Troubleshooting your compressor

Problem: My unit trips the breaker when it tries to restart after filling the tank the first time.

Solution:
1)Let your unit pump up.
2)Turn it off.
3)Find the supply line from the pump to the tank.
4)Remove the supply line from the pump head.
5a)If you hear air coming from the tank you have a bad check valve. Go to check valve page.
5b)If you do not hear air coming from the tank, you have a leaky pressure switch.
Check valves are on this page:
http://www.mastertoolrepair.com/compressor-controls-gauges-check-valves-c-25_4.html

Problem: My pressure switch is leaking. The small schrader valve attached to the switch leaks when the compressor cuts off.

Solution:
1)Let your unit pump up.
2)Turn it off.
3)Find the supply line from the pump to the tank.
4)Remove the supply line from the pump head.
5a)If you hear air coming from the tank you have a bad check valve. Go to check valve page.
5b)If you do not hear air coming from the tank, you have a leaky pressure switch.
Check valves are on this page:
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Problem: My compressor is not producing the air that it once did. It takes twice as long to pump up.

Solution:
1)Replace your pressure gauge or check the tank pressure with another gauge to make sure that the gauge is accurate.
2)Turn off your compressor or disconnect the power.
3)Drain all of the air from your tank.
4)Check your belt tension to make sure that there is no more than ½" deflection in your belt. (if your air compressor has a belt)
5)Make sure that the motor pulley and flywheel are tight and not slipping on their respective shafts. (if your air compressor has a motor pulley and flywheel)
6)Inspect your air filter to make sure that it is not obstructed.
7)Remove the connector tube that sends air to the tank.
8)Remove the check valve. It is located at the end of the supply tube towards the tank. Inspect for any obstructions in the check valve.
9)Remove the head bolts on top of the pump.
10)Remove the head off of your pump.
11)Remove the valve plate off of your pump. It may be a one piece or a 2 piece design.
12)Inspect the valve plate for broken reed valves or broken gaskets above or below the valve plate.
13)This is probably your problem. Order the correct valve plate or gasket by manufacturer on the left category list.
14)If you have an **oil free, direct drive unit**, inspect the piston ring and cylinder for wear or grooves on the cylinder wall. If you find deep grooves or a worn piston ring, you probably need to order a piston/cylinder kit.