

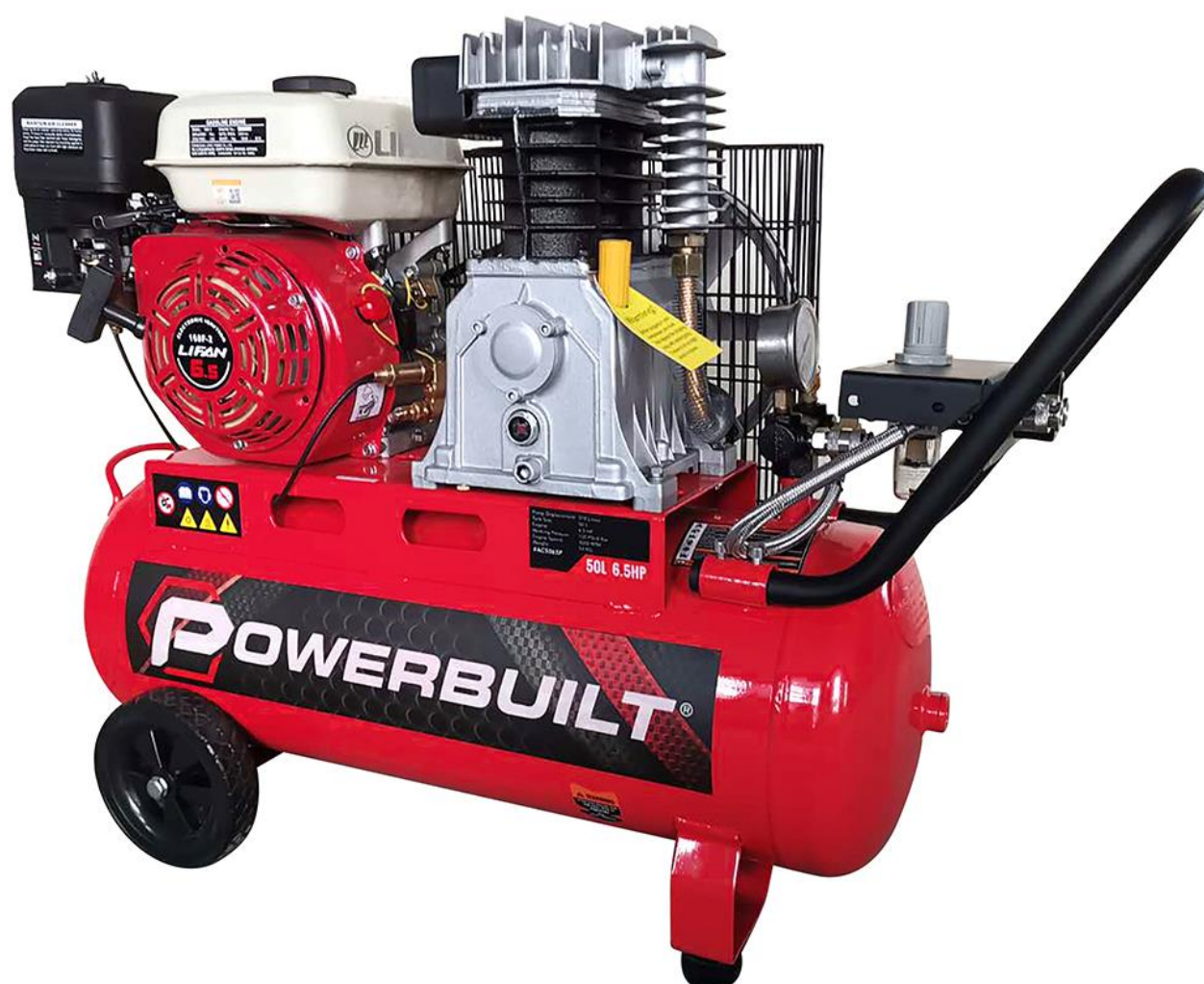
AC5065P



## OWNER'S MANUAL AND OPERATING INSTRUCTIONS

**Air Compressor**

**50L 6.5HP PETROL**



### **WARNING: SAVE THIS MANUAL FOR FUTURE REFERENCE**



This manual contains important information regarding safety. Operation, maintenance, and storage of this product. Before use, read carefully and understand all cautions, warnings, instructions, and product labels. Failure to do so could result in serious personal injury and/or property damage.

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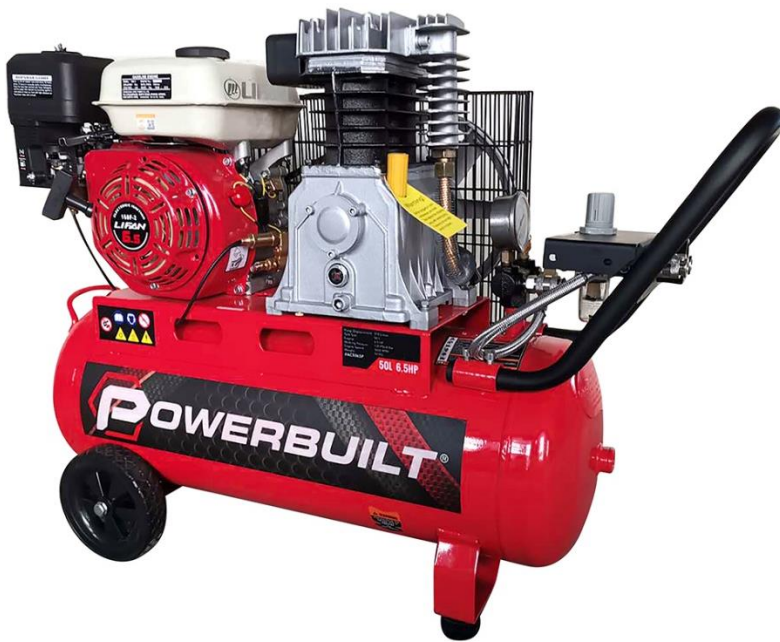
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## Thank you for your Purchase.

Powerbuilt would like to thank you for purchasing the AC5065P air compressor.

This manual is designed to guide you through using your new machine, please read this in conjunction with the separate engine operating instructions.

## UNPACKING YOUR COMPRESSOR



### Contents:

- Air Compressor
- Handle
- Dashboard
- Transfer air hose
- Wheels x 2
- Rubber front foot x 2
- Wheel axle, nut and washer x 2
- M8 Bolt, nut and washer x 2
- Owners manual (not shown)



**Please check all contents are correct and damage free before first use, if any issues please contact your local dealer.**



## WARNING HAZARDS AND SAFETY

### **Read all safety warning and all instructions.**

This Operating Manual has been designed to instruct you on the correct operation of your Powerbuilt product. Your satisfaction with this product and its safe operation is our ultimate concern. Therefore, please take the time to read the entire manual, especially the safety symbols and instructions. They will help you to avoid potential hazards that may exist when working with this product. Every effort has been made to ensure that information in this manual is accurate and current. However, we reserve the right to change, alter, or otherwise improve the product and this document at any time without prior notice. Failure to follow the warning and instructions may result in electric shock, fire and or serious injury to you or others.

**Save this manual for future reference.**

### **WORK AREA SAFETY**

- Ensure your work area is clear, dry and free of trip hazards.
- Do not operate the compressor in dangerous environments.
- Ensure the area is well ventilated, and all flammable materials are removed to a safe distance, normal sparking of the engine could ignite fumes.
- Keep children and other visitors away. Do not let children or others contact the compressor, electrical lead or air leads.
- Never leave your compressor running unattended.
- Keep guards in place and in working order. Never operate this product with any guard or cover removed. Make sure all guards are intact and operating properly before each use.
- Remove adjusting tools and wrenches. If any adjustments or maintenance has been performed, make sure that all tools and adjusting wrenches are removed from product before use.
- Keep the work area clear of all persons, particularly small children, and pets.
- Only use product for its intended use.
- Don't force product or attachment to do a job it was not designed for.

### **PERSONAL SAFETY**

- Use proper clothing. Wear long pants and long sleeves. Do not wear loose clothing, neckties, or jewelry. They can get caught and draw you into moving parts. Rubber gloves and nonskid footwear are recommended when working outdoors. Do not operate the equipment while barefoot or when wearing sandals or similar lightweight footwear.
- Always wear proper eye protection with side shields marked to comply with the correct AS/NZS STANDARDS. Following this rule will re-duce the risk of serious personal injury.
- Also wear protective hair covering to contain long hair.
- Stay alert, watch what you are doing. Do not use this tool when you are tired.
- Protect your lungs, wear a dust mask when operating product in dusty environments.
- Protect your hearing, wear hearing protection during extended periods of operation.
- Do not overreach. Keep proper balance and footing at all times.
- Use only recommended accessories with this product. The use of improper and or modified accessories may cause risk of injury.

## PETROL ENGINE SAFETY



### EXHAUST GASES CAN KILL

- **Read and understand** the engine manufactures operating instructions before starting the engine
- Engines, motors and electrical equipment can cause heat, sparks or flames that may ignite a flammable gas or vapour. Do not operate or repair the compressor in or near a flammable gas or vapour. Do not store flammable liquids or gases in the vicinity of the compressor.
- Petrol engine compressors should only be operated outdoors in a well-ventilated area away from building doors, windows and vents.
- **DO NOT** run this product inside homes, garages, basements, crawlspaces, sheds, or other partially enclosed spaces, even if using fans or opening doors and windows for ventilation. Carbon monoxide can quickly build up in these spaces and can linger for hours, even after this product has been shut off.
- Petrol fumes are flammable and poisonous and can cause death or serious injury. Do not smoke or allow flames or sparks close to the engine.
- Always refuel an engine-powered compressor outdoors in a well-ventilated area. Do not remove the fuel cap or refuel the compressor while the engine is running. Always turn engine off and allow it to cool down for at least two minutes before refuelling. Do not overfill the fuel tank; leave room for the fuel to expand. Check for fuel leaks after refuelling.
- Do not operate the engine if a fuel leak is discovered.
- The muffler becomes very hot during operation and remains hot for a while after the engine is stopped. Be careful not to touch the muffler while it is hot.
- Let the compressors engine cool down before storing.

## AIR COMPRESSOR SAFETY



### WARNING

- **This air compressor does not produce breathable air.** Breathing compressed air is dangerous and can cause harm.
- Hot surfaces are present. **DO NOT** touch the motor, cylinder, heads and tubes as harm may occur from burning.
- **DO NOT** use in potentially explosive atmospheres. Ensure that the atmosphere is free from combustible gases and high concentrations of fine dust.
- Never apply the outlet air of this compressor directly on to any part of a person's body. Do not attempt to block the air outlet with your finger or any part of your body.
- Do not attempt to adjust the pressure switch or the release valve located under the pressure switch cover.
- Drain the moisture from the tank after use. It will help prevent corrosion and increases tank capacity.
- Pull the ring on the safety valve if fitted daily to ensure that it is operating properly and to clear any possible debris from the outlet.
- Before transporting the compressor make sure that the pressurized air is bled from the tank and that the compressor is firmly secured.
- Protect the air hose and inspect for weak or worn spots regularly and replace if necessary.

## TECHNICAL DESCRIPTION

Code	UNITS	AC5065P
Drive		Petrol
Engine		Lifan Engine
Tank Size	L	50
Horse Power	Hp	6.5
Motor RPM	RPM	3000
Pump RPM	RPM	1030
Air Pressure	PSI	0-120
Displacement	CFM	318 L/min (11.2CFM)
Free air Delivery	@90PSI	207 L/min (7.3CFM)
Bar	bar	8
Wheel Size	mm	200
Voltage		N/A
PLUG	amps	N/A
N.W	kg	54
G.W	kg	59
Dimension	mm	860 x 380 x 720

## PERFORMANCE AND DUTY CYCLE

This medium duty compressor is not designed for continuous use, spray equipment or heavy-duty air tools. Attempting to use air tools with a requirement of over 207L/min Free air delivery will reduce the performance of the air tool.

### Pressure Cycle

The compressor forces air into a storage tank, increasing the pressure until it reaches an upper pressure limit at which the compressor shuts off. When the compressed air is being used by a tool the pressure decreases until the tank reaches its lower pressure limit, at that point the compressor turns on (via the unloader valve) to re-pressurize the tank. This is the compressor pressure cycle.

Compressing air produces heat if the compressor is used outside its duty cycle and the heat is not managed the compressor will be damaged. When the compressor by-passes air (via the unloader valve, after reaching maximum tank pressure) it has time to cool down while the air in the tank is being consumed. When a tool consumes the stored air quickly the time for cool down is reduced because the unit needs to restart to repressurize. If too short a time is dedicated to the cool down phase the compressor can overheat and become damaged.

### Duty Cycle

The ratio between the pressurization and cool down phases is called the Duty Cycle.

To determine whether we need a Trade or DIY compressor we must first understand duty cycles. The duty cycle is a 10 min test. How long over a 10min period is the pump/tool running for:

- 2 min on – 3 min rest – 2 min on – 3 min rest = 40% Duty Cycle.
- 5 mins on – 5 mins rest = 50% Duty Cycle.
- 1 min 30 sec on 8 mins 30 sec rest = 15% duty cycle.



Whilst running a vehicle in the red zone all the time is great to get you where you need fast!! It dramatically shortens the life of the vehicle's engine. The same is said with duty cycles – to obtain the best life and performance out of your tool or compressor purchase a compressor that suits your application. If you think you'll be using high air consumption tools in a continuous manner consider a compressor with a higher FAD rating and/or larger storage tank to reduce the risk of wearing out or overheating the unit.

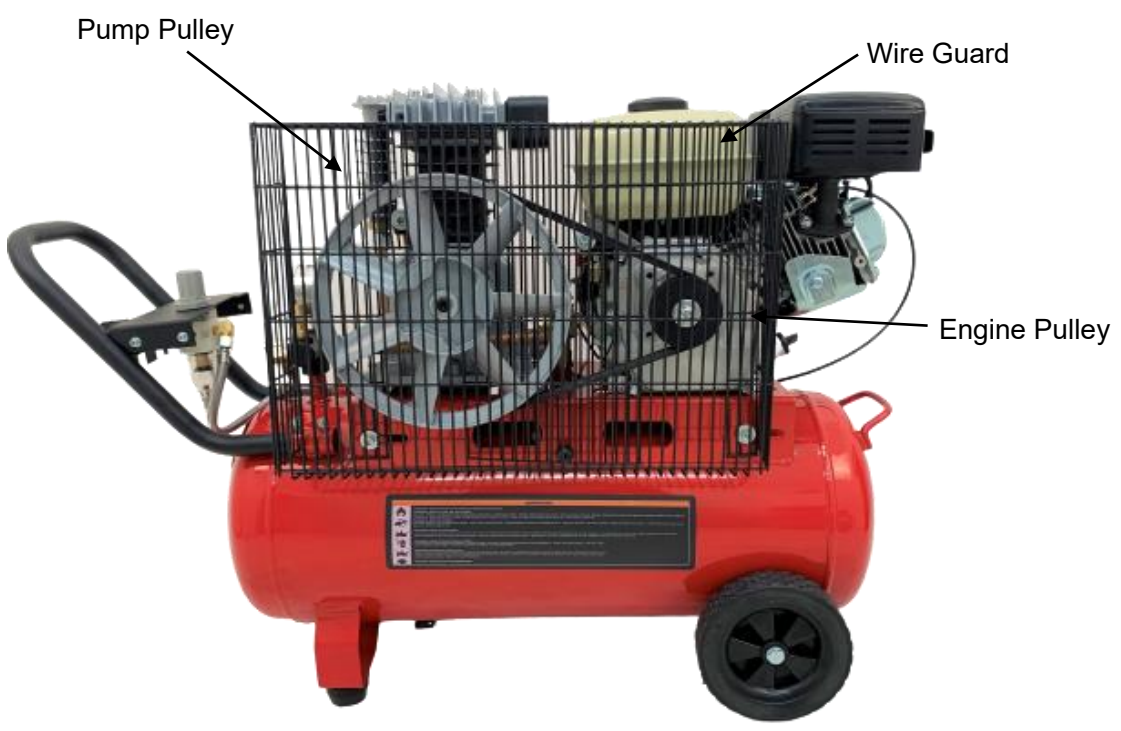
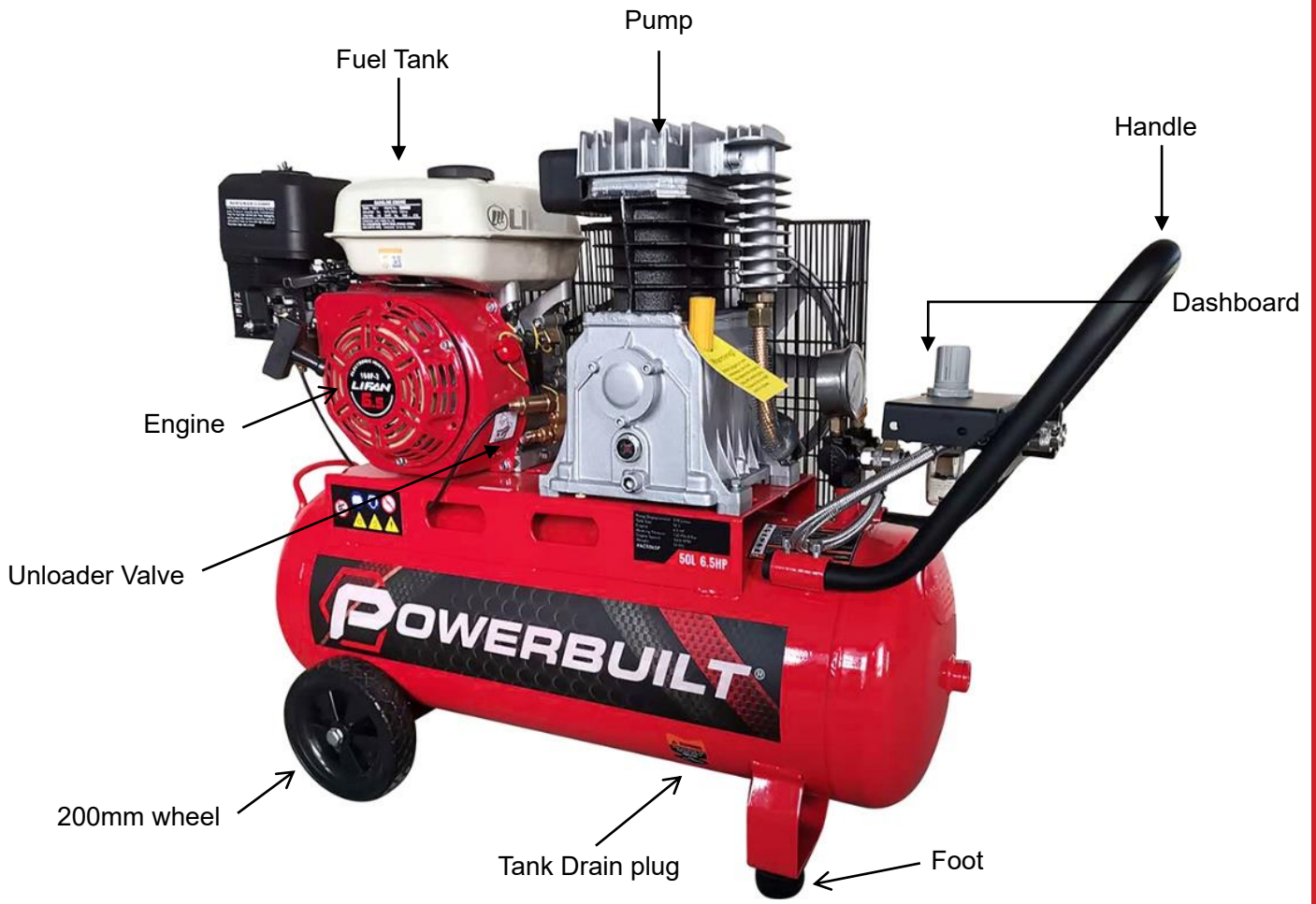
**Direct Drive compressors:** have the pump joined directly to the motor. This means the pump runs at 2800 RPM with a short piston stroke. This style of compressor has a duty cycle of 30-40% or is designed to run for short periods of continuous use – no more than 10mins of continuous pumping.

**Belt Drive compressors:** have the pump and motor separated. This allows the pump speed to be reduce to 1030RPM and allows for increased piston stroke, resulting in larger air deliveries compared to the direct drive style. Due to the slower speeds of the pump the compressor will produce cooler air with less moisture. Belt drive compressors have increased duty cycles 50-60%.

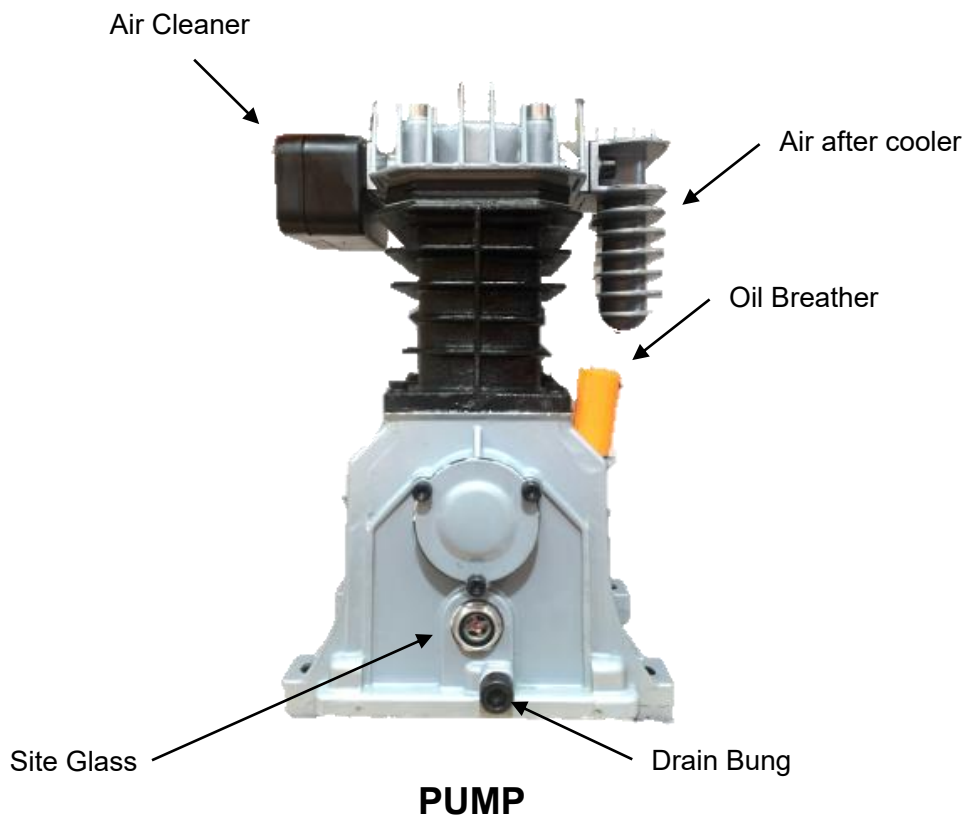
## **OPERATING ENVIRONMENT**

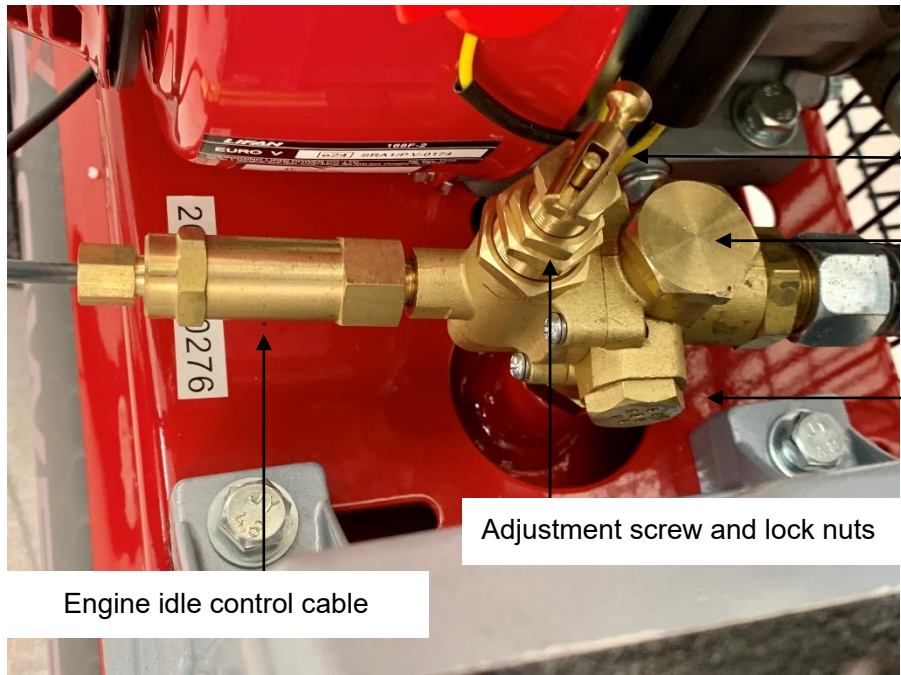
- Operating temperature: -10°C~40°C.
- Transportation and storage: -25°C~55°C.
- Relative air humidity: 40°C ≤ 50%; 20°C ≤ 90%.
- The dust, acids, corrosive gases and substance in the ambient air must be not higher than normal level.
- Altitude must be less than 1km.
- Good ventilation around the machine, at a distance of at least 300mm around.
- Compressor must be kept on a level surface to reduce the risk of the machine falling.

# MACHINE LAYOUT

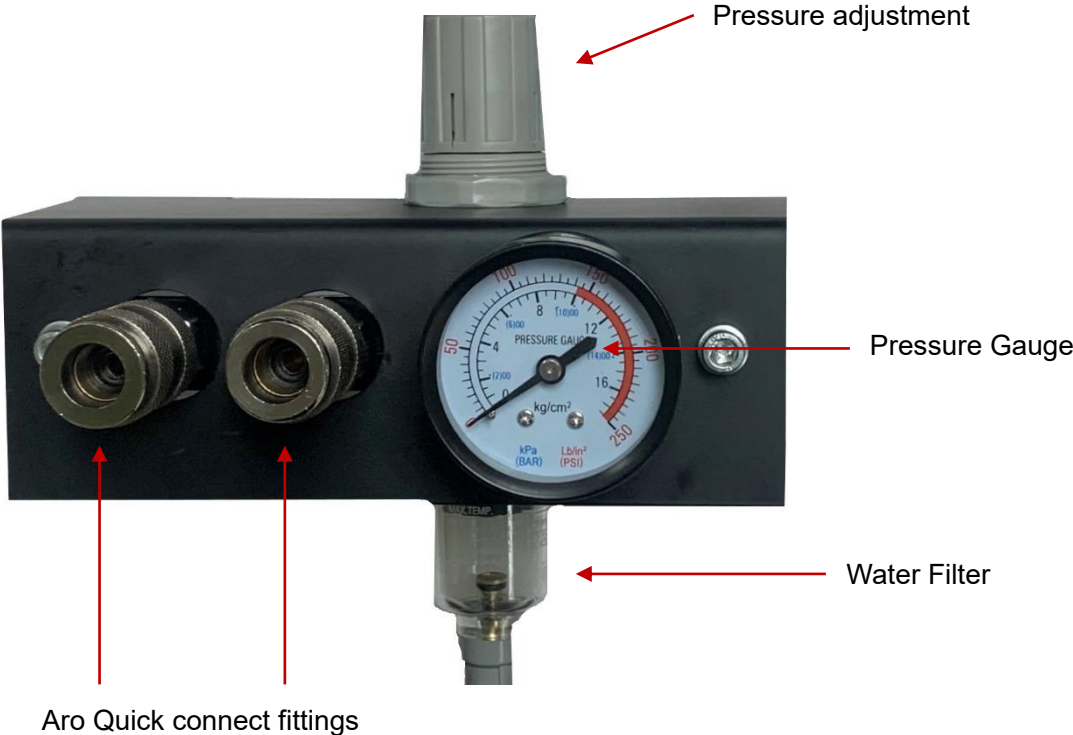








**Unloader Valve**



**DASHBOARD**

## ASSEMBLY



### **WARNING**

Do not connect to the power supply until the unit is completely assembled and all safety checks have been performed.

### INSTALLING THE FEET

- Insert the M8 Bolt into the rubber foot with the thread exiting at the top.
- Insert the bolt from the foot into the supporting bracket located on the bottom of the compressor.
- Place the washer and nut onto the bolt and tighten
- Repeat for the other foot.



### INSTALLING THE WHEELS

- Insert the Axle bolt into the wheel and locate onto the tank bracket.
- Place the washer and nut onto the bolt and tighten.
- Ensure the wheel spins freely.
- Repeat for the other wheel.



### INSTALLING THE DASHBOARD

- Remove the protective plastic cover from the handle.
- Unscrew the four metal thread bolts and nuts from the dash board, locate the dashboard on the handle with the gauge towards the front of the handle, re install metal thread bolts and nuts, tighten.
- Screw on the Air transfer Hose to inlet fitting on the air regulator/water trap on the dash board. Tighten.



## INSTALLING THE HANDLE

- Unscrew the 4 handle retaining screws (2 on each side) to allow the handle to slide into the retaining tubes.
- Carefully slide the handle into the retaining tubes, the handle will flex to align with the retaining tubes.
- Tighten the retaining screws
- Screw on the Air transfer Hose to outlet fitting on the tank (receiver) and tighten



## COMPRESSOR OIL

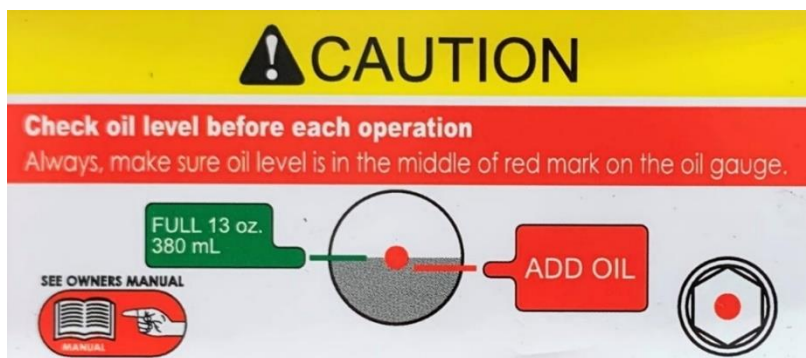


### **WARNING**

Do not operate until the oil is filled to the correct level. Your compressor comes complete with oil in the pump, before sure ensure oil is at correct level.

- Remove and dispose of the travel bung.
- Install the oil breather and screw hand tight – do not over tighten
- Check oil and top up if required, until the correct level is reached.

The middle of the red dot is the maximum oil level. The bottom of the red dot and below indicates the oil is below the recommend level and oil should be added.





## STARTING AND STOPPING COMPRESSOR



### WARNING

Always use your petrol compressor outside in a well-ventilated area. Read and understand the engine manufactures operating instructions before starting the engine. Never adjust engine speeds without authority from the manufactures as this will void all warranties.

## STARTING COMPRESSOR

- After completing you daily checks, lift the unloader toggle to the “**BYPASS**” position.
- Move the fuel lever to the “**ON**” position.
- Move the choke lever to the “**CLOSED**” position.
- Turn engine switch to the “**ON**” position.
- Pull starter cord lightly until you feel resistance, then pull briskly, return starter cord gently, engine should start if not, repeat.
- Once the engine is running slowly move the choke lever to the “**OPEN**” position.
- Allow the engine to warm up to operating temperature whilst the compressed air is bypassing through the unloader valve.
- Move unloader toggle to “**RUN**” position
- With the engine running properly, the fills the air tank, when the maximum pressure is reached, the engine and pump will slow down to idle speed and will return to full RPM when the cut-in pressure is reached. The unit will cycle between until the compressor is turned “**OFF**”.

## STOPPING COMPRESSOR

- Turn the engine switch to the “**OFF**” position.
- Turn the fuel lever to the “**OFF**” position.

Allow engine and compressor pump to cool before storing

UP – Bypass **NEW PIC**



DOWN - Run



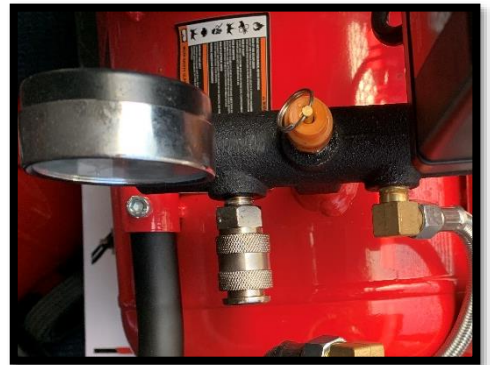
## CHECKING THE SAFETY RELIEF VALVE (if fitted with ring)

The pressure relief valve will automatically release air if the tanks (receiver) exceeds the maximum preset by the factory.

Most 2021 Powerbuilt compressors are not fitted with safety relief pull rings. Due to a change in legislation the safety valve rings have been removed. This is due to the ring being incorrectly used to vent the compressor, causing undue wear on a safety device. If your compressor is fitted with a ring please ensure you only use this for testing and drain your compressor using the tank drain tap.

If fitted the valve should be checked daily before use by pulling the ring on the valve by hand. Wear safety glasses and hearing protection when testing.

- Start the compressor and let the tank fill until the pressure switch shuts off the compressor.
- Turn the compressor off.
- Pull the ring on the safety valve holding the valve (pin) open for 5 seconds – air should escape rapidly. Release the ring and air should stop.
- If the pin remains open push the pin back in (this should only need to happen at high pressure).
- If the valve continues to leak and the pin can not be actuated by the ring, do not use the compressor until the safety valve is replaced. Using a compressor with a faulty valve can result in serious injury.



## AIR PRESSURE REGULATION AND HOSE CONNECTION

Your Powerbuilt compressor is fitted with 2 Aro quick connect couplers and 1 air regulator/water trap on the dash board. Also your compressor is fitted with one unregulated Aro quick coupler for max pressure applications.

### TO ADJUST PRESSURE ON THE DASH BOARD

- Lift the pressure regulator knob and rotate to the desired outlet pressure, this will adjust the pressure to both Aro quick connect couplers, ensuring you get the desired pressure.
- Turn the knob clockwise to increase the pressure and anti-clockwise to decrease the pressure.

It is always recommended to use the minimum amount of pressure necessary for your intended application. Using higher pressure than required will only drain the tank faster and cause the compressor to cycle more frequently.

### CONNECTING AIR HOSES

- Ensure the air hose has a male ARO Quick connect fitting connected to the air hose.
- Slide and hold the outer collar towards the compressor.
- Push in the male ARO fitting. Release the collar, continue to push the male fitting into the female fitting until you hear a click.





Even a small leak wastes a large amount of air, you will enhance the life of your compressor if you keep all outlets, hoses, couplings and air tools free from leaks. Even a small 1.5mm pin hole at 120PSI will waste nearly all of the output from a 2hp compressor. If you notice a fall-off in the performance of your compressor, first check your system for leaks.

## MAINTENANCE



### **WARNING**

ALWAYS ENSURE ENGINE IS OFF AND HAS FULLY COOLED DOWN AND RELEASE ALL PRESSURE BEFORE CARRYING OUT ANY MAINTENANCE.

## REPLACING PUMP OIL

Replace the oil after the first 10 hours of operation and every 120 hours following the first oil change.

If the oil colour changes (**whitening** – water present, **Black** – severe over heating) change the oil immediately.

The sight glass indicates the oil level and lets the operator check if oil should be added.

- Place a suitable container underneath the drain bung to collect the used oil.
- When the used oil has drained, reinstall the drain plug and tighten with a hex key..
- Fill the pump with an approved SAE-30 oil until the oil is at the middle of the red dot. The oil will take about a minute to drain down and settle.
- Recheck oil and top up if required, until the correct level is reached.



Sight Glass

Drain plug

## CLEANING / REPLACING AIR FILTER

### **NEVER RUN YOUR COMPRESSOR WITHOUT AIR FILTERS**

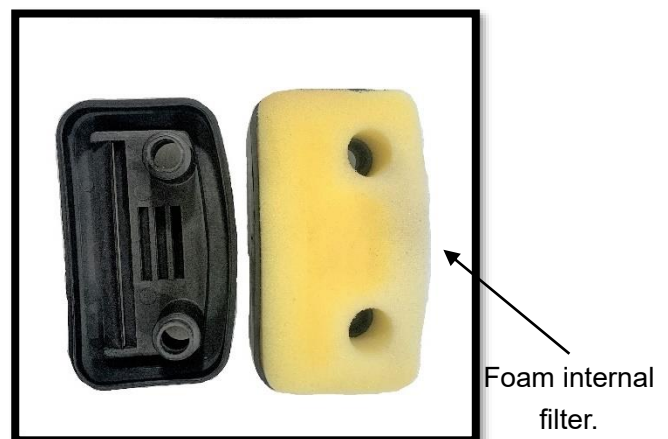
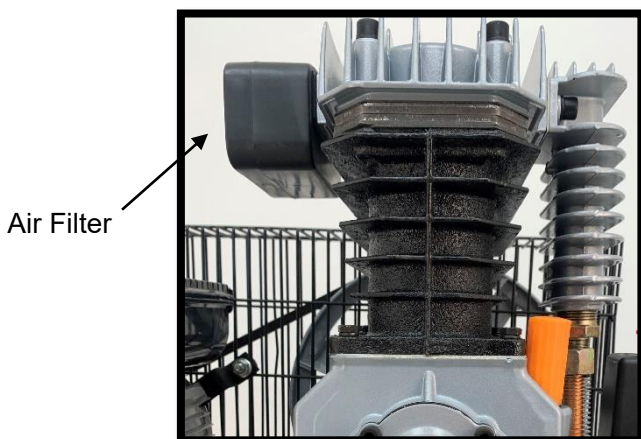
The air filter prevents dust, dirt and small items being drawn into the compressor – dirty air filters reduce the amount of air flowing into the compressor and will dramatically reduce your compressor's performance.

#### **Normal environment.**

Check and clean filter once a month, replace damaged or heavily clogged filters.

#### **Dusty environment.**

Check and clean filter weekly, replace damaged or heavily clogged filters.



## DRAINING THE TANK

To prevent the tank from corrosion and reduce moisture in the air Delivery, the air tank should be drained daily or if working in high heat and humidity drain the tank more often.

- Turn the air compressor off and unplug.
- Drain most of the air from the compressor until about 1.5bar or 22 psi is left in the tank.
- Move the compressor to an area that won't be affected by the moisture and air flow.
- With safety glasses on Turn the valve to the OPEN position (down).
- If your compressor is to be stored for long periods of time leave the safety valve open to allow moisture to drain. It might pay to leave a small container under the compressor if its to be stored with the valve open.



## PILOT VALVE – ADJUSTMENT

### RESETTING DIFFERENTIAL (CUT IN)

***only reset if the required – and authorised by Service technician***

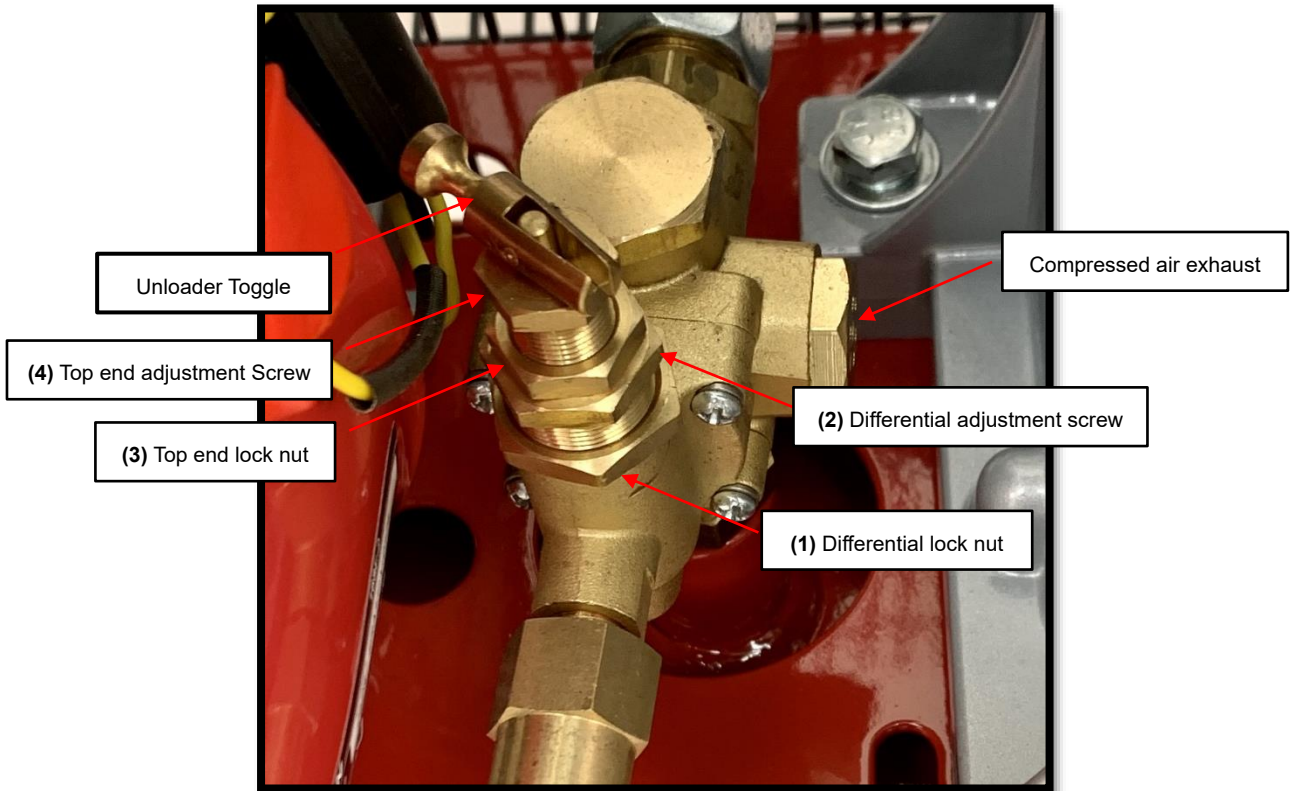
- Make sure the unload toggle lever is in the run position.
- Loosen locknut **(1)** by turning counterclockwise several full turns.
- Gently turn differential setting **(2)** clockwise only until the internal rod makes contact with the steel ball inside. After making contact, turn differential **(2)** counterclockwise ¼ turn.
- Secure position by tightening locknut **(1)** and proceed to top end setting.

### TOP END SETTING (CUT OUT)

- Loosen locknut **(3)** by turning counterclockwise several full turns.
- **(4)** is the top end setting. Turning **(4)** clockwise will increase the top end pressure setting.
- Turning counterclockwise will decrease the top end pressure setting. Begin at a low setting by turning counterclockwise one full turn.
- Proceed to fine tuning instructions.

### FINE TUNING INSTRUCTIONS

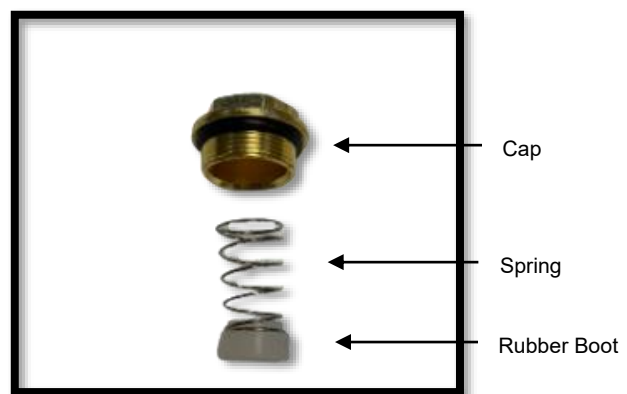
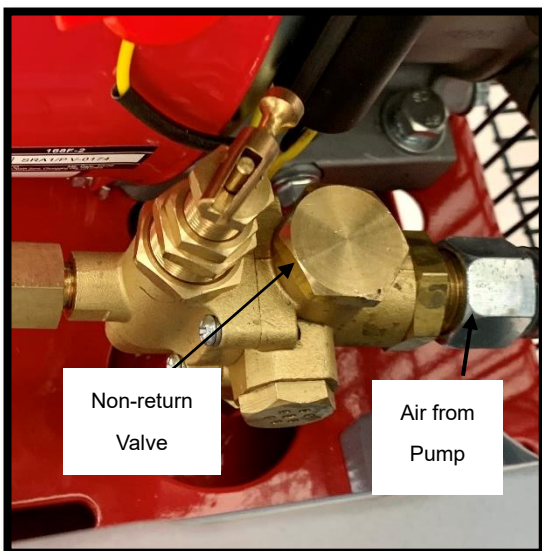
- Start engine and observe tank pressure gauge.
- As tank pressure approaches 100-140 P.S.I. the pilot valve should begin unloading at compressed air exhaust and cause the engine to slow down to idle speed.
- If pilot valve does not unload as tank pressure approaches 140 P.S.I., slowly turn top end setting **(4)** counterclockwise until pilot starts to unload prematurely (at 100 P.S.I.), turn top end setting **(4)** clockwise in ¼ turn increments, tap down on the internal rod at toggle attachment and repeat until desired top end setting is reached.
- If pilot valve begins to rattle (sputter), fine tune differential setting **(2)** 1/16 turn in either direction until rattling stops. After fine tuning, secure setting by turning locknuts **(1 & 3)** clockwise until tight. Hold setting **(2 & 4)** in place while turning locknuts to secure.



## PILOT VALVE – NON RETURN VALVE

If the pilot valve continues to release air even when toggles are set to the "RUN" position and the engine is OFF it is possible the non return valve needs to be cleaned or replaced if damaged.

- Ensure your compressor is OFF.
- **Drain all air from the compressor – Failure to do this can result in serious injury or damage to you or those around you.**
- Open the tank drain valve to ensure the tank is completely drained of all air.
- Remove cap on the non return valve, remove spring and rubber stopper.
- Inspect brass valve for loose material stopping the boot from sealing against the valve. Check the boot for cuts or miss formation – replace if required.
- If the valve continues to leak once this procedure is followed take compressor to local service agent for inspection and repair.



## NUTS AND BOLTS

### CHECK COMPRESSOR'S SCREWS, NUTS AND BOLTS ARE TIGHT

After 5 hours of operation and 50 hours there after check screws, nuts and bolts are tight, particularly the ones securing the Pump Head and Base, this will reduce vibration noise and increase service life of your compressor.

### TIGHTENING HEAD BOLTS

When Tightening pump head bolts use a criss cross pattern, this will help prevent air leaks between the head and the gasket. If the head needs removing for inspection of the reed valves – always replace the gasket, lightly tighten all head bolts in a criss cross pattern, pulling the head down evenly and then fully tighten bolts in a criss cross pattern.

## BELT ADJUSTMENT

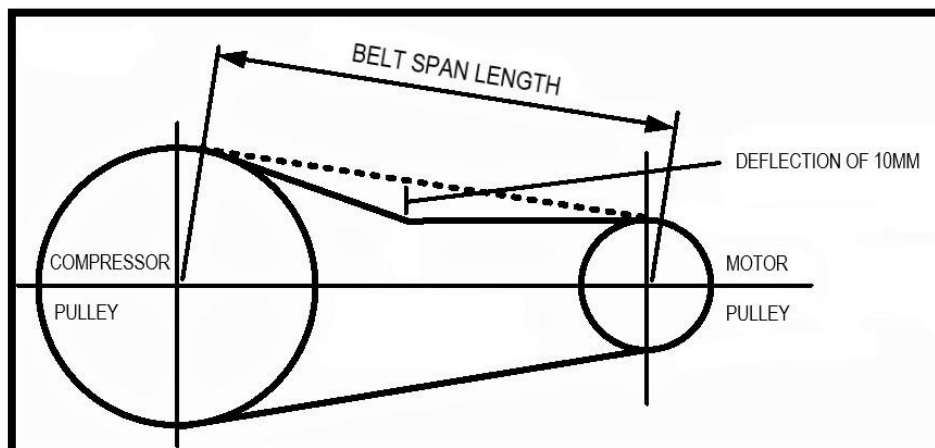
### CHECKING BELT TENSION

Check belt tension occasionally, especially if compressor performance drops and your air filters are clean. A poorly fitted belt will slip, resulting in less drive to the compressor pump pulley, this can make the compressor run continuously trying to obtain the shut off pressure, resulting in the compressor motor/pump over heating. V belts should be adjusted to allow about a 10mm deflection when pushed by a finger in the middle of the belt span.

- Unplug the compressor from the mains switch.
- Remove the Wire belt guard.
- Lay a straight edge across top surface of the belt.
- Push down on belt in the middle of the span and measure the deflection.
- If the deflection is correct, refit the wire belt guard (compressor must not be run without the guard installed).

### BELT TENSIONING

- With the compressor unplugged from the mains and the wire belt guard removed.
- Loosen the motor anchor bolts, push the motor away from the pump and retighten anchor bolts.
- Lay a straight edge across the top surface of the belt, recheck belt tension, readjust as required.
- Ensure that both pulleys are properly aligned and the belt is running true.
- Refit the wire belt guard (compressor **must not** be run without the guard installed).



## TROUBLESHOOTING

PROBLEM	POSSIBLE CAUSE	SOLUTION
Petrol Engine Hard to start	Improper oil level	Your compressor is fitted with low oil shut off – fill oil to correct level
	Stale fuel	Drain and replace fuel
	Fouled, incorrect or improper spark gap	Replace and reset spark gap
Engine won't start		Refer to engine operating instructions
Compressor runs continuously	Pump or engine components beyond service life	Return to Reseller/Authorized Service agent for inspection and repair
Compressor runs continuously Pump is slow to build pressure	Tube or hose fitting loose	Tighten tube with audible leak and check under pressure with soapy water solution (do not over tighten).
	Leak at weld	Receiver (tank) must be replaced
	Loose slipping belt	Adjust belt tension
Pump is slow to build pressure	Excessive leak in system	Correct air leaks
	Blown gasket	Replace head gasket
	Broken reed valve	Replace reed valve
	Leaking regulator	Replace regulator
	Defective pilot valve	Replace pilot valve
	Too much oil in crank case	Drain to proper level
Excessive Oil consumption	Improper weight of oil	Drain to proper level
	Obstructed breather bung	Clean or replace breather bung
	Dirty inlet filter	Clean replace inlet filter
	Worn piston rings	Return to Reseller/Authorized Service agent for inspection and repair
	Scored cylinder	Return to Reseller/Authorized Service agent for inspection and repair
Air Leaks	Air leak in safety valve (after air compressor is reset)	Return to Reseller/Authorized Service agent for inspection and repair
	Dirty air filter	Clean or replace air filter
	Prolonged, excessive use of air	Decrease amount of air usage. Compressor is not large enough for air requirements
Restricted air inlet	Restriction in air filter	Clean or replace air filter
Low discharge pressure	Tank drain tap open	Close drain tap
	Broken inlet valves	Return to Reseller/Authorized Service agent for inspection and repair
	Hole in Hose	Check and replace if needed
	Excessive water in tank	Drain tank
	High Humidity	Move to area with less humidity or use an air filter/water trap



# WARRANTY STATEMENT

## LIMITED WARRANTY

### KEEP YOUR RECEIPT.

Proof of purchase will be required to substantiate any warranty claim.

### WHAT IS COVERED:

Powerbuilt warrants to the original retail purchaser in New Zealand that this product is free of manufacturing defect in material and workmanship and agrees, at Powerbuilt's direction, to either repair, provide replacement parts for, or replace (without charge for parts or labor) any product or component with a material defect for a period of 1 year from the date of purchase, except as limited below. Warranty service and replacement parts are warranted only for the duration of the warranty on the original product. All replaced parts or products become the property of Powerbuilt Tools.

### Warranty

Powerbuilt's Limited Warranty – 1 Year Residential and 90 Day Commercial.

1 year Residential warranty applies as follow: Parts & Labor for the engine, Frame and pump.

### Warranty Term

“Consumer Use” – residential household use by a retail consumer

“Commercial Use” – all other use – commercial, business, industrial, or rental purpose.

### How to Obtain Warranty Service

Please contact the Local Distributor who you purchased the product through Please have necessary information available – Model Number, Serial Number, Proof of Purchase. They will contact Powerbuilt Tools and assist you through the warranty process.

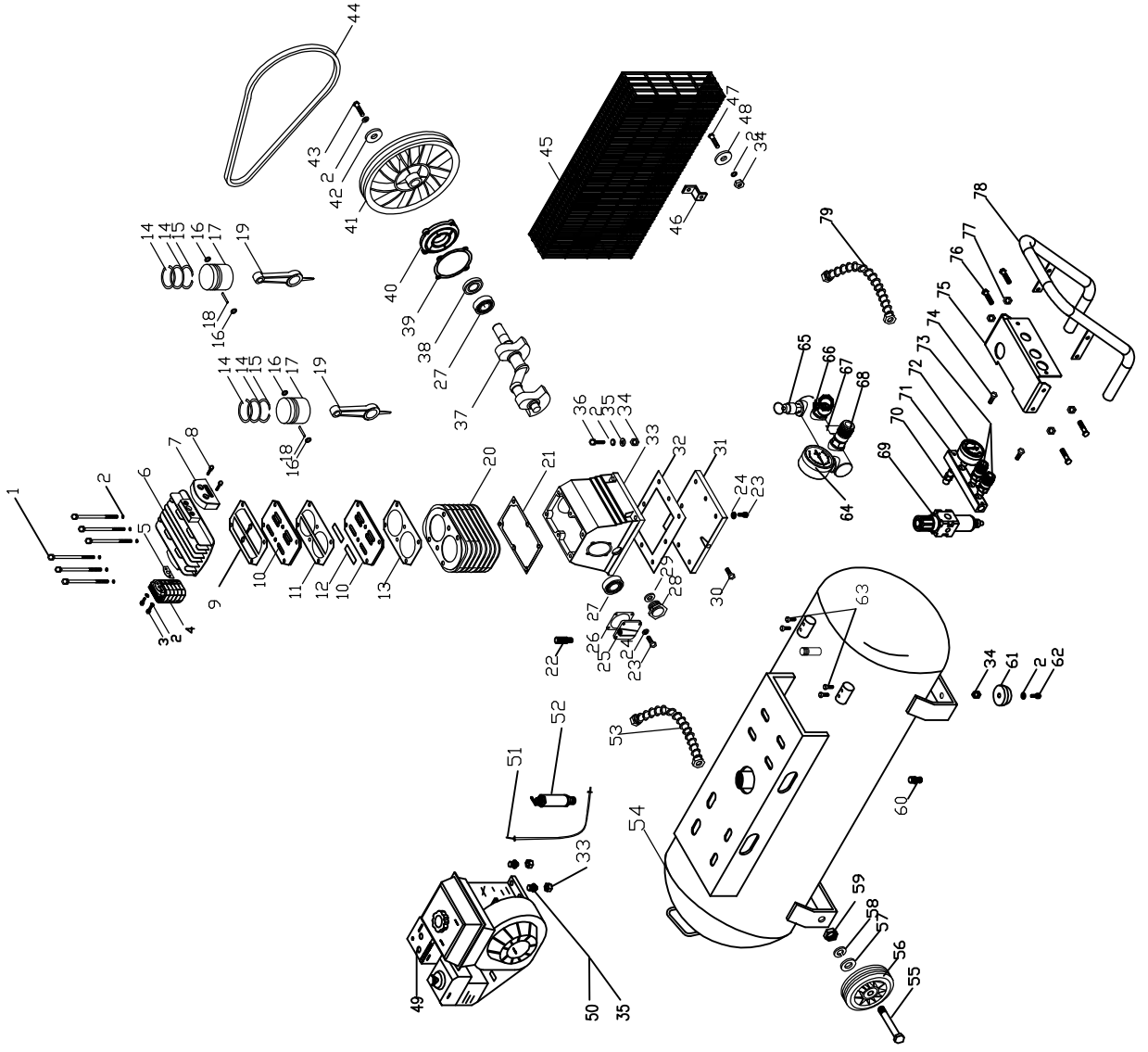


### **WARNING**

Repairs to this compressor must be made by a qualified Powerbuilt service agent. Powerbuilt will not be responsible for any damage or injuries caused by the repair or attempted repair by an unauthorized person or by abusing this compressor.



# AC5065P



NO	CODE	DESCRIPTION	NO	CODE	DESCRIPTION
1	ZAC5065P-1	INNER-HEXAGON SCREWS M8*160MM	40	ZAC5065P-40	FRONT BEARING SEAT
2	ZAC5065P-2	SPRING WASHER 8	41	ZAC5065P-41	PUMP DRIVING WHEEL
3	ZAC5065P-3	INNER-HEXAGON SCREWS M8*16MM	42	ZAC5065P-42	FLAT WASHER 8*30*3
4	ZAC5065P-4	RADIATOR	43	ZAC5065P-43	LEFT HANDED SCREW
5	ZAC5065P-5	RADIATOR GASKET	44	ZAC5065P-44	V BELT
6	ZAC5065P-6	CYLINDER COVER GASKET	45	ZAC5065P-45	MESH
7	ZAC5065P-7	AIR FILTER	46	ZAC5065P-46	MESH SOLID KEY
8	ZAC5065P-8	IN HEXAGON BOLT M8*25MM	47	ZAC5065P-47	INNER-HEXAGON SCREWS M8*20
9	ZAC5065P-9	CYLINDER COVER GASKET	48	ZAC5065P-48	FLAT WASHER
10	ZAC5065P-10	VLAVE PLATE	49	ZAC5065P-49	GASOLINE ENGINE
11	ZAC5065P-11	VLAVE PLATE COPPER GASKET	50	ZAC5065P-50	OUTER-HEXAGON BOLTM8*30
12	ZAC5065P-12	VALVE BLOCK	51	ZAC5065P-51	CABLE ACCELERATOR
13	ZAC5065P-13	VALVE PLATE GASKET	52	ZAC5065P-52	COMBINATION VALVES
14	ZAC5065P-14	GAS RING	53	ZAC5065P-53	DISCHARGE PIPE
15	ZAC5065P-15	OIL RING	54	ZAC5065P-54	TANK
16	ZAC5065P-16	PISTON PIN CIRCLIP	55	ZAC5065P-55	ALEX
17	ZAC5065P-17	PISTON	56	ZAC5065P-56	WHEEL
18	ZAC5065P-18	PISTON PIN	57	ZAC5065P-57	FLAT WASHER 10
19	ZAC5065P-19	CONNECTING ROD	58	ZAC5065P-58	SPRING WASHER 10
20	ZAC5065P-20	CYLINDER	59	ZAC5065P-59	NUT M10
21	ZAC5065P-21	CYLINDER GASKET	60	ZAC5065P-60	DRAIN VALVE
22	ZAC5065P-22	BREATHER	61	ZAC5065P-61	CUSHION
23	ZAC5065P-23	OUTSIDE HEXAGON BOLT M6*16	62	ZAC5065P-62	OUTER-HEXAGON BOLT M8*35MM
24	ZAC5065P-24	SPRING WASHER 6	63	ZAC5065P-63	INNER-HEXAGON SCREWS M8*10MM
25	ZAC5065P-25	REAR BEARING GASKET	64	ZAC5065P-64	ELBOW
26	ZAC5065P-26	REAR BEARING SEAT	65	ZAC5065P-65	ONE -WAY VALVE
27	ZAC5065P-27	BEARING 6025	66	ZAC5065P-66	DISCHARGE PIPE
28	ZAC5065P-28	OIL LEVER	67	ZAC5065P-67	5 WAYS CONNECTORS
29	ZAC5065P-29	OIL LEVER SEAL RINGS	68	ZAC5065P-68	CONNECT
30	ZAC5065P-30	INNER-HEXAGON SCREWS M6*18MM	69	ZAC5065P-69	REGULATING WATER FILTER
31	ZAC5065P-31	BOTTOM BOARD	70	ZAC5065P-70	1/4 DOUBLE CONNECTORS
32	ZAC5065P-32	BOTTOM BOARD SEAL RING	71	ZAC5065P-71	CONNECT PIPE OF DASHBOARD
33	ZAC5065P-33	CRANK CASE	72	ZAC5065P-72	50" GUAGE
34	ZAC5065P-34	NUT M8	73	ZAC5065P-73	CONNECTORS
35	ZAC5065P-35	FLAT GASKET	74	ZAC5065P-74	INNER HEXAGON BOLT M6*8
36	ZAC5065P-36	BOLT M8*45	75	ZAC5065P-75	DASH BOARD
37	ZAC5065P-37	CRANK SHAFT	76	ZAC5065P-76	BOLT M5*10
80	ZAC5065P-80	DASHBOARD COMPLETE	77	ZAC5065P-77	NUT M5
38	ZAC5065P-38	OIL SEAL	78	ZAC5065P-78	HANDLE
39	ZAC5065P-39	FRONT BEARING GASKET	79	ZAC5065P-79	SOFT PIPE

## NOTES



Powerbuilt is a registered trademark of Alltrade Tools, LLC.

New Zealand Customer enquiries should be directed to: Alltrade Tools NZ (2016) Ltd

[support@powerbuilttools.co.nz](mailto:support@powerbuilttools.co.nz)

[www.powerbuilttools.co.nz](http://www.powerbuilttools.co.nz)

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