TROUBLESHOOTING		
SYMPTOM	**POSSIBLE CAUSE**	**REMEDY**
Engine Won't start	Out of Gas	Refuel
	Oil level low	Add oil
	Switch is off	Turn to 'ON'
	Fuel valve is off	Turn to 'ON'
	Engine flooded	Turn off choke, and pull starter until excess fuel is removed
	Bad spark plug	Replace
	No spark plug	Check spark across plug gap
	Engine air filter wet, clogged or dirty	Inspect and replace if necessary, should be clean and dry
	Defective low oil sensor switch	Check by disconnecting the wires of the sensor . See authorized engine service center for repairs
Recoil starter pulls very hard	Air pressure in the tanks	Move hand unloader to 'Unload' positiion while starting
Compressor won't build pressure	Air leak	Use a solution of soapy water to find leak
	Hand unloader ins in 'Unload' position	Move to 'Load' position
	Worn piston cup and/or sleeve	Remove head and valveplate to inspect, replace if needed
	Broken flapper valve	Remove head and valveplate to inspect, replace if needed
Engine won't return to high speed	Resistance in throttle control	Clean and lubricate the cable casing and control cylinder
	Resistance in throttle linkage	Loosen friction nut on the throttle linkage of the engine
Safety valve blows open and engine won't return to idle	Control valve set incorrectly	With compressor running, adjust control valve by loosening the 9/16" hex while holding the 5/8" jam hex. Loosen slowly - 1/8 turn at a time
Compressor slow to recover	Air leak	Use a solution of soapy water to find leak
	Engine run speed too low	Turn run speed adjustment screw (CCW) - See engine manual
	Control valve set incorrectly	Refer to Control Valve section for instructions to set correctly
	Throttle cable out of adjustment	Adjust throttle cable by removing the attachment screw and turning the attachment clip (clip is threaded)
	Worn piston cup and/or sleeve	Remove head and valveplate to inspect, replace if needed
	Resistance in throttle control	Clean and lubricate the cable casing and control cylinder
	Resistance in throttle linkage	Loosen friction nut on the throttle linkage of the engine
Compressor recovers fast	Control valve set incorrectly	Refer to Control Valve section for instructions to set correctly
	Air tanks full of water	Drain water out of tanks
	Throttle cable out of adjustment	Adjust throttle cable by removing the attachment screw and turning the attachment clip (clip is threaded)
Excessive vibration	Engine speed out of adjustment	Adjust run speed to 3450 rpm +/- 150 rpm
		Adjust idle speed to 2200 +/- 150 rpm
	Resistance in throttle control	Clean and lubricate the cable casing and control cylinder
	Resistance in throttle linkage	Loosen friction nut on the throttle linkage of the engine
	Throttle cable out of adjustment	Adjust throttle cable by removing the attachment screw and turning the attachment clip (clip is threaded)
	Loose engine bolts	Tighten bolts that connect engine to baseplate of tank
Engine quits	Oil level low	Add oil
	Too much oil in engine	Place on level surface, chwck oil level, drain if necessary
	Engine idle speed too low	Turn idle speed adjustment screw (CW) to 2200 +/- rpm
	Resistance in throttle control	Clean and lubricate the cable casing and control cylinder
	Resistance in throttle linkage	Clean and lubricate the cable casing and control cylinder
Incorrect cut-in/cut-out pressure	Control valve set incorrectly	Refer to Control Valve section for instructions to set correctly
Spark plugs wet/fouled	Engine idle speed too low	Turn idle speed adjustment screw (CW) to 2200 +/- rpm
	Engine run with choke on	Set choke to run position when engine is running
	Engine idles for long periods	Increase idle speed to 2500 +/- 150 rpm or replace spark plug with a spark plug that is one heat range 'hotter' - see authorized engine service center
Engine speed fluctuates	Engine is running out of fuel	Refuel

Engine Questions: Contact the engine manufacturer's authorized service center.
Compressor Questions: Contact Thomas Pumps and Compressors.

Control Valve Setting Instructions
The control valve is preset at the factory to load at 115 psi and unload at 135 psi and should not require adjustment.

If adjustment is necessary, the unload pressure is adjusted by slightly turning the pressure adjusting nut (9/16" Hex) while holding the locking nut (5/8" Hex). Turn clockwise to increase and counterclockwise to decrease the unload pressure.

Changing the differential (the difference between the load and unload pressure) is accomplished by holding the locknut (7/8" Hex) closest to the body of the valve, then turning the differential nut (3/4" Hex) very slightly. Turn clockwise to increase and counter-clockwise to decrease the differential.