

Clarke®

air



50L ENGINE DRIVEN AIR COMPRESSOR MODEL NO: XPPV11 & XPP15 RANGE

OPERATION & MAINTENANCE INSTRUCTIONS



ORIGINAL INSTRUCTIONS

LS0118 - ISS 1

INTRODUCTION

Thank you for purchasing this CLARKE compressor which is designed to supply compressed air to air powered tools for a wide range of applications such as spraying, sanding, drilling, and cutting.

Before attempting to use this product, please read this manual thoroughly and follow the instructions carefully. In doing so you will ensure the safe operation of the compressor.

MODELS COVERED

XPPV11/50	XPP15/50
XPPVH11/50	XPPH15/50

SPARE PARTS AND DIAGRAMS

Spare parts and diagrams are available on request by contacting our parts and service department on 020 8988 7400.

GUARANTEE

This product is guaranteed against faulty manufacture for a period of 12 months from the date of purchase. Please keep your receipt which will be required as proof of purchase.

This guarantee is invalid if the product is found to have been abused or tampered with in any way, or not used for the purpose for which it was intended.

Faulty goods should be returned to their place of purchase, no product can be returned to us without prior permission.

This guarantee does not effect your statutory rights.

SPECIFICATIONS

	XPPV11/50	XPPVH11/50	XPP15/50	XPPH15/50
Part Number	2092551	2092556	2092560	2092565
Engine Type	Honda 5.5HP		Honda 6.5 HP	
Displacement CFM	9	9	15	15
Air Receiver size	50 l	50 l	50 l	50 l
Dimensions (mm) L x W x H	930 x 350 x 800	1000 x 460 x 840	930 x 400 x 800	1000 x 460 x 840
Weight (kg)	32	37	61	67

NOTE: Specifications are correct at the time of going to print. In the interests of safety or improvement in design, Clarke International reserves the right to change specifications at any time.



WARNING: DO NOT ATTEMPT TO ALTER ENGINE SPEED SETTINGS, DOING SO WILL INVALIDATE YOUR GUARANTEE

NOISE LEVELS

These machines produce noise levels in excess of 70dB(A). Persons working in the vicinity of the machine must be provided with suitable ear protection.

FOR YOUR SAFETY



WARNING: AS WITH ALL MACHINERY, THERE ARE CERTAIN HAZARDS INVOLVED WITH THEIR OPERATION AND USE. EXERCISING RESPECT AND CAUTION WILL CONSIDERABLY LESSEN THE RISK OF PERSONAL INJURY. HOWEVER, IF NORMAL SAFETY PRECAUTIONS ARE OVERLOOKED, OR IGNORED, PERSONAL INJURY TO THE OPERATOR, OR DAMAGE TO PROPERTY MAY RESULT. IT IS IN YOUR OWN INTEREST TO READ AND PAY ATTENTION TO THE FOLLOWING RULES:

GENERAL PRECAUTIONS

ALWAYS

- ensure that all individuals using the compressor have read and fully understand the Operating Instructions supplied and are suitably trained
- stop the engine and ensure the pressure is expelled from the air receiver before carrying out any maintenance.
- ensure that there is adequate ventilation when spraying flammable materials e.g. cellulose paint, and keep clear of any possible source of ignition.
- protect yourself. Think carefully about any potential hazards which may be created by using the air compressor and use the appropriate protection. e.g. Goggles will protect your eyes from flying particles. Face masks will protect you against paint spray and/or fumes. Ear defenders will prevent hearing damage caused by loud noise.
- consult paint manufacturers instructions for safety and usage, before spraying
- ensure that the air supply is turned off at the machine outlet and all pressurised air from the machine and other equipment attached to it, is expelled BEFORE disconnecting air hoses or other equipment.
- make sure that children and animals are kept well away from the compressor and any equipment attached to it.
- ensure that any equipment or tool used in conjunction with your compressor, has a safety working pressure exceeding that of the machine.

DO NOT

- direct a jet of air at people or animals, and NEVER discharge compressed air against the skin. Compressed air CAN BE dangerous!

- leave pressure in the receiver overnight, or when transporting.
- adjust, or tamper with the safety valves. The maximum pressure is factory set, and clearly marked on the machine.
- operate in wet or damp conditions. Keep the machine dry at all times. Similarly, a clean atmosphere will ensure efficient operation. Do not use in dusty or otherwise dirty locations.
- touch the machine until it has cooled down...some of the metal parts can become quite hot during operation.
- operate your compressor with any guards removed.

FIRE PREVENTION

ALWAYS

- switch the engine OFF when refuelling.
- refuel away from any source of heat.
- refuel in a well ventilated area.

DO NOT

- overfill the tank, fill to the level specified.
- smoke whilst refuelling and avoid smoking or using a naked flame near the compressor.
- start the engine if there is spilled fuel. Any spillage must be wiped clean and the compressor allowed to dry before attempting to start the engine.

EXHAUST GAS PRECAUTIONS

ALWAYS

- Make sure that there is adequate ventilation when using the compressor.
- Position the compressor so that the exhaust is pointed away from people or animals.

DO NOT

- use the compressor indoors or in an enclosed area. (i.e. in a warehouse, tunnel, well, hold etc.)



WARNING: EXHAUST FUMES CAN BE FATAL

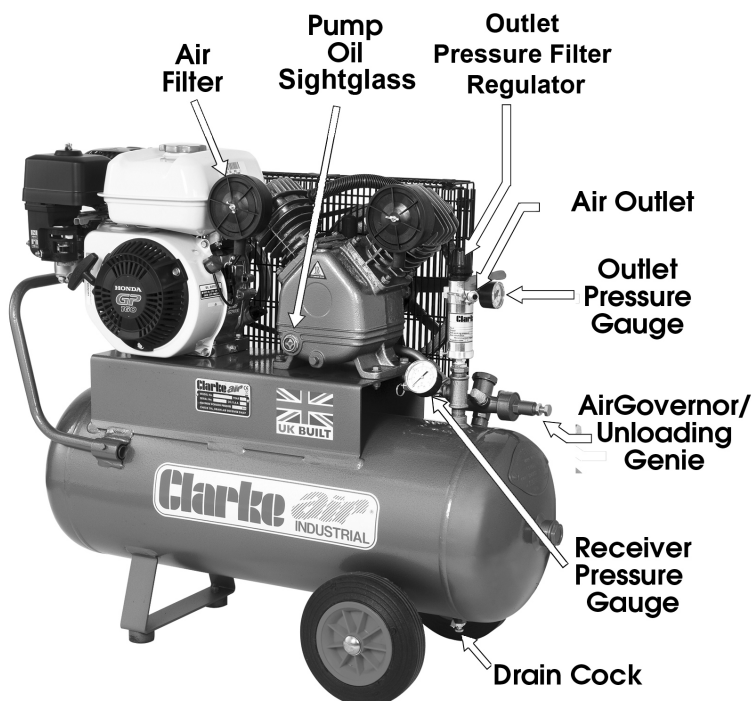
GENERAL NOTES

- NEVER allow anyone, not fully familiar with compressors, to use this equipment.
- DO NOT alter the engine settings....these settings are set at the factory. Should they need re-calibration - consult your Clarke dealer

RESIDUAL RISK

Although this manual contains extensive safety warnings and information on the safe operation of your compressor, every tool does have certain residual risks which cannot be completely excluded with warnings or safety devices. This compressor must therefore always be operated with caution.

OVERVIEW



PREPARATION FOR USE

A. ENVIRONMENTAL

- Ensure the compressor is sited on a firm level surface.
- Ensure the environment is dry and dust free.
- Ensure there is adequate ventilation for: (a) Air intake to compressor pump, (b) Cooling for compressor pump, (c) Engine exhaust gases.

B. ENGINE

Check oil and fuel levels and a visual check of components. Refer to engine service manual.

C. PUMP

- Check oil level on the sightglass - to level marked.

D. FUELLING

Fill with unleaded petrol, according to the instructions within the engine manual.

- Ensure the fuel tap is set to the required position.
- Ensure The fuel hose and connectors are intact, in perfectly serviceable condition and there is no leakage.

NOTE: Always use a funnel to fill the fuel tank so as to avoid accidental spillage of fuel. If fuel is spilled it must be removed from the unit and surrounding area, before attempting to start the engine.

E. RECEIVER

- Drain off any condensate, by opening the drain cock (see Fig. 1). Remember to close the drain cock when completed.

NOTE: This should be carried out DAILY when the compressor is in constant use.

F. AIR HOSE & AIR TOOL

- Attach the air hose to the outlet using an appropriate connector.
- Attach the air tool/spray gun to the air hose...If using snap couplings, use a whip end, available from your Clarke dealer.

STARTING THE COMPRESSOR

INITIAL START-UP

1. Fully open the receiver drain cock, (located between the wheels).
 2. **To ease starting, ensure there is no pressure in the pump outlet manifold by opening the Bleed Valve (See Fig.2).**
 3. Start the engine, according to the instructions contained in the engine service manual, if this is the first time you use the compressor, allow to run for 10 minutes.
 4. After a ten minute period, close the drain cock and bleed valve then ensure both air outlet taps are closed (off position).
 - Pressure will build up in the receiver and eventually the air governor will operate so that the engine runs off load. The pressure registered on the pressure gauge should be 100psi.
 5. Slide the outlet taps outwards to allow air to escape from the outlets, and slowly turn the pressure regulator clockwise. Observe the pressure gauge. When the pressure has dropped by approx. 20psi, the Air Governor/Load genie will operate and the compressor will cut in again. Close the sliding outlet valves and pressure in the air receiver will once again increase
 6. Finally, stop the engine and set the pressure regulator to zero pressure (turned fully anticlockwise) and attach the air hose and air tool.
 7. Open the sliding valves then set the pressure regulator to full pressure (100psi) and check for air leaks at the tool and connectors.
- If leaks are apparent, set the regulator to zero pressure (fully anticlockwise), press the trigger of the tool to ensure no air is present in the airline, then rectify the problem before proceeding.
 - If no leaks are evident, Open the bleed valve, start the engine and then close the bleed valve. Set the outlet pressure to the desired value and proceed to use the air tool in accordance with the manufacturers instructions.

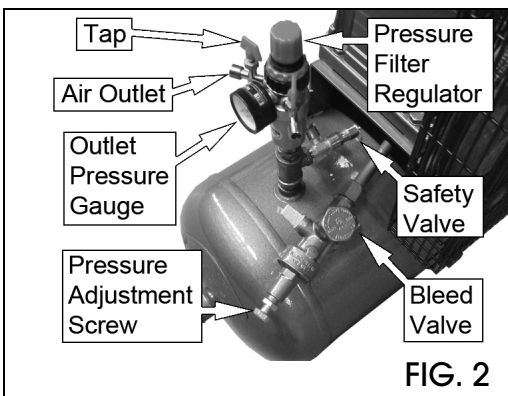


FIG. 2

WHEN STARTING SUBSEQUENTLY, START THE MACHINE AS FOLLOWS:

1. At the beginning of the day, open the drain cock and allow any condensate to drain completely, then close the drain cock.
2. To ease starting, ensure there is no pressure in the pump outlet manifold by opening the Bleed Valve (See Fig.2 on page 8).
3. Connect the air hose to one of the outlets and the air tool and set the pressure regulator to zero pressure (turned fully anticlockwise).
4. Start the engine in accordance with the instructions contained in the engine service manual, then close the bleed valve and allow pressure to build up.
5. When the Air Governor/Load Genie has operated and the compressor has gone 'off line', slide the outlet valve outwards fully then adjust the pressure regulator so that the desired pressure is registered on the gauge.
6. Check for air leaks at the tool and connectors, before proceeding.

OUTLET PRESSURE ADJUSTMENTS

PORTABLE COMPRESSORS

1. Pressure Adjusting Knob
2. Outlet Taps
3. Pressure Gauge

TO ADJUST OUTLET PRESSURE:

To increase pressure - turn knob (1) clockwise. To decrease pressure - turn knob (1) anticlockwise.

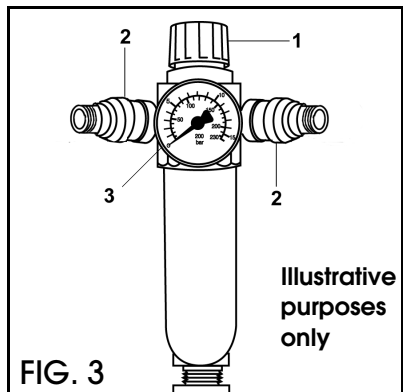


FIG. 3

STOPPING THE COMPRESSOR

1. At the end of the day, stop the compressor in accordance with the instructions in the engine manual, then open the drain cock.
2. Close the air outlet by sliding both valves inwards.
3. Operate the air tool trigger or operating lever etc., to ensure there is no pressure in the air line, then disconnect airline and tool.



WARNING: DO NOT UNDER ANY CIRCUMSTANCES ATTEMPT TO REMOVE THE AIR TOOL OR DISCONNECT THE AIR HOSE UNTIL YOU ARE SATISFIED THAT THE PRESSURE HAS BEEN RELIEVED.

4. Finally, close the drain cock.
5. Take care not to touch the engine or pump as they remain hot for some time after use.

MAINTENANCE

DAILY

1. Drain Air Receiver of any condensate
2. Check engine oil level and top up where necessary. Ensure the dipstick breather hole is not blocked.
3. Check pump oil level

WEEKLY

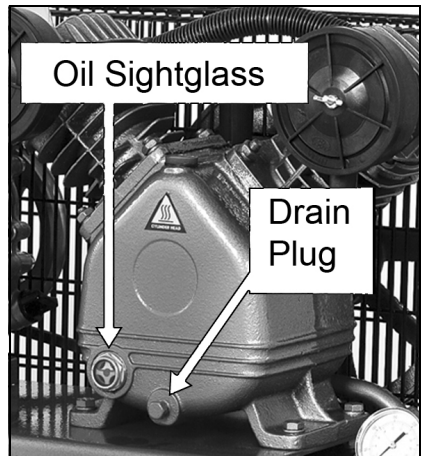
1. Clean Pump Air Filter
 - Unbolt the Pump Air Filter cover and pull away to reveal foam element. If badly contaminated, replace. Remove any loose contaminants if any then replace.
2. Clean the engine cooling fins.

6 MONTHLY

1. Renew pump lubricating oil.
2. Drain pump by removing the drain plug.
3. Replace screw and top up until oil is level with the mark on the dipstick, using SAE30 oil available from your Clarke dealer as follows:
 - Compressor oil - 1 litre: Part No. 3050810
 - Compressor oil - 5 litre: Part No. 3050802

In addition to the above, check the engine manual for service schedule.

Repairs should only be carried out by a qualified engineer. If problems occur, contact your Clarke dealer.



TROUBLESHOOTING CHART

IMPORTANT!

1. Any remedial work that may be required must be carried out by a qualified electrician/engineer.
2. Empty Air Receiver of Air before dismantling any part of the compressor unit's pressure system.
3. If your compressor develops a fault do not use until the fault has been rectified.

SYMPTOM	PROBABLE CAUSE	REMEDY
Engine difficult to start	Load Genie leaking (compressor unit is on load during start).	Stop engine and empty air receiver. Clean or replace Load Genie
	Load Genie valve blocked, possibly frozen up.	Thaw Load Genie out (Unit must be installed in frost-free place).
Compressor unit constantly 'on load'	Load Genie defective	Have Load Genie serviced or replaced
	Load Genie set at a pressure higher than the safety valve's opening pressure	Contact Clarke Service Department
	Load Genie leaking.	Contact Clarke Service Department

SYMPTOM	PROBABLE CAUSE	REMEDY
Compressor constantly 'on load' and cannot attain the working pressure required.	Suction filter blocked.	Clean / Change filter.
	Leak between compressor block and air receiver leaks in or near air receiver.	Tighten connection and repair leak.
	Valves blocked by dirt, paint, dust or choked up.	Contact Clarke Service Department
	Inspection cover or drain plug leaking.	Empty air receiver and change seals/plugs.
	Pressure gauge defective	Change pressure gauge.
	Unit too small in relation to air consumption.	Use a larger capacity compressor
	Compressor worn.	Have compressor overhauled or replace it.
Unusual noise from compressor.	Bolts loose.	Tighten bolts
	Flywheel loose.	Tighten flywheel
	Unit installed on an unsuitable base.	Move unit to a more solid base
	Bearings, piston rings or cylinder worn.	Contact Clarke Service Department
	Valve broken	Contact Clarke Service Department

SYMPTOM	PROBABLE CAUSE	REMEDY
Compressor becomes too hot.	Insufficient ventilation.	See that sufficient air is supplied to flywheel or fan of compressor and that hot air is properly vented.
	Oil level too low (check 2 or 3 minutes after stopping).	Fill with oil
	Fault in valves (machine not stopping).	Contact Clarke Service Department
	Blown head gasket (machine not stopping).	Contact Clarke Service Department
	Dirt on cooling fins or suction filter.	Clean cooling fins and suction filter.
	Unit working at too high a pressure.	Contact Clarke Service Department
	Not fully unloading	Contact Clarke Service Department
	Load genie partly blocked.	Contact Clarke Service Department
Compressor unit runs on and off load more frequently than usual.	Large amount of condensation in air receiver.	Drain off condensation Regularly (Every day before use).
	Leaks in system	Locate leaks (by means of soapy water) and repair.
Compressor unit runs 'on load' when no air is being used.	Leaks in system	Locate leaks (by means of soapy water) and repair.

SYMPTOM	PROBABLE CAUSE	REMEDY
Compressor's oil consumption rising.	Too much oil in compressor.	Check oil level 2 or 3 minutes after stopping.
	Leaks around crank case	Contact Clarke Service Department
	Working temperature of compressor too high because of insufficient cooling.	Increase ventilation to air compressor.
	Cylinder worn.	Contact Clarke Service Department
	Intake air filter blocked	Clean or replace
Oil in the air delivered.	Sump over full	Reduce oil to correct level.
	Cylinder worn	Contact Clarke Service Department
	Intake air filter blocked	Clean / Change air filter.
Oil level rises although no oil has been put in.	Condensation in oil pump.	Compressor over dimensioned.
Condensation at outlet points.	Piping installation incorrect.	Consult your local dealer
	Compressor taking in air which is too warm.	Obtain better fresh-air supply to compressor.

A SELECTION FROM THE VAST RANGE OF

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WATER PUMPS

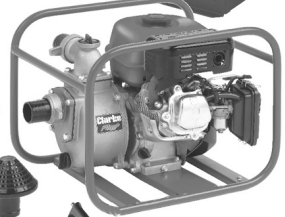
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