AC2T & AC2T-ES

INDUSTRIAL GASOLINE AIR COMPRESSOR

OPERATOR'S MANUAL

WARNING

IT IS EXTREMELY IMPORTANT TO READ AND UNDERSTAND THE ENTIRE CONTENTS OF THIS OPERATOR'S MANUAL BEFORE ATTEMPTING TO OPERATE THE PRODUCT. THIS EQUIPMENT IS POTENTIALLY HAZARDOUS AND COULD CAUSE PHYSICAL INJURY OR EVEN DEATH IF IMPROPERLY USED.

8/9/2015

⚠ WARNING ⚠

DO NOT OPERATE EQUIPMENT UNTIL READING & UNDERSTANDING OPERATOR'S MANUAL!

TABLE OF CONTENTS

IMPORTANT WARNING SYMBOLS

Read Operator's Manual

Toxic Fumes

Store in Dry Place

◆

Eye Protection required

Explosion

Fire

Hot Surfaces

Proper Lifting

Moving parts

The following signal words and meanings are intended to explain the level of risk associated with this product	
⚠ DANGER	Indicates a hazard which, if not avoided WILL result in death or serious injury.
⚠ WARNING	Indicates a hazard which, if not avoided, could result in death or serious injury.
⚠ CAUTION	Indicates a hazard which, if not avoided, could result in minor or moderate injury.

⚠ DANGER

NEVER WELD OR DRILL A TANK

Never attempt to repair a damaged tank. Any modification on a tank such as welding or drilling will weaken the tank - which may result in rupture or explosion. Only replace worn or damaged tanks!

IMPORTANT SAFETY INFORMATION

MANUFACTURER SHALL NOT BE RESPONSIBLE FOR ANY CONSEQUENCES RESULTING FROM IMPROPER USE OF THIS EQUIPMENT. THE OPERATOR IS REQUIRED TO READ THE ENTIRE CONTENTS OF THIS MANUAL BEFORE ATTEMPTING TO OPERATE THE UNIT. IF THE OPERATOR DOES NOT COMPLETELY UNDERSTAND THE INSTRUCTIONS AND ALL OF THE HAZARDS OF OPERATING THIS UNIT AFTER READING THIS MANUAL, OPERATOR MUST CALL THE FACTORY TO ANSWER THESE QUESTIONS TO OPERATOR'S COMPLETE SATISFACTION BEFORE PROCEEDING.

- READ AND COMPLETELY UNDERSTAND ENTIRE CONTENTS OF THIS OPERATOR'S MANUAL AND BECOME FAMILIAR WITH THE UNIT BEFORE ATTEMPTING TO START USING THIS EQUIPMENT! IT IS YOUR RESPONSIBILITY TO KNOW ITS APPLICATIONS, LIMITATIONS, AND HAZARDS! CALL THE FACTORY WITH ANY QUESTIONS.
- A MINIMUM OF THREE (3) FEET OF CLEARANCE ON ALL SIDES IS REQUIRED.
- THIS UNIT IS ONLY TO BE USED FOR ITS INTENDED PURPOSE, ANY OTHER APPLICATIONS COULD VOID WARRANTY.
- USER ACCEPTS RESPONSIBILITY FOR INJURIES AND/OR DAMAGE RESULTING FROM OTHER APPLICATIONS.
- INSPECT UNIT PRIOR TO USE FOR ANY UNSAFE CONDITIONS.
- FOLLOW ALL CODES FOR THE SAFE OPERATION OF THIS EQUIPMENT, BOTH LOCAL AND FEDERAL
- ONLY PEOPLE THAT ARE WELL ACQUAINTED WITH THE RULES OF SAFE OPERATION SHOULD USE THE GENERATOR.
- KEEP CHILDREN AWAY FROM THE UNIT.
- WEAR SAFETY GLASSES AND HEARING PROTECTION.
- DO NOT STAND ON THE UNIT OR ATTEMPT TO USE IT AS A HAND HOLD.
- REPLACE OR REPAIR ANY DEFECTIVE PARTS BEFORE USING.
- DO NOT FILL FUEL TANK IF ENGINE IS HOT.
- THE ENGINE GOVERNOR IS PRESET. DO NOT TAMPER WITH THE SETTING. EXCESSIVELY FAST SPEEDS WILL SEVERELY SHORTEN THE LIFE OF THE ENGINE AND MAY BE HAZARDOUS

FOR OUTDOOR USE ONLY

NEVER USE THIS UNIT INSIDE OF ANY BUILDING, ENCLOSURE OR A RECREATION VEHICLE (RV). NO MODIFICATIONS WILL ELIMINATE THE DANGER OF POSSIBLE CARBON MONOXIDE POISONING, FIRE OR EXPLOSION.

WARNINGS AND CAUTIONS

IN THIS MANUAL AND OR DECALS AND TAGS ON THE UNIT ARE NOT ALL INCLUSIVE. IT WOULD BE IMPOSSIBLE TO ANTICIPATE EVERY CIRCUMSTANCE THAT MIGHT INVOLVE A HAZARD HANDLING.

WARNING

CALIFORNIA PROPOSITION 65 WARNING

Engine exhaust from this product contains chemicals known to the state of California to cause cancer, birth defects and other reproductive harm. Battery posts, terminals and related accessories are known to the state of California to cause cancer, birth defects and other reproductive harm.

REVIEW THIS MANUAL THOROUGHLY

FOLLOW **ALL** INSTRUCTIONS PROVIDED WITHIN THIS MANUAL. THIS EQUIPMENT CAN CAUSE SERIOUS INJURY TO PEOPLE AND ANIMALS AND SEVERE DAMAGE TO PROPERTY IF OPERATED NEGLIGENTLY OR INCORRECTLY. PAY PARTICULAR ATTENTION TO **ALL** SAFETY INSTRUCTIONS, WARNINGS AND NOTICES.

IMPORTANT SAFETY INFORMATION

UNPACKING

Inspect your air compressor carefully for any damage that may have occurred during transit. Be sure to inspect and tighten all bolts, screws and fittings before attempting to start the unit. Do not attempt to operate a damaged unit. It may burst and cause serious injury or property damaged.

⚠WARNING Your compressor comes equipped with a guard over the drive wheel and belt assembly. Never attempt to operate this unit if the guard is damaged or removed. Personal injury could result from contact with moving parts.

⚠WARNING Never remove or attempt to adjust the safety valve. Keep it free from paint or any other accumulations.

⚠WARNING This unit may cause electrical arcs that could ignite flammable gas or vapor. Keep flammable items away from the compressor and keep the compressor from flammable conditions.

⚠CAUTION Compressor parts may be hot even if the unit is not running.

MAINTENANCE SCHEDULE

	DAILY	EVERY MONTH/ 30 HRS	EVERY 6 MONTHS/ 500
Check Oil Levels	X		
Check Air Filter		X	
Check For Oil Leaks	X		
Replace Air Filter			X
Change Oil			X
Drain condensate	X		
Ensure belt guards and covers are securely in place.	X		

THE COMPRESSOR PUMP REQUIRES 32oz (SAE30) OIL

⚠WARNING **MINIMUM DISTANCE FOR CLEARANCE IS 3 FEET FOR ALL COMBUSTIBLE MATERIAL**

UNDERSTANDING YOUR UNIT

- **HOSE AND REGULATOR** Use 3/8 inch hose and regulator that has a minimum rating that exceeds the maximum working pressure of the compressor. The amount of air pressure released at the hose outlet is controlled by the regulator.
- **ACM SAFETY VALVE** This valve will release excessive pressure if the maximum pressure is exceeded.
- **DISCHARGE TUBE** This tube carries compressed air from the pump to the check valve. Never touch the discharge tube because it becomes very hot during operation.
- **UNLOADER** Valve used to release all pressure from the tanks and pump for starting.
- **CHECK VALVE** This is a one way valve that allows air to enter the tank but prevent air from going out of the tank.
- **HANDLE** The handle is provided to move the compressor.
- **BELT GUARD** The belt guard covers the belt and pulley.
- **DRAIN PETCOCK** Each tank has a drain petcock on the bottom and is used to drain moisture from the tank. Open the petcock and reduce air pressure below 10 psi and allow moisture to drain. This should only be done daily to reduce the risk of corrosion.

START UP

Starting the unit with <u>electric start</u>

- Unit is shipped with the battery cables disconnected.
  - Attach positive (red) lead first.
  - Attach negative (black) lead last.
- Rotate the fuel valve to the “on” position.(figure 1 or 2)
- Move the choke to the “closed” or “start” position. (figure 2 or 6 depending on the type of engine. Consult your engine manual)
- Open the unloader as shown in figure 8.
  - Note, it is normal for air to escape when the unloader is opened for starting. Pressure must be released from the system prior to starting the engine.
- Assure the throttle is pushed to the left. (figure 5)
- Turn key to the “start” position. See figure 6
- Once engine starts, return key to the “run” position.
- Move choke to the “open” or run position.
- Close the unloader valve as shown in figure 7

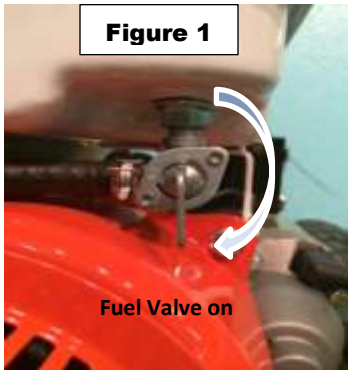
.

Starting the unit <u>manually</u>

- Rotate the fuel valve to the “on” position.(figure 1 or 2)
- Move the choke to the “closed” or “start” position. (figure 2 or 6 depending on the type of engine. Consult your engine manual)
- Open the unloader as shown in figure 8.
  - Note, it is normal for air to escape when the unloader is opened for starting. Pressure must be released from the system prior to starting the engine.
- Assure the throttle is pushed to the left. (figure 5)
- Turn key to the “on” position. See figure 4 or rotate ignition switch to the right as shown in figure 3.
- Pull starter grip slowly until resistance is felt.
- Pull cord briskly
- Return starter cord gently into the recoil housing.
- Move choke to the “open” or run position.
- Close the unloader valve as shown in figure 7

.

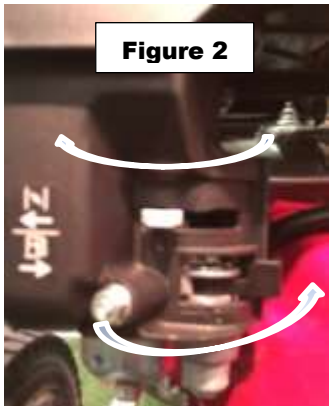
Figure 1



Fuel Valve on

Choke in start position

Figure 2



Fuel Valve on

Figure 3

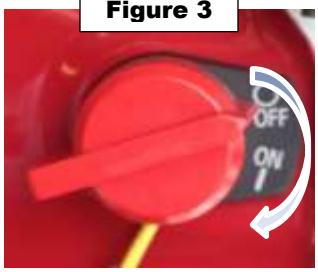
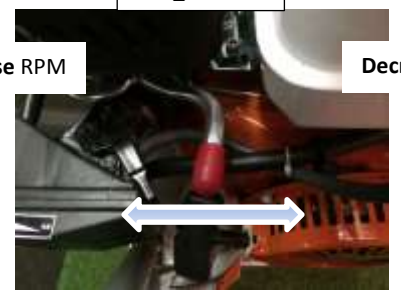


Figure 4

ONLY **on electric start models**

Figure 5



Increase RPM

Decrease RPM

Figure 6

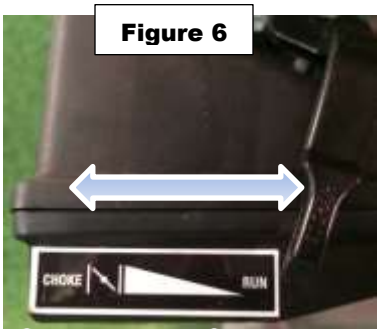
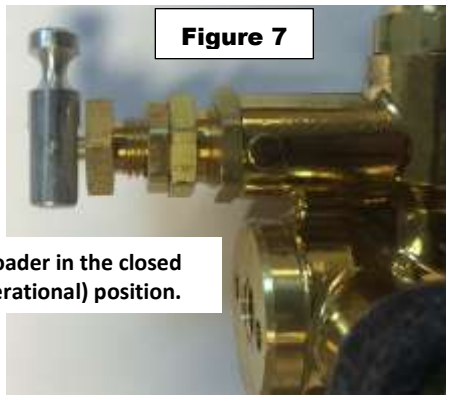


Figure 7



Unloader in the closed (operational) position.

Figure 8

Unloader in the open (starting) position

BATTERY TYPE: 12 Volt DC 12AH/20HR

DANGER

Stored batteries give off explosive hydrogen gas while recharging. An explosive mixture will remain around the battery for a period of time after it has completed recharging. Any spark can ignite the hydrogen and cause an explosion. Such an explosion can shatter the battery and cause blindness or other serious injury.

DANGER

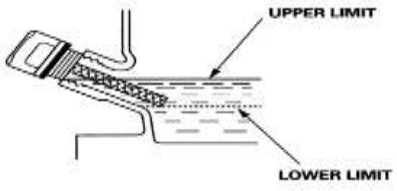
Avoid smoking, open flames, sparks or any other source of heat around a battery. Wear protective goggles, rubber apron and rubber gloves when working around a battery. Battery electrolyte fluids are an extremely corrosive sulfuric acid solution than can cause severe burns. If a spill occurs, immediately flush with clear water.

DANGER

Never short the battery terminals! Electrical short, shock, burns or explosion will occur!

Stopping the engine

- Rotate key or **ignition** switch counterclockwise to the **off** position.
- Rotate the fuel valve to the closed position for storage, maintenance or transportation.
- Disconnect battery for storage or maintenance.

CHECK AND FILL OIL	CHECK AND FILL FUEL	CHECK/REPLACE FILTER
CAUTION **DO NOT ATTEMPT TO START THE ENGINE BEFORE CHECKING OIL**	**WARNING** **DO NOT OVERFILL! LEAVE ROOM FOR FUEL EXPANSION. NEVER FILL FUEL INDOORS. NEVER FILL FUEL WHEN ENGINE IS HOT OR RUNNING. DO NOT SMOKE OR FILL**	**CAUTION** **DO NOT CLEAN AIR FILTER WITH ANY TYPE OF DETERGENT.**
1. Place generator on a level surface. 2. Clean area around oil fill opening. 3. Remove the dipstick. 4. Wipe the dipstick clean. 5. Reinsert dipstick and check oil level. 6. DO NOT OVERFILL 6. **CLOSE OIL CAP.** 7. Change oil as published  	**1. Fill with gasoline fuel only** 2. Clean area around fuel cap. 3. Remove fuel cap. 4. Add fuel to fuel tank. 5. DO NOT overfill. Do not fill above the red plug inside the fuel tank filter (this allows for fuel expansion) 6. Replace fuel cap. 7. Wipe up any spilled fuel.	1. Remove cover panel. 2. Loosen screw and remove air filter cover 3. Never wash air cleaner with any kind of detergent or cleaning solvent. 4. Air filter should be changed if engine performance decreases or color of exhaust changes. 5. Never run engine without air filter. This will cause rapid engine wear.

CHANGING THE ENGINE OIL

*First oil change should be after 5 hours. After initial break-in period change oil every (30) hours.

- Remove the oil cap or dipstick
- Place a container underneath the drain bolt
- Unscrew the oil drainage bolt
- Allow oil to drain completely
- Reinstall the drainage bolt and tighten securely.
- Refill the oil per the check and fill instructions above.
- **16** ounce oil capacity in the crankcase depending on the amount of oil drained.
- Reinstall the dipstick.

NOTE: Used oil must be disposed of properly. Take used motor oil to an approved recycling center.

**First oil change should be after 5 hours. After initial break-in period change oil every (30) hours.*

SPARK PLUG MAINTENANCE

The spark plug must be properly gapped and free of deposits in order to ensure proper engine operation.

- Remove the spark plug cap
- Clean area around the base
- Remove the spark plug
- Inspect the spark plug for damage and clean with a wire brush. If there is any damage, the plug should be replaced. If you replace the plug, use the recommended spark plug or equivalent: **NGK-BPR6ES**.
- The gap between the electrodes is **.027'-.030**" SEE ENGINE MANUAL.
- Thread the spark plug in by hand to prevent cross threading.
- If using a NEW plug, once the plug seats by hand, tighten the plug 1/2 rotation with a wrench to compress the washer.
- If reusing the old plug, once the plug seats by hand tighten the plug 1/8-1/4 rotation with a wrench to compress the washer.

- RELEASE ALL PRESSURE FROM THE SYSTEM BEFORE ATTEMPTING TO PERFORM ANY MAINTENANCE. SEE FIGURE 8 ABOVE.

- **BEFORE EACH USE**. CHECK THE AIR FILTER, THE OIL LEVEL, AND THE GASOLINE SUPPLY BEFORE STARTING THE ENGINE. TEST THE ACM SAFETY VALVE BEFORE STARTING THE ENGINE.

- PULL THE RING ON THE SAFETY VALVE AND LET IT SNAP BACK TO ITS NORMAL POSITION. THIS VALVE IS DESIGNED TO RELEASE AIR AUTOMATICALLY WHEN THE TANK PRESSURE EXCEEDS THE PRESET MAXIMUM. THE ACM VALVE MUST BE REPLACED IF AIR LEAKS AFTER THE RING HAS BEEN RELEASED OR IF THE VALVE IS STUCK AND CANNOT BE ACTIVATED BY THE RING.

- NEVER TAMPER WITH THE ACM SAFETY VALVE! CLEAN DEBRIS FROM THE ENGINE, FLYWHEEL, TANK, AIRLINES, AND PUMP COOLING FINS BEFORE ATTEMPTING TO START THE ENGINE.

- **AFTER EACH USE.** BE SURE TO DRAIN THE TANKS COMPLETELY AFTER EACH USE.

- **COMPLETE TANK INSPECTION**. CAREFULLY INSPECT THE TANK OFTEN FOR CRACKS FORMING AROUND THE WELDS. REMOVE PRESSURE FROM THE TANK IMMEDIATELY AND REPLACE THE TANK IF A CRACK IS DETECTED.

- NEVER EVER ATTEMPT TO REPAIR OR MODIFY A TANK!

- **DRIVE BELT** BELTS TEND TO STRETCH AS A RESULT OF NORMAL USE. THE BELT WILL DEFLECT ABOUT 1/2 INCH WITH FIVE POUNDS OF PRESSURE APPLIED MIDWAY BETWEEN THE ENGINE PULLEY AND THE PUMP (SEE BELOW).

- **ADJUSTING THE BELT TENSION**
REMOVE THE BELT GUARD.

- LOOSEN THE ENGINE BRACE.

- LOOSEN THE 4 FASTENERS HOLDING THE ENGINE TO THE BASEPLATE.

- SHIFT THE MOTOR TO PROPERLY ALIGN BELT. LAY A STRAIGHT EDGE AGAINST THE FACE OF THE FLYWHEEL, TOUCHING THE RIM IN TWO PLACES (SEE BELOW).

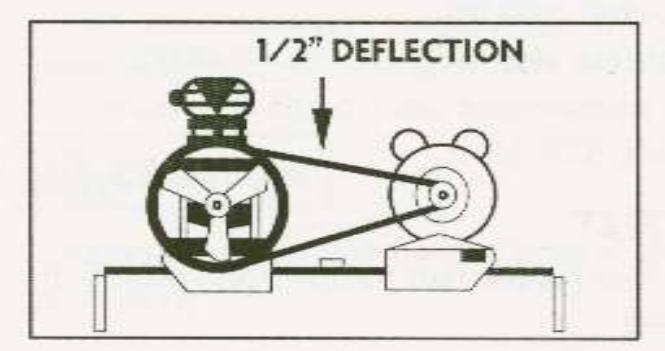
- ADJUST THE MOTOR OR THE FLYWHEEL UNTIL THE BELT RUNS PARALLEL TO THE STRAIGHT EDGE.

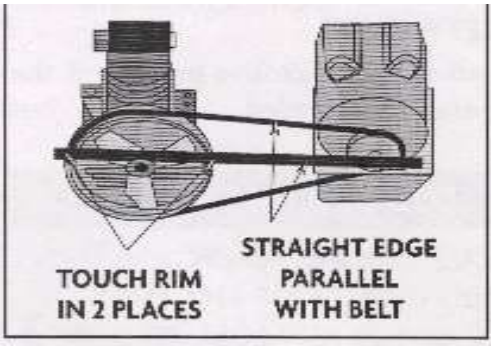
- USE A GEAR PULLER TO MOVE THE PULLEY ON THE SHAFT AND TIGHTEN THE FASTENERS.

- ADJUST THE BRACE AND REINSTALL.

- **STORAGE.** DRAIN TANKS. DISCONNECT HOSE AND HANG WITH OPEN END DOWN TO ALLOW MOISTURE TO DRAIN.

- STORE IN A COOL, DRY PLACE.





TROUBLESHOOTING

ENGINE		
PROBLEM	**CAUSE**	**SOLUTION**
Engine will not start or Engine starts but runs rough.	1.) Ignition switch or On/Off switch is turned off 2.) Battery is dead (electric Start only!) 3.) Fuel valve is turned off 4.) Out of fuel 5.) Water in fuel 6.) Stale Fuel 7.) Carburetor is clogged or float is stuck closed 8.) Throttle lever is in slow position 9.) Not enough speed or force for recoil start 10.) Dirty air cleaner 11.) Low oil level 12.) Possible fouled spark plug or faulty ignition system 13.) Engine has lost compression	1.) Turn ignition switch or on/off switch on 2.) Charge or replace battery 3.) Turn fuel valve on 4.) Fill fuel tank 5.) Drain fuel tank into an approved container and refill with fresh fuel 6.) (see #5 above) 7.) Have carburetor cleaned by a service dealer 8.) Move throttle lever toward engine (left) to increase RPM's 9.) Read and follow starting instructions 10.) Replace or clean air filter 11.) Add oil to proper level 12.) Check spark plug for spark 13.) Contact customer service at **1-800-845-4141**
Engine shuts down during operation	1.) Out of fuel 2.) Low oil level 3.) Debris in carburetor 4.) Possible faulty ignition system or spark plug 5.) Fault in engine	1.) Fill fuel tank 2.) Add oil to proper level 3.) Have carburetor cleaned by service dealer 4.) Check spark plug for spark 5.) Contact customer service at **1-800-845-4141**

COMPRESSOR PUMP		
Problem	**Cause**	**Solution**
Low Discharge Pressure	1.) Air leaks 2.) Leaking valves 3.) Restricted air intake 4.) Slipping belt 5.) Blown head or seals in pump 6.) Regulator/unloader valve needs adjusting 7.) Low compression	1.) Listen for escaping air. Apply soap solution to fittings to see if the bubbles appear 2.) Replace ACM or regulator/unloader valve 3.) Clean the air filter element 4.) Remove belt guard and tighten belt (see pg. 8) 5.) Replace V pump (no rebuild kits) 6.) Adjust regulator/unloader valve 7.) Replace pump (no rebuild kit) Contact customer service at **1-800-845-4141**
Pump is Overheating	1.) Poor ventilation 2.) Dirty cooling surfaces 3.) Blown cylinder head on pump 4.) Low oil in pump	1.) Move compressor to a well-ventilated area 2.) Clean all cooling surfaces including air filers on engine and pump 3.) Both pump heads should be pulling air in to cool pump. If one or both heads are blowing air out, pump must be replaced 4.) Check oil level thru site glass at base of pump. Add oil as needed. Use SAE 30 in compressor pump
Excessive Belt Wear	1.) Pulley is out of alignment 2.) Belt too loose or too tight 3.) Pulley wobbles	1.) Re-align pulley 2.) Adjust belt tension (see pg. 8) Check belt for wear. Replace belt if needed 3.) Check for worn or bent crankshaft, worn or loose keyway. Check shaft bore in pulley for wear
Unit Stalls	1.) Low Oil levels 2.) Engine shuts down when tank pressure reaches maximum capacity	1.) Check oil level in engine and pump. (use SAE 30 oil in pump and engine) 2.) Throttle control needs to be adjusted to higher RPM.

WARRANTY

American Fab **equipment** is warranted to be free from defects in material and workmanship for a period of **ONE** year after date of purchase; the engine is warranted for **TWO** years.

SPECIFICATIONS

Equipment Type	Industrial Gasoline
Fuel	86 octane or higher, 10% ethanol maximum
Tank Size	8 gallon
Ignition System	Recoil Start Model or Electric Start Model
CFM	12 @ 100 PSI
Battery Type (on electric start only)	12 volt 12AH/20HR
Engine Warranty	**2** years
Equipment Warranty	**1** year
Weight	160 pounds
Dimensions of the unit	L 44” W 19.5” H 22”

Manufactured by:

AMERICAN FAB INC
PO Box 1027
Travelers Rest, SC 29690
Customer Service: 1-800-845-4141