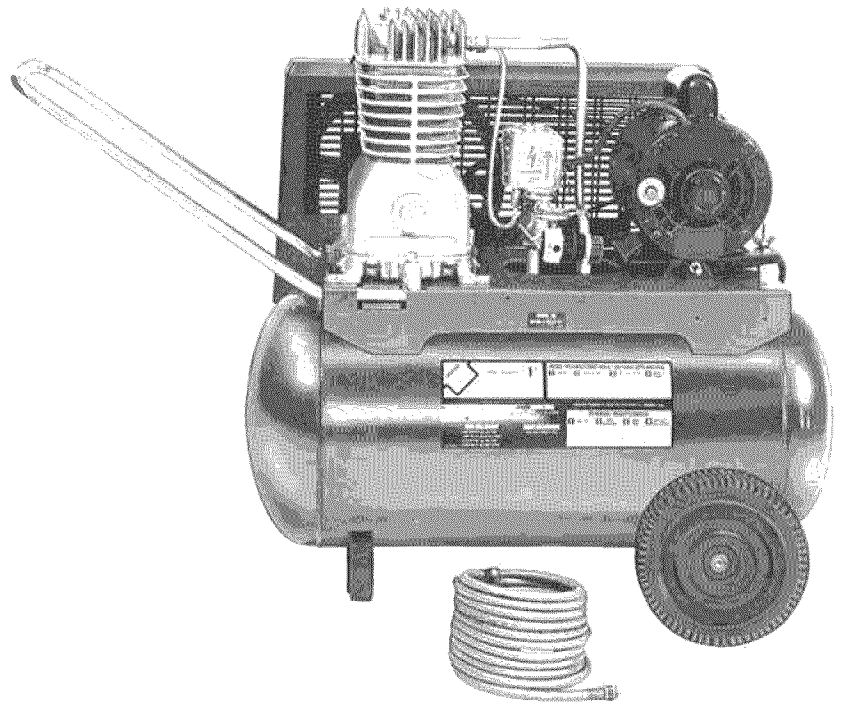


**Sears**  
**OWNERS**  
**MANUAL**

MODEL NOS.  
919.174212  
919.174311  
919.174320  
919.174410

**IMPORTANT:**  
Read the Safety  
Guidelines Before  
Operating



# CRAFTSMAN AIR COMPRESSOR

## DESCRIPTION ASSEMBLY OPERATION MAINTENANCE REPAIR PARTS

Record in the spaces provided below the model number, code number and manufacturers number of this air compressor. The model number can be found on the label on the front of the air tank. The code number can be found on the foil label on the rear of the air tank. The manufacturers number (ASME Code outfits only) is located on the metal data plate on the backside of the air tank.

Model No. \_\_\_\_\_

Code No. \_\_\_\_\_

Mfgs. No. \_\_\_\_\_

Motor Mfg. Name \_\_\_\_\_

Motor Mfg. No. \_\_\_\_\_

Retain these numbers for future references.

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## **FULL ONE YEAR WARRANTY AIR COMPRESSOR**

If this 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 belt guard 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>
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.
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>

AREA	HAZARD	SAFEGUARDS
Use of unsuitable solvents	The solvents 1,1,1-Trichlorethane 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.
Toxic Vapors	Compressed air from this unit may contain poisonous carbon monoxide.  Certain sprayed materials such as paints, weed killer, sand, insecticides, etc., may be harmful if used in a closed area or if inhaled.	Never directly inhale the compressed air produced by this unit.  Be certain to read labels when spraying paints or poisons.  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.
Compressed Air	Compressed air may propel dirt, metal shavings, etc. and result in possible injury.	Never point any nozzle or sprayer toward a person or any part of the body.  Always wear safety goggles or glasses when spraying.

#### SPECIFICATION CHART

Model No.	919.174212	919.174311	919.174410	919.174320
HP	1	1	1	2
Displacement CFM	8.8	8.8	8.8	9.2
Bore	2 <sup>3</sup> / <sub>4</sub> "	2 <sup>3</sup> / <sub>4</sub> "	2 <sup>3</sup> / <sub>4</sub> "	2 <sup>3</sup> / <sub>4</sub> "
Stroke	2"	2"	2"	2"
Voltage-Single Phase	110-120	110-120	110-120	220-240
Minimum Branch Circuit Requirement	20 amp	20 amp	20 amp	15 amp
*Fuse Type	"Fusetron" Type T	"Fusetron" Type T	"Fusetron" Type T	"Fusetron" Type T
Amperage at Max. Pressure	18.2	18.2	18.2	9.9
Air Tank Capacity	12 gal.	12 gal. (ASME)	12 gal. (ASME)	20 gal. (ASME)
Approximate Cut-in Pressure	75 psig	75 psig	80 psig	80 psig
Approximate Cut-out Pressure	100 psig	100 psig	100 psig	100 psig
SCFM at 100 psig	5.1	5.1	5.1	5.6
SCFM at 90 psig	5.3	5.3	5.3	6.1
SCFM at 40 psig	6.6	6.6	6.6	7.5

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

SLM (Standard Liters per Minute): Metric unit of measure of air delivery.

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

kPa (Kilo Pascals): Metric unit of measure of pressure.

\*A circuit breaker is acceptable.

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

## GENERAL INFORMATION

You have purchased a complete portable compressor outfit consisting of a 2 cylinder single-stage air compressor with air tank, air hose assembly, wheels and handle. You will also find an air chuck and a helpful "Power Painting With Sprayers" booklet. The 2 horsepower unit has a removable foot extension bracket which allows for stationary mounting.

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. The air intake opening must be kept clear of obstructions which could reduce air delivery of the compressor.

## ASSEMBLY INSTRUCTIONS

### Tools Needed For Assembly

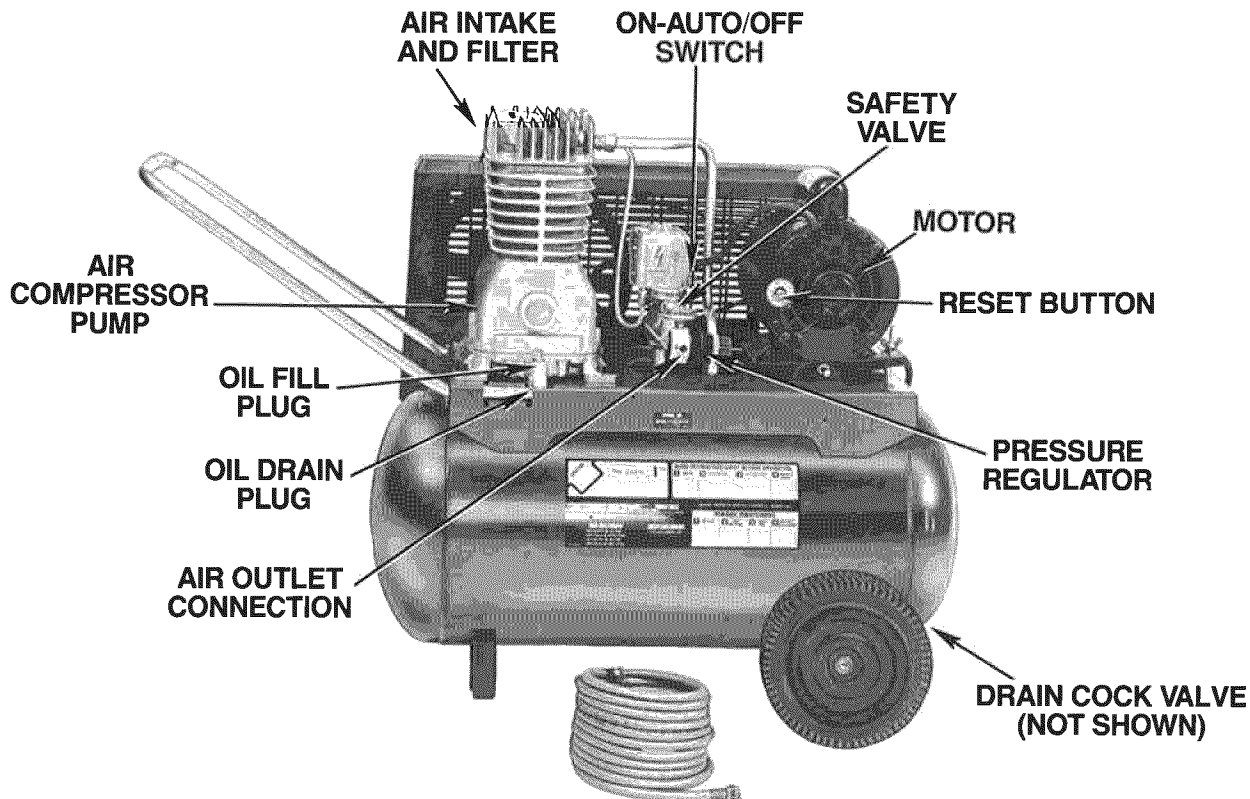
Tools needed are: (1) a  $\frac{9}{16}$ " socket or open end wrench for attaching the wheels and hose adapter; and (2) an adjustable wrench for attaching the pressure regulator, and (3) a  $\frac{7}{16}$ " open end wrench for attaching the air pressure gauge, (4) a  $\frac{7}{16}$ " socket or open end wrench for attaching the foot extension bracket (2 hp. unit only), (5) a  $\frac{3}{16}$ " hex key for installing the plug in the regulator and (6) pipe thread sealant.

### Attaching Wheels, Handle, Etc.

#### WARNING

**THE WHEELS AND HANDLE DO NOT PROVIDE ADEQUATE CLEARANCE, STABILITY OR 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 air pressure regulator (46), wheels (38), foot extension bracket (43) and handle (47). Refer to the illustration, page 10, Key No's. 22, 39, 40, 42, 44, 45, 84, 85 and 86.



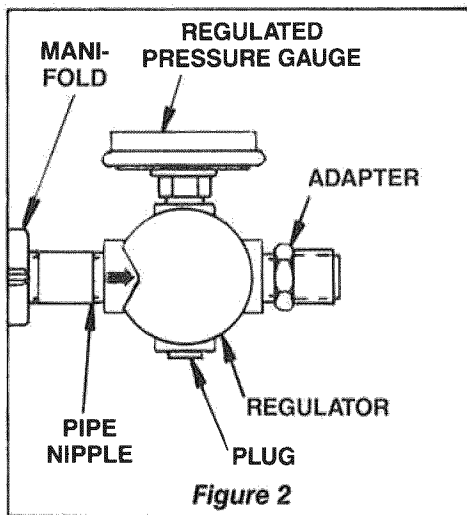
**CAUTION**

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 base. Put one set screw (22) through hole in one side of tank base and tighten down on handle.
2. Remove the protective paper strip from the adhesive backed rubber foot strip (45). Attach the rubber foot strip to the bottom of the foot extension bracket (43) or tank leg. Press firmly into place.
3. Attach foot extension bracket (43) to the air tank bracket. Use one cap screw (44), one lockwasher (87) and one hex nut (42) at each end. Tighten. (Model 919.174320 only)
4. Attach one wheel (38) to each side of the outfit. Use one shoulder bolt (39) and one locking hex nut (40) for each wheel. Tighten securely. Use the bracket lower bolt hole for attaching the wheels on model 919.174320.

### INSTALLING REGULATOR

Install the regulator (46) on the end of the manifold (28) using the short pipe nipple (84). The arrow must point away from the manifold in order for the regulator to function properly. Next, install the gauge (85), adapter (86) and plug in the regulator. The plug is supplied with the regulator. (**Note:** Use a small amount of pipe thread sealant on all pipe thread joints.) Refer to Figure 2.



### 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 (50) 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. (Crankcase oil capacity is 16 fluid ounces.) Under winter-type conditions use SAE 10W oil. Multi-viscosity oil (10W 30) may be used but will result in carbon deposits on critical components and reduce performance and compressor life. Replace oil fill plug (50). Plug the compressor into the correct power source. Start the compressor by switching the ON-AUTO/OFF switch (20) to the ON-AUTO position. Open the regulator (46) by turning knob 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 (turn knob 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 adapter (86) located at the end of the regulator. Refer to Figure 1.

### OPERATION

#### Manifold

The manifold (28) is located on the top of the unit between the motor and air compressor pump. On the manifold is the pressure switch (20), safety valve (29), regulator (46) and pressure gauge (27). The gauge shows the air tank pressure. 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. Refer to Figure 3. 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.

#### Pressure Switch

**WARNING**

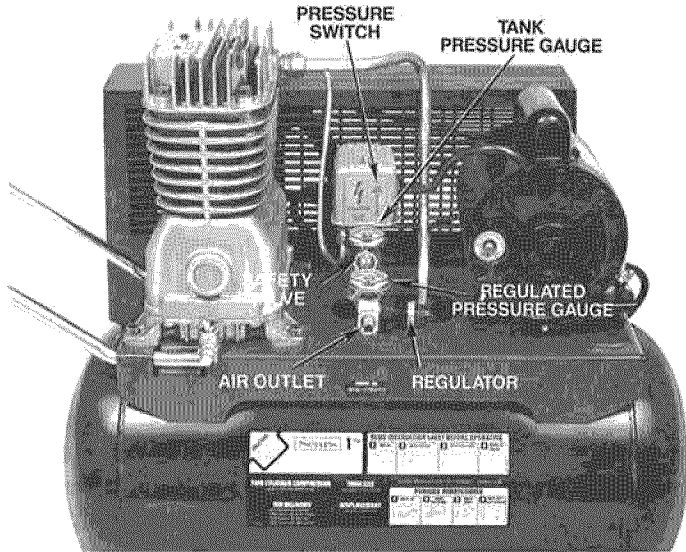
**PRESSURE LOADS BEYOND DESIGN LIMITS MAY CAUSE TANK RUPTURE OR EXPLOSION. PRESSURE SWITCH OPERATION IS RELATED TO MOTOR HP, TANK RATING AND SAFETY VALVE SETTING. DO NOT ATTEMPT TO ADJUST, REMOVE, OR DEFEAT THE PRESSURE SWITCH, OR CHANGE AND MODIFY ANY PRESSURE CONTROL RELATED DEVICE.**

The pressure switch (20) 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 3**

The pressure switch (20) 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. To restart, turn the ON-AUTO/OFF switch to the ON position. Depress the reset button located on the end of the motor. 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 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, follow the recommendations listed below using a 3-wire extension cord.

Cord Length  
0-50 Feet

Minimum Wire Size  
12 gauge

### Pressure Release Valve

**(Models 919.174410 & 919.174320 Only)**

The pressure release valve located on the bottom 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.

### Note

Models 919.174212 & 919.174311 are designed to operate without this unloading feature.

## 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.**

### Checking and 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 at any time. It is recommended that the oil in the base (51) be changed after every 100 hours of operation. To drain the oil, remove the oil drain plug (50) 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 10 weight 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 belt guard which would obstruct ventilation openings necessary for proper compressor operating temperature. If humidity is high, a Sears air filter can be used to remove excessive 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 weekly depending on where and how often the outfit has been used. If humidity is high, drain more often. To drain the water that has gathered in the air tank, open drain cock valve (41, page 10) and allow to drain. When empty, close the valve tightly before operating the compressor.

#### Note

If drain cock valve 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 BELT GUARD REMOVED. THE BELT GUARD SHOULD BE REMOVED ONLY WHEN THE POWER CORD IS DISCONNECTED.**

The motor is mounted on an adjustable motor base. By loosening the wing nut (25), the motor can be tilted in to allow for easy tightening or removal of the belt (73).

To replace belt:

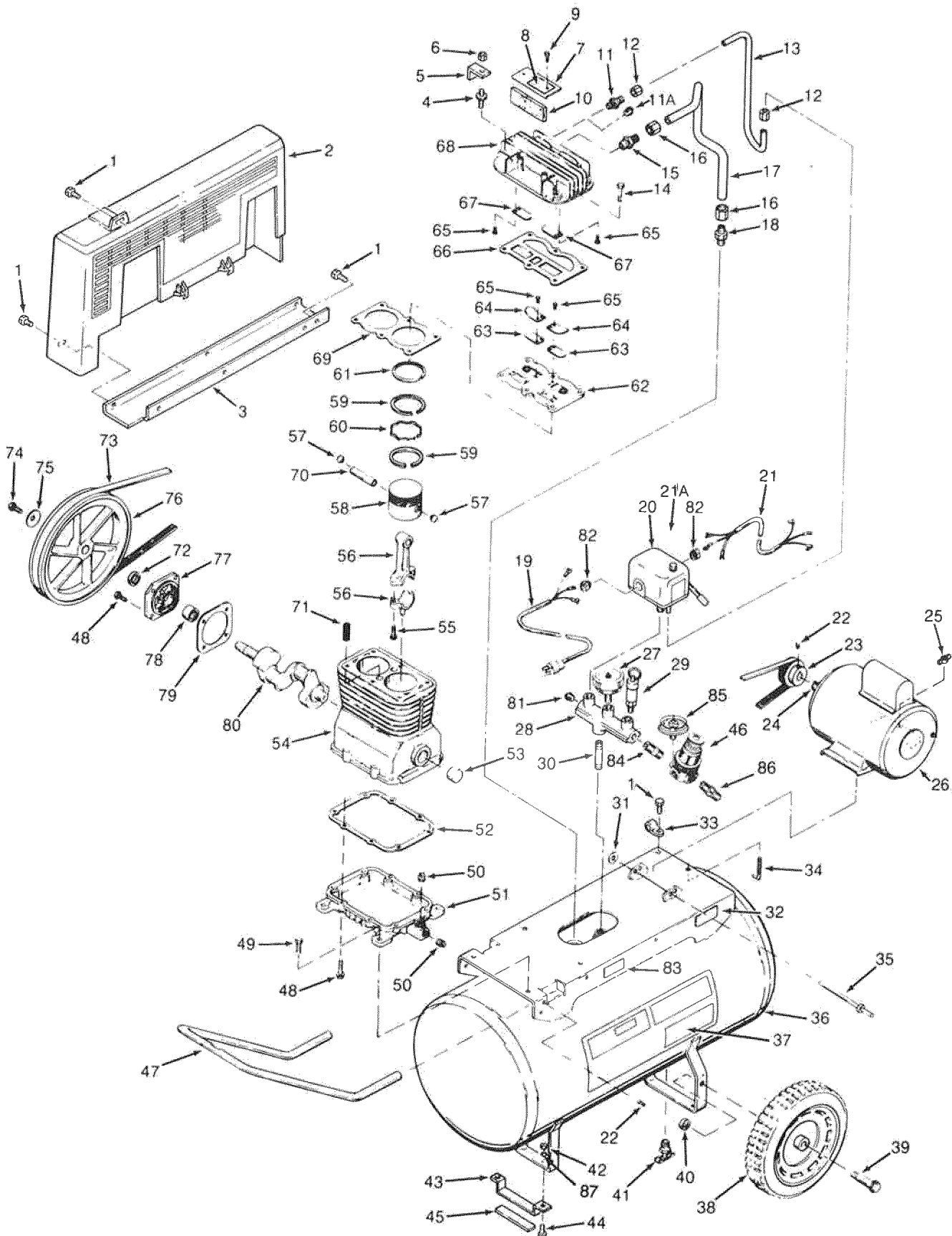
1. Unplug unit from power source before repairing.
2. Remove screws (1) from the back of the belt guard. Remove belt guard (2).
3. Loosen wing nut (25) and tilt motor in.
4. Remove belt and replace with new.

#### 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 by hand. 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 belt guard (2) and screws (1).

# Air Compressor





## PARTS LIST

KEY NO.	PART NUMBER	DESCRIPTION
1	SSF-953-ZN	Self tapping screw (8 used)
2	CAC-22	Belt guard
3	CAC-142	Belt guard closure
4	SSF-6627	Stud
5	CAC-2	Bracket
6	SSF-8113-ZN	Lock nut
7	265-18	Filter retainer
8	LA-1575	Label
9	SSF-935	Screw #8-32 × 3/8" (2 used)
*10	9-16279	Kit of two intake filters (1 used)
11	SS-8553	Connector body (Models 919.174410 & 919.174320)
11A	SS-1215	1/8" NPT pipe plug (Models 919.174212 & 919.174311)
12	STD575025	1/4" Nut (2 used) (Models 919.174410 & 919.174320)
	STD575026	1/4" Ferrule (2 used) (Models 919.174410 & 919.174320)
13	CAC-190	Pressure release tube (Models 919.174410 & 919.174320)
14	SSF-955	Screw 3/8-16 × 1 1/2" (5 used)
15	SSP-9401	Connector body
16	STD575050	1/2" Nut (2 used)
	STD575051	1/2" Ferrule (2 used)
17	CAC-137	Outlet tube
18	CAC-437	Check valve
19	CAC-472	Cord assembly (Models 919.174212 & 919.174311)
	CAC-438	Cord assembly (Model 919.174410)
	SUDL-404-1	Cord assembly (Model 919.174320)
20	CAC-462	Pressure switch (Models 919.174410 & 919.174320)
	CAC-496	Pressure switch - not shown (Models 919.174212 & 919.174311)
21	SUDL-402-2	Cord assembly (motor to pressure switch) (Models 919.174410 & 919.174320)
	CAC-497	Cord assembly (motor to pressure switch) (Models 919.174212 & 919.174311)
21A	CAC-203	Grounding Clip - not shown (2 used) (Models 919.174212 & 919.174311)
22	SS-391	Set screw (2 used)
23	PU-2859	Motor pulley (Models 919.174212, 919.174311 & 919.174410)
	C-PU-2833	Motor pulley (Model 919.174320)
24	STD580104	Key, 3/16" × 3/16" × 1 1/4"
25	STD541631	Wing nut
26	MO-6026-P	Motor 1-HP (Models 919.174212, 919.174311 & 919.174410)
	MO-6223-P	Motor 2-HP (Model 919.174320)
27	C-GA-332	Gauge (1/4" NPT)
28	CAC-226	Manifold
29	TIA-4125	Safety valve (ASME) (Models 919.174311, 919.174320 & 919.174410)
	TIA-4325	Safety valve (Model 919.174212)
30	SS-2109	Nipple
31	SSF-8086	Speed nut
32	Not available	U.L. label (Model 919.174410)
	LA-1709	Label (Models 919.174311 & 919.174320)
33	SSW-8214	Cord clamp
34	SUDL-59	Hold down screw
35	SUDL-54	Pin

\* See page 13 for parts ordering information.

## PARTS LIST (Continued)

KEY		
NO.	PART NUMBER	DESCRIPTION
36	TA-4036	Air tank (Model 919.174212)
	TA-4038	Air tank ASME (Models 919.174311 & 919.174410)
	TA-4040	Air tank ASME (Model 919.174320)
37	LA-1654	Label (Models 919.174212, 919.174311 & 919.174410)
	LA-1682	Label (Model 919.174320)
38	CAC-492	Wheel (2 used)
39	CAC-60	Shoulder bolt (2 used)
40	STD541437	Hex nut with lock washer
41	SS-2707	Drain cock valve (1/4" NPT)
42	STD541025	Hex nut 1/4"-20 (2 used) (Model 919.174320 only)
43	CAC-105	Foot extension bracket (Model 919.174320 only)
44	STD522507	Cap screw 1/4"-20 x 3/4" (2 used) (Model 919.174320 only)
45	SUDL-6-1	Rubber foot strip
46	9-16025	Regulator
47	SUDL-43	Handle
48	SSF-925	Cap screw 1/4"-20 x 7/8" (12 used)
49	SSF-928	Cap screw 5/16"-18 x 7/8" (4 used)
50	SSP-1413	Oil fill plug (1/4")
	SSP-1413	Oil drain plug (1/4")
51	265-3	Base
*52	265-16	Base gasket
53	265-41	Needle bearing
54	265-4-1	Crankcase and cylinder
55	SSF-927	Screw 1/4"-20 x 1 1/8" (4 used)
56	265-410	Connecting rod assembly (includes 2 SSF-927 screws) (2 used)
57	CAC-207	Piston pin plug (4 used)
58	265-15	Piston (2 used)
*59	265-191-1	Oil ring (4 used)
*60	265-192-1	Oil ring expander (2 used)
*61	265-195-1	Compression ring (2 used) (install in top piston groove only)
62	265-145-2	Valve plate
*63	265-196	Exhaust flapper valve with corner bevels (2 used on valve plate) 
64	265-29	Restrictor plate (2 used)
*65	SSF-9821	Screw (8 used)
*66	265-26-1	Head gasket
*67	265-25	Intake flapper valve (2 used on head) 
68	265-24-1	Head
*69	265-28-1	Valve plate gasket
70	265-19	Piston pin (2 used)
*71	265-6	Vent filter
*72	265-111	Oil seal
73	C-BT-215	Poly-V-belt
74	STD523107	Cap screw 5/16"-18 x 3/4"
75	SSN-1014-ZN	Belleville washer

\* See page 13 for parts ordering information.

## PARTS LIST (Continued)

KEY NO.	PART NUMBER	DESCRIPTION	KEY NO.	PART NO.	DESCRIPTION
76	265-2	Flywheel	83	LA-1704-1	Label (Model 919.174212)
77	265-9	End plate		LA-1659-1	Label (Model 919.174311)
78	265-23	Needle bearing		LA-1700	Label (Model 919.174410)
★ 79	265-13	End plate gasket		LA-1660	Label (Model 919.174320)
80	265-1	Crankshaft	84	SS-2071	Nipple 1/4" NPT × 1 1/2"
81	SS-3222-CD	Pipe plug (1/4" NPT)	85	C-GA-329-P	Gauge (1/8" NPT)
82	SSW-7367	Strain relief (2 used)	86	H-2099	Adapter
			87	21181-506	Lockwasher (2 used) (Model 919.174320)

### NOT ILLUSTRATED

SSH-8	Air chuck
9-16163	Air hose assembly (1/4" I.D. × 15')
630-01	"Power Painting With Sprayers" Booklet
SI-30-14-2-A	Owner's Manual

★ Parts Ordering Information

Key No. 10, 52, 66, 69, 71, 72, 79 available as individual parts and part of kit KK-4268.

Key No. 59, 60, 61 only available as part of ring kit KK-4209.

Key No. 63, 65, 67 only available as part of valve kit KK-4275.

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

- |  |   |
|--|---|
| <ol style="list-style-type: none"> <li>1. Spray Guns</li> <li>2. Sandblasters</li> <li>3. Paint Tanks</li> <li>4. Blow Guns</li> <li>5. Air Brushes</li> <li>6. Air Tanks</li> <li>7. Air Tools: sanders, drills, impact wrenches, hammers</li> <li>8. Air Hose: 1/4", 5/16" or 3/8" inside diameter, 15', 25', 50' lengths</li> </ol> | <ol style="list-style-type: none"> <li>9. Inflator Kits</li> <li>10. Quick Connector Sets: various sizes</li> <li>11. Viscosimeter</li> <li>12. Air Line Filters</li> <li>13. Oil Fog Lubricators</li> <li>14. Tire Air Chucks</li> <li>15. Air Caulking Gun</li> <li>16. Air Powered Washer Gun</li> </ol> |
|--|---|

## TROUBLESHOOTING GUIDE

**WARNING**

**PERFORMING TROUBLESHOOTING OR REPAIRS MAY EXPOSE VOLTAGE SOURCES, MOVING PARTS, OR 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 BELT GUARD REMOVED. THE BELT GUARD SHOULD BE REMOVED ONLY WHEN THE POWER CORD IS DISCONNECTED.**

PROBLEM	CAUSE	CORRECTION
Motor Will Not Run	<p>Motor overload protection switch has tripped.</p> <p>Tank pressure exceeds pressure switch cut-in pressure.</p> <p>Fuse blown, circuit breaker tripped.</p> <p>Wrong extension cord.</p> <p>Pressure release valve on pressure switch has not unloaded head pressure.</p> <p>Check valve stuck.</p> <p>Loose electrical connections.</p> <p>Capacitor on the motor.</p> <p>Faulty motor.</p>	<p>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).</p> <p>Motor will start automatically when tank pressure drops below cut-in pressure of pressure switch.</p> <p>1) Check fuse box for blown fuse and replace as necessary. Reset circuit breaker. Do not use a fuse or circuit breaker with higher rating than that 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) Check for low voltage conditions and/or proper extension cord as outlined in the motor section on page 8.</p> <p>4) Remove check valve and clean or replace if it is stuck open or closed.</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 recommendations 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. Models 919.174212 and 919.174311 are designed to operate without a head pressure unloader.</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 (20) 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 in motor connection box and 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 a local Sears Service Center.</p>
Excessive tank pressure (safety valve pops off).	<p>Pressure switch does not 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>

## TROUBLESHOOTING GUIDE (Continued)

PROBLEM	CAUSE	CORRECTION
Air Leaks	<p>Tube or hose fittings loose.</p> <p>Defective check valve.</p> <p>Leak at welds.</p> <p>Air leak in safety 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 (20) 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> <div style="text-align: center; border: 1px solid black; padding: 5px; width: fit-content; margin: 10px auto;"> <p><b>WARNING</b></p> </div> <p><b>DO NOT DRILL INTO, WELD OR OTHERWISE MODIFY AIR TANK OR TANK WILL BE WEAKENED. TANK MUST BE REPLACED.</b></p> <p>Operate safety valve manually by pulling on ring. If valve still leaks, it should be replaced.</p>
Restricted Air Intake	Dirty air filter.	Clean or replace with new.
Squealing Sound	<p>Belts too loose.</p> <p>No oil in compressor.</p>	<p>Tighten wing nut on motor mount.</p> <p>Add oil to top of fill hole in base.</p>
Low Discharge Pressure	<p>Prolonged excessive use of air.</p> <p>Restricted air intake filter.</p> <p>Belt too loose.</p> <p>Hole in hose.</p>	<p>Decrease amount of air usage, compressor is not large enough for air requirement. See specification chart, page 5.</p> <p>Clean or replace air intake filter.</p> <p>Tighten wing nut on motor mount.</p> <p>Check and replace if required.</p>
Knocking	<p>Loose pulley.</p> <p>Low oil level.</p> <p>Flywheel loose.</p> <p>Compressor bolts loose.</p> <p>Loose belt.</p> <p>Carbon build up.</p>	<p>Tighten pulley set screw.</p> <p>Check oil level and maintain at prescribed level.</p> <p>Make sure flywheel is tight by tightening screw.</p> <p>Check all bolts and tighten as required.</p> <p>Adjust wing nut on motor mount.</p> <p>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.</p>
Excessive Belt Wear	<p>Belt too loose.</p> <p>Belt too tight.</p> <p>Pulley wobble.</p>	<p>Adjust tension using wing nut on motor mount.</p> <p>Adjust tension using wing nut on motor mount.</p> <p>Check for worn keyway or pulley bore resulting from running the compressor with loose pulleys. Also check bent motor shaft.</p>

**Sears**

# OWNERS MANUAL

SERVICE

MODEL NOS.

919.174212

919.174311

919.174320

919.174410

## HOW TO ORDER REPAIR PARTS

# 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 tank saddle.

WHEN ORDERING REPAIR PARTS, ALWAYS GIVE THE FOLLOWING INFORMATION:

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

NOTE:

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

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.



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