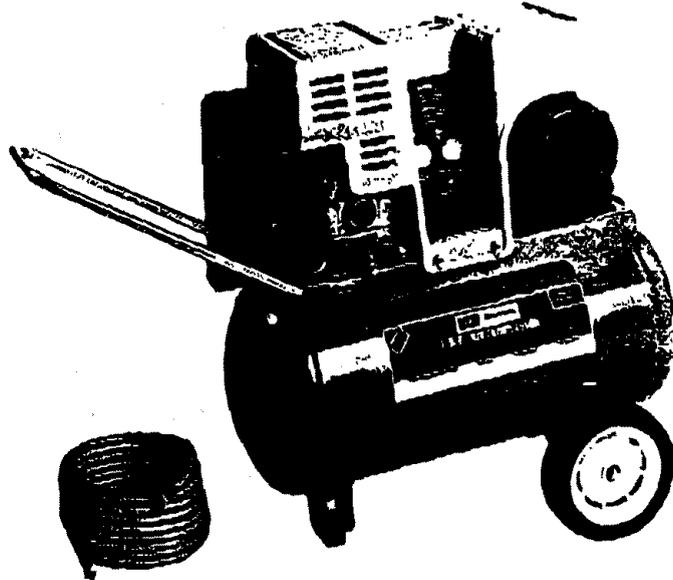


SEARS OWNERS MANUAL

MODEL NO.
919.176210
919.176311
919.176320
919.176330

IMPORTANT
Read the Safety Guidelines
and All Instructions
Carefully Before Operating



CRAFTSMAN AIR COMPRESSOR

ASSEMBLY
OPERATION
MAINTENANCE
REPAIR PARTS

Record in the spaces provided.

- (1) The model number which can be found on the label on the front of the air tank saddle.
- (2) The code number which can be found on the foil label on the side 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.)
- (4) The Motor Manufacturers name which is located on the motor label.
- (5) The Motor Mfg. number - also located on the motor label.

Retain these numbers for future reference.

Model No. _____

Code No. _____

Mfg. No. _____

Motor Mfg. Name _____

Motor Mfg. No. _____

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

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FULL ONE YEAR WARRANTY AIR COMPRESSOR

If this air compressor fails due to a defect in material or workmanship within one year from the date of purchase, return it to the nearest Sears 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 date of purchase.

This warranty gives you specific legal rights and you may also 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 **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 those sections.

WARNING

IMPORTANT INFORMATION FOR PREVENTING INJURY OR LOSS OF LIFE.

CAUTION

Information for preventing damage to equipment.

Note

Information that you should pay special attention to.

WARNING

PLEASE READ THE FOLLOWING CHART.

AREA	HAZARD	SAFEGUARDS
Indicates where a hazard can occur.	Indicates what can happen if precautions are not observed.	Indicates how to avoid the hazard and what special protective clothing, equipment, and precautions will be used.
Moving Parts	<p>Loose items, or parts of the body may get caught and cause serious injury or damage.</p> <p>Unit cycles automatically when power is ON. During service or repair activities, this automatic cycling may cause a hazard.</p>	<p>Never operate the compressor with the console removed.</p> <p>Keep small children, your hands, and all items away from the flywheel and belt.</p> <p>Always unplug the unit before attempting repair or maintenance of the compressor. Also, make sure the pressure is released from the compressor and air tank.</p>

AREA	HAZARD	SAFEGUARDS
Hot Parts	Air compressors get hot when running. Serious burns may result if touched.	Never touch the compressor, tubing, or motor during or immediately after operation of the compressor.
Air Tank	<p>Air pressure or mechanical loads that are higher than design loads may cause the tank to rupture.</p> <p>Changes to the air tank structure will cause the tank to weaken. Tank rupture or explosion may occur.</p>	<p>Do not adjust, remove, or defeat the safety valve. Check the valve from time to time by pulling the ring on the valve. If the valve is stuck or does not operate smoothly, it must be replaced.</p> <p>Do not adjust, remove, or defeat the pressure switch.</p> <p>Never use a motor with higher horsepower rating than the one supplied.</p> <p>The compressor was not designed to be powered by a gasoline engine. Do not substitute a gas engine.</p> <p>Never drill into, weld, or change the tank in any way.</p>
Electrical Shock	This unit is powered by 120 or 240 volts.	<p>Always unplug unit prior to doing any maintenance or repair.</p> <p>Never use the unit outdoors when it is raining.</p> <p>Always plug the cord into an electrical outlet with the specified voltage and adequate fuse protection.</p>
Use of 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 hazard does not affect your compressor outfit – but it may affect the equipment used with the outfit. Read the label or data sheet for the material you intend to spray. Equipment containing aluminum or galvanized parts that will come in contact with these solvents, and that can contain pressure, must not be used with these solvents. You must either change the material, or use only stainless steel spray equipment.
Flammable vapors	A spark from the motor or pressure switch electrical contacts can ignite flammable vapors from gasoline or solvents, and cause an explosion or fire.	The compressor and any other electrical tool must only be used in well ventilated areas, free of gasoline or solvent vapors.

AREA	HAZARD	SAFEGUARDS
Toxic Vapors	<p>Compressed air from this unit may contain poisonous carbon monoxide.</p> <p>Certain sprayed materials such as paints, weed killer, sand, insecticides, etc., may be harmful if used in a closed area or if inhaled.</p>	<p>Never directly inhale the compressed air produced by this unit.</p> <p>Be certain to read labels when spraying paints or poisons.</p> <p>Use a mask or respirator whenever there is a chance that you might inhale anything that you are spraying. Read all instructions so that you know that your mask will protect you from what you are spraying.</p>
Compressed Air	Compressed air may propel dirt, metal shavings, etc. and result in possible injury.	<p>Never point any nozzle or sprayer toward a person or any part of the body.</p> <p>Always wear safety goggles or glasses when spraying.</p>

SPECIFICATION CHART

Model No.	919.176210	919.176311	919.176320	919.176330
HP	1	1	2	3
Displacement CFM	9.2	9.2	11.7	14.0
Bore	2 ³ / ₄ "	2 ³ / ₄ "	2 ³ / ₄ "	2 ⁷ / ₈ "
Stroke	2"	2"	2"	2"
Voltage-Single Phase	*110-220	*110-220	220-240	220-240
Branch Circuit Min. Requirements	20 amp	15 amp	15 amp	15 amp
**Fuse Type	"Fusetron" Type T	"Fusetron" Type T	"Fusetron" Type T	"Fusetron" Type T
Amperage at Max Pressure	19.5	15.5	12.4	14.4
Air Tank Capacity	12 gal	12 gal ASME	20 gal ASME	30 gal ASME
Approximate Cut-in Pressure	80 psig	80 psig	100 psig	100 psig
Approximate Cut-out Pressure	100 psig	100 psig	125 psig	125 psig
SCFM at 125 psig	—	—	6.4	7.5
100 psig	5.6	5.6	—	—
90 psig	6.0	6.0	7.5	8.5
40 psig	7.3	7.3	9.0	10.3

*Models 919.176210 & 919.176311, 1 HP motor is dual voltage, 110-120 and 220-240 volt. It is wired for 110-120 volt but can be converted to 220-240 volt operation. Instructions for connecting the motor for operation at 220-240 volt can be found printed on the inside of the motor cover or on the nameplate of motor.

**A circuit breaker is also acceptable.

CAUTION

MODEL #919.176311 (1 HP) air compressor can be operated on a 15 amp circuit provided the following conditions exist:

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

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

CAUTION

When converting 1 HP models to 220-240 volt operation, the attached three-prong 110-120 volt plug must be replaced with a three-prong 220-240 volt plug (purchase locally) or order line cord Part No. SUDL-404-1.

SCFM (Standard Cubic Feet per Minute):
Unit of measure of air delivery

PSIG (Pounds per Square Inch Gauge):
Unit of measure of pressure

**THIS MANUAL IS DESIGNED
TO MAKE IT AS EASY AS POSSIBLE
FOR YOU TO SET UP, OPERATE AND MAINTAIN
YOUR NEW CRAFTSMAN AIR COMPRESSOR**

GENERAL INFORMATION

You have purchased an air compressor outfit consisting of a 2 cylinder single stage air compressor pump with air tank, an air hose assembly, wheels, a foot extension bracket and handle. You will also find an air chuck and a helpful "Power Painting With Sprayers" booklet. This air compressor can be either portable or permanently mounted in one place.

These units can be used for operating caulking guns, grease guns, air brushes, sandblasters, air tools, etc., or inflating tires and plastic toys, spraying weed killer, insecticides, etc.

GENERAL DESCRIPTION OF OPERATION

To compress air, the pistons move up and down in the cylinder. On the downstroke, air is drawn in through the air intake valve. 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 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. Since the air tank pressure is usually greater than what is needed, the tank air is fed to the air outlet through a regulator. The air intake opening at the end of the console must be kept clear of obstructions which could reduce air delivery of the compressor.

ASSEMBLY INSTRUCTIONS

Tools Needed For Assembly

Tools needed are: (1) a $\frac{9}{16}$ " socket or open end wrench for attaching the wheels; and (2) a $\frac{7}{16}$ " socket or open end wrench for attaching the foot extension bracket.

Attaching Wheels, Handle, Etc.

WARNING

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

See diagram on page 10 for attaching wheels (40 or 40A), foot extension bracket (45) and handle (48). The nuts and bolts can be found in a plastic bag which is enclosed with the Owner's manuals, air hose, etc. Refer to the illustration, Page 10, Key No's. 28, 41, 42, 44, 46 and 47.

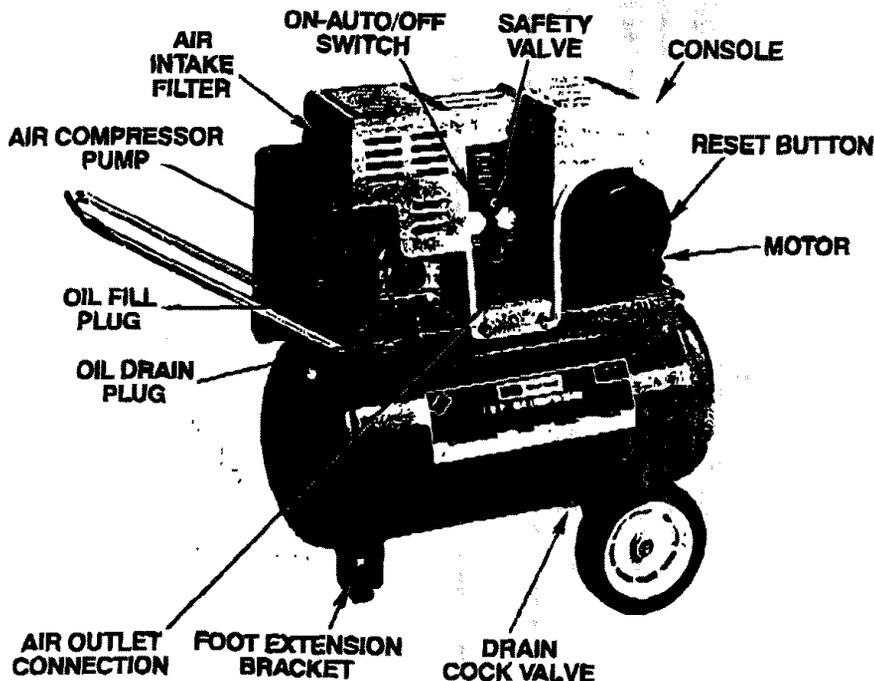


Figure 1

CAUTION

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

1. Insert the handle into pockets under the tank saddle. Put one set screw (28) through hole in one side of tank saddle and tighten down on handle.
2. Remove the protective paper strip from the adhesive backed rubber foot strip (47). Attach the rubber foot strip to the bottom of the foot extension bracket (45). Press firmly into place.
3. Attach foot extension bracket (45) to the air tank bracket. Use one cap screw (46) one lockwasher (83) and one hex nut (44) at each end. Tighten.
4. Use one shoulder bolt (41) and one locking hex nut (42) for attaching each wheel. Use the lower set of holes for the 8" wheel (40). Use the upper set of holes for the 10" wheel (40A). Tighten securely.

Grounding Instructions

WARNING

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

1. The 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 properly 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. If repair or replacement of the cord or plug is ever necessary, do not connect the grounding wire to either flat blade terminal. (The grounding wire has insulation with an outer surface that is green – with or without yellow stripes.)
3. 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.

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 or serviceman.

Start-Up Procedures

CAUTION

All units are shipped without oil. Serious damage may result if the following break-in instructions are not closely followed. This operation has to be completed only once when first putting the unit in service.

Place unit on a level surface. Remove oil fill plug (51) 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. When filling the crankcase, the oil flows into it very slowly. If the oil is added too quickly, it will overflow and appear to be full. (It takes 16 fluid ounces of oil to fill the crankcase.) Under winter-type conditions use SAE 10W oil. Multi-viscosity oil (10W30) may be used but will result in carbon deposits on critical components and reduce performance and compressor life. Replace oil fill plug (51). Plug the compressor into the correct power source. Start the compressor by switching the ON-AUTO/OFF switch (19) to the ON-AUTO position. Turn the regulator knob (23) clockwise fully to permit air to escape and prevent air pressure buildup in the air tank. RUN THE COMPRESSOR 30 MINUTES IN THIS MANNER TO LUBRICATE PISTONS AND BEARINGS. Shut off air with regulator knob (turn counterclockwise) and let the unit pump up to cut off pressure. Turn the switch to "OFF" and check the oil level; add oil if necessary. Turn switch to "ON" and the unit is ready for use. Connect the air hose to the air outlet connection (27) located on the front of the console. Refer to Figure 1.

OPERATION

Control Console

The control console (33) is located on the front of the unit. The air pressure coming from the air tank is controlled by the regulator knob (23). Turn the regulator 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 flow requirements of each particular accessory, the outlet regulated air pressure might have to be adjusted under flow conditions. Also on the console is the ON-AUTO/OFF switch, air outlet, safety valve and two pressure gauges. One gauge shows the air tank pressure and the other the outlet regulated pressure. Refer to Figure 2.

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.

The pressure switch (19) starts the motor when the air tank pressure drops below the factory set cut-in pressure and stops the motor when the air tank pressure reaches the factory set cut-off pressure. (See specification chart, page 5.)

Safety Valve

WARNING

OVER-PRESSURIZATION OF THE AIR TANK MAY CAUSE TANK RUPTURE OR EXPLOSION. THE OUTFIT IS PROTECTED FROM THE OVER-PRESSURIZATION BY A SAFETY VALVE. DO NOT ELIMINATE, MAKE ADJUSTMENTS OR SUBSTITUTIONS TO THIS DEVICE.

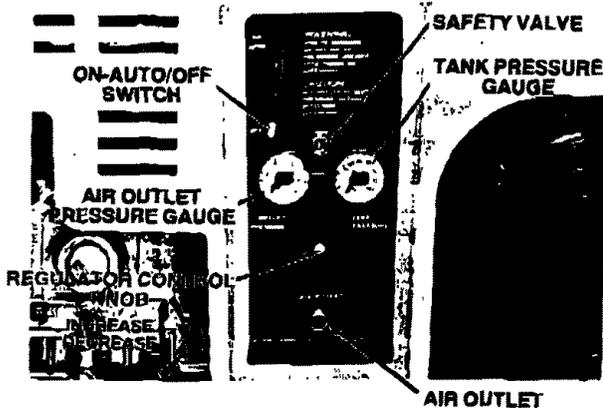


Figure 2

The pressure switch (19) is pre-set to shut off the motor automatically at the maximum operating pressure. If the pressure switch does not shut off the outfit at its cut-off pressure setting, the safety valve will protect against high pressure by popping at its pre-set pressure.

Motor

The motor has a 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 before restarting. Turn the ON-AUTO/OFF switch to the OFF position. Depress the reset button located on the end of the motor. To restart, turn the ON-AUTO/OFF switch to the ON position. Refer to Figure 1.

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 starting the motor.
3. Lights dim and remain dim when motor is started.

Note

Avoid using long extension cords. They can cause a power loss to the motor. Add extra air hose instead of extension cords.

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 cord is in good condition.
- the 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.)

Pressure Release Valve

The pressure release valve located on the side of the pressure switch is designed to unload air from the compressor head automatically at unit shut off. This protects the motor from starting against air pressure remaining in the compressor head and tubing. When the motor stops running, air will be heard escaping from the valve for a few seconds. When the motor is running, no air should be leaking from the pressure release valve.

MAINTENANCE

Replacing Air Intake Filter

A dirty air intake filter will not allow the compressor to operate at full capacity. When the intake filter becomes dirty, oily, or covered with paint overspray, replace it. Do not operate the compressor with the air intake filter removed. To replace the filter, use needle nosed pliers and pull or pry the old filter out. Replace with new. Refer to Figure 1.

Checking Safety Valve

WARNING

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

Changing Oil

CAUTION

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

Check oil level in the crankcase before each use. The oil level should be even with the top of the fill hole and must not be allowed to be lower than $\frac{3}{8}$ " from the top (6 threads down from the top) at any time. It is recommended that the oil in the base (52) be changed after every 100 hours of operation. To drain the oil, remove the oil drain plug (51) 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). Under extreme winter conditions use SAE 10W oil.

Location of Air Compressor

Locate the unit in a dry, clean, cool and well ventilated area. The compressor crankcase and head are designed with fins which allow for proper cooling. Clean or blow off fins and any other parts of the compressor that collect dust or dirt. A clean compressor runs cooler and provides longer service. Do not place rags, containers or other material on or against the console which would obstruct ventilation openings necessary for proper compressor operating temperature. If humidity is high, a Sears Air Filter can be installed on the air outlet adapter to remove excess moisture. Follow the instructions packaged with the air filter for proper installation.

Draining Water From Air Tank

WARNING

WATER WILL CONDENSE IN THE AIR TANK. IF NOT DRAINED, THE WATER WILL CORRODE AND WEAKEN THE TANK. DRAIN THE TANK AS INSTRUCTED BELOW.

Water should be drained from the air tank after each use. To drain the water that has gathered in the air tank, open drain cock valve (43, page 10) and allow to drain. When empty, close the valve tightly before operating the compressor.

Note

If drain cock is clogged, release air pressure in the air tank and then remove. Clean and reinstall the valve.

Replacing Belt

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 CONSOLE REMOVED. THE CONSOLE SHOULD BE REMOVED ONLY WHEN THE POWER CORD IS DISCONNECTED.

The motor is mounted on an adjustable motor base. By loosening the wing nut (31), the motor can be tilted in to allow for easy tightening or removal of the belt (74).

To replace belt:

1. Unplug unit from power source before repairing.
2. Remove screws (1) from the front and rear of the console. Remove console (2).
3. Loosen wing nut (31) and tilt motor in.
4. Remove belt and replace with new.

Note

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

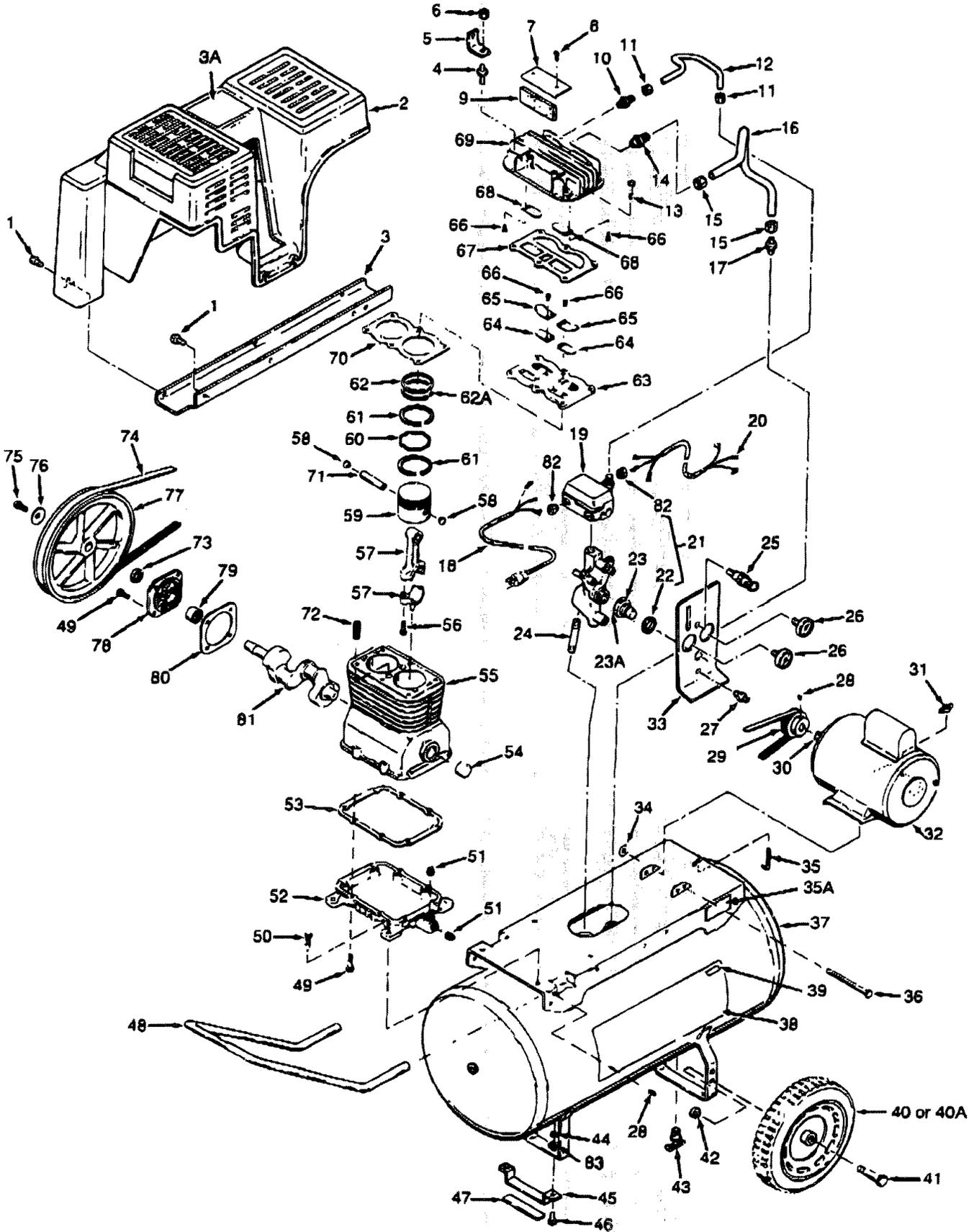
5. Push the motor back into regular position and tighten wing nut securely. Proper tension is approximately $\frac{1}{4}$ " belt deflection measured midway between the pulley and flywheel when a 3 pound weight or equivalent finger pressure is applied at this point. A loose belt will squeal at unit start-up.
6. Replace console (2) and screws (1).

Storage

When you have finished using the compressor, do the following before storage:

1. Set the On-Auto/Off switch to OFF and unplug the cord.
2. Relieve all pressure from the air tank.
3. Drain the water from the air tank, then close the drain valve.
4. Protect the electrical cord and air hose from damage caused by being stepped on or run over. Roll them loosely around the outfit handle.

Air Compressor



PARTS LIST

KEY

KEY NO.	PART NUMBER	DESCRIPTION	
	1	SSF-953-ZN	Self tapping screw (9 used)
	2	CAC-21	Console
	3	CAC-44	Belt guard closure
	3A	LA-1686	Label (Models 919.176210 & 919.176311)
		LA-1687	Label (Models 919.176320 & 919.176330)
	4	SSF-6627	Stud
	5	CAC-111	Bracket
	6	SSF-8113-ZN	Lock nut
	7	265-18	Filter retainer
	8	SSF-935	Screw #8-32 x 3/8" (2 used)
*	9	9-16279	Kit of two intake filters (1 used)
	10	SS-8553	Connector body
	11	STD575025	1/4" Nut (2 used)
		STD575026	1/4" Ferrule (2 used)
	12	CAC-16	Pressure release tube
	13	SSF-955	Thread forming screw 3/4"-16 x 1 1/2" (5 used)
	14	SSP-9401	Connector body
	15	STD575050	1/2" Nut (2 used)
		STD575051	1/2" Ferrule (2 used)
	16	CAC-137	Outlet tube
	17	CAC-437-a	Check valve
	18	SUDL-403-1	Cord assembly (Models 919.176210 & 919.176311)
		SUDL-404-1	Cord assembly (Models 919.176320 & 919.176330)
*	19	CAC-4774220-2	Pressure switch (Models 919.176210 & 919.176311)
		CAC-4774221-2	Pressure switch (Models 919.176320 & 919.176330)
	20	SUDL-402-2	Cord assembly (motor to pressure switch)
†	21	CAC-436	Manifold regulator assembly <i>internal repair kit for regulator only</i>
	22	CAC-61	Panel nut <i>KK-4294-1</i>
	23	CAC-201	- Regulator knob
23A	CAC-202	- Regulating spring (not shown)	
	24	CAC-107	Nipple (Models 919.176210 & 919.176311)
		SS-2110	Nipple (Model 919.176320)
		CAC-228	Nipple (Model 919.176330)
	25	TIA-4325	Safety valve (Model 919.176210)
		TIA-4125	Safety valve ASME (Model 919.176311)
		TIA-4150	Safety valve ASME (Models 919.176320 & 919.176330)
	26	C-GA-229 <i>3/5</i>	Gauge (2 used)
	27	H-2099	Adapter
	28	SS-391	Set screw
	29	C-PU-2833	Motor Pulley (Models 919.176210 & 919.176311)
		C-PU-2835	Motor Pulley (Model 919.176320)
		C-PU-2868	Motor Pulley (Model 919.176330)
	30	STD580104	Key 3/16" x 3/16" x 1/4"
	31	STD541631	Wing nut
	32	-MO-6026-P	Motor (Model 919.176210) <i>MO-6230-P</i>
		MO-6033-P	Motor (Model 919.176311)
		MO-6221-P	Motor (Model 919.176320)
		MO-6322-P	Motor (Model 919.176330)
	33	CAC-20	Subpanel
	34	SSF-8086	Speed nut
	35	SUDL-59	Hold down screw
	35A	-	U.L. Label (not available)

* See page 13 for parts ordering information.

† See page 13 for parts ordering information.

PARTS LIST (Continued)

KEY

KEY NO.	PART NUMBER	DESCRIPTION
36	SUDL-54	Pin
37	TA-4001	Air tank (Model 919.176210)
	TA-4003	Air tank ASME (Model 919.176311)
	TA-4007	Air tank ASME (Model 919.176320)
	TA-4043	Air tank ASME (Model 919.176330)
38	LA-1693	Label (Models 919.176210 & 919.176311)
	LA-1694	Label (Model 919.176320)
	LA-1695	Label (Model 919.176330)
39	LA-1689	Label (Model 919.176210)
	LA-1690	Label (Model 919.176311)
	LA-1691	Label (Model 919.176320)
	LA-1692	Label (Model 919.176330)
40	CAC-410	8" Wheel (2 used) (Models 919.176210, 919.176311 & 919.176320)
40A	CAC-435	10" Wheel (2 used) (Model 919.176330)
41	CAC-60	Shoulder bolt (2 used)
42	STD541437	Locking hex nut (2 used)
43	SS-2707	Drain cock valve (1/4" NPT)
44	STD541025	Hex nut 1/4"-20 (2 used)
45	CAC-104	Foot extension bracket
46	STD522507	Cap screw 1/4"-20 x 3/4" (2 used)
47	SUDL-6-1	Rubber foot strip
48	SUDL-43	Handle
49	SSF-925	Thread forming screw 1/4"-20 x 7/8" (12 used)
50	SSF-928	Thread forming screw 5/16"-18 x 7/8" (4 used)
51	SSP-1413	Oil fill/drain plug (2 used) (1/4" NPT)
52	265-3	Base
*53	265-16	Base gasket
54	265-41	Needle bearing
55	265-4-1	Crankcase and Cylinder (Models 919.176210, 919.176311 & 919.176320)
	CAC-51	Crankcase and Cylinder (Model 919.176330)
56	SSF-927	Screw 1/4"-20 x 1 1/8" (4 used)
57	265-410	Connecting rod assembly (includes (2) SSF-927 screws) (2 used)
58	CAC-207	Piston pin plug (4 used)
59	265-15	Piston (2 used) (Models 919.176210, 919.176311 & 919.176320)
	CAC-55	Piston (2 used) (Model 919.176330)
*60	265-192-1	Oil ring expander (2 used) (Models 919.176210, 919.176311 & 919.176320)
*60A	CAC-57	Oil ring expander (2 used) (Model 919.176330)
*61	265-191-1	Oil ring (4 used) (Models 919.176210, 919.176311 & 919.176320)
*61A	CAC-58	Oil ring (4 used) (Model 919.176330)
*62	265-195-1	Compression ring (2 used) (Models 919.176210, 919.176311 & 919.176320) (Install in top piston groove only)
*62A	CAC-56	Compression ring (4 used) (Model 919.176330)
63	265-145-2	Valve plate
*64	265-196	Exhaust flapper valve with corner bevels (2 used on valve plate) 
65	265-29	Restrictor plate (2 used)
*66	SSF-9821	Screw (8 used)
*67	265-26-1	Head gasket
*68	265-25	Intake flapper valve (2 used on head) 
69	265-24-1	Head
*70	265-28-1	Valve plate gasket (Models 919.176210, 919.176311, 919.176320)
*70A	CAC-54	Valve plate gasket (Model 919.176330)
71	265-19	Piston pin (2 used)
*72	265-6	Vent filter

* See page 13 for parts ordering information.

† See page 13 for parts ordering information.

PARTS LIST (Continued)

KEY NO.	PART NUMBER	DESCRIPTION
*73	265-111	Oil seal
74	C-BT-215	Poly-V-belt
75	STD523107	Cap screw $\frac{5}{16}$ "-18 x $\frac{3}{4}$ "
76	SSN-1014-ZN	Belleville washer
77	265-2	Flywheel
78	265-9	End plate
79	265-23	Needle bearing
*80	265-13	End plate gasket
81	265-1	Crankshaft
82	SSW-7367	Strain relief (2 used)
83	21181-506	Lockwasher (2 used)
		NOT ILLUSTRATED
	SSH-8	Air Chuck
	9-16163	Air Hose Assembly ($\frac{1}{4}$ " x 15')
	SI-30-09-1-D	Owners Manual
	630-01	"Power Painting With Sprayer" booklet

***Parts Ordering Information**

Key No. 9, 53, 67, 70, 72, 73, 80 available as individual parts and as part of kit KK-4268 (Models 919.176210, 919.176311 & 919.176320).

Key No. 9, 53, 67, 70A, 72, 73, 80 available as individual parts and as part of KK-4312 (Model 919.176330)

Key No. 60, 61, 62 only available as part of ring kit KK-4209 (Models 919.176210, 919.176311 & 919.176320).

Key No. 60A, 61A, 62A only available as part of ring kit KK-4313 (Model 919.176330).

Key No. 19 pressure release valve and nut available as part of KK-4315.

Key No. 64, 66, 68 only available as part of valve kit KK-4275.

† Internal parts can be purchased as regulator repair kit KK-4294.

ACCESSORIES FOR USE WITH SEARS CRAFTSMAN COMPRESSORS AVAILABLE THROUGH THE CURRENT GENERAL SEARS CATALOG OR AT FULL LINE SEARS STORES.

- | | |
|----------------------------------------------------------------------------------------------------------|-----------------------------------------|
| 1. Spray Guns | 9. Inflator Kits |
| 2. Sandblasters | 10. Quick Connector Sets: various sizes |
| 3. Paint Tanks | 11. Viscosimeter |
| 4. Blow Guns | 12. Air Line Filters |
| 5. Air Brushes | 13. Oil Fog Lubricators |
| 6. Air Tanks | 14. Tire Air Chucks |
| 7. Air Tools: sanders, drills, impact wrenches, hammers | 15. Air Caulking Gun |
| 8. Air Hose: $\frac{1}{4}$ ", $\frac{3}{16}$ " or $\frac{3}{8}$ " inside diameter, 15', 25', 50' lengths | 16. Air Powered Washer Gun |

TROUBLESHOOTING GUIDE

WARNING

PERFORMING TROUBLESHOOTING OR REPAIRS MAY EXPOSE VOLTAGE SOURCES, MOVING PARTS, COMPRESSED AIR SOURCES. PERSONAL INJURY MAY OCCUR IF EXPOSED. PRIOR TO ATTEMPTING ANY TROUBLESHOOTING OR REPAIRS, THE COMPRESSOR MUST BE DISCONNECTED FROM THE POWER SOURCE. NEVER OPERATE THE OUTFIT WITH THE CONSOLE REMOVED. THE CONSOLE SHOULD BE REMOVED ONLY WHEN THE POWER CORD IS DISCONNECTED.

PROBLEM	CAUSE	CORRECTION
Motor Will Not Run	Motor overload protection switch has tripped.	Let motor cool off and reset switch by pressing the red reset button located on the end of motor. See motor section on page 8.
	Tank pressure exceeds pressure switch cut-in pressure.	Motor will start automatically when tank pressure drops below cut-in pressure of pressure switch.

PROBLEM	CAUSE	CORRECTION
Motor Will Not Run (Cont'd)	<p>Fuse blown, circuit breaker tripped.</p> <p>Wrong gauge wire or length of extension cord.</p> <p>Pressure release valve on pressure switch has not unloaded head pressure.</p> <p>Check valve struck.</p> <p>Loose electrical connections.</p> <p>Capacitor on the motor.</p> <p>Faulty motor.</p>	<p>1) Check fuse box for blown fuse and replace as necessary or reset circuit breaker. Do not use a fuse or circuit breaker with a rating that is higher than what is specified for your particular branch circuit. (See Specification Chart, page 5.)</p> <p>2) Check for proper fuse, only "Fusetron" Type T fuses are acceptable.</p> <p>3) Remove check valve and clean or replace if it is stuck open or closed.</p> <p>4) Check for low voltage conditions and/or proper extension cord.</p> <p>5) Disconnect the other electrical appliances from circuit or operate the compressor on its own branch circuit.</p> <p>Check for proper gauge wire and cord length. Refer to extension cord recommendation under motor section on page 8.</p> <p>Bleed line by pushing lever on pressure switch to OFF position which opens the pressure release valve. If valve still does not open, replace it.</p> <p>A defective check valve results in a constant air leak at the pressure release valve attached to the side of the pressure switch (19) when there is pressure in the air tank and the compressor is not running. Remove and clean or replace check valve (do not overtighten).</p> <p>Check wiring connection inside pressure switch. Pressure switch cover can easily be removed by lifting cover at rear of switch.</p> <p>Return to Sears Service Center to check and replace if necessary.</p> <p>Unless motor is visibly damaged, remove motor and have it checked at local Sears Service Center.</p>
Excessive Tank Pressure (Safety Valve Pops Off)	<p>Pressure Switch doesn't shut off motor.</p> <p>Pressure switch cut-out too high.</p>	<p>Move pressure switch lever to the "off" position. If outfit doesn't shut off, replace the switch.</p> <p>Return outfit to Sears Service Center to check and adjust or replace if necessary.</p>
Air Leaks	<p>Tube or hose fittings loose.</p> <p>Defective check valve.</p>	<p>Tighten fittings with audible leak and check fittings under pressure with soapy water solution (do not overtighten).</p> <p>A defective check valve results in a constant air leak at the pressure release valve attached to the side of the pressure switch (19) when there is pressure in the air tank and the compressor is not running. Remove and clean or replace check valve (do not overtighten).</p>

PROBLEM	CAUSE	CORRECTION
Air Leaks (Cont'd)	Leak at welds. Air leak in safety valve.	<div style="border: 1px solid black; padding: 5px; text-align: center; margin-bottom: 10px;">WARNING</div> DO NOT DRILL INTO WELD OR OTHERWISE MODIFY AIR TANK OR TANK WILL BE WEAKENED. TANK MUST BE REPLACED. Operate safety valve manually by pulling on ring. If valve still leaks, it should be replaced.
Restricted Air Intake	Dirty air filter.	Clean or replace with new.
Squealing Sound	Belt too loose. No oil in compressor.	Tighten wing nut on motor mount. Add oil to top of fill hole in base.
Low Discharge Pressure	Prolonged excessive use of air. Restricted air intake filter. Belt too loose. Hole in hose.	Decrease amount of air usage, compressor is not large enough for air requirement. See specification chart, page 5. Clean or replace air intake filter. Tighten wing nut on motor mount. Check and replace if required.
Knocking	Loose pulley. Low oil level. Flywheel loose. Compressor bolts loose. Loose belt. Carbon build up.	Tighten pulley set screw. Check oil level and maintain at prescribed level. Make sure flywheel is tight by tightening screw. Check all bolts and tighten as required. Adjust wing nut on motor mount. Remove head and valve plate. Clean top of piston and bottom of valve plate. Reassemble using new gasket and torque screws to 25-30 ft.-lbs.
Excessive Belt Wear	Belt too loose. Belt too tight. Pulley wobble.	Adjust tension using wing nut on motor mount. Adjust tension using wing nut on motor mount. Check for worn keyway or pulley bore resulting from running the compressor with loose pulleys. Also check for bent motor shaft.

SEARS

OWNERS MANUAL

SERVICE

MODEL NO.
919.176210
919.176311
919.176320
919.176330

HOW TO ORDER REPAIR PARTS

CRAFTSMAN 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 front of the air tank.

WHEN ORDERING REPAIR PARTS, ALWAYS GIVE THE FOLLOWING INFORMATION:

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

If service or repair parts are required for the motor, supply all motor nameplate information including manufacturers name.

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.