

COMPRESSOR INFORMATION

If the unit appears to turn freely then the following should be checked:

a) Check condition of the air filter

- ◆ Blockage in the filter element will adversely affect compressor performance.

b) Check for blown head gasket

- ◆ This is demonstrated by oil leakage from the gasket under the compressor head.
- ◆ Priming performance will be adversely affected.
- ◆ Remove and replace as required.

c) Listen to note of compressor

- ◆ If compressor sounds irregular in its action (missing) then a worn / unseated / broken valve is likely.
- ◆ This will require a compressor rebuild or compressor replacement.
- ◆ Further testing should be carried out to decide this (see bottom of this section).

d) Check If Pop - Off Valve Is Releasing

- ◆ A banging sound results from *too much* compressed air being produced.
Likely causes are:
 - ◇ A restriction in airflow 'downstream' of the compressor - check inline air check valve first for correct operation.
 - ◇ Incorrect jets and nozzles fitted (see reference chart in appendices)
 - ◇ Defective pop - off valve. Standard units are set to 125 psi. *DO NOT fit a higher working pressure valve - this is potentially very dangerous.*
 - ◇ Engine / motor overspeed. (Normal engine operating speed is 2000 rpm).
 - ◇ Wrong pulleys / belts resulting in the compressor being driven overspeed (see reference chart in the appendices)

IF NONE OF THE ABOVE ARE THE PROBLEM THEN:

e) Install 120 psi Pressure Gauge In Compressed Air System

- ◆ Using a tee and reducer, fit the gauge in the line and run the pump.
- ◆ Optimal pressure is around 60 psi (+/- 10 psi).
- ◆ Higher pressure indicates a restriction in the priming system.
- ◆ Lower pressure indicates a defective compressor or badly worn venturi jet / nozzle.