

Chantre®



AIR COMPRESSOR

MODEL NO: CFP11F

PART NO: 2090908

OPERATING & MAINTENANCE INSTRUCTIONS



ORIGINAL INSTRUCTIONS

GC0621 rev 2

INTRODUCTION

Thank you for purchasing this CLARKE Engine Driven Compressor.

Before attempting to use this product, please read this manual thoroughly and follow the instructions carefully. In doing so you will ensure the safety of yourself and that of others around you, and you can look forward to your purchase giving you long and satisfactory service.

IMPORTANT



WARNING: THIS SYMBOL IS USED THROUGHOUT THE USER GUIDE WHEN THERE IS A RISK OF PERSONNAL INJURY. MAKE SURE THAT THESE WARNINGS ARE READ AND UNDERSTOOD AT ALL TIMES.



CAUTION: THIS SYMBOL IS USED THROUGHOUT THE USER GUIDE WHEN THERE IS A RISK OF DAMAGE TO THE PRODUCT. MAKE SURE THAT THESE CAUTIONS ARE READ AND UNDERSTOOD AT ALL TIMES.

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.

GENERAL SAFETY PRECAUTIONS









Before using your compressor, read and pay attention to the following safety guidelines.

1. Make sure that all persons using the compressor have read and fully understand these operating instructions and had any necessary training
2. Compressed air is dangerous. DO NOT point a jet of air at persons or animals or discharge compressed air against the skin.
3. Repairs must only be carried out by a qualified engineer. If problems occur, contact your CLARKE dealer.
4. Before carrying out any maintenance, make sure that the pressure is released from the air receiver.
5. DO NOT leave pressure in the air receiver overnight or when transporting.
6. DO NOT adjust or tamper with the safety valve. The maximum pressure is set at the factory.
7. DO NOT operate in wet or damp conditions. Keep the compressor dry at all times. Similarly, clean air will allow the compressor to work efficiently. Do not use in dusty or otherwise dirty locations.
8. Some metal parts can become hot during operation. DO NOT touch these until the compressor has cooled down.
9. ALWAYS set the pressure regulator to the recommended setting for the air tool being used.
10. When spraying flammable materials e.g. cellulose paint, ensure that there is sufficient ventilation and keep clear of any source of ignition.
11. DO NOT use this compressor in explosive atmospheres.
12. DO NOT operate this compressor in a confined space unless additional ventilation is provided.
13. Before spraying any material always consult paint manufacturers instructions for safety and usage.
14. Wear PPE such as goggles to protect your eyes from flying particles. Face masks will protect you against paint spray and fumes.
15. This compressor will produce noise levels in excess of 70dB(A). Persons working near the compressor must be equipped with ear protection.
16. Make sure that air hoses are not kinked or wrapped around the compressor and not subjected to strain.

17. When disconnecting air hoses from your compressor, make sure that the air supply is turned off at the outlet and vent all pressurised air from within the air receiver.
18. Make sure that children and animals are kept well away from the compressor and any airline equipment attached to it.
19. Make sure that any equipment or air tool used in conjunction with your compressor has a safe working pressure exceeding that of the compressor.
20. Take care when transporting the compressor to prevent tipping over with resultant spillage of fluids.

SAFETY SYMBOLS

The following safety symbols are found on the product.

| | | | |
|---|--------------------------------------|---|---|
|  | Refer to instruction manual/booklet. |  | Warning or Caution |
|  | Hot surface-Do not touch |  | Hazard of flammable materials |
|  | Wear eye protection |  | Toxic fumes may be emitted |
|  | Wear ear protection |  LWA 97 dB | This compressor produces high noise level during operation. |

BEFORE USE

POSITIONING THE AIR COMPRESSOR IN THE WORKPLACE

1. ALWAYS carry the compressor using the handle.
2. DO NOT lift by (or put strain on) valves or hoses.
3. Before starting, ensure the compressor is standing on a firm level surface which does not exceed 10° incline, either transversely or longitudinally.
4. Ensure the environment is dry and dust free.
5. Ensure there is adequate ventilation for:
 - Air intake to the compressor pump and engine.
 - Cooling for the compressor pump and engine.
 - Engine exhaust gases.

FILING WITH OIL

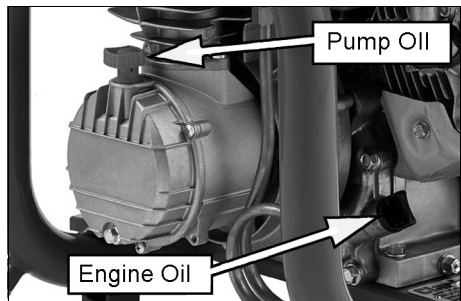
The engine and compressor are supplied without oil inside.

A 1 litre bottle of dual purpose oil is provided in the box and must be added before use (approx 0.6 L to the engine and 0.4 L to the compressor).

For future use, suitable oils are available from your CLARKE dealer:

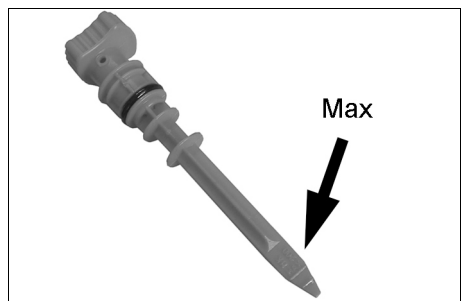
1 litre of SAE30 Engine oil - Part No. 3050852

1 litre of SAE30 Air Compressor oil - Part No. 3050796



AIR COMPRESSOR (PUMP)

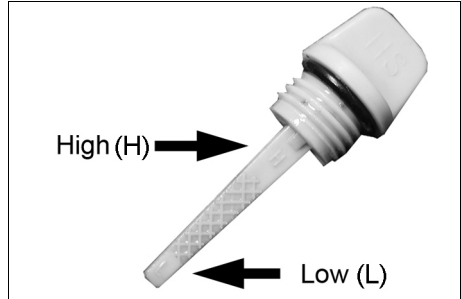
Remove the compressor dipstick and add 0.4 L of compressor oil to the compressor. Check the oil level on the dipstick



ENGINE

Remove the engine dipstick and add 0.6 L of engine oil to the engine. Check that the oil level on the dipstick is within the hatched area when the dipstick is removed from the engine.

Ensure the oil level is visible between the high (H) and low (L) marks on the engine dipstick.



ADDING FUEL

CAUTION: DO NOT SMOKE



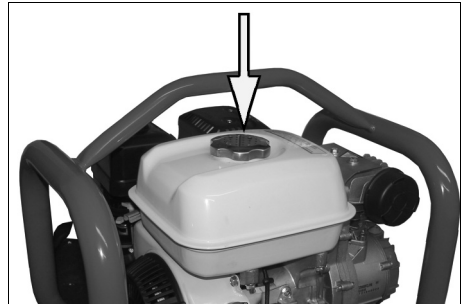
CAUTION: LET A HOT ENGINE COOL BEFORE REFUELING

CAUTION: KEEP FUEL OUT OF REACH OF CHILDREN

CAUTION: ENSURE GOOD VENTILATION AWAY FROM SOURCES OF IGNITION

Remove the filler cap and fill the tank with unleaded fuel. (Max capacity 1.8 L)


- Use a funnel to avoid accidental spillage of fuel.
- If fuel is spilled it must be cleaned from the unit and surrounding area before attempting to start the engine.
- Do not overfill.

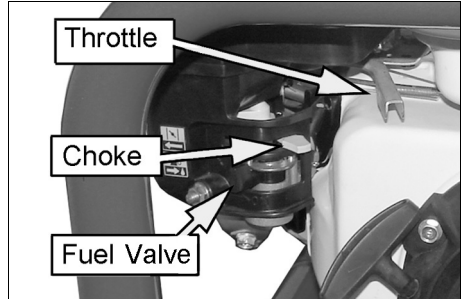


STARTING AND USING THE COMPRESSOR

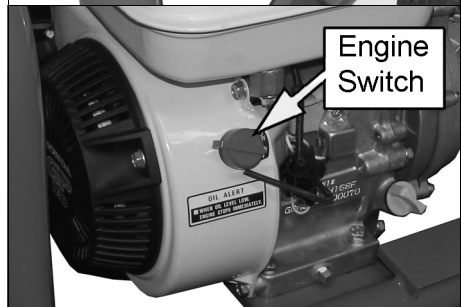
STARTING THE ENGINE FOR THE FIRST TIME

NOTE: For first time operation, do not connect the air hose or any tools and proceed as follows:

1. Turn fuel valve to the ON position.
2. Set the choke lever to the  (starting) position.

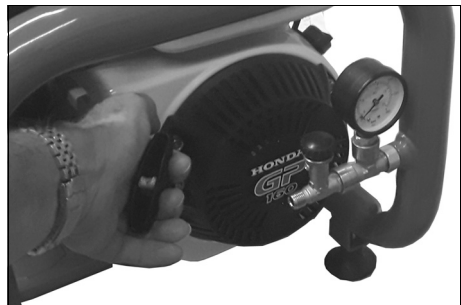


3. Set the engine switch to the "I" (ON) position.



4. Hold the starting handle firmly and pull lightly until you start to feel resistance, then pull sharply to start the engine.

NOTE: You may have to do this more than once.



WARNING: ONCE THE ENGINE HAS STARTED, ALLOW THE STARTING HANDLE TO RECOIL SLOWLY TO AVOID INJURY/DAMAGE AS IT WHIPS BACK.

5. When the engine is running steadily, gradually return the choke lever to the normal running position (to the right).
6. When the engine is running steadily, turn off and attach an air hose to the compressed air outlet and to the air driven tool.

OIL ALERT SYSTEM

An oil alert system is fitted to prevent engine damage caused by insufficient oil in the crankcase. Before the oil can fall below a safe limit the oil alert system will automatically stop the engine although the throttle lever remains in a running position.

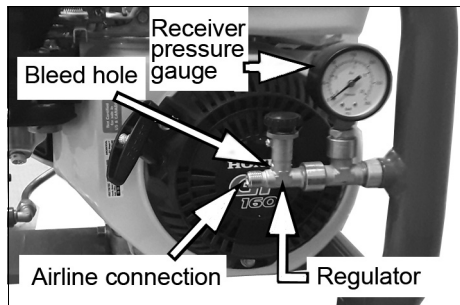
If the engine stops and will not re-start, check the engine oil level before troubleshooting other areas.

ATTACHING AIR TOOLS



WARNING: BEFORE CONNECTING AIR TOOLS, MAKE SURE THAT YOU READ THE INSTRUCTIONS SUPPLIED WITH THE TOOL. ENSURE THAT THE AIR TOOL IS SUITABLE FOR USE WITH THIS COMPRESSOR AND HOSE SPECIFICATIONS.

1. Attach the air hose to the air outlet using an appropriate connector.
2. Attach the air tool to the other end of the air hose.
 - If using snap couplings, use a whip end, available from your CLARKE dealer.



3. Restart the engine and allow pressure to build up in the receiver.
 - The gauge will show the available pressure in the receiver.
4. Check the system for air leaks. If any are apparent, stop the engine and operate the air tool until the air pressure is at zero before rectifying leaks.

NOTE: A self-relieving regulator is fitted which will vent excess air pressure from the bleed hole when the pressure reaches the maximum operating pressure for the compressor.

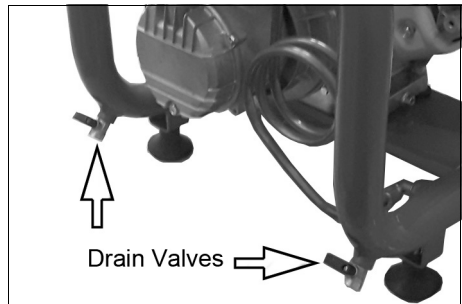
5. Turn the pressure regulator (clockwise to increase pressure) and proceed to use your air tool in accordance with its own product instructions.

SUBSEQUENT STARTING

1. Connect the air hose to the air outlet and tool and set the pressure regulator to zero pressure (turned fully anticlockwise).
2. Start the engine and allow pressure to build up.
3. When the pressure in the receiver has built up and air is expelled at the vent hole, turn the outlet pressure regulator clockwise so that the desired pressure is shown on the pressure gauge.
4. Check for air leaks at the air tool and connectors before proceeding.

STOPPING THE COMPRESSOR

1. At the end of the day, stop the engine by turning the engine switch to OFF and closing the fuel valve.
2. Put a container below the drain valve to collect the condensate.
3. Open the drain valves slowly.
 - Condensation will drain from the air receiver.
4. Close the drain valve when the air receiver has fully drained.
5. Turn the air regulator fully anticlockwise to close off the air supply.
6. Operate the air tool to discharge any pressure in the air line before disconnecting the airline and the air tool.



CAUTION: TAKE CARE NOT TO TOUCH THE ENGINE OR COMPRESSOR AS THEY REMAIN HOT FOR SOME TIME AFTER USE.

CAUTION: 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 RELEASED.

COMPRESSED AIR REQUIREMENTS



WARNING: COMPRESSED AIR CAN BE DANGEROUS. ENSURE THAT YOU ARE FAMILIAR WITH ALL PRECAUTIONS RELATING TO THE USE OF A COMPRESSED AIR SUPPLY.

- If an unusually long air hose is required, (over 8 metres), the line pressure or the hose inside diameter may need to be increased.
 - The air hose must be rated at least 150% of the maximum operating pressure of the tool.
 - If an automatic in-line lubricator/ filter is used it will keep the air tool in good condition but should be regularly checked & topped up with oil. CLARKE air-line oil should be used and the lubricator adjusted to approx 2 drops per minute.
 - Never exceed the maximum operating pressure for the air tool. Higher pressures and contaminated air will shorten the life of the tool due to faster wear and is a possible safety hazard.
-

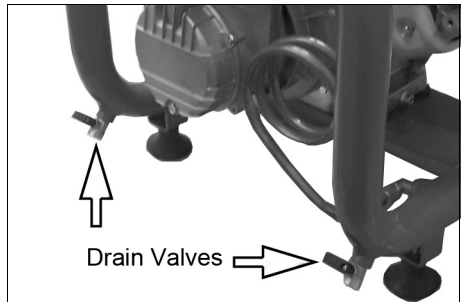
MAINTENANCE

DRAIN THE AIR RECEIVER (DAILY/BEFORE USE)

After use, always open the drain valve(s) to make sure that any condensate is drained off.

CHECK OIL (DAILY)

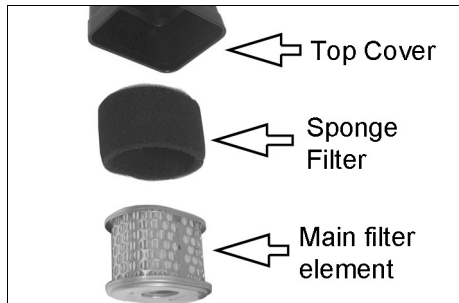
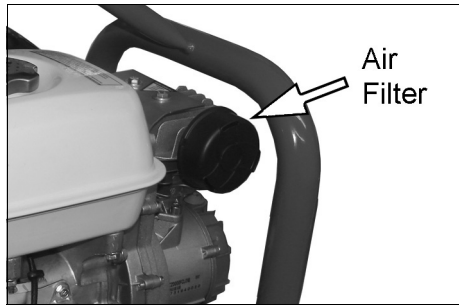
1. Check the engine oil level is between the Low and High marks on the dipstick and top-up if necessary.
2. Check the compressor oil level in the same way.
3. Remove each dipstick and wipe it clean. Insert the dipstick into the hole as far as it will go, then remove it to check the oil level. Do not overfill. Refit the dipstick. Top up if necessary as described on pages 5 & 6.



CLEAN THE COMPRESSOR AIR FILTER (MONTHLY)

The air filter must be examined monthly or more often in dusty conditions.

1. Remove the securing wingnut.
2. Lift off the top cover to expose the filter element.
3. Undo the second wingnut holding the filter in place and remove the filter.
4. If necessary, the outer sponge filter can be carefully cleaned in warm soapy water.
5. Rinse and let the sponge filter dry completely before refitting.
6. Clean the main filter element using a soft brush or a vacuum cleaner.
 - If the main filter element is damaged it must be replaced.
7. Refit the filters and replace the cover, securing with the wingnuts as above.

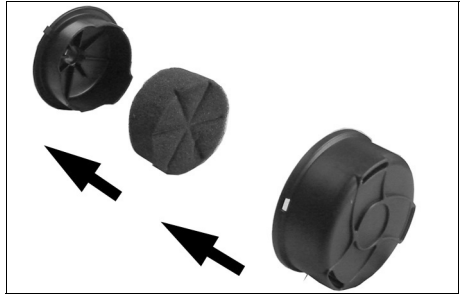


CHECK THE ENGINE INTAKE FILTER (3 MONTHLY/25 HOURS)

1. Unscrew the engine air intake filter assembly and prize off the outer cover by releasing the three small tabs around the perimeter to check the filter for cleanliness.
2. Tap the filter against a hard surface to dislodge loose dirt or blow through with compressed air. Take care when using compressed air and use PPE if appropriate.



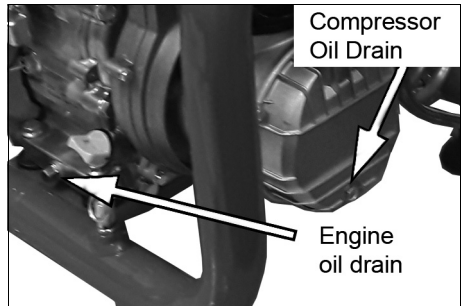
3. Do not brush off dirt as it will be forced into the filter fibres.
4. If necessary, the filter can be carefully cleaned in warm soapy water.
5. Rinse and let the filter dry completely before refitting.
 - If the compressor has been used in a dusty environment, the filter may need cleaning.



CHANGING THE OIL (6 MONTHLY/50 HOURS)

After the first 100 hours use, replace the oil using CLARKE compressor oil and CLARKE SAE30 engine oil. Thereafter, replace the oil after every 50 hours of operation or every 6 months.

To empty the oil from either the compressor or engine remove the oil drain plug shown and drain into a suitable container.



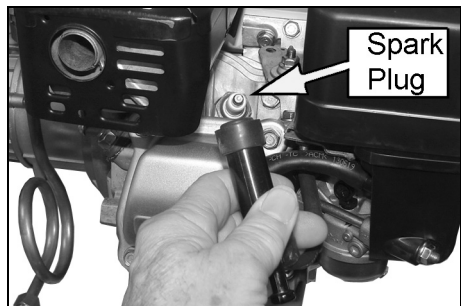
Drain the oil when the engine is warm when it will drain quickly and completely. A new washer should be used when replacing the drain plug.

CHECKING THE SPARK PLUG (YEARLY/EVERY 100 HOURS OF USE)



CAUTION: ALLOW THE ENGINE TO COOL BEFORE REMOVING THE SPARK PLUG.

1. Pull the spark plug cap and lead from the spark plug.
2. Use a spark plug spanner to remove the spark plug.
3. Check for discolouration and use abrasive to remove any build up of carbon.
4. Check the condition of the spark plug and replace if damaged.



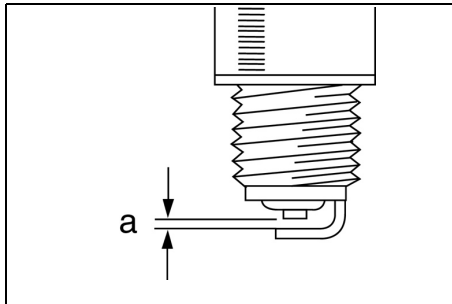
5. Check the spark plug gap (a) with a feeler gauge. It should be between 0.6 and 0.7 mm.

- Adjust if necessary by carefully bending the electrode.

NOTE: Spark plugs are available from your CLARKE dealer.

6. Re-fit the spark plug taking care not to cross thread it and tighten half a turn after the spark plug seats to compress the washer.

7. Refit the spark plug cap/lead.



EVERY 2 YEARS/250 HOURS

1. Carry out the oil changes.
2. Replace the spark plug and air filter.
3. Request your CLARKE dealer to replace fuel lines.

MISCELLANEOUS SPARE COMPONENTS

| No | Description | Part No |
|----|-----------------------------------|---------------|
| 1 | Pump Assembly MK238 Complete | 1370005 |
| 2 | Honda Engine (type GP160HQX3) 5HP | 8000002 |
| 3 | Drain Cock | 2000221 |
| 4 | Pressure Gauge | 2000171 |
| 5 | Safety Valve | 2000191 |
| 6 | Manifold 4-way | FN011276000 |
| 7 | Rubber Foot | FN116011006 |
| 8 | Regulator | FN347026000 |
| 9 | Spark Plug | NGK BPR6ES |
| 10 | Engine Air Filter Set | HS17210ZE1505 |
| 11 | Recoil Starter Assembly | HS28400ZDK003 |
| 12 | Starter Pull-cord | HS28462ZDK003 |

TROUBLESHOOTING



CAUTION: DO NOT TRY TO REPAIR ITEMS IF YOU ARE UNCERTAIN. IF YOU HAVE ANY QUERIES, CONTACT YOUR CLARKE DEALER.

| PROBLEM | PROBABLE CAUSE | REMEDY |
|---|--|--|
| The compressor fails to start | Engine switch is off. | Set the engine switch to 'on'. |
| | No fuel. | Add more fuel. |
| | Spark plug damaged or fouled. | Clean or change the spark plug. |
| | Fuel valve is closed. | Open fuel valve |
| | Choke not being used when starting from cold. | Set choke to the starting position shown on page 6. |
| | Insufficient starting pull. | Pull starter harder. |
| Engine difficult to start | Regulator blocked/not working placing compressor on load. | Drain receiver. Clean or replace regulator. |
| Compressor is constantly 'on load' | Defective regulator. Regulator set to a higher pressure than the safety valve's operating pressure | Service or replace regulator. Contact CLARKE service Dept. |
| Compressor has stopped and does not start. | Faulty or contaminated carburetor. | Contact your service department. |
| Compressor runs on/off load more frequently than usual. | Improper or contaminated fuel. | Check fuel or replace. |
| | Dirt in fuel tank. | Clean out tank. |
| | Excess condensation in air receiver. | Drain off condensation regularly before use. |
| | Leaks in system. | Locate any leak using soapy water and repair. |
| Unusual noise from compressor | Unit installed on an unsuitable base. | Move unit to a more solid base. |
| | Compressor damaged and needs overhaul. | Return the machine to your nearest service agent. |

| PROBLEM | PROBABLE CAUSE | REMEDY |
|---|---|---|
| Compressor runs 'on load' when no air is being used. | Leaks in the system. | Locate leaks by means of soapy water and repair. |
| Compressor is constantly 'on load' and does not reach the set pressure. | Inlet filter blocked. | Dismantle and clean or return the machine to your service agent. |
| | Leaks from air receiver fittings. | Locate and tighten any loose connections. |
| | Valves blocked by dirt. | Contact your CLARKE service department. |
| | Pressure gauge defective. | Replace pressure gauge. |
| | Air leaks from cover or drain plugs. | Empty air receiver and change any leaking seals. |
| | Machine too small in relation to air consumption. | Obtain larger compressor. |
| Oil in the air delivered | Sump is over full. | Reduce to correct level. |
| | Cylinder parts badly worn. | Contact your service department. |
| | Intake air filter blocked. | Clean/change air filter. |
| Compressor's oil consumption increasing | Too much oil in compressor. Leaks around crankcase. | Check oil level 2 or 3 minutes after stopping. |
| | Working temperature of compressor too high due to insufficient cooling. | Contact service department. Increase ventilation to air compressor. |
| | Cylinder worn. | Contact service department. |
| | Intake air filter blocked. | Clean or replace. |
| Oil level rises in compressor though none has been added | Condensation in compressor pump. | Drain oil completely to remove condensate and contaminated oil. |
| Condensation at air outlet points | Compressor taking in air which is too warm. | Obtain better fresh air supply to compressor. |
| Engine cuts out and will not re-start. | Lack of oil has caused the 'low oil cut-out' to trip and stop the engine. | Top up engine oil as shown on page 5. |
| | Check for low fuel level. | Ensure engine has cooled and is safe to re-fuel. |

| PROBLEM | 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 after stopping). | Top up oil. |
| | Blown head gasket. | Contact CLARKE service department. |
| | Dirt on cooling fins or inlet filter. | Clean cooling fins and inlet filter. |
| | Unit working at too high a pressure. | Contact CLARKE service department. |
| | Compressor being over-worked and running continuously. | Connect to a supplementary compressor or install a larger mode. |

SPECIFICATIONS

MODEL CFP11F

| | |
|------------------------------|--------------------|
| Engine type | Honda GP160 |
| Pump type | MK238 |
| Air Receiver size | 3.1 litres |
| Max Output Pressure | 100 psi |
| Air Output volume | 7.77 cfm |
| Outlet connector | 1/4" BSP Male |
| Dimensions (L x W x H) | 380 x 490 x 470 mm |
| Guaranteed Sound Power Level | 97 dB(A) |
| Weight | 26.4 kg |
| Engine Oil capacity | 0.6 L |
| Fuel tank capacity | 1.8 L |

DECLARATION OF CONFORMITY



Homestead Street, Epping, Essex CM11 4UG

DECLARATION OF CONFORMITY

This is an important document and should be retained.

Product Description: Carry frame petrol air compressor
Model number(s): CFP11F
Serial / batch Number: Refer to Machine Label
Date of issue: 15/10/2020

Notified Body:
AV Technology Ltd
Avtech House, Arkle Avenue,
Stanley Green Trading Estate
Handforth Cheshire SK9 3RW
United Kingdom

Technical Documentation Holder:
A. R. Pond
Clarke International
2a Shrubland Road
London E10 7RB
UK

Conformity Assessment Procedure: to 2000/14/EC Annex VI
Manufacturer: Clarke International
Noise Related Value: 2.9 KW
Measured Sound Power Level: 95 dB
Guaranteed Sound Power Level: 97 dB

CFP11F Petrol Compressor (19-08080) DDC (rev0)N020-0107

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Homestead Street, Epping, Essex CM11 4UG

DECLARATION OF CONFORMITY

This is an important document and should be retained.

Directive(s):
2014/30/EU Electromagnetic Compatibility Directive.
2006/42/EC Machinery Directive.
2014/35/EU Low Voltage Equipment Directive.
2011/65/EU Restriction of Hazardous Substances (amended by EU) 2015/863).
2000/14/EC Noise Emissions Directive. (amended by 2005/88/EC).

Standard (s):
EN 1012-1, EN 55072.
The technical documentation required to demonstrate that the product(s) meet(s) the requirement(s) of the aforementioned directive(s) has been compiled and is available for inspection by the relevant enforcement authorities.

The CE mark was first applied in: 2020

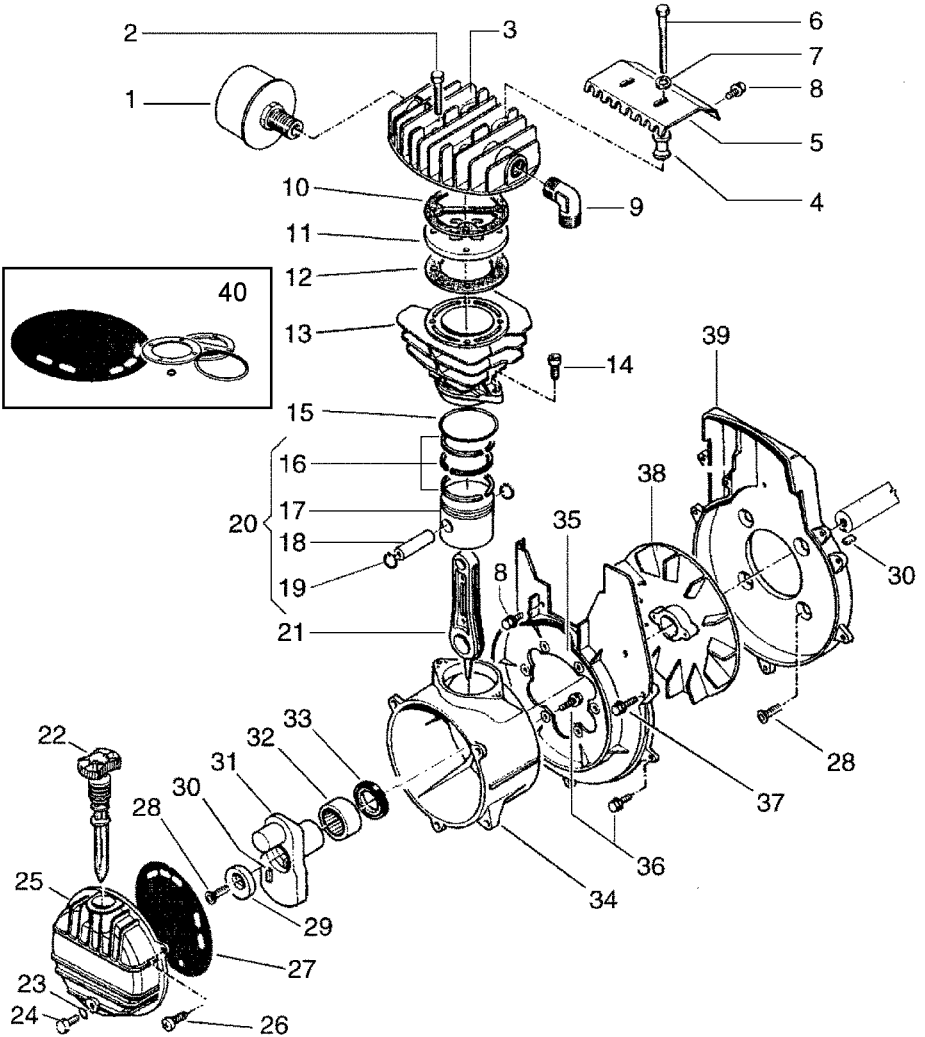
Signed:

J.A. Clarke
Director

CFP11F Petrol Compressor (19-08080) DDC (rev0)N020-0107

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COMPRESSOR COMPONENTS



COMPRESSOR COMPONENTS

| No | Description |
|----|---------------------|
| 1 | Air Filter Assembly |
| 2 | Head Bolt M6 x 45 |
| 3 | Cylinder Head |
| 4 | Spacer |
| 5 | Heat Shield |
| 6 | Screw M6 x 70 |
| 7 | Washer 6.5 x 18 |
| 8 | Screw M5 x 18 |
| 9 | Elbow |
| 10 | Gasket |
| 11 | Valve Plate |
| 12 | Gasket |
| 13 | Cylinder |
| 14 | Screw M8 x 20 |
| 15 | O-Ring |
| 16 | Piston Ring Set |
| 17 | Piston |
| 18 | Gudgeon Pin |
| 19 | Circlip |
| 20 | Piston Assembly |

| No | Description |
|----|----------------|
| 21 | Connecting Rod |
| 22 | Dipstick |
| 23 | Washer |
| 24 | Screw M6 x 10 |
| 25 | End Casing |
| 26 | Screw |
| 27 | Gasket |
| 28 | Screw |
| 29 | Eccentric Lobe |
| 30 | Key |
| 31 | Crankshaft |
| 32 | Bearing |
| 33 | Seal |
| 34 | Crankcase |
| 35 | End Casing |
| 36 | Screw M5 x 20 |
| 37 | Screw M5 x 25 |
| 38 | Fan |
| 39 | End Casing |
| 40 | Gasket Kit |

ENVIRONMENTAL PROTECTION

DISPOSAL OF UNWANTED MATERIALS

One of the most damaging sources of environmental pollution is oil products. Never throw away used oil with domestic refuse or flush it down a sink or drain. Collect any oil in a leak proof container and take it to your local waste disposal site. Should any components become completely unserviceable and require disposal plastic and metal should be disposed of according to local regulations.

A SELECTION FROM THE VAST RANGE OF

Clarke®

QUALITY PRODUCTS



AIR COMPRESSORS

From DIY to industrial, Plus air tools, spray guns and accessories.

GENERATORS

Prime duty or emergency standby for business, home and leisure.

POWER WASHERS

Hot and cold, electric and engine driven - we have what you need

WELDERS

Mig, Arc, Tig and Spot. From DIY to auto/industrial.

METALWORKING

Drills, grinders and saws for DIY and professional use.

WOODWORKING

Saws, sanders, lathes, mortisers and dust extraction.

HYDRAULICS

Cranes, body repair kits, transmission jacks for all types of workshop use.

WATER PUMPS

Submersible, electric and engine driven for DIY, agriculture and industry.

POWER TOOLS

Angle grinders, cordless drill sets, saws and sanders.

STARTERS/CHARGERS

All sizes for car and commercial use.

PARTS & SERVICE: 0208 988 7400

Parts Enquiries
Parts@clarkeinternational.com

Servicing & Technical Enquiries
Service@clarkeinternational.com

SALES: UK 01992 565333 or Export 00 44 (0)1992 565335

Clarke INTERNATIONAL Hemnall Street, Epping, Essex CM16 4LG
www.clarkeinternational.com