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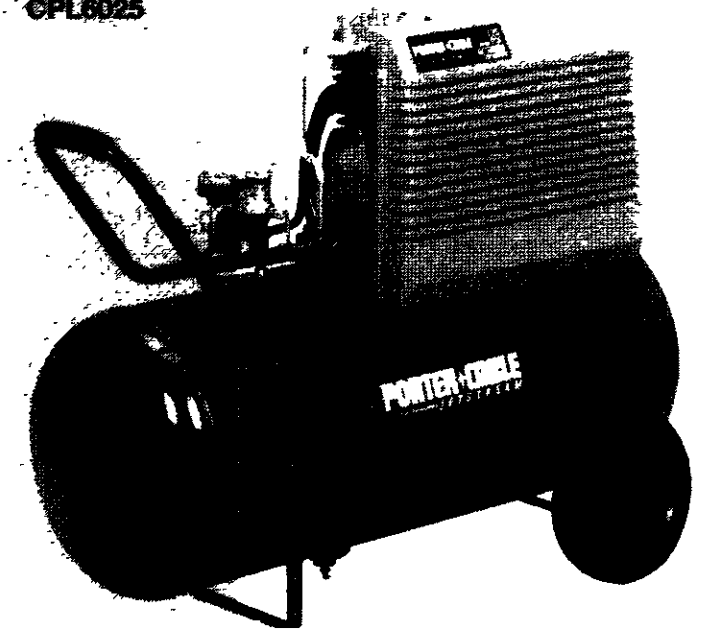
Instruction manual

Oillube Single-Stage Portable Compressor

MODEL CPL6025



To learn more about Porter-Cable visit our website at: http://www.porter-cable.com

IMPORTANT

Please make certain that the person who is to use this equipment carefully reads and understands these instructions before starting operations

PORTER-CABLE
PROFESSIONAL POWER TOOLS

The Model and Serial No plate is located on the frame Record these numbers in the spaces below and retain for future reference

Model No _____

Type _____

Serial No _____

Part No D24938-103-1

SAFETY GUIDELINES - DEFINITIONS

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

⚠DANGER **DANGER** indicates an imminently hazardous situation which, if not avoided, will result in **death or serious injury.**	**⚠CAUTION** **CAUTION** indicates a potentially hazardous situation which, if not avoided, **may** result in **minor or moderate injury.**
⚠WARNING **WARNING** indicates a potentially hazardous situation which, if not avoided, **could** result in **death or serious injury.**	**CAUTION** **CAUTION** used without the safety alert symbol indicates a potentially hazardous situation which, if not avoided, **may** result in **property damage.**

Call our ***Toll Free Number 1-888-559-8550,*** to obtain the location of the nearest Authorized Service Center for ordering repair parts and for warranty repairs.

When ordering repair parts from your local Authorized Service Center, always give the following information:

- Model number of your compressor
- Part number and description of the item you wish to purchase

Retain Original Sales Receipt as Proof of Purchase for Warranty Repair Work.

IMPORTANT SAFETY INSTRUCTIONS

⚠WARNING When using electric tools, basic safety precautions should always be followed to reduce the risk of fire, electric shock and personal injury, including the following:

READ AND FOLLOW ALL INSTRUCTIONS.

This tool was designed for certain applications. Porter-Cable strongly recommends that this tool NOT be modified and/or used for any application, other than for which it was designed. If you have any questions relative to its application DO NOT use the tool until you have written Porter-Cable and we have advised you.

Technical Service Manager
Porter-Cable Corporation
4825 Highway 45 North
P.O. Box 2468
Jackson, TN 38302-2468

IMPORTANT SAFETY INSTRUCTIONS (cont'd)

SAVE THESE INSTRUCTIONS

⚠WARNING

IMPROPER OPERATION OR MAINTENANCE OF THIS PRODUCT COULD RESULT IN SERIOUS INJURY AND PROPERTY DAMAGE. READ AND UNDERSTAND ALL WARNINGS AND OPERATING INSTRUCTIONS BEFORE USING THIS EQUIPMENT.

HAZARD

RISK OF EXPLOSION OR FIRE

WHAT CAN HAPPEN	HOW TO PREVENT IT
IT IS NORMAL FOR ELECTRICAL CONTACTS WITHIN THE MOTOR AND PRESSURE SWITCH **TO SPARK.**	ALWAYS **OPERATE THE COMPRESSOR IN A** WELL VENTILATED **AREA FREE OF COMBUSTIBLE MATERIALS, GASOLINE OR SOLVENT VAPORS.**
IF ELECTRICAL **SPARKS** FROM COMPRESSOR **COME INTO CONTACT WITH FLAMMABLE VAPORS, THEY MAY IGNITE, CAUSING FIRE OR EXPLOSION.**	IF SPRAYING FLAMMABLE MATERIALS, **LOCATE COMPRESSOR AT LEAST 20 FEET AWAY FROM SPRAY AREA.** AN ADDITIONAL LENGTH OF HOSE MAY BE REQUIRED. STORE FLAMMABLE MATERIALS IN A SECURE LOCATION AWAY FROM COMPRESSOR.
RESTRICTING ANY OF THE **COMPRESSOR VENTILATION OPENINGS WILL CAUSE SERIOUS OVERHEATING AND COULD CAUSE FIRE.**	**NEVER PLACE OBJECTS AGAINST OR ON TOP OF COMPRESSOR. OPERATE COMPRESSOR** IN AN OPEN AREA AT LEAST **12 INCHES AWAY FROM** ANY WALL OR **OBSTRUCTION** THAT WOULD RESTRICT THE FLOW OF FRESH AIR TO THE VENTILATION OPENINGS. OPERATE COMPRESSOR IN A CLEAN, DRY, WELL VENTILATED AREA. **DO NOT OPERATE UNIT INDOORS OR IN ANY CONFINED AREA.**
UNATTENDED OPERATION OF THIS PRODUCT COULD RESULT IN PERSONAL INJURY OR PROPERTY DAMAGE.	ALWAYS REMAIN IN ATTENDANCE WITH THE PRODUCT WHEN IT IS OPERATING.

RISK OF BURSTING

AIR TANK: **THE FOLLOWING CONDITIONS COULD** LEAD TO A WEAKENING OF THE TANK, AND **RESULT IN A VIOLENT TANK EXPLOSION AND COULD CAUSE PROPERTY DAMAGE OR SERIOUS INJURY.**

WHAT CAN HAPPEN	HOW TO PREVENT IT
1. **FAILURE TO PROPERLY DRAIN** CONDENSED **WATER FROM THE TANK,** CAUSING RUST AND THINNING OF THE STEEL TANK. 2. **MODIFICATIONS** OR ATTEMPTED REPAIRS **TO THE TANK.** 3. UNAUTHORIZED **MODIFICATIONS TO THE UNLOADER VALVE, SAFETY VALVE, OR** ANY **OTHER COMPONENTS WHICH CONTROL** TANK **PRESSURE.** 4. **EXCESSIVE VIBRATION CAN WEAKEN THE AIR TANK AND CAUSE RUPTURE OR EXPLOSION.**	**DRAIN TANK DAILY OR AFTER EACH USE.** IF TANK DEVELOPS A LEAK, REPLACE IT IMMEDIATELY WITH A NEW TANK OR REPLACE THE ENTIRE COMPRESSOR. **NEVER** DRILL INTO, WELD, OR **MAKE ANY MODIFICATIONS TO THE TANK** OR ITS ATTACHMENTS. THE TANK IS DESIGNED TO WITHSTAND SPECIFIC OPERATING PRESSURES. **NEVER MAKE ADJUSTMENTS OR PARTS SUBSTITUTIONS TO ALTER THE FACTORY SET OPERATING PRESSURES.**
ATTACHMENTS & ACCESSORIES: **EXCEEDING THE PRESSURE RATING OF AIR TOOLS,** SPRAY GUNS, AIR OPERATED ACCESSORIES, TIRES AND OTHER INFLATABLES **CAN CAUSE THEM TO EXPLODE** OR FLY APART, AND COULD RESULT IN SERIOUS INJURY.	FOR ESSENTIAL CONTROL OF AIR PRESSURE, YOU MUST **INSTALL A PRESSURE REGULATOR AND PRESSURE GAUGE TO THE AIR OUTLET** OF YOUR COMPRESSOR. FOLLOW THE EQUIPMENT MANUFACTURERS RECOMMENDATION AND NEVER EXCEED THE MAXIMUM ALLOWABLE PRESSURE RATING OF ATTACHMENTS. **NEVER USE COMPRESSOR TO INFLATE SMALL LOW-PRESSURE OBJECTS SUCH AS CHILDREN'S TOYS, FOOTBALLS, BASKETBALLS. ETC.**

IMPORTANT SAFETY INSTRUCTIONS (cont'd)

RISK FROM FLYING OBJECTS

WHAT CAN HAPPEN	HOW TO PREVENT IT
THE **COMPRESSED AIR** STREAM **CAN CAUSE SOFT TISSUE DAMAGE** TO EXPOSED SKIN **AND CAN PROPEL** DIRT, CHIPS, **LOOSE PARTICLES** AND SMALL OBJECTS AT **HIGH SPEED**, RESULTING IN PROPERTY DAMAGE OR PERSONAL INJURY.	ALWAYS WEAR ANSI Z87.1 APPROVED SAFETY GLASSES WITH SIDE SHIELDS WHEN USING THE COMPRESSOR. NEVER POINT ANY NOZZLE OR SPRAYER TOWARD ANY PART OF THE BODY OR AT OTHER PEOPLE OR ANIMALS. ALWAYS **TURN THE COMPRESSOR OFF AND BLEED PRESSURE** FROM THE AIR HOSE AND TANK **BEFORE** ATTEMPTING MAINTENANCE, **ATTACHING TOOLS** OR ACCESSORIES.

RISK TO BREATHING

WHAT CAN HAPPEN	HOW TO PREVENT IT
THE **COMPRESSED AIR** FROM YOUR COMPRESSOR **IS NOT SAFE FOR BREATHING!** THE AIR STREAM MAY CONTAIN CARBON MONOXIDE, TOXIC VAPORS OR SOLID PARTICLES FROM THE TANK.	ALWAYS **OPERATE AIR COMPRESSOR OUTSIDE IN A CLEAN, WELL VENTILATED AREA.** AVOID ENCLOSED AREAS SUCH AS GARAGES, BASEMENTS, STORAGE SHEDS, WHICH LACK A STEADY EXCHANGE OF AIR. KEEP CHILDREN, PETS AND OTHERS AWAY FROM AREA OF OPERATION. **NEVER INHALE AIR FROM THE COMPRESSOR** EITHER DIRECTLY OR FROM A BREATHING DEVICE CONNECTED TO THE COMPRESSOR.
SPRAYED MATERIALS SUCH AS PAINT, PAINT SOLVENTS, PAINT REMOVER, INSECTICIDES, WEED KILLERS, CONTAIN HARMFUL VAPORS AND POISONS.	**WORK IN AN AREA WITH GOOD CROSS-VENTILATION.** READ AND **FOLLOW THE SAFETY INSTRUCTIONS** PROVIDED ON THE LABEL OR SAFETY DATA SHEETS **FOR THE MATERIAL YOU ARE SPRAYING. USE A NIOSH/MSHA APPROVED RESPIRATOR** DESIGNED FOR USE WITH YOUR SPECIFIC APPLICATION.

RISK OF ELECTRICAL SHOCK

WHAT CAN HAPPEN	HOW TO PREVENT IT
YOUR **AIR COMPRESSOR IS POWERED BY ELECTRICITY.** LIKE ANY OTHER ELECTRICALLY POWERED DEVICE, **IF IT IS NOT USED PROPERLY IT MAY CAUSE ELECTRIC SHOCK.**	NEVER OPERATE THE COMPRESSOR OUTDOORS WHEN IT IS RAINING OR IN WET CONDITIONS. **NEVER OPERATE COMPRESSOR WITH COVER** COMPONENTS **REMOVED** OR DAMAGED.
REPAIRS ATTEMPTED BY UNQUALIFIED PERSONNEL CAN RESULT IN SERIOUS INJURY OR DEATH BY ELECTROCUTION.	ANY **ELECTRICAL WIRING OR REPAIRS** REQUIRED ON THIS PRODUCT **SHOULD BE PERFORMED BY AUTHORIZED SERVICE CENTER PERSONNEL** IN ACCORDANCE WITH NATIONAL AND LOCAL ELECTRICAL CODES.
ELECTRICAL GROUNDING: **FAILURE TO PROVIDE ADEQUATE GROUNDING TO THIS PRODUCT COULD RESULT IN SERIOUS INJURY OR DEATH FROM ELECTROCUTION.** SEE GROUNDING INSTRUCTIONS.	**MAKE CERTAIN THAT** THE **ELECTRICAL CIRCUIT** TO WHICH THE COMPRESSOR IS CONNECTED **PROVIDES PROPER ELECTRICAL GROUNDING, CORRECT VOLTAGE AND ADEQUATE FUSE PROTECTION.**

IMPORTANT SAFETY INSTRUCTIONS (cont'd)

RISK FROM MOVING PARTS


WHAT CAN HAPPEN	HOW TO PREVENT IT
MOVING PARTS SUCH AS THE PULLEY, FLYWHEEL, AND BELT **CAN CAUSE SERIOUS INJURY** IF THEY COME INTO CONTACT WITH YOU OR YOUR CLOTHING.	**NEVER OPERATE** THE **COMPRESSOR WITH GUARDS** OR COVERS WHICH ARE DAMAGED OR REMOVED.
ATTEMPTING TO OPERATE COMPRESSOR **WITH DAMAGED OR MISSING PARTS OR ATTEMPTING TO REPAIR COMPRESSOR WITH PROTECTIVE SHROUDS REMOVED CAN EXPOSE YOU TO MOVING PARTS** AND CAN **RESULT IN SERIOUS INJURY.**	ANY **REPAIRS** REQUIRED ON THIS **PRODUCT SHOULD BE PERFORMED BY AUTHORIZED SERVICE CENTER PERSONNEL.**

RISK OF BURNS

WHAT CAN HAPPEN	HOW TO PREVENT IT
TOUCHING EXPOSED METAL SUCH AS THE COMPRESSOR HEAD OR OUTLET TUBES, **CAN RESULT IN SERIOUS BURNS.**	**NEVER TOUCH ANY EXPOSED METAL PARTS ON COMPRESSOR** DURING OR IMMEDIATELY AFTER OPERATION. **COMPRESSOR WILL REMAIN HOT** FOR SEVERAL MINUTES AFTER OPERATION. DO NOT REACH AROUND PROTECTIVE SHROUDS OR ATTEMPT MAINTENANCE UNTIL UNIT HAS BEEN ALLOWED TO COOL.

RISK OF FALLING

WHAT CAN HAPPEN	HOW TO PREVENT IT
A PORTABLE **COMPRESSOR CAN FALL** FROM A TABLE, WORKBENCH OR ROOF **CAUSING DAMAGE TO THE COMPRESSOR AND COULD RESULT IN SERIOUS INJURY OR DEATH TO THE OPERATOR OR BYSTANDERS.**	ALWAYS **OPERATE COMPRESSOR IN A STABLE SECURE POSITION** TO PREVENT ACCIDENTAL MOVEMENT OF THE UNIT. **NEVER OPERATE COMPRESSOR ON A ROOF OR OTHER ELEVATED POSITION. USE ADDITIONAL AIR HOSE TO REACH HIGH LOCATIONS.**

RISK OF PROPERTY DAMAGE WHEN TRANSPORTING COMPRESSOR

(Fire, Inhalation, Damage to Vehicle Surfaces)

WHAT CAN HAPPEN	HOW TO PREVENT IT
OIL CAN LEAK OR SPILL AND COULD RESULT IN FIRE OR BREATHING HAZARD, SERIOUS INJURY OR DEATH CAN RESULT. OIL LEAKS WILL DAMAGE CARPET, PAINT OR OTHER SURFACES IN VEHICLES OR TRAILERS.	ALWAYS PLACE COMPRESSOR ON A PROTECTIVE MAT WHEN TRANSPORTING TO PROTECT AGAINST DAMAGE TO VEHICLE FROM LEAKS. REMOVE COMPRESSOR FROM VEHICLE IMMEDIATELY UPON ARRIVAL AT YOUR DESTINATION.

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 ASME.
California Code: Unit may comply with California Code 462 (∅) (2)/(M) (2). Specification/model label is on the side of the tank on units that comply with California Code.
Cut-In Pressure: While the motor is off, air tank pressure drops as you continue to use your accessory or air tool. When the tank pressure drops to a certain low level the motor will restart automatically. The low pressure at which the motor automatically restarts 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."
Code Certification: Products that bear one or more of the following marks: UL, CUL, ETL, CETL, have been evaluated by OSHA certified independent safety laboratories and meet the applicable Underwriters Laboratories Standards for Safety.

DUTY CYCLE

Porter-Cable air compressors should be operated on not more than a 50% duty cycle. This means an air compressor that pumps air more than 50% of one hour is considered misuse, because the air compressor is undersized for the required air demand. Maximum compressor pumping time per hour is 30 minutes.

SPECIFICATIONS

Model No.	**CPL6025**
Horsepower Peak	6.0
Bore	2.875
Stroke	2.0
* Voltage-Single Phase	120
** Minimum Branch Circuit Requirement	15 amps
* Fuse Type	Time Delay
Air Tank Capacity (Gallon)	25 ASME
Approximate Cut-in Pressure	110 PSIG
Approximate Cut-out Pressure	135 PSIG
SCFM @ 40 PSIG	8.6
SCFM @ 90 PSIG	6.8

* **⚠CAUTION** This air compressor can be operated on a 15 amp circuit if:
1. Voltage supply to circuit is normal.
2. Circuit is not used to supply any other electrical needs (lights, appliances, etc.)
3. Extension cords comply with specifications in owners manual.
4. Circuit is equipped with 15 amp circuit breaker or 15 amp time delay fuse.

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

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

DESCRIPTION OF OPERATION

Drain Valve (A) Fig. 1: The drain valve is located at the base of the air tank and is used to drain condensation at the end of each use.

Motor Thermal Overload Protector (not shown): The electric motor has an automatic thermal overload protector. If the motor overheats for any reason, the thermal overload protector will shut off the motor. The motor must be allowed to cool before restarting.

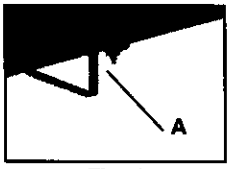


Fig. 1

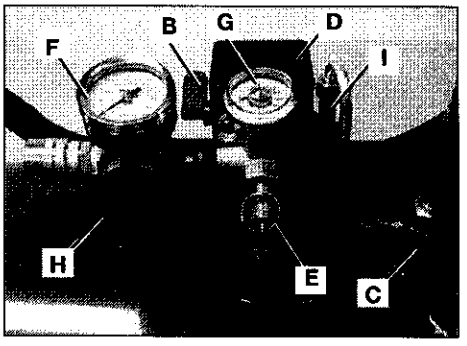


Fig. 2

ON/AUTO - OFF Switch (B) Fig. 2: Turn this switch ON to provide automatic power to the pressure switch and OFF to remove power at the end of each use.

Air Intake Filter (not shown): This filter is designed to clean air coming into the pump. This filter **must** always be clean and ventilation openings free from obstructions. See "Maintenance".

Air Compressor Pump (not shown): 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, into the outlet tube, through the check valve and into the air tank. Working air is not available until the compressor has raised the air tank pressure above that required at the air outlet.

Check Valve (C) Fig. 2: When the air compressor is operating, the check valve is "open", allowing compressed air to enter the air tank. When the air compressor reaches "cut-out" pressure, the check valve "closes", allowing air pressure to remain inside the air tank.

Pressure Release Valve (I) Fig. 2: The pressure release valve located on the side of the pressure switch, is designed to automatically release compressed air from the compressor head and the outlet tube when the air compressor reaches "cut-out" pressure or is shut off. The pressure release valve allows the motor to restart freely. When the motor stops running, air will be heard escaping from this valve for a few seconds. No air should be heard leaking when the motor is running, or continuous leaking after unit reaches cut-out pressure.

Pressure Switch (D) Fig. 2: 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 (E) Fig. 2: If the pressure switch does not shut off the air compressor at its cut-out pressure setting, the safety valve will protect against high pressure by "popping out" at its factory set pressure (slightly higher than the pressure switch cut-out setting).

Outlet Pressure Gauge (F) Fig. 2: The outlet pressure gauge indicates the air pressure available at the outlet side of the regulator. This pressure is controlled by the regulator and is always less than or equal to the tank pressure.

Tank Pressure Gauge (G) Fig. 2: The tank pressure gauge indicates the reserve air pressure in the tank.

Regulator (H) Fig. 2: The air pressure coming from the air tank is controlled by the regulator knob. Turn the knob clockwise to increase pressure and counterclockwise to decrease pressure. To avoid minor readjustment after making a change in pressure setting, always approach the desired pressure from a lower pressure. When reducing from a higher to a lower setting, first reduce to some pressure less than that desired, then bring up to the desired pressure. Depending on the air requirements of each particular accessory, the outlet regulated air pressure may have to be adjusted while you are operating the accessory.

INSTALLATION

Items Needed for Assembly

- a 9/16" socket or open-end wrench for attaching the wheels

Installing Wheels and Rubber Foot Strip

⚠CAUTION It may be necessary to brace or support one end of the unit when attaching the wheels because the air compressor will have a tendency to tip.

1. Attach rubber feet with the screws, washers and nuts provided. Tighten securely.
2. Place shoulder bolt through wheel and position it into the top hole of the mounting bracket (protruding hub to the inside). Thread nut onto shoulder bolt and tighten firmly with a 9/16" wrench. Repeat to install second wheel.

Installing Handle

⚠WARNING THE WHEELS AND HANDLE DO NOT PROVIDE ADEQUATE CLEARANCE, STABILITY OR SUPPORT FOR PULLING THE UNIT UP AND DOWN STAIRS OR STEPS. THE UNIT MUST BE LIFTED OR PUSHED UP A RAMP. DO NOT LIFT THE UNIT BY THE MANIFOLD ASSEMBLY. THE UNIT CAN BE DAMAGED.

1. Submerge handle grip into warm soapy water to make installation easier. Remove handle grip from soapy water and slide onto handle.
2. Insert the open end of the handle under the saddle (Fig. 3). Before attaching handle, you may have to pull the open ends of the handle apart so they fit tightly against the side of the saddle. Looking in from the open end of the saddle, position the handle toward the two bent tabs, on the inside walls of the saddle. ***Slowly*** push the open ends of the handle onto both tabs at the same time (Fig. 4). Continue pushing the handle into the saddle until the holes on the side of the saddle and handle are in line.
3. Guide the straight end of each retaining clip through the saddle hole and both handle holes (Fig. 5).

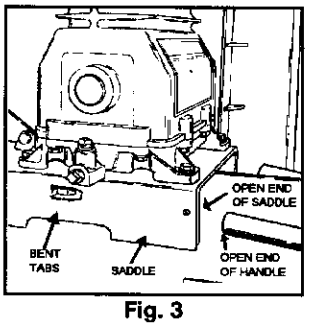


Fig. 3

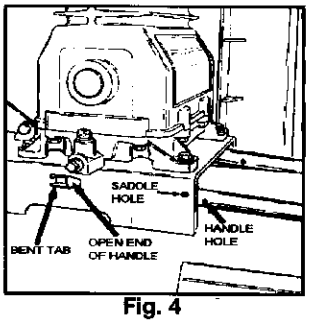


Fig. 4

4. Rotate each retaining clip clockwise and press down until it snaps into place over the pull handle (Fig. 6).
5. If the handle has excessive movement, it is improperly installed. Check the following.

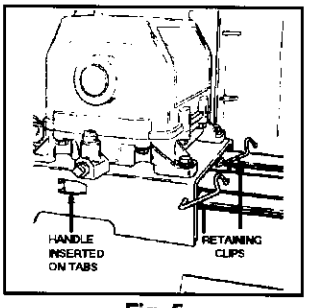


Fig. 5

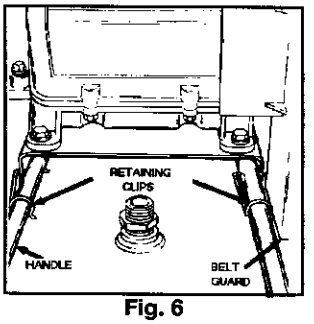


Fig. 6

A. Are both tabs inside the handle (Step #1)?
B. Does each clip pass through both the saddle and handle (Step #2)?

Location of the Air Compressor

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

If humidity is high, an air filter can be installed on the air outlet adapter to remove excessive moisture. Closely follow the instructions packaged with the filter for proper installation. It must be installed as close as possible to the accessory. Do **not place the air compressor where heat is excessive.**

When locating the compressor outside, make sure there is a minimum of 12 inches on each side of the compressor. The unit requires fresh air flow for proper cooling. **DO NOT ALLOW THE COMPRESSOR TO GET WET.**

Lubrication and Oil (Fig. 7)

⚠CAUTION Multi-Viscosity motor oils, like 10W 30, should not be used in an air compressor. They leave carbon deposits on critical components, thus reducing performance and compressor life. Use air compressor oil only.

NOTE

Use a air compressor oil such as SAE-20 (API CG/CD heavy duty). Under extreme winter conditions use SAE-10 weight oil.

⚠CAUTION Compressors are shipped without oil. A small amount of oil may be present in the pump upon receipt of the air compressor. This is due to plant testing and does not mean that the pump contains oil. Do not attempt to operate this air compressor without first adding oil to the crankcase. Serious damage can result from even limited operation unless filled with oil and broken in correctly. Make sure to closely follow initial start-up procedures.

Oil

⚠WARNING Drain tank to release air pressure before removing the oil fill cap or oil drain plug

Place unit on a level surface. Remove oil fill plug (A) and slowly add a compressor oil until it is even with the top of the oil fill hole. (It must not be allowed to be lower than 3/8" -6 threads down -from the top at any time.) When filling the crankcase, the oil flows very slowly into the pump. If the oil is added too quickly, it will overflow and appear to be full. ***Crankcase oil capacity is approximately 16 fluid ounces.*** Replace oil fill plug.

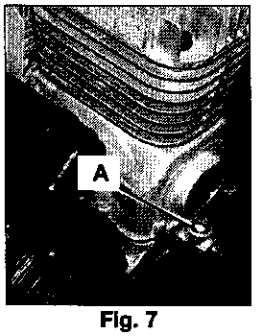


Fig. 7

NOTE

Drain and refill the compressor pump crankcase after the first 100 hours of operation.

Extension Cords

To avoid voltage drop and power loss to the motor, and to prevent overheating, use extra air hose instead of an extension cord.

If an extension cord *must* be used:

- use only a 3-wire extension cord that has a 3-blade grounding plug and a 3-slot receptacle that will accept the plug on the extension cord.
- make sure the extension cord is in good condition.
- the extension cord should be no longer than 50 feet.
- the minimum wire size is 12 gauge (AWG). (Wire size increases as gauge number decreases. 10 AWG and 8 AWG may also be used. DO NOT USE 14 AWG or 16 AWG.)

Voltage and Circuit Protection

Refer to your Parts Manual for voltage and circuit protection requirements of your compressor. Use only a fuse or circuit breaker that is the same rating as the branch circuit on which the air compressor is operated. If the compressor is connected to a circuit protected by fuses, use only dual element time delay fuses.

Piping

⚠WARNING Plastic or PVC pipe is not designed for use with compressed air. Regardless of its indicated pressure rating, plastic pipe can burst from air pressure. Use only metal pipe for air distribution lines.

If a pipe line is necessary, use pipe that is the same size as the air tank outlet. Piping that is too small will restrict the flow of air. If piping is over 100 feet long, use the next larger size. Bury underground lines below the frost line and avoid pockets where condensation can gather and freeze. Apply pressure before underground lines are covered to make sure all pipe joints are free of leaks.

Connect the piping to the 3/8" NPT air outlet opening at the end of the air tank.

GROUNDING INSTRUCTIONS

⚠DANGER 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 air compressor must be properly grounded.

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. 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. See Fig. 8. **DO NOT USE AN ADAPTER.**

Inspect the plug and cord before each use. Do not use if there are signs of damage.

⚠DANGER Improper grounding can result in electrical shock!

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 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.

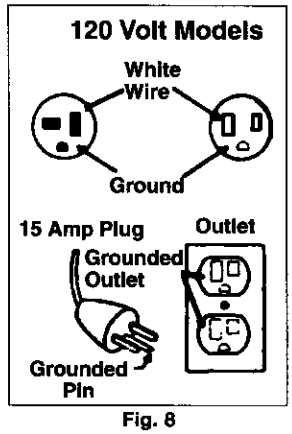


Fig. 8

Additional Regulators and Controls

Since the air tank pressure is usually greater than that which is needed, a separate regulator is usually employed to control the air pressure ahead of any individual air-driven device.

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. (before the hose is installed), the check valve is replaced, or a complete compressor pump is replaced.

The procedure:

1. Make sure the pressure switch lever is in the "OFF" position.
2. Plug the power cord into the correct branch circuit receptacle.
3. Open the drain valve fully to permit air to escape and prevent air pressure build up in the air tank during the break-in period.
4. Move the pressure switch lever to "ON/AUTO". The compressor will start.
5. Run the compressor for 30 minutes. Make sure the drain valve is open and there is minimal air pressure build-up in tank.
6. After 30 minutes, close the drain valve.
7. Move the pressure switch lever to "ON/AUTO". The air receiver will fill to cut-out pressure and the motor will stop.

The compressor is now ready for use.

OPERATING PROCEDURES

Daily Start-Up Checklist

1. Before attaching air hose or accessories, make sure the ON/AUTO lever is set to "OFF" and the air regulator is closed.
2. Attach hose and accessories.

   ⚠WARNING TOO MUCH AIR PRESSURE CAUSES A HAZARDOUS RISK OF BURSTING. CHECK THE MANUFACTURER'S MAXIMUM PRESSURE RATING FOR AIR TOOLS AND ACCESSORIES. THE REGULATOR OUTLET PRESSURE MUST NEVER EXCEED THE MAXIMUM PRESSURE RATING.
3. Turn the ON/AUTO lever to "AUTO" and allow tank pressure to build. Motor will stop when tank pressure reaches "cut-out" pressure.
4. Open the regulator by turning it clockwise. Adjust the regulator to the correct pressure setting. Your compressor is ready for use.
5. Always operate the air compressor in well-ventilated areas; free of gasoline or other combustible vapors. If the compressoris being used to operate a sprayer **DO NOT** use near the spray area.

When you are finished:

6. Set the "ON/AUTO" lever to "OFF".
7. Turn the regulator counterclockwise and set the outlet pressure to zero.
8. Remove the air tool or accessory.
9. Pull ring on safety valve allowing air to bleed from the tank until tank pressure is approximately 20 psi. Release safety valve ring.
10. Drain water from air tank by opening drain cock valve on bottom of 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.

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

NOTE

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

MAINTENANCE

⚠WARNING Unit cycles automatically when power is on. During maintenance, you could be exposed to voltage sources, compressed air, moving parts, or hot surfaces. Personal injuries can occur. Unplug the unit and bleed off all air tank pressure and allow unit to cool before doing any maintenance or repair. Never operate the unit with the belt guard removed.

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

Routine Maintenance Schedule

Daily:

1. Pull ring on safety valve allowing air to bleed from the tank until tank pressure is approximately 20 psi. Release safety valve ring.
2. Check oil level. Add if necessary.
3. Drain water from the air tank, any moisture separators, or transformers.
4. Check for any unusual noise and/or vibration.
5. Manually check safety valve to make sure of proper operation.
6. Inspect air filter and replace if necessary.
7. Inspect air filter and replace if necessary.

Every 40 Hours of Operation:

1. Clean and inspect the air intake filter; replace if necessary.
2. Inspect condition of drive belt and replace if necessary.

Every 100 Hours of Operation:

1. Drain and refill compressor crankcase with approximately 16 fluid ounces (473.2 ml) of clean compressor oil or Castrol Heavy Duty 30 weight .
2. Increase frequency of oil changes if humidity or operating conditions are extreme.

Every 160 Hours of Operation:

1. Check drive belt tension, and adjust if necessary. (Refer to SERVICE INSTRUCTIONS in this manual.)
2. Inspect air lines and fittings for leaks; correct as necessary.
3. Check the alignment of the motor pulley to the flywheel. If necessary, align to within 1/32 inch on center line.

Each Year of Operation or if a Problem is Suspected:

Check condition of air compressor pump intake and exhaust valves. Replace if damaged or worn out.

SERVICE INSTRUCTIONS

Air Filter - Inspection and Replacement

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

A dirty air filter will not allow the compressor to operate at full capacity. Before you use the compressor, check the air filter to be sure it is clean.

If it is dirty, replace it with a new filter. The filter may be removed by using a pair of needle nosed pliers or a screwdriver. Pull or pry out the old filter. Push in the new air filter.

Oil - Checking and Changing

⚠WARNING Drain tank to release air pressure before removing the oil fill cap or oil drain plug

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

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

Check Valve - Inspection and Replacement

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

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

Safety Valve - Inspection and Replacement

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

Belt - Replacement

⚠WARNING SERIOUS INJURY OR DAMAGE MAY OCCUR IF PARTS OF THE BODY OR LOOSE ITEMS GET CAUGHT IN MOVING PARTS. NEVER OPERATE THE UNIT WITH THE BELT GUARD REMOVED. THE BELT GUARD SHOULD BE REMOVED ONLY WHEN THE COMPRESSOR IS UNPLUGGED.

Belt Guard - Removal and Installation

1. Move the "ON/AUTO-OFF" lever to the "OFF" position. Unplug the compressor. Release all air tank pressure.
2. Remove the front of the belt guard by disengaging the snaps. Insert a flat bladed screwdriver at each snap location and pry the beltguard apart.

Replace Belt

1. Unplug compressor.
2. Remove beltguard as described above.

NOTE

Loosen the wing nut at the hold down plate. The motor can be tilted to allow for easy removal or installation of the belt.

3. Remove belt and replace.

NOTE

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

Adjust Belt Tension

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

Pressure Switch - Replacement

⚠WARNING PRESSURE LOADS BEYOND DESIGN LIMITS MAY CAUSE TANK RUPTURE OR EXPLOSION. PRESSURE SWITCH OPERATION IS RELATED TO MOTOR HP, TANK RATING AND SAFETY VALVE SETTING. DO NOT ATTEMPT TO ADJUST, REMOVE, OR DEFEAT THE PRESSURE SWITCH, OR CHANGE/MODIFY ANY PRESSURE CONTROL RELATED DEVICE. IF REPLACEMENT IS NECESSARY, THE SAME RATED SWITCH MUST BE USED. CONTACT AN AUTHORIZED SERVICE CENTER FOR REPLACEMENT.

Motor Overload Protector - Reset (Fig. 9)

The motor has a manual thermal overload protector. If the motor overheats for any reason, the overload protector will shut off the motor. The motor must be allowed to cool down before restarting. Turn the unit off. To restart, depress the red reset button (A) located on the end of the motor and turn ON/AUTO-OFF switch to the ON position.

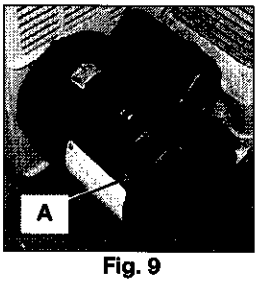


Fig. 9

NOTE

If the overload protector shuts the motor off frequently, check for a possible voltage problem. Low voltage can also be suspected when:

1. **The motor does not get up to full power or speed.**
2. **Fuses blow out when the motor is started.**
3. **Lights dim when motor is started, and remain dim while it is running.**

Pulley and Flywheel - Alignment

The compressor flywheel and motor pulley grooves must be in-line within 1/32" to assure belt alignment within sheave grooves. To check alignment, unplug compressor and remove the beltguard. Place a straight edge against the outside of the flywheel and measure the distance from it to the nearest groove. Alignment is achieved when the other end of the straight edge is within 1/32" of the measured dimension at the pulley grooves.

Servicing Intake and Exhaust Valves

The intake and exhaust valves as well as the valve plates and cylinder head will, over a period of time, accumulate a residue of carbon-like material on their surfaces. The material will decrease the efficiency of the compressor. These components should be inspected whenever a problem is suspected and cleaned or replaced with new parts. Use the following procedure to inspect the parts.

1. Unplug compressor and relieve all air pressure from the air tank.
2. Disconnect the pressure release and outlet lines from the air compressor.
3. Remove the hardware securing the cylinder head and remove the cylinder head and valve plate.

   ⚠WARNING MANY SOLVENTS ARE HIGHLY FLAMMABLE AND A HEALTH HAZARD IF INHALED. ALWAYS OBSERVE THE SOLVENT MANUFACTURER'S SAFETY INSTRUCTIONS AND WARNINGS.
4. Clean carbon deposits in head cavities and valve plates with lacquer thinner or other suitable solvent.
5. Clean the intake and exhaust valves with lacquer thinner or other suitable solvent. Inspect valves; replace if necessary.

   NOTE

   Do not use gasket cement on any gasket surface as this may clog compressor valve cavities and air flow areas.
6. Reinstall valve plate and gaskets.
7. Install the cylinder head. Snug mounting screws and studs tight, then torque to 25 to 30 foot pounds starting at the center and working toward the outside.
8. Reconnect the pressure release and outlet lines to the compressor pump.

STORAGE

1. Review the "Maintenance" section on the preceding pages and perform scheduled maintenance as necessary.
2. Set the "ON/AUTO" lever to "OFF".
3. Turn the regulator counterclockwise and set the outlet pressure to zero.
4. Remove the air tool or accessory.
5. Pull ring on safety valve allowing air to bleed from the tank until tank pressure is approximately 20 psi. Release safety valve ring.
6. Drain water from air tank by opening drain cock valve on bottom of 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.
7. After the water has been drained, close the drain cock or drain valve.

NOTE

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

8. Protect the electrical cord and air hose from damage (such as being stepped on or run over). Wind them loosely around the unit handle.
9. Store the compressor in a clean, and dry location.

TROUBLESHOOTING GUIDE

⚠WARNING PERFORMING REPAIRS MAY EXPOSE VOLTAGE SOURCES, MOVING PARTS OR COMPRESSED AIR SOURCES. PERSONAL INJURY MAY OCCUR. PRIOR TO ATTEMPTING ANY REPAIRS, UNPLUG THE AIR COMPRESSOR AND BLEED OFF ALL AIR TANK AIR PRESSURE.

PROBLEM	CAUSE	CORRECTION
Excessive tank pressure - safety valve pops off.	Pressure switch does not shut off motor when compressor reaches "cut-out" pressure.	Move the pressure switch lever to the "OFF" position. If the unit doesn't shut off, and the electrical contacts are welded together, replace the pressure switch. If the contacts are good, check to see if the pin in the bottom of the pressure release valve is stuck. If it does not move freely, replace the valve.
	Pressure switch "cut-out" too high.	Return the unit to an Authorized Warranty Service Center to check, remove or replace switch.
Air leaks at fittings.	Tube fittings are not tight enough.	Tighten fittings where air can be heard escaping. Check fittings with soapy water solution. **DO NOT OVER-TIGHTEN.**
Air leaks at or inside check valve.	Malfunctioning or dirty check valve.	A malfunctioning check valve results in a constant air leak at the pressure release valve when pressure is in the tank and the compressor is shut off. Remove and clean or replace check valve. **DO NOT OVER-TIGHTEN.**
Air leaks at pressure switch release valve.	Malfunctioning pressure switch release valve. Malfunctioning check valve.	Remove and replace the release valve. A malfunctioning check valve results in a constant air leak at the pressure release valve when pressure is in the tank and the compressor is shut off. Remove and clean or replace check valve. **DO NOT OVER-TIGHTEN.**

PROBLEM	CAUSE	CORRECTION
Air leaks in air tank or at air tank welds.	Damaged air tank.	Air tank must be replaced. Do not repair the leak. **⚠DANGER DO NOT DRILL INTO, WELD, OR OTHERWISE MODIFY AIR TANK OR IT WILL WEAKEN. THE TANK CAN RUPTURE OR EXPLODE.**
Air leak from safety valve.	Possible defect in safety valve	Operate safety valve manually by pulling on ring. If valve still leaks, it must be replaced.
Knocking noise	Restricted or malfunctioning check valve.	Remove and clean or replace.
	Loose pulley.	Torque pulley set screw.
	Low oil level.	Maintain prescribed oil level. Add oil.
	Loose flywheel.	Torque screw 15-20 ft. lbs.
	Loose compressor mounting screws.	Check screws. Torque as required (15-20 ft.-lbs.)
	Loose belt.	Tighten wing nut until it contacts the washer, plus one more turn.
	Belt too tight.	Adjust belt tension (see "Belt Replacement".)
	Carbon build-up.	Remove the head and valve plate. Clean the valve plate and top of the piston. (Be sure carbon does not fall into the cylinder.) Reassemble to 25-30 ft. lbs. Using new gasket and torque screws.
Restricted air intake	Dirty air filter.	Replace filter.
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 CFM, SCFM or 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 compressor in the paint spray area.
	Loose belt.	Adjust belt tension.
	Hole in hose.	Check and replace if required.
	Check valve restricted.	Remove and clean or replace.
	Air leaks.	Tighten fittings. (See "Air Leaks" section of "Troubleshooting Guide".)

PROBLEM	CAUSE	CORRECTION
Motor will not run.	Motor overload protection switch has tripped.	Let the motor cool off and reset switch by pressing the red button located on the end of the motor. If the overload still trips, check for malfunctioning capacitor.
	Possible malfunctioning capacitor.	Return to Service Center for inspection or replacement if necessary.
	Possible malfunctioning motor.	Have checked at a local Authorized Warranty Service Center.
	Tank pressure exceeds pressure switch "cut-in" pressure.	Motor will start automatically when tank pressure drops below "cut-in" pressure of pressure switch.
	Check valve stuck open - fails to relieve head pressure; motor cannot start.	Remove and clean, or replace. **DO NOT OVER-TIGHTEN.**
	Loose electrical connections.	Check wiring connection inside pressure switch and motor terminal box area.
	Fuse blown, circuit breaker tripped.	1. Check fuse box for blown fuse and replace if necessary. Reset circuit breaker. Do not use a fuse or circuit breaker with higher rating than that specified for your particular branch circuit. 2. Check for proper fuse; only time delay fuses are acceptable. 3. Check for low voltage conditions. 4. Remove check valve and clean or replace if it is stuck open or closed. 5. Disconnect any other electrical appliances from circuit. The compressor must operate on its own branch circuit.
	Pressure release valve on pressure switch has not unloaded head pressure.	Do not use an extension cord. Bleed the line by pushing the lever on the pressure switch to the OFF position, opening the pressure release valve. If the valve still doesn't open, it must be replaced. Have checked at an Authorized Warranty Service Center.
	Paint spray on internal motor parts.	Do not operate the compressor in the spray area. See Flammable Vapor Warning.

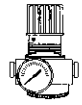
PROBLEM	CAUSE	CORRECTION
Excessive belt wear.	Belt is too loose or tight.	Adjust tension instructions. (See "Belt Adjustment or Replacement" section in this manual.
	Loose pulley.	Check for worn keyway or pulley bore. Also check for bent motor shaft. Replace parts if necessary.
	Pulley misalignment.	Motor pulley and flywheel must be in line within 1/32". (See "Pulley and Flywheel - Alignment" section in this manual.)
Squealing sound.	Loose belt.	Adjust belt tension. (See "Belt Replacement" section in this manual.)
	There is no oil in the compressor.	Add oil to top of fill hole in base.
Pressure reading on the regulated pressure gauge drops when an accessory is used.	It is normal for "some" pressure drop to occur.	If there is an excessive amount of pressure drop when the accessory is used, adjust the regulator. **NOTE** **Adjust the regulated pressure under flow conditions (while the accessory is being used).**
Regulator knob - continuous air leak. Regulator will not shut off at air outlet.	Dirty or damaged regulator internal parts.	Clean or replace regulator or internal parts.

ACCESSORIES

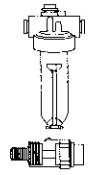
Accessories can be found at the store from which the unit was purchased or at a local hardware store.

FILTERS, REGULATORS, LUBRICATORS

FILTER / REGULATOR
Regulates air pressure and removes moisture, oil and other debris from the air line. Protects tools from rust and is essential when spray painting. Locate as close to the tool as possible.



REGULATOR
Controls air pressure downstream and/or in secondary feeder lines.



LUBRICATOR OR INLINE OILER
Administers oil into the air line. Reduces excessive wear and rusting in tools. Do not use when spray painting.

PLUMBING COMPONENTS

CONNECTORS
Connects components that have similar NPT threads; Male or Female.

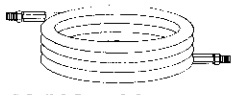
ADAPTERS
Combines components that have different NPT threads; Male or Female.

360° SWIVEL CONNECTOR
Eliminates hose twist and improves tool handling.

T-FITTING
Ideal for branching air lines.

INLINE VALVE
On/Off valve. Controls air flow; not air pressure.

HOSE



3/8" I.D. HOSE
Ideal for increasing working distance in high CFM applications.

1/4" COIL HOSE
Self-retracting and lightweight. Less bulk than regular hoses. Ideal secondary hose line in lower CFM applications.

QUICK-CONNECTS

BODIES & PLUGS
Together they provide quick and easy attachment/separation of components within the air line. Do not mix different styles of bodies/plugs.

LIMITED WARRANTY

PORTER-CABLE CORPORATION warrants to the original purchaser that each new air compressor and service part is free from defects in material and workmanship and agrees to repair or replace under this warranty any defective product or part as follows from the original date of purchase.

5 YEARS – Limited warranty on 2-stage oil-free air compressor **pumps** that operate at 1725 RPM and 1 year limited warranty on all other parts.

3 YEARS – Limited warranty on oil-lubricated air compressor **pumps** and 1 year limited warranty on all other parts.

1 YEAR – Limited warranty on all other air compressor products.

90 Day – Service parts

Engine warranties are the responsibility of the engine manufacturer. Warranties of merchandise sold by Porter-Cable which has been manufactured by and identified as the product of another company are the responsibility of the manufacturer of that product.

THIS WARRANTY IS NOT TRANSFERABLE AND DOES NOT COVER

- Products sold damaged or incomplete, sold "as is", sold reconditioned or used as rental equipment.
- Delivery, installation or normal adjustments explained in the owner's manual.
- Damage or liability caused by shipping, improper handling, improper installation, incorrect voltage or improper wiring, improper maintenance, improper modification, or the use of accessories and/or attachments not specifically recommended by PORTER-CABLE for the tool.
- Repairs necessary because of operator abuse or negligence, or the failure to install, operate, maintain and store the product according to the instructions in the owner's manual.
- Damage caused by cold, heat, rain, excessive humidity, corrosive environments and materials, or other contaminants.
- Expendable items that become worn during normal use such as drain valves, fuses, filters, belts, air cleaners, spark plugs, engine oil and pump oil.
- Cosmetic defects that do not interfere with tool functionality.
- Freight costs from customer to Porter-Cable.
- Repair and transportation costs of products or parts determined not to be defective.
- **ANY INCIDENTAL, INDIRECT OR CONSEQUENTIAL LOSS, DAMAGE, OR EXPENSE THAT MAY RESULT FROM ANY DEFECT, FAILURE OR MALFUNCTION OF THE PRODUCT.** Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.
- **IMPLIED WARRANTIES, INCLUDING THOSE OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, ARE LIMITED TO ONE YEAR FROM THE DATE OF ORIGINAL PURCHASE.** Some states do not allow limitations on how long an implied warranty lasts, so the above limitations may not apply to you.

WARRANTY SERVICE is available by delivering or shipping the defective product or part to any Porter-Cable authorized warranty service location. To determine the nearest authorized warranty service location, call the toll free number, 1-888-559-8550, 24 hours a day, 7 days a week. Specific instructions regarding servicing arrangements and scheduling may vary depending on the type and size of the product and the availability of repair parts.

- DO NOT return the defective product to the retailer.
- Retain the original cash register sales receipt as proof of purchase for warranty work.
- Only Air compressors with 60 and 80 gallon tanks will be inspected at the site of installation.
- The customer should contact Porter-Cable directly if the purchaser does not receive satisfactory results from the authorized warranty service center.

PORTER✦CABLE

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