond what is covered in this manual is not recommended. If additional service is required, contact the service center of your local Sears store. Refer to the "Air Compressor Pump Parts List" for your pump for additional information. Removal of the air compressor pump is as follows:

1. Lock out the power supply and relieve all air pressure from the air tank.
2. Remove the belt guard as noted in "Belt Guard - Removal and Installation" in this manual. If so equipped, remove inside guard from saddle.
3. Remove the drive belt, as noted in "Belt - Replacement" in this manual.
4. Disconnect all air lines from the compressor.

NOTE

Remove the belt guard bracket, if equipped, for installation on new compressor outfit.

5. Remove compressor mounting bolts and remove the compressor. Replace with a new compressor.
6. Remove old flywheel and inspect for damage. Replace flywheel if required. Install flywheel and torque flywheel cap screw to 20 to 25 foot pounds.
7. Install mounting screws, securing new compressor to the saddle. Torque 5/16 inch mounting screws to 10 to 12 foot pounds.
8. Check the alignment of the flywheel to the motor pulley. The motor pulley must align to the flywheel within 1/32 inch on centerline. Adjust as necessary.
9. Install drive belt. Make sure the belt is centered on the motor pulley and flywheel grooves.
10. Connect all air lines to the compressor pump.
11. To install the belt guard bracket, remove the nut from the stud on the compressor pump. Assemble the guard bracket and torque nut to 20 to 25 foot pounds.
12. Adjust the belt tension as noted in "Belt - Replacement" in this manual.

CAUTION

Air compressor pumps are shipped without oil. Do not attempt to operate the compressor for any reason without first adding oil to the compressor pump crankcase. Serious damage can result from even very limited use under these circumstances.

SERVICE INSTRUCTIONS

13. Remove oil fill plug. Slowly add 16 fluid ounces of special compressor oil, Sears 9-16426 or SAE 20-20W SF motor oil. (Under winter-type conditions use single weight SAE 10W oil.) Reinstall oil fill plug. Refer to "Initial Start-Up Procedures" in this manual. These instructions must be followed to properly break in the new pump.
14. Turn the fused disconnect or circuit breaker to the ON position.
15. Perform the "Break-in Procedures" as described in this manual.

Pulley and Flywheel - Alignment

The compressor flywheel and motor pulley grooves must be in-line (in the same plane) within 1/32" to assure belt alignment within sheave grooves. To check alignment, disconnect electrical power 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.

Manifold/Regulator Assembly - Removal and Installation

For models equipped with a combined manifold and regulator, perform the following steps:

1. Remove the beltguard. See "Belt Guard - Removal and Installation" in this manual.
2. Remove the regulator panel nut by turning it counter-clockwise. As this nut is being removed, it will push off the snap-on regulator knob.
3. Unscrew and remove the air outlet adapter.
4. Unscrew and remove the safety valve and washer.
5. Using a flat-bladed screwdriver, push down on the top brass ring of the manifold tank fitting adapter, while pulling up on the manifold tube.
6. Remove the manifold from the belt guard.
7. Other parts on the manifold/regulator can be removed.
8. Reverse the above procedures for reinstalling parts. Tighten the manifold tube nut to the manifold using 60 to 70 inch pounds. Tighten the safety valve until it stops rotating. Push the manifold tube into the tank fitting until it won't go any further.

Separate Regulator or Shut-Off Valve - Replacement

For replacement of separate regulator or shut-off valve, remove component. Apply sealant to valve or regulator threads. Reinstall component by turning clockwise. Do not overtighten.

Servicing Intake and Exhaust

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 Parts List", if required. Use the following procedure to inspect the parts.

1. Unplug compressor and relieve all air pressure from the air tank.
2. Remove belt guard as noted in "Belt Guard - Removal and Installation" in this manual.
3. Disconnect the pressure release and outlet lines from the air compressor.
4. 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.

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

SERVICE INSTRUCTIONS

NOTE

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

7. Reinstall valve plate and gaskets.
8. 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.
9. Reconnect the pressure release and outlet lines to the compressor pump.

STORAGE OF COMPRESSOR OUTFIT

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 ALL 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. Pressure switch "cut-out" too high.	Move the pressure switch lever to the "OFF" position. If the outfit doesn't shut off, and the electrical contacts are welded together, replace the pressure switch. If the contacts are good, check to see if the pin in the bottom of the pressure release valve is stuck. If it does not move freely, replace the valve. Return the outfit to Sears Service Center to check and adjust, or replace switch.
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.
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.
Air leaks at pressure switch release valve.	Defective pressure switch release valve. Defective check valve.	Remove and replace the release 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.
Air leaks in air tank or at air tank welds.	Defective air tank.	Air tank must be replaced. Do not repair the leak. <div style="text-align: center;">WARNING</div> DO NOT DRILL INTO, WELD OR OTHERWISE MODIFY AIR TANK OR IT WILL WEAKEN. THE TANK CAN RUPTURE OR EXPLODE.
Air leak from safety valve	Possible defect in safety valve	Operate safety valve manually by pulling on ring. If valve still leaks, it must be replaced.
Knocking noise	Restricted or defective check valve. Loose pulley. Low oil level. Loose flywheel. Loose compressor mounting screws.	Remove and clean or replace. Tighten pulley set screw, 70-80 in.-lbs. Maintain prescribed oil level. Add oil. Tighten screw 15-20 ft. lbs. Check screws. Tighten as required. (15-20 ft.-lbs.)

TROUBLESHOOTING GUIDE

PROBLEM	CAUSE	CORRECTION
Knocking Noise (Continued...)	<p>Loose belt.</p> <p>Carbon build-up.</p> <p>Belt too tight.</p>	<p>Tighten wing nut until it contacts the washer, plus one more turn.</p> <p>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.</p> <p>Adjust belt tension (see "Belt Replacement".)</p>
Continuous air relieving from pressure switch release valve after shut-off.	Defective check valve.	See "Air leak at check valve."
Motor will not run.	<p>Motor overload protection switch has tripped.</p> <p>Tank pressure exceeds pressure switch "cut-in" pressure.</p> <p>Check valve stuck open - fails to relieve head pressure; motor cannot start.</p> <p>Loose electrical connections.</p> <p>Possible defective capacitor.</p> <p>Possible defective motor.</p> <p>Fuse blown, circuit breaker tripped.</p> <p>Pressure release valve on pressure switch has not unloaded head pressure.</p> <p>Paint spray on internal motor parts.</p>	<p>Let the motor cool off and reset switch by pressing the red button located on the end of the motor. If the overload still trips, check for defective capacitor.</p> <p>Motor will start automatically when tank pressure drops below "cut-in" pressure of pressure switch.</p> <p>Remove and clean, or replace. DO NOT OVERTIGHTEN.</p> <p>Check wiring connection inside pressure switch and motor terminal box area.</p> <p>Return to Sears Service Center for inspection or replacement if necessary.</p> <p>Have checked at a local Sears Service Center.</p> <ol style="list-style-type: none"> 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 Buss "Fusetron" Type T fuses are acceptable. 3. Check for low voltage conditions. 4. Remove check valve and clean or replace if it is stuck open or closed. 5. Disconnect any other electrical appliances from circuit. The compressor must operate on its own branch circuit. 6. Do not use an extension cord. <p>Bleed the line by pushing the lever on the pressure switch to the OFF position, opening the pressure release valve. If the valve still doesn't open, it must be replaced.</p> <p>Have checked at Sears Service Center. Do not operate the compressor in the spray area. See Flammable Vapor Warning.</p>
Restricted air intake.	Dirty air filter.	Replace filter.

TROUBLESHOOTING GUIDE

PROBLEM	CAUSE	CORRECTION
Compressor is not supplying enough air to operate accessories.	<p>Prolonged excessive use of air.</p> <p>Compressor is not large enough for air requirement.</p> <p>Restricted air intake filter</p> <p>Loose belt.</p> <p>Hole in hose.</p> <p>Check valve restricted.</p> <p>Air leaks.</p>	<p>Decrease amount of air usage.</p> <p>Check the accessory air requirement. If it is higher than the CFM, SCFM or pressure supplied by your air compressor, you need a larger compressor.</p> <p>Clean or replace air intake filter. Do not operate the compressor in the paint spray area.</p> <p>Adjust belt tension.</p> <p>Check and replace if required.</p> <p>Remove and clean or replace.</p> <p>Tighten fittings. (See "Air Leaks" section of "Troubleshooting Guide".)</p>
Excessive belt wear.	<p>Loose belt.</p> <p>Tight belt.</p> <p>Loose pulley.</p> <p>Pulley misalignment.</p>	<p>Adjust tension per instructions. (See "Belt Adjustment or Replacement" section in this manual.)</p> <p>Adjust tension. (See "Belt Adjustment" section in this manual.)</p> <p>Check for worn keyway or pulley bore. Also check for bent motor shaft. Replace parts if necessary.</p> <p>Motor pulley and flywheel must be in line within 1/32". (See "Pulley and Flywheel - Alignment" section in this manual.)</p>
Squealing sound.	<p>Loose belt.</p> <p>There is no oil in the compressor.</p>	<p>Adjust belt tension. (See "Belt Replacement" section in this manual.)</p> <p>Add oil to top of fill hole in base.</p>
Pressure reading on the regulated pressure gauge drops when an accessory is used.	<p>It is normal for "some" pressure drop to occur.</p>	<p>If there is an excessive amount of pressure drop when the accessory is used, adjust the regulator.</p> <p style="text-align: center;">NOTE</p> <p style="text-align: center;">Adjust the regulated pressure under flow conditions (while the accessory is being used).</p>
Regulator knob - continuous air leak. Regulator will not shut off at air outlet.	<p>Dirty or damaged regulator internal parts.</p>	<p>Clean or replace regulator or internal parts.</p>

SERVICE NOTES

SEARS

CRAFTSMAN

SERVICE

MODEL NO.

HOW TO ORDER REPAIR PARTS

GENERAL MANUAL FOR OIL LUBRICATED SINGLE STAGE AIR COMPRESSORS

Now that you have purchased your Sears Air Compressor, should a need ever exist for repair parts or service, simply contact any Sears Service Center and most Sears, Roebuck and Co. stores. Be sure to provide all pertinent facts when you call or visit.

The model number of your Sears Air Compressor can be found on the label which is located on the back of the shroud.

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.