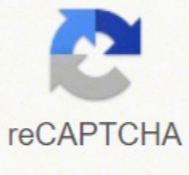




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Wrong oil viscosity. Check viscosity and change oil if necessary 5. Loose belts. Tighten or replace belts. 6. Defective crankcase. Repair or replace. 6. Blown cylinder head gasket. Install new gasket. 3. Pressure in the tank is below the cut-in pressure. See pressure switch adjustment. Belts loose. Tighten belts. 5. Compressor tilted too much. Level compressor. Belts too loose. Adjust tension. 4. Compressor floor mounting loose. Tighten the bolts on the air compressor. Defective unloader or check valve. Replace or repair. Excessive noise in operation. 1. Loose pulley, flywheel belt, belt guard, clamps or accessories. Tighten. 2. There are also many links to items within our online store. Excessive oil in compressor. Drain down to bottom of threads. 4. Worn or broken low pressure intake or discharge valves. Install new valve plate. 4. Always remember to check your owners manual to ensure that the correct parts are purchased. Have a stationary compressor situated within the Portland area? Loose belts. Tighten belt or replace belt. 6. Piston hitting the valve plate. Remove the compressor cylinder head and inspect for foreign matter on top of the piston. Belts too tight. Adjust tension. 3. Wrist pins, wrist pin bearings. Replace complete piston assembly. 3. Pulley or flywheel wobble. Check for worn crankshaft, keyway or pulley bore, resulting from running with loose pulleys. Add a new gasket and reassemble the head. 4. Speed too fast. Check speed. Reset mechanism cuts out repeatedly; fuses of proper size blow. 1. Motor overload. Shut down immediately to avoid damage. 2. Push the reset button. 2. Compressor tilted too much. Level compressor. 6. Pulley and flywheel misaligned. Realign. 4. These link to the most popular products in that category, and may not necessarily fit your compressor. Poor ventilation. Improve ventilation or relocate compressor. 3. Wrist pins, wrist pin bearings. Replace piston assembly. 3. Loose flywheel. Tighten. Knock occurs while compressor is loading. 1. Connecting rod bearings. Replace rod. 2. Excessive oil in compressor. Drain down to full mark on sight gauge. 4. Loose connecting rod nut. Tighten. Milky oil in oil reservoir. 1. Water entering oil reservoir due to compressor operating in high humidity environment. a. Pipe air intake to less humid air source. b. Share the publication Save the publication to a stack. Like to get better recommendations. The publisher does not have the license to enable download {{result.Snippet}} {{result.Date}} Provided below is a general list of common air compressor problems, and a few quick fixes that may help solve your dilemma. High ambient temperature. Provide ventilation. Fuses blow repeatedly. 1. Wrong fuse size. Check to make sure that fuses are of proper ampere rating. 2. Lack of oil in crankcase. Check for possible damage to bearings. Replenish the oil level. 3. Malfunction or improperly adjusted. Adjust or replace. 3. Pulley or flywheel wobble. Check for worn crankshaft, keyway or pulley bore, resulting from running with loose pulleys. Slipping belts. Tighten belts. 4. Nick in belt groove of pulley or flywheel. File smooth. Excessive discharge air temperature. 1. Dirty cooling surfaces. Clean cooling surfaces of cylinder, intercooler and discharge tube. 2. Service hose too small. Replace with larger hose. 5. Check for bent crankshaft - if bent then replace. 5. Replace pressure switch to one that has a lower cut-in PSI. Excessive noise in operation. 1. Loose pulley, flywheel, belt, belt guard, cooler, clamps or accessories. Tighten any loose ends. 2. Piston rings installed up-side down. Replace crankshaft. Compressor vibrates. 1. Mounting bolts loose. Tighten. 2. Restricted air intake. Clean or replace air filter element. 5. Worn piston rings. Replace rings. 4. Compressor floor mounting loose. Tighten. 5. Air leaks. Tighten joints. 5. Piston hitting the valve plate. Remove the compressor cylinder head and inspect for foreign matter on top of the piston, clean, add a new gasket, and reassemble the head. 4. Lack of oil in crankcase. Check for possible damage to bearings, replenish oil. 3. Restricted air intake. Clean or replace air filter element. 3. Scored cylinder. Replace cylinder. Oil in discharge air. 1. Compressor air intake restricted. Clean air filter element and check for other restrictions in the intake system. 2. Belt to tight. Loosen belt. Compressor suddenly stops working. 1. Defective unloader or check valve. Replace or repair. 4. Service unit (change oil, clean or replace air cleaner element, more often, at least every 45 days or 500 operating hours for oil changes. c. Consider installing vibration pads. Receiver does not hold pressure when compressor shuts off. 1. Blown head gasket. Replace head gasket. 4. Worn valves. Replace valve plate assembly. Air leaking from inter stage safety relief valve when compressor is pumping. 1. Safety relief valve not functioning properly. Remove and install new safety relief valve. Piston rings installed up-side down. Install rings in proper position. 6. If new safety valve leaks remove cylinder head, inspect and clean reed valve assembly. 2. Pressure switch not making contact. See pressure switch adjustment. 4. Faulty check valve. Bleed tank! Disassemble check valve assembly, clean or replace faulty parts. Excessive belt wear. 1. Pulley out of alignment. Realign motor pulley with compressor flywheel. 2. Connecting rod bearings. Replace rod. 3. Repair. 2. Bad unloader valve. Replace the unloader valve. 2. Compressor not properly mounted. Level compressor so that all feet touch the floor before tightening down. 3. Low oil level. Check oil level. Worn or broken low pressure intake or discharge valves. Install new flapper valves and gaskets. 4. Leaky gasket - High pressure inlet valve. Replace gasket. Receiver pressure builds up slowly. 1. Dirty air filter. Clean or replace filter element. 2. Vibration pads may help with this. 6. Pressure switch not making contact. Replace or repair. 3. Speed too slow. Check pulley size and belt tension. Receiver pressure builds up rapidly. 1. Excessive water in receiver. Drain receiver/tank. Reset mechanism cuts out repeatedly. 1. Motor overload. Shut down immediately to avoid damage. 2. Scored cylinder. Replace cylinder. Oil in discharge air. 1. Compressor air intake restricted. Clean or replace your air filters. 2. Drain tank daily. Excessive oil consumption. 1. Restricted air intake. Clean or replace air filter. 2. Excessive air requirement. Limit air usage to compressor capacity by using fewer or smaller tools. Receiver does not hold pressure when compressor is unloaded. 1. Faulty check valve. Bleed tank! Disassemble check valve assembly, clean or replace faulty parts. Excessive belt wear. 1. Pulley out of alignment. Realign motor pulley with compressor flywheel. 2. Speed too slow. Check speed. Receiver pressure builds up quickly on compressor. 1. Excessive water in receiver. Drain receiver/tank. 2. Wrong oil viscosity. Drain oil, refill with oil of proper viscosity. 5. Wrong oil viscosity. Check viscosity. 5. Oil leaks. Tighten bolts or replace gasket. 3. Worn valve. Repair or replace valves. Receiver pressure builds up slowly. 1. Dirty air filter. Clean or replace filter element. 2. Worn piston rings. Replace rings. 3. Check for bent crankshaft. 5. Loose flywheel. Tighten setscrew. Milky oil in crankcase. 1. Water entering oil reservoir due to compressor operating in high humidity environment. Pipe air intake to less humid air source. Excessive oil consumption. 1. Restricted air intake. Clean or replace air filter. 2. We can service it! Compressor will not operate. 1. No electrical power. Turn on power. Replace your oil if necessary. 3. Low voltage. 3. Plugged crankcase breather. Clean or replace. Compressor vibrates. 1. Mounting bolts loose. Tighten. Loose connecting rod bolt. Tighten bolt. 4. It may also be a good idea to replace your vibration pads. 5. High ambient temperature. Provide ventilation. Fuses blow repeatedly. 1. Wrong fuse size. Check to make sure that fuses are of proper ampere rating. Compressor will not operate. 1. No electrical power. Turn on power, check fuse, breaker, or motor overload. 2. Loss of power. Plug compressor into a new power source. Excessive crank end play. Adjust and shim properly. Knock - same cycle as R.P.M. 1. Main bearings. Replace bearings. 2. Bent crankshaft. Replace crankshaft. Air blowing out of inlet. 1. Broken first stage inlet valve. Replace valve plate assembly. Insufficient pressure at point of use. 1. Leaks or restriction. Check for leaks or restriction in hose or piping. Defective crankcase. Repair. Knock - same cycle as RPM. 1. Main bearings. Replace bearings. 2.

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