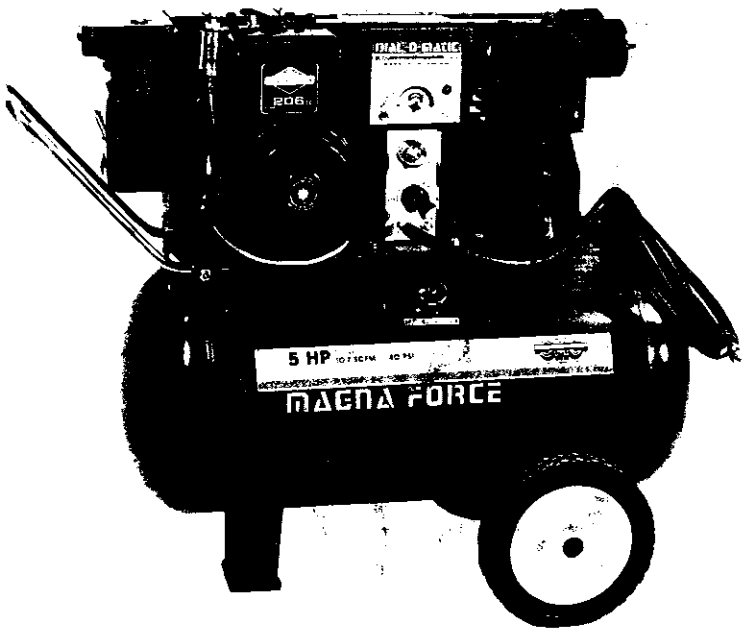
SANBORN AIR COMPRESSORS

OPERATOR'S MANUAL

- ☐ OPERATION
- ☐ MAINTENANCE
- ☐ REPAIR PARTS

SERIES

143GU5



NOTICE

Do not start the gasoline engine until motor oil has been added. Gasoline engines are shipped less oil.

CAUTION!

Read the operator's manual carefully before attempting to operate or service this unit! FAILURE TO COMPLY WITH INSTRUCTIONS COULD RESULT IN PERSONAL INJURY AND/OR PROPERTY DAMAGE! SANBORN Air Compressors are precision built from the finest materials and with proper care and maintenance will perform efficiently.

TWIN CYLINDER, GAS ENGINE AIR COMPRESSOR

Please record the model and serial number and the date the unit was purchased in the spaces below. The model and serial numbers are located on the model plate below the pump. Retain the manual with these numbers for future reference.

Model No. _____

Serial No. _____

Date Purchased _____

ONE YEAR LIMITED WARRANTY

Sanborn Manufacturing Company (the Company) warrants, that for a period of twelve (12) months from the date of purchase, it will replace or repair, free of charge, for the original retail purchaser only, any part or parts, manufactured by the Company, found upon examination by the Company at Springfield, Minnesota, to be defective in material or workmanship or both. All transportation charges for parts submitted for replacement or repair under this warranty must be borne by the original retail purchaser. This is the exclusive remedy under this warranty.

Failure by the original retail purchaser to install, maintain and operate said equipment in accordance with good industry practices and failure to comply with the specific recommendations of the Company set forth in the owner's manual, shall render this warranty null and void. The Company shall not be liable for any repairs, replacements or adjustments to the equipment, or any costs for labor performed by the purchaser without the Company's prior written approval. The effects of corrosion, erosion and normal wear and tear are specifically excluded from this warranty.

THE COMPANY MAKES NO OTHER WARRANTY OR REPRESENTATION OF ANY KIND WHATSOEVER, EXPRESSED OR IMPLIED, EXCEPT THAT OF TITLE. ALL IMPLIED WARRANTIES, INCLUDING ANY WARRANTY OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE ARE HEREBY DISCLAIMED. LIABILITY FOR CONSEQUENTIAL AND INCIDENTAL DAMAGES UNDER ANY AND ALL WARRANTIES, OTHER THAN CONTRACT, NEGLIGENCE, OTHER TORTS, OR OTHERWISE, ARE EXCLUDED TO THE EXTENT EXCLUSION IS PERMITTED BY LAW.

Notwithstanding the above, any legal claim against the Company shall be barred if legal action thereon is not commenced within twenty-four (24) months from the date of purchase or delivery whichever occurs last. This warranty constitutes the entire agreement between the Company and the original retail purchaser and no representative or agent is authorized to alter the terms of same without expressed written consent of the Company.

SANBORN
AIR COMPRESSORS

SANBORN MANUFACTURING COMPANY
118 West Rock Street
P.O. Box 206
Springfield, Minnesota 56087

MODEL IDENTIFICATIONS

STANDARD DOMESTIC MODELS	STANDARD CANADIAN MODELS
143GU5-20*	143GU5-10C
143GU5-22	143GU5-20C*

*All compressor model numbers followed by an * feature an A.S.M.E. coded tank. All other models feature a non-code tank.

A.S.M.E. . . . .American Society of Mechanical Engineers.
C.S.A. . . . . . .Canadian Standards Association.
Domestic . . . .Any model air compressor to be sold in the United States.
Canadian . . . .Any model air compressor approved for sale in Canada. Model numbers having the letter "C" at the end are C.S.A. approved, and meet Canadian safety codes.
Coded . . . . . .Refers to an air receiver that is certified by the manufacturer to conform with the A.S.M.E. pressure vessel code.
Non-Code . . .Refers to an uncertified receiver which may or may not conform to the A.S.M.E. pressure vessel code.

SAFETY INFORMATION

⚠ WARNING! BEFORE ATTEMPTING ANY SERVICE WORK MAKE SURE GAS ENGINE IS SHUT OFF.

1. Never do any work on the air compressor without first (1) shutting off the gas engine, and (2) de-pressurizing the tank.
2. Do not readjust the unloader control (reference number 129 on page 6) for any reason. It has been preset at the factory for maximum pressure for this unit.
3. Pull the relief valve ring on the control panel periodically to assure that it is functioning properly and to clear the safety valve of any obstructions.
4. Operate the compressor only on a level surface, otherwise fuel may spill from the fuel tank and engine lubrication may not be sufficient.
5. Fasten the compressor down when transporting or the unit may tip over resulting in damage.
6. Protect all air lines from damage or puncture.
7. Check the air hose occasionally for weak or worn spots. Replace the hose if any of these conditions exist.
8. After a few days of operation, remove the belt guard, adjust the belt tension and tighten all pulleys and fittings and check all other bolts to make sure they are tight. A periodic check of these parts is also recommended.
9. BE SURE TO RE-INSTALL GUARD. All moving parts should be guarded.
10. Welding or any other alterations to this unit voids all warranties.
11. High temperatures may be generated by the engine and pump. Keep children away from the compressor to prevent possible burns or other injuries.
12. Drain moisture from the tank on a daily basis. A clean dry tank will help guard against corrosion. See "Maintenance" section on page 8.
13. Make certain adequate ventilation is provided to vent engine exhaust fumes.

START UP INSTRUCTIONS

SANBORN AIR COMPRESSORS

Except for the few details listed below, your SANBORN Air Compressor is ready for operation as received.

1. Before starting the compressor, be sure the pump is full of a good grade SAE 30, non-detergent oil. See the "Lubrication" section on the back page. Lighter weight oil (SAE 10) is recommended in temperatures below 20 degrees. Air compressor oil, in handy, one quart containers are available from SANBORN. (See the "Other Accessories" section on page 5.)
2. After you unpack the unit check carefully that no damage occurred in transit. Insert the handle in the ferrules in the sides of the base the engine is setting on and tighten the screws on both sides to hold the handle in place.
3. Fill the fuel tank. Use clean, fresh, "regular grade leaded or low-lead" gasoline. DO NOT MIX OIL WITH GASOLINE. Note: The use of "lead-free" gasoline produces fewer combustion deposits, but may shorten valve life if the carburetor adjustment is too lean.
4. Engines are shipped LESS OIL. Add a good grade motor oil as recommended in the "Operating and Maintenance" instruction sheet supplied with the gasoline engine.
5. Before putting your new compressor to work, run it for about 20 minutes under no load to lubricate the internal moving parts in order to break it in properly.
6. Shut off the gas engine and check to see if all connections are tight. A small air leak in your hose or connections will make a big difference in the performance of your compressor.
7. Locate your compressor so a clean dry air supply is available. The SANBORN air filter element (019-0053) is of sufficient size and design to meet normal filtering requirements if properly serviced. The element should be cleaned as needed. If the compressor is being used in dusty conditions, cleaning the filter may have to be done more frequently.

STORAGE INSTRUCTIONS

Before storing the air compressor for any length of time, there are a few things which should be done.

1. Using an air hose and blow gun, blow all dust and debris from the unit.
2. While the engine is still warm, drain all oil from the crankcase. Refill with new oil. (See engine instructions).
3. Pull the relief valve ring, located on the Dial-O-Matic control panel, to release all pressure from the tank.
4. Open the petcock to drain moisture from the tank and DO NOT close until the next usage. See the "Maintenance" section on page 8 of this manual.
5. Remove and inspect the filter elements in the compressor pump. Clean the filter housing. Replace the filter elements with new ones (part no. 019-0053) if they are dirty.
6. All fuel should be removed from the engine fuel tank. Run the engine until it stops from lack of fuel. The small amount of fuel that remains in the sump of the tank should be removed by absorbing it with a clean, dry cloth.
7. Remove spark plug, pour one ounce (29.6 cc) of engine oil into cylinder and crank slowly to distribute oil. Replace spark plug.
8. Drain the old oil from the crankcase and refill to the proper level with SANBORN Air Compressor oil, (See the "Accessories" section on page 5).
9. Cover the entire unit to protect it from moisture and dust.

TROUBLE SHOOTING

PROBLEM — LOW DISCHARGE PRESSURE OR VOLUME

CAUSE & SOLUTION

1. **Air Leaks:** Listen for escaping air. Apply soap suds solution to all fittings and connections. Bubbles will appear at points of leakage. Tighten or replace leaking fittings or connections.
2. **Leaking Valves:** Remove valve plate assembly from the head and inspect component parts for valve breakage, scarred valve seats, foreign materials, etc. Replace inoperative parts and reassemble. If gaskets in head and valve plate assembly are damaged, they must be replaced.
3. **Restricted Air Intake:** Clean a dusty air filter by blowing it out with air. Replace filters that are filled with debris.
4. **Slipping Belt:** Tighten according to instructions under "Tighten Belt and Pulleys" on page 8.
5. **Blown Gaskets:** Replace any gaskets found to be faulty on inspection.
6. **Low Compression:** May be due to worn rings and cylinder walls. The correction is made by replacing the rings and by rehoning the cylinder walls. Low compression can also be caused by leaking or broken valves in which case they should be inspected and repaired or replaced.

PROBLEM — EXCESSIVE UNLOADER CONTROL CYCLING

CAUSE & SOLUTION

1. The unloader control is reference number 129 on page 6. The unloader control exhausts to the atmosphere any air the pump produces after the receiver tank is full of air. Excessive unloader control cycling may occur due to an air leak in the piping. Check the piping for cracks and the connections for proper tightness.

TROUBLE SHOOTING (continued)

PROBLEM – COMPRESSOR PUMP KNOCKING

CAUSE & SOLUTION

1. A loose motor pulley or compressor flywheel is a very common cause of compressor knocking. If this is the case, retighten the motor pulley set screw and/or the flywheel set screw.
2. Lack of oil in the crankcase may cause the following to occur: a.) worn or scored connecting rods, piston pin, or crankshaft journal, b.) worn bearings on crankshaft, c.) cylinders or pistons scratched, worn or scored. **MAINTAIN YOUR OIL TO THE FULL MARK ON THE CRANKCASE AT ALL TIMES.**
3. Check that the belt is tightened properly.
4. Check for excess carbon on top of piston.
5. Check for leaking, broken, carbonized or loose valves or restricted air passages. Also, foreign material on top of the piston hitting the valve plate will cause knocking.

PROBLEM – EXCESSIVE BELT WEAR

CAUSE & SOLUTION

1. Pulley Out Of Alignment: Re-align motor pulley with compressor flywheel.
2. Belt Is Too Loose or Too Tight: Adjust tension of belt to conform with what is recommended under "Tighten Belt and Pulleys" on page 8 of this manual.
3. Belt Slipping: Adjust tension of belt to conform with what is recommended under "Tighten Belt and Pulleys" on page 8 of this manual.
4. Pulley Wobbles: Check for worn crankshaft, keyway, or pulley bore resulting from running the compressor motor with loose pulleys. Also, check for bent pulleys or bent crankshaft.

PROBLEM – HEATING

CAUSE & SOLUTION

1. **Poor Ventilation:** Relocate the compressor in an area where there is ample supply of cool, clean, dry and well circulated air. Avoid locations near boilers or others areas where there is a high ambient temperature.
2. **Dirty Cooling Surfaces:** Keep all cooling surfaces of the compressor and engine clean.
3. **Leaking,** broken, carbonized or loose valves and restricted air passages may also cause heating to occur.

PROBLEM – ABNORMAL PISTON, RING OR CYLINDER WEAR OF COMPRESSOR

CAUSE & SOLUTION

1. If the compressor is operated in an extremely dusty atmosphere, change the oil and air filters frequently.
2. During periods of high temperatures, use SANBORN 30 weight oil (part no. 018-0007) and during periods of lower temperatures use SANBORN 10 weight oil (part no. 018-0008).

PROBLEM–OIL IN DISCHARGE AIR

CAUSE & SOLUTION

1. This may be due to worn piston rings. Replace with new rings.
2. The compressor air intake may be restricted. Clean a dusty air filter by blowing it out with air, or replace filters that are filled with debris. Also check for other restrictions in the air intake system.
3. The oil level in the compressor may be too high.
4. If detergent type oil is being used, change to non-detergent oil. (See SANBORN Air Compressor oil in the "Accessories" section on page 5).
5. This may also be caused by cylinders or pistons being scratched, worn or scored.

PROBLEM – GASOLINE ENGINE STALL

CAUSE & SOLUTION

1. Check gasoline engine operator's manual for proper carburetor settings and other relevant information concerning the gas engine.
2. Check to see if the compressor pump has seized (locked up).
3. If the check valve in the unloader control (see reference no. 129 on page 6) is dirty or forign material has lodged in the unloader control, tank pressure is allowed to go back into the cylinder. When this condition exists, the engine will not start against this pressure. To remedy this, take the check valve, inside the unloader control, apart and examine. The check valve is located behind the male connector (reference number 63 on page 6). **CAUTION: De-pressurize the tank before attempting any service work on the unit. To depressurize the tank, simply pull the relief valve ring located on the Dial-O-Matic control console until ALL pressure is released.** The check valve may be cleaned and reinstalled if it is dirty. If the check valve appears to be bad, a complete new unloader control must be ordered.

ACCESSORIES AND AIR TOOLS

SANBORN AIR COMPRESSORS

Sanborn Manufacturing Company has a complete line of accessories and air tools to fit your particular air work requirements. Some are listed below. For more detailed information, contact Sanborn Manufacturing Company, or your local SANBORN Air Compressor dealer.

Tool Operation Graph for Series 143GU5

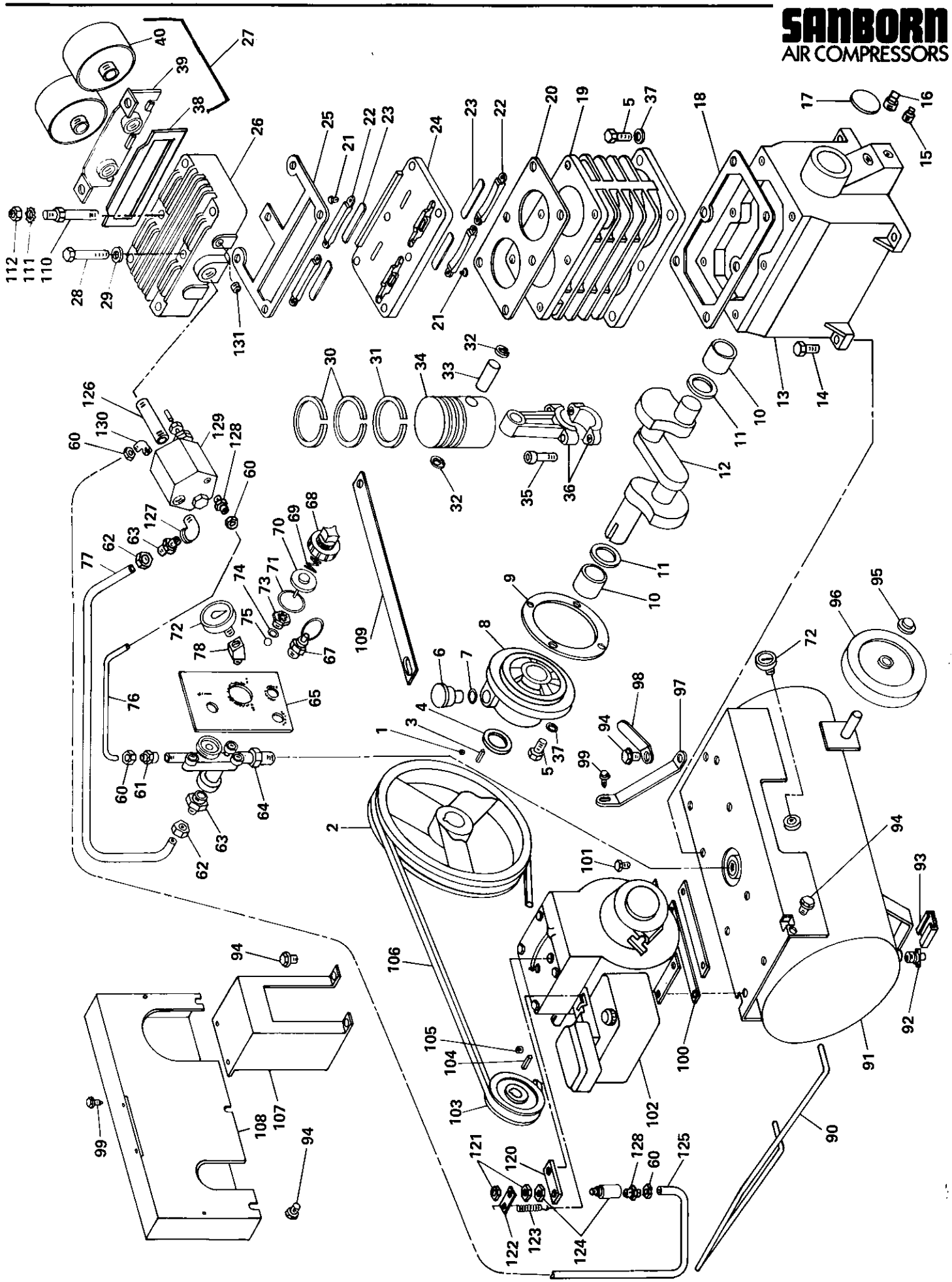
OPERATION C=Continous I=Intermittent	
PART NO.	OPER.
010-0212	C
010-0331	C
010-0107	I
010-0006	I
011-0798	I
009-0001	C
009-0354	C
024-0728	C
024-0788	C
024-0720	C
024-0734	C
024-0772	I
024-0710	C
024-0754	I
024-0767	C
024-0865	C

PART NO.	DESCRIPTION
010-0212	Economy spray gun. All-purpose, spray gun. Internal-mix, bleeder type. Not convertible for use with paint tank. Adjustable fluid needle. Operates on pressures from 20 to 45 PSI.
010-0331	Heavy-duty, three-way spray gun. Use as bleeder or non bleeder gun. Internal or external mix allows wide range of spraying applications. Spray latex, laquers and other fine finishes.
010-0107	Production spray gun. High volume, non-bleeder type ideal for rapid production spraying applications. Adjustible air and fluid controls. Quick lock/unlock quart cup.
010-0006	Comercial-duty spray gun. External mix siphon feed gives painting results required in fine automotive or industrial-type finishing. Quart cup.
011-0798	2½ gallon paint tank. A heavy-duty tank with all the features to handle big jobs. Complete with regulator and air guage. For use with spray guns 010-0331, 010-0107 and 010-0006.
009-0001	Miracle Sand Blaster. A complete sandblasting system offering portability and virtually unlimited applications. No media hopper is required. Ready to use.
009-0354	Sand Blaster Outfit. Includes gun with 3/32" air jet and 3/16" hardened steel nozzle, 15 foot materials hose, 3 gallon steel hopper, face shield hood, quart aluminum canister.
024-0728	3/8" Air Ratchet. High speed 150 RPM run-down ratchet, features improved ratchet head ball type retainer, and ball and needle bearing construction for longer life.
024-0788	3/8" Air Drill. Stall resistant 1/2 HP motor, handle exhaust directs air away from work, it is muffled internally, with planetary ball bearing and needle construction.
024-0720	3/8" Butterfly Air Impact Wrench. Butterfly throttle mechanism for single-handed control of speed and forward and reverse, air inlet swivels 360 degrees, built-in regulator.
024-0734	1/2" Air Impact Wrench. Compact light weight design. Delivers up to 300 ft./lbs. torque. positive action trigger with built-in speed regulator, single-handed operation.
024-0772	3/4" Air Impact Wrench. Heavy duty for use where maximum torque is required. Delivers up to 750 ft./lbs. torque, positive action trigger, built-in speed and torque regulator.
024-0710	Air Hammer/Chisel Kit. Heavy duty with teasing throttle for operator control. Comes with four free air chisels with standard point, .401" shank.
024-0754	6" Dual-Action "Quiet" Orbital Air Sander. Built-in speed regulator, with variable speed trigger and quiet motor insulation. Standard 6" pad or optional 5" pad.
024-0767	Straight Line Sander. Pad size 2½" x 15½" accepts adhesive backed or standard sanding paper. Standard equipment includes automatic release trigger.
024-0865	5" Heavy-Duty Air Sander. Variable speed, pistol grip sander with speed ranges from 4,000 to 18,000 RPM. Includes 3" and 5½" sanding pads.

OTHER ACCESSORIES

PART NO.	DESCRIPTION
	SANBORN Air Hoses have brass, 1/4" male fittings on each end. They are rated at 200 PSI.
012-0004	3/8" I.D. x 15' long
012-0007	3/8" I.D. x 25' long
012-0006	3/8" I.D. x 50' long
	SANBORN Paint Hoses have 3/8" female tapered pipe threads on each end.
012-0022	3/8" I.D. x 15' long
012-0023	3/8" I.D. x 25' long
	Filter, with sintered bronze element, polycarbonate bowl. Rated at 150 PSI. Four pipe sizes.
019-0006	1/4" pipe size, 1/3 pint bowl
019-0005	3/8" pipe size, 1/3 pint bowl
019-0004	1/2" pipe size, 1/2 pint bowl
019-0003	3/4" pipe size, 1/2 pint bowl
	Regulator, has relieving type diaphragm, secondary pressure adjustment. Range 5 - 125 PSI, maximum inlet pressure 300 PSI.
020-0004	1/4" pipe size, two 1/4" NPT gauge ports
020-0003	3/8" pipe size, two 1/4" NPT gauge ports
020-0002	1/2" pipe size, two 1/4" NPT gauge ports
020-0001	3/4" pipe size, two 1/4" NPT gauge ports
	Lubricator, polycarbonate bowl with bowl guard option. Maximum rated operating conditions, 150 PSI and 125° Fahrenheit
018-0006	1/4" pipe size, 1/3 pint bowl
018-0005	3/8" pipe size, 1/3 pint bowl

PART NO.	DESCRIPTION
018-0004	1/2" pipe size, 1/2 pint bowl
018-0003	3/4" pipe size, 1/2 pint bowl
	Filter/Regulator, elements of sintered bronze with relieving type diaphragm. Rated at 150 PSI inlet pressure and 125° Fahrenheit.
019-0010	1/4" pipe size, two 1/4" NPT gauge ports
019-0009	3/8" pipe size, two 1/4" NPT gauge ports
019-0008	1/2" pipe size, two 1/4" NPT gauge ports
019-0007	3/4" pipe size, two 1/4" NPT gauge ports
036-0001	Kwik-Change Coupler Assembly, 1/4" NPT female threads. (includes no. 037-0001 adapter)
037-0001	Male 1/4" NPT Kwik-Change coupler adapter. (use with most air tools and spray guns)
038-0001	Female 1/4" NPT Kwik-Change coupler adapter.
035-0001	Blo-gun Kwik-Changed coupled, 1/4" NPT female threads. OSHA approved. (does not include Kwik-Coupler or adapters.)
035-0003	Clip-on blo-gun with 8-1/2" spout. Snaps on to most ball-type air chucks.
035-0004	Clip-on spray cleaner with 1 quart fluid container. Converts any standard ball-type air chuck into a spray cleaner.
018-0008	Air compressor oil, (recommended for use below 20 degrees F.) One quart.
018-0007	Air compressor oil, (recommended for use above 20 degrees F.) One quart.



PARTS LIST

SANBORN AIR COMPRESSORS

REF. NO.	PART NO.	DESCRIPTION	QTY.
		COMPRESSOR PUMP REPLACEMENT PARTS	
1	061-0002	Set Screw, 5/16"	1
2	044-0014	10" O.D. Flywheel, B-groove	1
3	146-0001	Key, 3/16" x 1" long	1
4	046-0009	Oil seal	1
5	059-0001	Bolt, 5/16" - 18 x 3/4" long	10
6	056-0002	Crankcase breather	1
7	054-0010	O-ring	1
8	045-0010	Bearing carrier	1
9	046-0005	Bearing carrier gasket	1
10	051-0003	Sleeve bearing	2
11	060-0001	Fiber washer	2
12	053-0001	Crankshaft	1
13	049-0005	Crankcase	1
14	059-0010	Bolt, 5/16" - 18 x 1-1/4" long	4
15	062-0002	1/8" Oil drain plug	1
16	062-0004	3/8" Oil fill plug	1
17	062-0003	Expansion plug	1
18	046-0006	Cylinder gasket	1
19	050-0008	Cylinder	1
20	046-0013	Head gasket	1
21	061-0035	No.6-32 stickscrew 1/4" long	8
22	155-0021	Stop bar	4
23	155-0020	Flex-Leaf valve	4
24	043-0073	Valve plate	1
25	046-0014	Valve plate gasket	1
26	042-0007	Head	1
27	019-0054	Complete filter assembly	1
28	059-0026	Bolt, 3/8" - 16 x 2-1/2" long	5
29	060-0014	Gasket washer	1
30	054-0019	Compression ring	4
31	054-0020	Oil control ring	2
32	054-0018	Wrist pin retaining ring	4
33	052-0004	Wrist pin	2
34	048-0008	Piston, 2-5/8"	2
35	059-0004	Bolt, 5/16" - 18 x 1-1/4" (socket head)	4
36	047-0008	Connecting rod	2
37	103-0011	Bolt seal, 5/16" I.D.	10
		FILTER ASSEMBLY	
27	019-0054	Complete filter assembly	1
38	046-0148	Gasket	1
39	019-0055	Bracket	1
40	019-0049	Filter Canister	2
	019-0053	Replacement Filter Element use with above Canister (019-0049)	2

REF. NO.	PART NO.	DESCRIPTION	QTY.
		DIAL-O-MATIC REPLACEMENT PARTS	
60	058-0017	1/4" compression nut & sleeve	4
61	068-0010	Female connector	1
62	058-0016	1/2" compression nut & sleeve	2
63	068-0009	Male connector 1/2" NPT to 1/2" tube	2
64	041-0003	Manifold	1
65	106-0002	Face plate	1
67	136-0024	ASME pressure relief valve for ASME certified tanks	1
67	136-0012	Pressure relief valve for models with non-certified tanks	1
68	137-0001	Knob assembly	1
69	055-0005	Regulator spring	1
70	078-0001	Regulator piston	1
71	054-0007	O-ring	1
72	032-0001	Gauge	2
73	105-0002	Guide	1
74	054-0040	O-ring	1
75	079-0005	Ball, 1/4"	1
76	145-0079	Transfer tube, 1/4" O.D.	1
77	145-0078	Transfer tube, 3/8" O.D.	1
78	064-0028	1/8" NPT 45° brass street elbow	1

REF. NO.	PART NO.	DESCRIPTION	QTY.
		TANK ASSEMBLY REPLACEMENT PARTS	
90	112-0002	Handle	1
91	127-0020	10 gallon non-code tank	1
91	151-0002	12 gallon ASME tank	1
91	152-0002	20 gallon ASME tank	1
91	130-0004	22 gallon non-code tank	1
91	131-0002	30 gallon non-code tank	1
91	153-0002	30 gallon ASME tank	1
92	072-0001	1/4" Petcock (tank drain)	1
93	094-0002	Vibration isolator	1
94	059-0012	Lock bolt, 5/16" - 18 x 1/2" long	7
95	033-0002	5/8" Hub cap, for 20, 22 & 30 gallon models	2
95	033-0001	1/2" Hub cap, for 10 & 12 gallon models	2
96	095-0010	Wheel, 8" x 1.75 for 10 & 12 gallon models	2
96	095-0001	Wheel, 10" x 1.75 for 20, 22 & 30 gallon models	2
97	114-0006	Belt guard bracket	1
98	114-0005	Hose bracket	1
99	061-0005	No. 10 sheet metal screw	3
100	114-0017	Motor mounting bracket	2
101	059-0010	Bolt. 5/16" - 18 x 1-1/4" long	4
102	025-0002	5 H.P. Gasoline Engine	1
103	006-0055	Pulley, 3-1/2" O.D. x 3/4" bore	1
104	146-0001	Key, 3/16" x 1" long	1
105	061-0009	Set screw, 5/16" - 18 x 1/4" long	1
106	008-0003	V-belt, 5L-500	1
107	117-0001	Manifold cover	1
108	142-0004	Belt guard, Domestic models	1
108	142-0016	Belt guard, CSA models	1
109	114-0007	Stabilizer bar	1
110	059-0092	Stud-bolt, 3/8" x 3-1/2" long	1
111	060-0027	3/8" Lockwasher (shakeproof)	1
112	058-0037	3/8" Nut	1

REF. NO.	PART NO.	DESCRIPTION	QTY.
		UNLOADER AND AIR THROTTLE REPLACEMENT PARTS	
120	114-0004	Air throttle bracket	1
121	058-0026	Nut, 1/4" - 28	2
122	114-0020	Spring bracket	1
123	055-0003	Spring	1
124	090-0001	Air throttle	1
125	145-0014	Transfer tube, 1/4" O.D.	1
126	065-0020	Nipple, 1/2" x 3"	1
127	064-0024	Elbow, 1/2" x 90° street	1
128	068-0002	Male connector, 1/4" NPT x 1/8" tube	2
129	070-0003	Unloader	1
130	064-0003	Male elbow connector	1
131	062-0001	Plug, 1/8" x 5/16" long	1

		ASSEMBLIES AND MISCELLANEOUS PARTS
	040-0059	Pump assembly, Model 143 SANBORN Gas
	165-0036	Overhaul kit, (includes gasket set, filter elements, valves with screws, and ring set)
	054-0067	Complete set of rings
	046-0153	Complete set of gaskets (less ref. no. 38)
	043-0074	Valve plate assembly (ref. nos. 20 - 25)
	048-0024	Piston assembly (ref. nos. 30 - 34)
	042-0017	Cylinder head assembly (ref. nos. 20 - 26 & 29)
	012-0004	Hose, 3/8" x 15' (not shown)
	038-0002	Air chuck (on end of hose)
	018-0007	Air compressor oil, SAE 30 (recommended for use above 20 degrees F) 1 quart
	018-0008	Air compressor oil, SAE 10 (recommended for use below 20 degrees F) 1 quart