

AMP AKAC120 Gas Air Compressor Troubleshooting

Problem	Possible Cause	Solution
<p style="text-align: center;">Engine Starts and Runs Rough or Engine will not Start.</p>	<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(after prolonged storage) 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 with them open.
<p style="text-align: center;">Engine Shuts Down During Operation</p>	<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

<p style="text-align: center;">Low Discharge Pressure</p>	<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) <p>Contact customer service at 877-601-2823</p>
<p style="text-align: center;">Overheating Pump</p>	<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
<p style="text-align: center;">Excessive Belt Wear</p>	<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 <p>Check belt for wear. Replace belt if needed</p> <ol style="list-style-type: none"> 3.) Check for worn or bent crankshaft, worn or loose keyway. Check shaft bore in pulley for wear
<p style="text-align: center;">Engine Stalls</p>	<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.