

SEARS

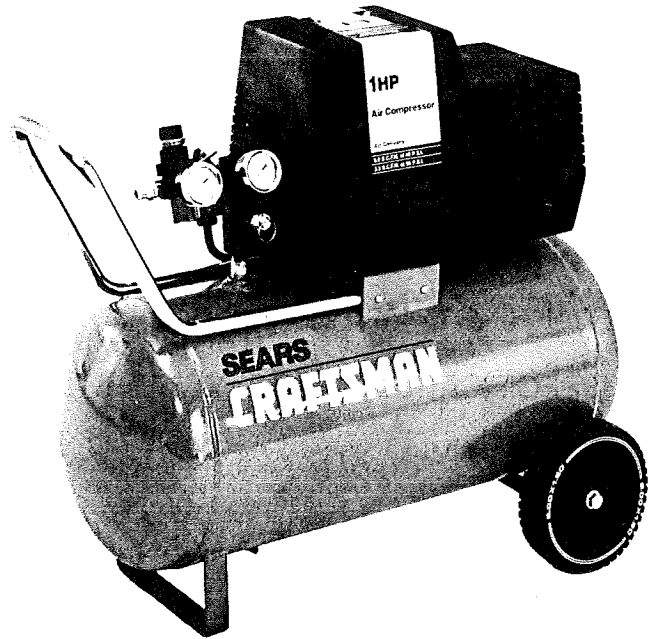
OWNERS MANUAL

MODEL NO.
919.153040
919.154010
919.154110

Listed
 721Y
Air
Compressor

IMPORTANT:

Read the Safety Guidelines
and All Instructions
Carefully Before Operating



CRAFTSMAN OILLESS AIR COMPRESSOR

Record in the spaces provided.

- (1) The model number which can be found on the label on the back of the air tank.
- (2) The code number which can be found on the foil label on the back of the air tank.
- (3) The Manufacturers Number (ASME Code Compressors only) is located on the metal data plate which is welded onto the side 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. _____

ASSEMBLY
OPERATION
MAINTENANCE
REPAIR PARTS

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

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FULL ONE YEAR WARRANTY 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. 698/731A, 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 that 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 gets hot when the air compressor is running. If you touch it, you may be seriously burned. | Never touch the air compressor head during or immediately after operation. |
| Flammable Vapors | It is normal for the motor and pressure switch to spark when operating. If the sparks come into contact with vapors from gasoline or other solvents, they may ignite, causing a fire or explosion. | Always operate the air compressor in well-ventilated areas; free of gasoline or other solvent vapors. Do not operate the compressor near the spray area. |

| WHAT TO LOOK FOR | WHAT COULD HAPPEN | HOW TO PREVENT IT |
|---------------------|---|--|
| Air Tank | Modifications to the air compressor can cause the air tank to rupture or explode. | 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 rating must be used. |
| | Changing the air tank will cause it to weaken. The tank may rupture or explode. | Never use a motor with a higher horsepower rating than the one supplied. Never replace the air tank with a different model or a larger tank. Never drill into, weld, or in any way modify the air tank. |
| Compressed Air | Compressed air can propel dust, dirt, or loose particles it comes in contact with. | Never point any nozzle or sprayer toward a person or any part of the body. |
| | Too much air pressure applied to air tools or accessories can cause damage or risk of bursting. | 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 maximum pressure rating for air tools and accessories. Regulator outlet pressure must never exceed the maximum pressure rating. |
| | Your air compressor is powered by electricity. Like any other electrically powered device, if it is not used properly it may cause electrical shock. | Always unplug the air compressor prior to maintenance or repair. Never use the air compressor outdoors when it is raining. Always plug the cord into an electrical outlet with the specified voltage and adequate fuse protection. |
| Toxic Vapors | It is normal for compressed air to contain toxic or irritating vapors. Such vapors are harmful if inhaled. | Never directly inhale the compressed air produced by this unit. |
| | Certain materials you are spraying (like paint, weed killer, sand or insecticide) may be harmful if you inhale them. | Read and follow the safety instructions provided on the label or safety data sheet for the material you are spraying. Use a respirator mask if there is a chance of inhaling anything you are spraying. Read all instructions . . . be sure that the respirator mask is suitable for your application. |
| 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. |

SPECIFICATION CHART

| Model No. | 919.153040 | 919.154010 | 919.154110 |
|------------------------------------|----------------------|----------------------|----------------------|
| Horsepower | ¾ | 1 | 1 |
| Displacement CFM | 4.0 | 8.0 | 8.0 |
| Bore | 2⅜" | 2⅜" | 2⅜" |
| Stroke | .9" | .9" | .9" |
| Voltage-Single Phase | 110-120 | 110-120 | 110-120 |
| Minimum Branch Circuit Requirement | 15 amps | 15 amps | 15 amps |
| *Fuse Type | "Fusetron" Type T | "Fusetron" Type T | "Fusetron" Type T |
| Amperage at Maximum Pressure | 10.6 | 15.0 | 15.0 |
| Air Tank Capacity | 7½ gal. | 7½ gal. | 7½ gal. ASME |
| Approximate Cut-in Pressure | 75 | 75 | 75 |
| Approximate Cut-out Pressure | 100 | 100 | 100 |
| SCFM @ 40 psig | 2.7 | 5.0 | 5.0 |
| SCFM @ 90 psig | 2.0 | 3.3 | 3.3 |

*A circuit breaker is preferred. Use only a fuse or circuit breaker that is the same rating as the branch circuit the air compressor is operated on. If the air compressor is connected to a circuit protected by fuses, use dual element time delay fuses (Buss Fusetron Type "T" only).

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.

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 re-start 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 AIR COMPRESSORS

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

- SPRAY GUNS
- BLOW GUNS
- AIR CAULKING GUNS
- AIR POWERED WASHER GUNS
- SANDBLASTERS
- AIR BRUSHES
- AIR LINE FILTERS
- TIRE AIR CHUCKS
- PAINT TANKS
- AIR TANKS
- INFLATER KITS
- QUICK CONNECTOR SETS
(various sizes)
- VISCOSIMETER
- AIR PRESSURE REGULATORS
- OIL FOG LUBRICATORS
- AIR TOOLS:
Sanders
Drills
Impact wrenches
Hammers
- AIR HOSE:
¼", ⅝" or ¾" I.D.
in various lengths

GENERAL INFORMATION

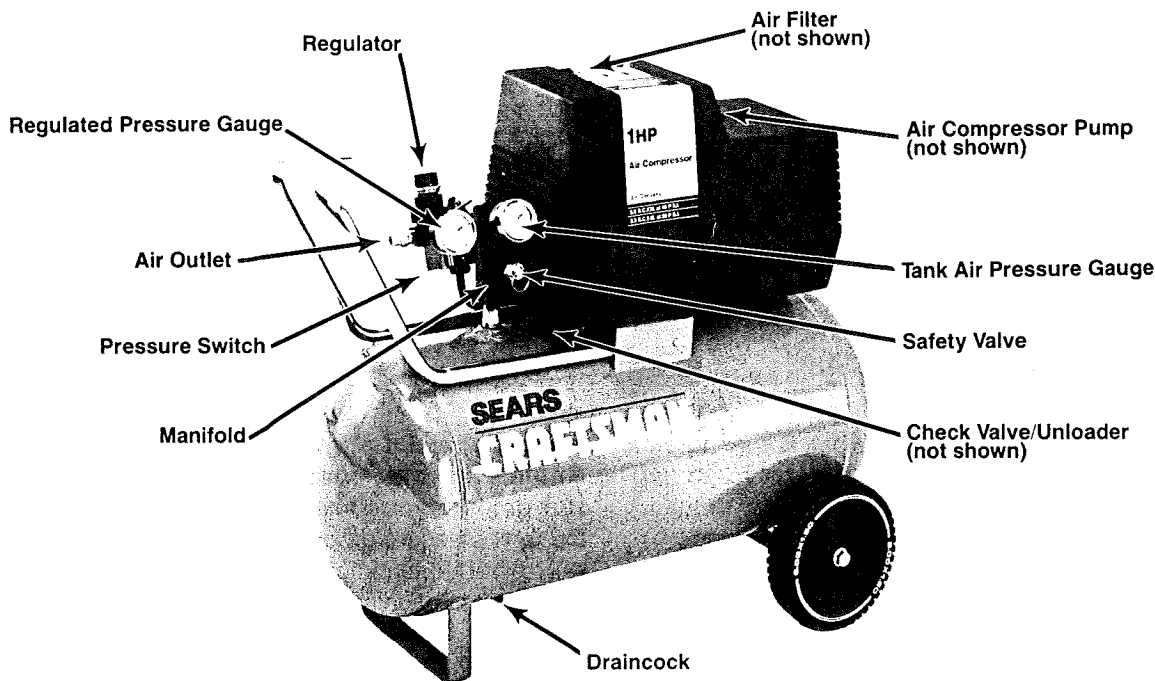
You have purchased an air compressor unit consisting of a 1 cylinder, single-stage air compressor pump, an air tank, air hose, wheels, handle, and associated controls and instruments. You will also find an air chuck.

This air compressor requires no oil. Now you can enjoy all the benefits of having an air compressor without ever having to purchase, add or change oil.

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

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

DESCRIPTION OF OPERATION



Air Compressor Pump: To compress air, the piston moves up and down in the cylinder. On the downstroke, air is drawn in through the air intake valves. The exhaust 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/unloader 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/Unloader: When the air compressor is operating, the check valve/unloader is "open", allowing compressed air to enter the air tank. When the air compressor reaches "cut-out" pressure, the check valve/unloader "closes", allowing air pressure to remain inside the air tank. The check valve/unloader is also designed to automatically unload compressed air from the compressor head when the compressor reaches "cut-out" pressure, or is shut off. If the air is not released from the head, the motor will try to start, but will be unable to. The check valve/unloader allows the motor to re-start freely.

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.

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 pre-set pressure.

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 might have to be adjusted while operating the compressor.

ASSEMBLY INSTRUCTIONS

Tools Needed for Assembly

- an adjustable wrench for attaching the pressure regulator
- a $\frac{9}{16}$ " socket or open end wrench for attaching the wheels and hose adapter
- a $\frac{7}{16}$ " open end wrench for attaching the air pressure gauge
- a $\frac{3}{16}$ " hex key for installing the plug in the regulator
- pipe thread sealant
- a $\frac{3}{8}$ " open end wrench to tighten handle set screw.

Installing Wheels, Handle, Rubber Foot Strip

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.

1. Attach the handle to the inside of the compressor saddle by pushing the handle in, until the slot in the handle engages with the tabs in the saddle. Pull the handle back and install the two screws, one on each side of the saddle. Tighten securely.

CAUTION

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

2. 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.
3. Attach one wheel to each side of the air compressor. Use one shoulder bolt and one nut for each wheel. Tighten securely.

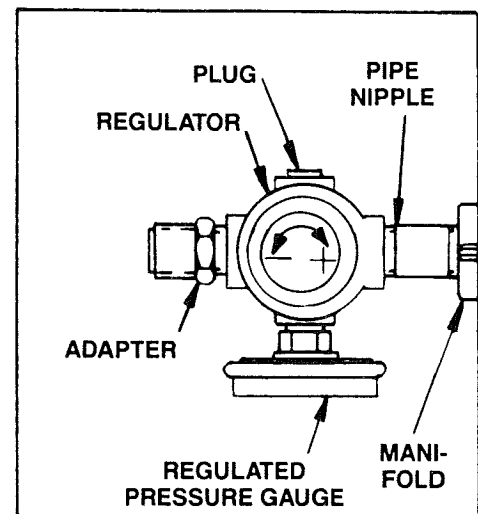
Installing Regulator

Use a small amount of pipe thread sealant on all pipe thread joints.

Install the regulator on the end of the manifold using the short pipe nipple. The arrow must point away from the manifold in order for the regulator to function properly.

Install the gauge, adapter and plug in the regulator. The plug is supplied with the regulator.

(Top View)



INSTALLATION AND BREAK-IN PROCEDURES

Location of the Air Compressor

Locate the air compressor in a clean, dry and well ventilated area. The air filter must be kept clear of obstructions which could reduce air delivery of the air compressor. The air compressor should be located at least 12" away from the wall or other obstructions that will interfere with the flow of air. The air compressor head and shroud are designed to allow for proper cooling. If humidity is high a Sears air filter can be installed on the air outlet adapter to remove excessive moisture. Follow the instructions packaged with the air filter for proper installation.

Lubrication and Oil

This unit needs no lubrication or oiling.

Extension Cords

Use extra air hose instead of an extension cord to avoid voltage drop and power loss to the motor.

If an extension cord *must* be used, be sure it is:

- 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.
- in good condition.
- no longer than 50 feet.
- 14 gauge (AWG) or larger. (Wire size increases as gauge number decreases. 12 AWG, 10 AWG and 8 AWG may also be used. DO NOT USE 16 AWG.)

Grounding Instructions

WARNING

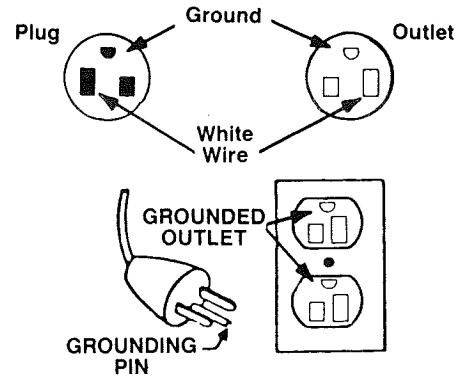
IMPROPER GROUNDING CAN RESULT IN ELECTRICAL SHOCK. IN THE EVENT OF A SHORT CIRCUIT, GROUNDING REDUCES THE RISK OF SHOCK BY PROVIDING AN ESCAPE WIRE FOR THE ELECTRIC CURRENT. THIS AIR COMPRESSOR MUST BE PROPERLY GROUNDDED.

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

⚠ DANGER

RISK OF ELECTRICAL SHOCK. IF REPAIRING OR REPLACING CORD OR PLUG, THE GROUNDING WIRE MUST BE KEPT SEPARATE FROM THE CURRENT-CARRYING WIRES. NEVER CONNECT THE GROUNDING WIRE TO A FLAT BLADE PLUG TERMINAL. (THE GROUNDING WIRE HAS INSULATION WITH AN OUTER SURFACE THAT IS GREEN – WITH OR WITHOUT YELLOW STRIPES.)

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



Break-In Procedures

CAUTION

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

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

1. Set the pressure switch OFF/AUTO lever to the "OFF" position.
2. Plug the power cord into the correct branch circuit receptacle.
3. Turn the regulator clockwise, opening it fully, to prevent air pressure build-up in the tank.
4. Move the OFF/AUTO lever to "AUTO". The compressor will start.
5. Run the compressor for 10 minutes. Make sure the regulator is open and there is no tank pressure build-up.

NOTE

The check valve/unloader is assembled with light oil to protect against corrosion. It is necessary to run the 10 minutes to assure free operation of the check valve/unloader.

6. After 10 minutes, close the regulator by turning it counter-clockwise. The air tank will fill to cut-out pressure and then the motor will stop. Check for proper check valve/unloader operation by listening for a "hiss" when motor shuts off. This "hiss" occurs when the head pressure is relieved.

OPERATING PROCEDURES

WARNING

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

1. Before attaching air hose or accessories, make sure the OFF/AUTO lever is set to "OFF" and the air regulator is closed. (Close it by turning it counter-clockwise.)
2. Attach hose and accessories.

3. Check the manufacturer's maximum pressure rating for air tools and accessories. The regulator outlet pressure must never exceed the maximum pressure rating.
4. Turn the OFF/AUTO lever to "AUTO" and allow tank pressure to build. Motor will stop when tank pressure reaches "cut-out" pressure.
5. Open the regulator by turning it clockwise. Adjust the regulator to the correct pressure setting. Your compressor is ready for use.
6. Always operate the air compressor in well-ventilated areas; free of gasoline or other solvent vapors. Do not operate the compressor near the spray area.
 - When you are finished:
7. Set the "OFF-AUTO" lever to "OFF".
8. Turn the regulator counter-clockwise and set the outlet pressure to zero.
9. Remove the air tool or accessory.

10. Open the regulator and allow the air to slowly bleed from the tank. Close the regulator when tank pressure is approximately 20 psi.
11. Drain water from air tank.

WARNING

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

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

NOTE

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

12. 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. WHEN DOING MAINTENANCE, YOU MAY BE EXPOSED TO VOLTAGE SOURCES, COMPRESSED AIR OR MOVING PARTS. PERSONAL INJURIES CAN OCCUR. BEFORE PERFORMING ANY MAINTENANCE OR REPAIR, UNPLUG THE COMPRESSOR AND BLEED OFF ALL AIR PRESSURE.

Air Filter – Inspection

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, simply pull it out. No removal of cover or plate is necessary. You may wash it with a mild detergent and warm water, or replace it.

Check Valve/Unloader – Inspection and Replacement

To inspect the check valve/unloader for proper function:

1. Release all air pressure from air tank.
2. Loosen the top and bottom nuts on the outlet tube and remove it.
3. Check to see that the valve stem moves slowly but freely inside the valve body using a pencil eraser. If okay, replace the outlet tube and tighten nuts.
4. If stem does not move freely, turn the LOWER HEX only of check valve/unloader ¼ turn counterclock-

wise. Check the valve stem again. If okay, replace the outlet tube and tighten nuts.

5. If stem still does not move freely, replace the check valve/unloader.
6. Apply sealant to the check valve/unloader threads and screw in by the LOWER HEX only (clockwise). Do not overtighten. The valve stem should still move freely after installation. Replace the outlet tube and tighten the nuts.
7. Repeat the "Break-in Procedure" listed on previous page.

Safety Valve – Inspection

WARNING

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

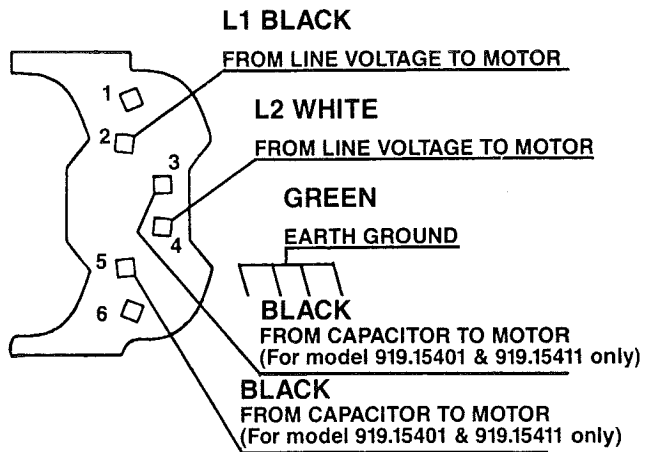
Motor

The motor has an automatic reset 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. The compressor will automatically re-start after the motor cools.

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 starting the motor; lights dim and remain dim when motor is started and is running.

Motor Replacement – Wiring Diagram



STORAGE

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

1. Review the "Maintenance" section on the preceding pages and perform maintenance as necessary. Be sure to drain water from the air tank.

2. Protect the electrical cord and air hose from damage (such as being stepped on or run over). Wind them loosely around the compressor handle.

Store the air 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 THE COMPRESSOR MUST BE UNPLUGGED.

| 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 must be replaced. |
| Air leaks at Hose | Tube or hose fittings are not tight enough. | Tighten fittings where air can be heard escaping. Check fittings under soapy water solution. DO NOT OVER-TIGHTEN. |
| Air leaks continuously at Check Valve/Unloader | Defective or dirty Check Valve/Unloader | Remove and replace check valve/unloader. DO NOT OVER-TIGHTEN. |
| Air leaks at air tank welds | Defective air tank | Air tank must be replaced. |

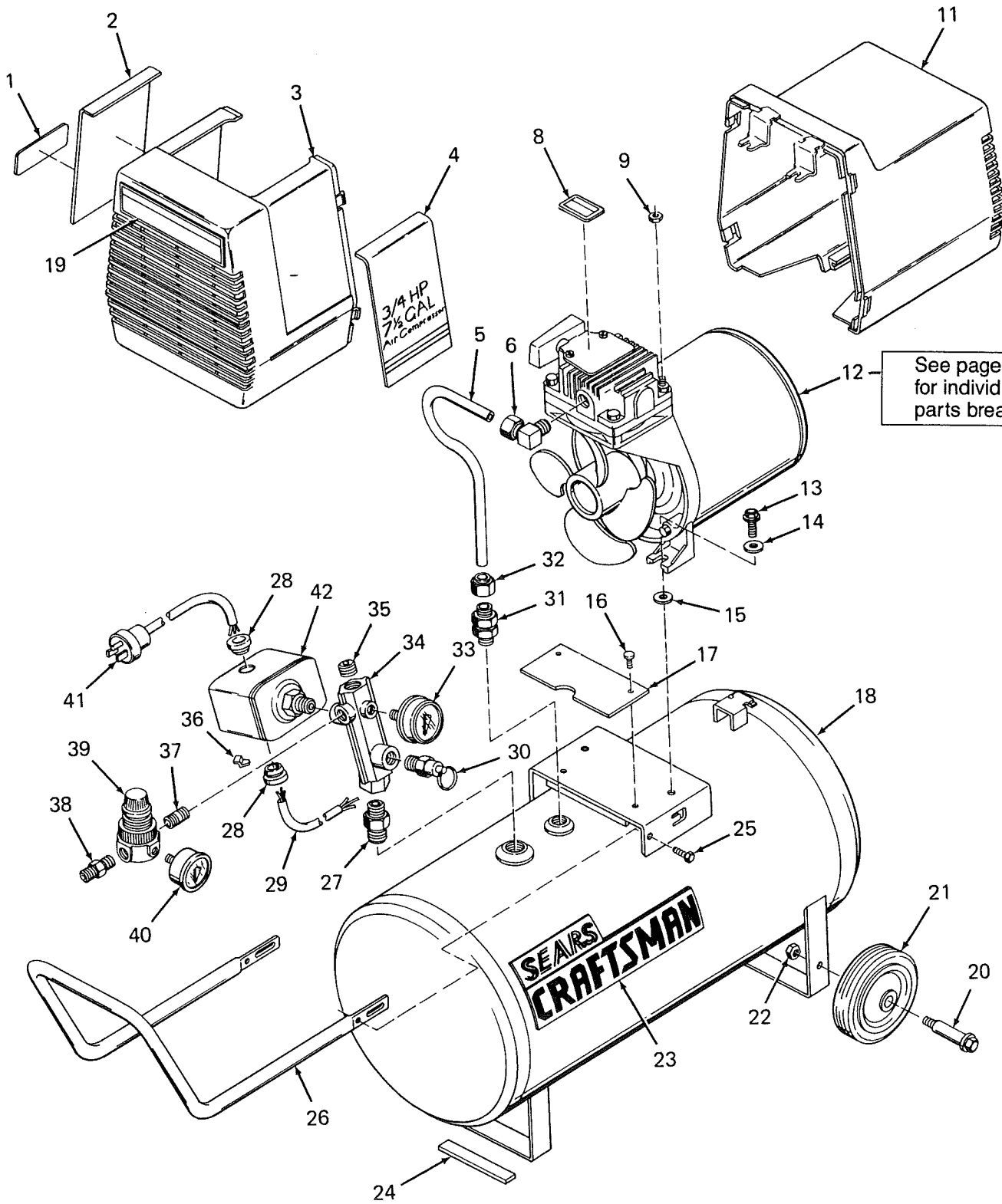
WARNING

DO NOT DRILL INTO WELD, OR OTHERWISE MODIFY AIR TANK OR IT WILL WEAKEN.

TROUBLESHOOTING GUIDE (Continued)

| PROBLEM | CAUSE | CORRECTION |
|--|--|--|
| 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 | Restricted Check Valve/Unloader | Remove and replace. |
| 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 pressure supplied by your air compressor, you need a larger compressor. |
| | Restricted air intake filter. | Clean or replace air intake filter. Do not operate the air compressor in the paint spray area. |
| | Hole in hose. | Check and replace if required. |
| | Check Valve/Unloader restricted. | Remove and replace. |
| | Air leaks | Tighten Fittings. (See Air Leaks Section of Troubleshooting Guide.) |
| Restricted Air Intake | Dirty Air Filter | Replace with new. |
| Motor Will Not Run | Motor overload protection switch has tripped. | Let motor cool off and overload switch will automatically reset. |
| | Tank pressure exceeds pressure switch "cut-in" pressure. | Motor will start automatically when tank pressure drops below "cut-in" pressure of pressure switch. |
| | Wrong gauge wire or length of extension cord. | Check for proper gauge wire and cord length. |
| | Check Valve/Unloader stuck – fails to relieve head pressure; motor cannot start, blows fuse, or trips circuit breaker. | Repeat break-in procedure. If valve still does not function properly, remove and replace. (Do not overtighten.) |
| | Loose electrical connections. | Check wiring connection inside pressure switch and terminal box area. |
| | Possible defective Capacitor (1 H.P. units only) | Return to Sears Service Center for inspection or replacement if necessary. |
| | Paint spray on internal motor parts. | Have checked at Sears Service Center. Do not operate the compressor in the paint spray area. See flammable vapor warning on page 3. |
| | Possible defective motor. | Have checked at a local Sears Service Center. |
| Fuse blown, circuit breaker tripped. | | 1. Check fuse box for blown fuse and replace if necessary. Re-set 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 "Fusetron" type T fuses are acceptable. |
| | | 3. Check for low voltage conditions and/or proper extension cord. |
| | | 4. Disconnect the other electrical appliances from circuit or operate the compressor on its own branch circuit. |

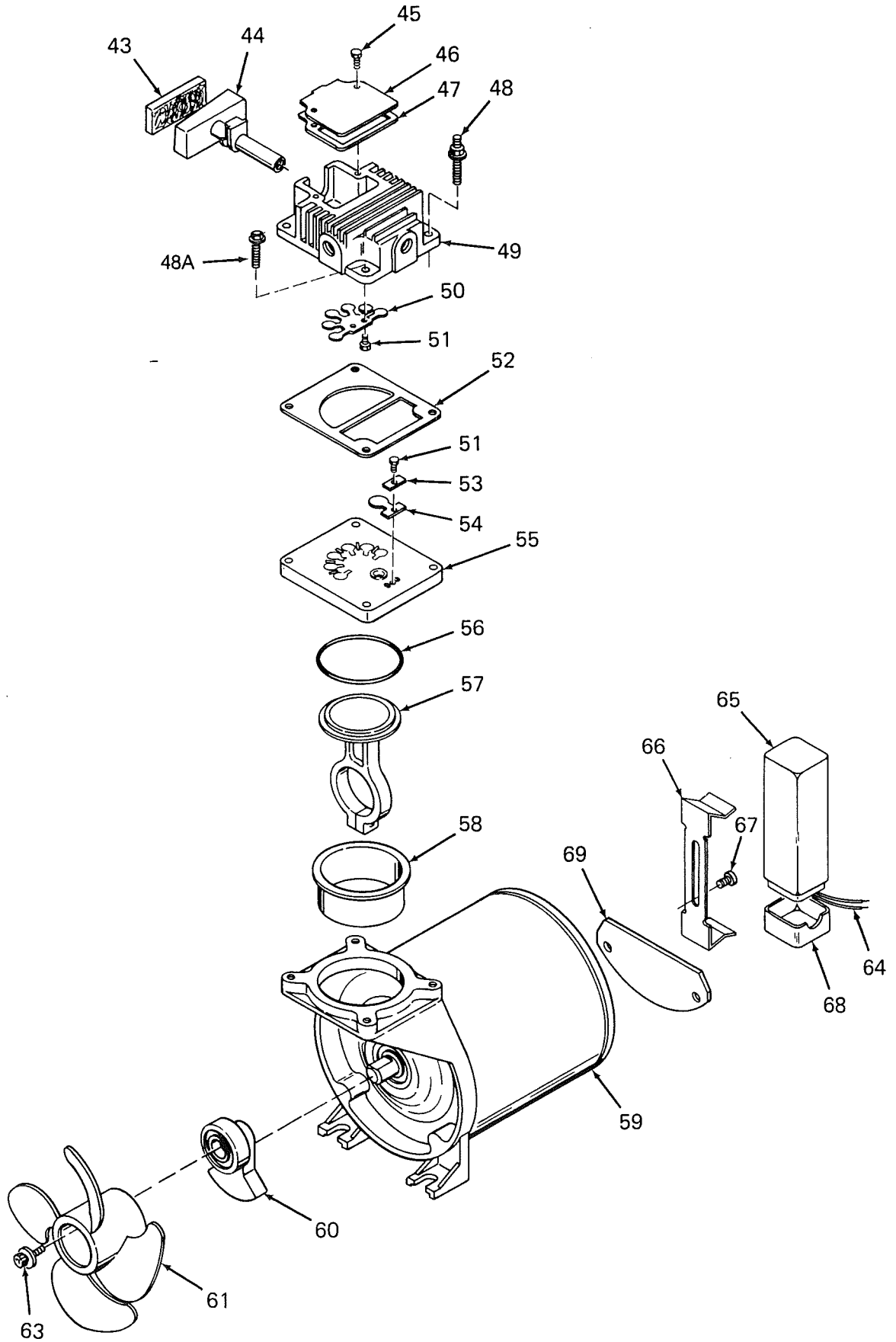
AIR COMPRESSOR DIAGRAM



PARTS LIST

| KEY NO. | PART NUMBER | DESCRIPTION |
|---------|-------------|--|
| 1 | LA-1776 | Model No. Label (Model No. 919.153040) |
| | LA-1777 | Model No. Label (Model No. 919.154010) |
| | LA-1778 | Model No. Label (Model No. 919.154110) |
| 2 | LA-1781 | Maintenance Label |
| 3 | CAC-331 | Shroud – front |
| 4 | LA-1782 | Performance Label (Model No. 919.153040) |
| | LA-1783 | Performance Label (Model No. 919.154010 & 919.154110) |
| 5 | CAC-275 | Outlet tube |
| 6 | SSP-6429 | Elbow |
| 7 | — | (Not used) |
| 8 | LA-1779 | Hot Surface Label |
| 9 | SSF-8129-ZN | Locknut 1/4"-20 (2 used) |
| 10 | — | Not Used |
| 11 | CAC-4260 | Rear Shroud assembly |
| 12 | — | Not available — Compressor pump assembly |
| 13 | SSF-928 | Screw 5/16"-18 x 7/8" (2 used) |
| 14 | SSN-52 | Washer (2 used) (Model No. 919.154010 & 919.154110 only) |
| 15 | SSN-51 | Washer (2 used) (Model No. 919.154010 & 919.154110 only) |
| 16 | SSN-8001 | Ratchet Fastener (2 used) |
| 17 | CAC-333 | Plate |
| 18 | TA-4059-1 | Air Tank (Model No. 919.153040 & 919.154010) |
| | TA-4065-1 | Air Tank ASME (Model No. 919.154110) |
| 19 | LA-1535 | Warning Label |
| 20 | CAC-60 | Shoulder bolt 3/8"-16 x 2 1/4" (2 used) |
| 21 | CAC-480-1 | Wheel (2 used) |
| 22 | STD-541437 | Nut 3/8"-16 (2 used) |
| 23 | — | Not Available |
| 24 | SUDL-6-1 | Rubber foot strip |
| 25 | SSF-981-ZN | Screw 1/4" AB x 3/4" LG (2 used) |
| 26 | CAC-281 | Handle |
| 27 | SSP-439 | Hex Nipple Reducer |
| 28 | SSW-7367 | Strain relief (2 used) |
| 29 | CAC-4205 | Cord assembly – motor |
| 30 | TIA-4325 | Safety valve (Model No. 919.153040 & 919.154010) |
| | TIA-4125 | Safety valve ASME (Model No. 919.154110) |
| 31 | CAC-452 | Check valve/unloader |
| 32 | SSP-7813 | Nut sleeve assembly |
| 33 | C-GA-329 | Air Tank Pressure Gauge |
| 34 | CAC-365 | Manifold |
| 35 | SS-3222-CD | Pipe plug 1/4" NPT |
| 36 | CAC-203 | Ground clip (2 used) |
| 37 | SS-2071 | Nipple 1/4" NPT x 1 1/2" |
| 38 | H-2099 | Adapter |
| 39 | 9-16025 | Regulator |
| 40 | C-GA-329 | Regulated Pressure Gauge |
| 41 | CAC-472 | Cord assembly – line |
| 42 | CAC-496 | Pressure switch |

COMPRESSOR PUMP DIAGRAM



PARTS LIST

| KEY NO. | PART NUMBER | DESCRIPTION |
|---------|-------------|---|
| 43 | CAC-260-2 | Air Filter |
| 44 | CAC-279 | Intake muffler |
| 45 | SSF-935 | Screw #8-32 × 3/8" (2 used) |
| 46 | CAC-274-1 | Intake cover |
| 47 | CAC-278 | Intake cover gasket |
| 48 | SSF-6637 | Shoulder stud 1/4"-20 × 1 1/8" (2 used) |
| 48A | SSF-927 | Screw 1/4" - 20 x 1 1/8" (2 used) |
| 49 | CAC-254-2 | Head |
| 50 | CAC-245-1 | Flapper valve-intake |
| 51 | SSF-9821 | Screw #5-40 × 1/4" (3 used) |
| 52 | CAC-251-2 | Gasket |
| 53 | CAC-369 | Restrictor |
| 54 | CAC-246-3 | Flapper valve-exhaust |
| 55 | CAC-252-5 | Valve plate |
| 56 | SSG-8133 | O-ring |
| 57 | CAC-4202 | Connecting rod assembly |
| 58 | CAC-249-1 | Cylinder sleeve |
| 59 | MO-5421 | Motor 3/4 HP (Model No. 919.153040) |
| | MO-6036 | Motor 1 HP (Model No. 919.154010 & 919.154110) |
| 60 | CAC-4201 | Eccentric Assembly |
| ● 61 | CAC-255-1 | Fan |
| 63 | SSF-3101 | Screw #10-24 × 3/8" |
| 64 | CAC-4239 | Capacitor Wire Assy. (2 used) (Model No. 919.154010 & 919.154110) |
| 65 | SSE-3052 | Capacitor (Model No. 919.154010 & 919.154110) |
| 66 | SSE-3088 | Capacitor Bracket (Model No. 919.154010 & 919.154110) |
| 67 | SSF-4229 | Screw #8-32 × 1/2" (Model No. 919.154010 & 919.154110) |
| 68 | SSW-5393 | Capacitor End Cap (Model No. 919.154010 & 919.154110) |
| 69 | SSW-5394 | Terminal Box Cover |
| | | NOT ILLUSTRATED |
| | 9-16163 | Air Hose assembly (1/4" I.D. × 15') |
| | 9-16269 | Air Chuck |

Key 57 & 58 Can only be purchased as part of KK-4464 connecting rod kit

● Key 61 Can only be purchased as part of KK-4465 which includes (1) SSF-3101 (Key 63)

SEARS

OWNERS MANUAL

SERVICE

MODEL NO.
919.153040
919.154010
919.154110

HOW TO ORDER REPAIR PARTS

CRAFTSMAN OILLESS AIR COMPRESSOR

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 is 919._____. This number can be found on the label which is located on the back of the air tank.

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.

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