




AKAC120 Kohler Series Air Compressor

OPERATION MANUAL



 WARNING	<p>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.</p>
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WARNING


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

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Warnings and Hazards

- **CO Poisoning:** Exhaust from engine contains carbon monoxide, a poisonous gas that can cause carbon monoxide poisoning and possible death if inhaled. **ONLY** run air compressor **OUTDOORS** and at least 20 feet from the home, away from windows, vents, and air intakes, to allow proper ventilation. If you start to feel sick, dizzy, or weak while using the air compressor, shut off the engine and get to fresh air **RIGHT AWAY**.
- **Injection Injury:** High-pressure air stream can pierce skin and underlying tissues, leading to serious injury and possible amputation. Such an injection injury can result in blood poisoning and/or severe tissue damage.
- **Flying Debris:** High-pressure air stream can cause flying debris and possible surface damage.
- **Electric shock:** Operating equipment in wet conditions or near water can cause electric shock.
- **Not For Breathing Air:** AMP compressors are **NOT** designed, intended, or approved for supplying breathing air. No compressed air should be used for breathing unless air is treated in accordance with applicable standards.
- **Fire/Explosion:** Sparks from air powered tool heads or attachments can ignite fuel or other flammable liquids or vapors in the vicinity. Exceeding the maximum pressure for air tools or attachments could cause them to explode.
- **Burns:** Compressor pump, engine and discharge tubing are hot surfaces that can cause burn injuries. Detailed safety information about these hazards appears throughout this manual.

Unpacking Instructions

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.



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.



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



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

MAINTENANCE SCHEDULE

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

Compressor Pump requires 30SAE oil. Fill to middle or top of red dot in sight glass. Do not overfill or this will cause damage and oil spills.



For all Engine related information please refer to separate manual provided for Kohler rh265-3124 engine.



MINIMUM DISTANCE FOR CLEARANCE IS 3 FEET FOR ALL

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.

OPERATION INSTRUCTIONS

UNDERSTANDING YOUR AIR COMPRESSOR

- **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.

STARTING YOUR UNIT

- 1. Move the manual throttle/choke lever into the start position.



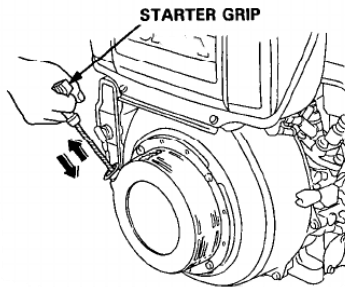
- 2. Put unloader in open position.

This picture shows open position.



This is closed position

- Gently Pull starter grip slowly until resistance is felt.



- Pull cord briskly
- Return starter cord gently into the recoil housing.
- Move throttle choke lever to desired rpms.



- Close the unloader valve



You may need to pull recoil start multiple times before engine starts.

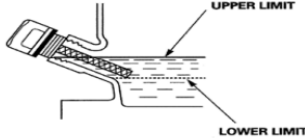


Please refer to Kohler Engine manual for troubleshooting.



Units are sometimes pre-tested. If unit has trouble starting, open ACM Safety Valves on each tank. Then follow starting steps above. Close the valves once started.

Maintenance & Troubleshooting

CHECK AND FILL OIL	CHECK AND FILL FUEL	CHECK/REPLACE FILTER
<p style="text-align: center;">CAUTION</p> <p>DO NOT ATTEMPT TO START THE ENGINE BEFORE CHECKING OIL</p> <ol style="list-style-type: none"> 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 	<p style="text-align: center;">WARNING</p> <p>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</p> <ol style="list-style-type: none"> 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. 	<p style="text-align: center;">CAUTION</p> <p>DO NOT CLEAN AIR FILTER WITH ANY TYPE OF DETERGENT.</p> <ol style="list-style-type: none"> 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.
- **20** 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.

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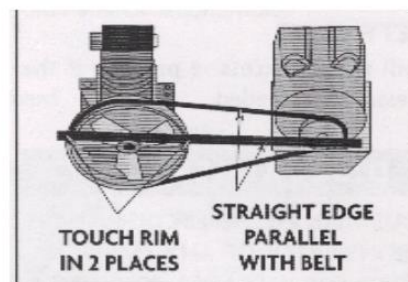
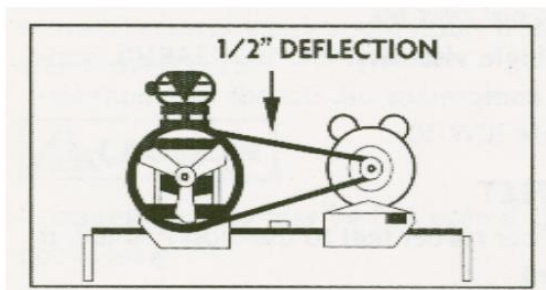
SPARK PLUG MAINTENANCE

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.
- 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.
- 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.
- ADJUST THE MOTOR OR THE FLYWHEEL UNTIL THE BELT RUNS PARALLEL TO THE STRAIGHT EDGE.
- USE A GEAR PULLER TO REMOVE 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

For all questions call AMP at 877-601-2823

Problem	Possible Cause	Solution
Engine Starts and Runs Rough or Engine will not Start.	<ol style="list-style-type: none"> 1.) Ignition switch or On/Off switch is turned off or Throttle Lever is not in correct position. 2.) Fuel valve is turned off 3.) Out of fuel 4.) Water in fuel 5.) Old Fuel 6.) Carburetor float stuck or clogged 7.) Lever on Throttle needs to be turned up 8.) Recoil Start is not in correct position 9.) Air Filter needs to be cleaned 10.) Insufficient oil level 11.) Possible fouled spark plug or wiring boot damaged 12.) Air Tanks filled with residual air 	<ol style="list-style-type: none"> 1.) Turn ignition switch or on/off switch on 2.) Turn fuel valve on 3.) Fill fuel tank 4.) Drain fuel tank into an approved container and refill with fresh fuel 5.) (same as #4 above) 6.) Clean the Carburetor or replaced 7.) Move throttle lever toward rabbit and not turtle 8.) Read and follow starting instructions 9.) Replace or clean air filter 10.) Add oil to proper level 11.) Check spark plug for spark 12.) Open tank valves and then start the unit
Engine Shuts Down During Operation	<ol style="list-style-type: none"> 1.) Out of fuel 2.) Low oil level 3.) Debris in carburetor 4.) Possible faulty ignition system or spark plug 5.) Fault in engine 	<ol style="list-style-type: none"> 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 1-877-601-2823
Low Discharge Pressure	<ol style="list-style-type: none"> 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 	<ol style="list-style-type: none"> 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)
Overheating Pump	<ol style="list-style-type: none"> 1.) Poor ventilation 2.) Dirty cooling surfaces 3.) Blown cylinder head on pump 4.) Low oil in pump 	<ol style="list-style-type: none"> 1.) Move compressor to a well ventilated area 2.) Clean all cooling surfaces including air filters 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	<ol style="list-style-type: none"> 1.) Pulley is out of alignment 2.) Belt too loose or too tight 3.) Pulley wobbles 	<ol style="list-style-type: none"> 1.) Re-align pulley 2.) Adjust belt tension 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
Engine Stalls	<ol style="list-style-type: none"> 1.) Low Oil levels 2.) Engine shuts down when tank pressure reaches maximum capacity 	<ol style="list-style-type: none"> 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.

**FOR ENGINE MANUALS PLEASE VISIT
KOHLERENGINES.COM**

Visit Americanmotorproducts.net for further information about your AKAC120 AMP Kohler Series Air Compressor. Including features and troubleshooting documents.



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