TITAN INDUSTRIAL

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OWNER'S MANUAL

MODEL TAC-2T

Commercial Dual Tank Compressor

The Emission Control System for this generator is warranted for standards set by the Environment Protection Agency.

IMPORTANT!

It is extremely important to read and understand the entire contents of this Owner's Manual for the Titan Industrial Commercial Model TAC-2T before attempting to operate the compressor. This is a gasoline engine powered, commercial strength, dual tank air compressor. The gasoline engine and the compressor are both potentially hazardous and could cause physical injury or even death if improperly used.

WARNING!	**Do Not Operate Equipment until reading and understanding Owner's Manual!**

SAFTEY GUIDELINES

The information in this manual is provided for your saftey and to protect your equipment. It is very important to read and understand the contents of this manual before attempting to operate this equipment. Please observe the following symbols to help recognize this information.

DANGER

This symbol indicates extremely hazardous situations that could cause serious injury or death!

WARNING

This symbol indicates potentially hazardous situations that could cause serious injury or death!

CAUTION

This symbol indicates potentially hazardous situations that could cause moderate or minor injuries!

NOTICE

This symbol indicates important information that could cause damage to the equipment!

DESCRIPTION

Air compressors are designed to provide a source of compressed air for various devices that require it for their operation. Be sure your air compressor is on a solid, level surface before you start it. Operating this unit on any other surface will be considered misuse and will void the warranty.

Your air compressor has a cast iron pump and is equipped with an air governor for automatic idle down when the tanks reach a preset pressure.

Small amounts of oil may be present in the compressed air because the pumps on the air compressor are oil-lubricated. A coalescing filter would need to be installed if the compressed air must be completely free of oil and water.

DANGER **NEVER WELD OR DRILL A TANK**

Never attempt to repair a damaged tank. Any modification on a tank such as welding or drilling will weaken the tank - which may result in rupture or explosion. Only replace worn or damaged tanks!

GENERAL SAFETY

The following safety precautions must be observed at all times because the compressor and components make up a high pressure system.

A. Follow all codes for the safe operation of this equipment, both local and federal (United States Occupational Safety and Health - OSHA).

B. Only people that are well acquainted with the rules of safe operation should use the compressor.

C. Read and understand all manuals and instructions included with the compressor before attempting to use it.

D. KEEP CHILDREN AWAY FROM THE UNIT.

E. Wear safety glasses and hearing protection.

F. Do not stand on the unit or attempt to use it as a hand hold.

G. Inspect the entire system for leakage, weaknesses, damage or deterioration before each use.

H. Replace or repair any defective parts before using.

I. Check all fasteners regularly.

J. Never wear loose clothing or jewelry around moving parts or equipment.

K. Keep body parts clear of moving parts.

L. Do not touch hot surfaces.

M. Stop compressor immediately if it begins to vibrate excessively.

N. Do not fill gas tank if engine is hot.

O. The engine governor is preset. Do not tamper with the setting. Excessively fast speeds will severely shorten the life of the engine and may be hazardous.

P. Tanks may rust from moisture buildup. Rust weakens the tank. Drain the tanks on a daily basis and inspect for any unsafe condition.

Q. Release the air slowly when draining the tanks' moisture or when depressurizing because fast-moving air stirs up dust and debris which could cause damage to people or property.

R. Stop engine before leaving the area. Never leave a running unit unattended.

S. Remove spark plug wire while inspecting unit to keep it from inadvertently restarting. Allow unit to cool before storing.

T. Locate the compressor as far away as possible from spraying area. Keep overspray from the unit.

U. Use a face mask while operating this unit.

SAFTEY GUIDELINES

(continued)

WARNING

UNPACKING

Inspect your air compressor carefully for any damage that may have occurred during transit. Be sure to inspect and tighten all bolts, screws, and fittings before attempting to start the unit.

Do not attempt to operate a damaged unit. It may burst and cause serious injury or property damage!

DANGER **DO NOT BREATHE AIR FROM THE COMPRESSOR**

You must fit the compressor with special in-line safety and alarm equipment before attempting to use the compressor to supply air for human breathing.

The air from the compressor must be properly filtered with this equipment to purify it to meet standards for Grade D breathing. The minimum specifications for human consumption of air is described in Compressed Gas Association Commodity Specifications G 7.1 -1966, OSHA 29 CFR 1910. 134, and/or Canadian Standards Associations CSA.

WARNING

Your compressor comes equipped with a guard over the drive wheel and belt assembly. Never attempt to operator this unit if the guard is damaged or removed. Personal injury could result from contact with moving parts.

CAUTION

Compressor parts may be hot even if the unit is not running.

WARNING

Never remove or attempt to adjust the safety valve. Keep it free from paint or any other accumulations.

WARNING

This unit may cause electrical arcs that could ignite flammable gas or vapor. Keep flammable items away from the compressor and keep the compressor away from flammable conditions.

MAINTENANCE SCHEDULE

	Daily	Weekly	Monthly	3Month
Check Oil Levels	■			
Drain Tanks	■			
Check Safety Valve		■		
Check Belts			■	

**Change oil in engine and pump every (30) hours of use. **

The engine requires 16oz. of oil (see page12)

The Compressor Pump requires 32oz. (SAE30)

ASSEMBLY & OPERATION

ASSEMBLY

LUBRICATION

The compressor is not shipped with oil installed. Remove the oil fill cap to fill the pump with oil. Fill to red circle on sight glass.

Use only **single viscosity, (SAE30), in compressor pump**.

RUBBER FEET

Install the four rubber feet to the cross member if not installed.

HOSE AND REGULATOR

Use a 3/8 inch hose and a regulator that has a minimum rating that exceeds the maximum working pressure of the compressor.

OPERATION

REGULATOR

The amount of air pressure released at the hose outlet is controlled by the regulator.

ACM SAFETY VALVE

This valve will release excessive pressure if the maximum pressure is exceeded.

DISCLAIMER

TITAN INDUSTRIAL, HEREBY DISCLAIMS ANY RESPONSIBILITY OF ANY LIABILITY WHATSOEVER FOR ANY LOSS, PERSONAL INJURY, OR DAMAGE RESULTING FROM BREATHING AIR FROM THE COMPRESSOR.

⚠ WARNING

Carbon Monoxide gas is poisonous. It is produced by combustion in the gasoline engine and emitted from the exhaust system on the compressor. Never operate this unit inside a closed building or in a poorly ventilated area.

OPERATION

DISCHARGE TUBE

This tube carries compressed air from the pump to the check valve. Never touch the discharge tube because it becomes very hot during operation.

CHECK VALVE

This is a one-way valve that allows air to enter the tank but prevents air from going out of the tank.

HANDLE

The handle is provided to move the compressor.

BELT GUARD

The belt guard covers the belt and pulley.

DRAIN PETCOCK

Each tank has a drain petcock on the bottom and is used to drain moisture from the tank. Open the petcock and reduce air pressure below 10 p.s.i. and allow moisture to drain. This should be done daily to reduce the risk of corrosion.

START-UP

A. Properly fill engine with gas and oil.
(See page 12)
B. Fill the compressor pump with oil.
C. Open the air flow by turning the outlet valve or regulator knob counter-clockwise.
D. Turn the manual unloader lever to the vertical position to allow the compressor engine to run without compressing air.

STARTING THE ENGINE (see page 9)

Maintenance Shedule (see page4)

Your compressor will automatically unload when maximum pressure is reached. The engine will reduce to an idle speed until pressure is reduced to a preset level, at which time it will automatically accelerate and refill the tank.

MAINTENANCE

⚠ WARNING

Release all pressure from the system before attempting to perform any maintenance!

BEFORE EACH USE

Check the air filter, the oil level, and the gasoline supply before starting the engine. Test the ACM safety valve before starting the engine.

Pull the ring on the safety valve and let it snap back to its normal position. This valve is designed to release air automatically when the tank pressure exceeds the preset maximum. The ACM valve must be replaced if air leaks after the ring has been released or if the valve is stuck and cannot be activated by the ring.

⚠ DANGER

NEVER tamper with the ACM safety valve! Clean debris from the engine, flywheel, tank, airlines, and pump cooling fins before attempting to start the engine.

AFTER EACH USE

⚠ NOTICE

Be sure to drain the tanks completely after each use.

COMPLETE TANK INSPECTION

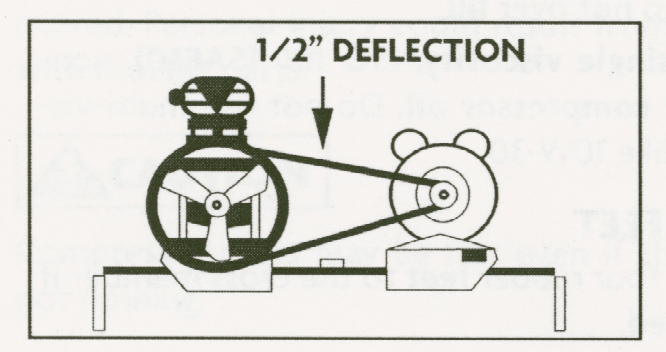
Carefully inspect the tank often for cracks forming around the welds. Remove pressure from the tank immediately and replace the tank if a crack is detected.

⚠ DANGER

NEVER ever attempt to repair or modify a tank!

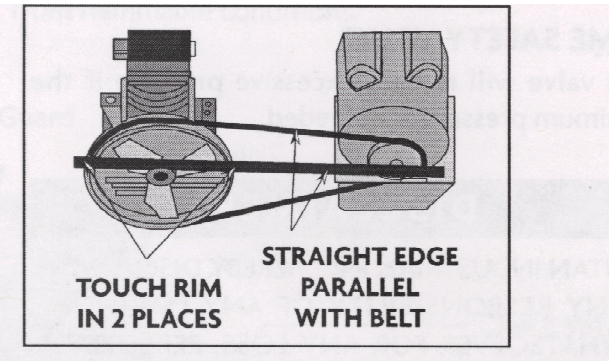
DRIVE BELT

Belts tend to stretch as a result of normal use. The belt will deflect about 1/2 inch with five pounds of pressure applied midway between the engine pulley and the pump (see below).



ADJUSTING THE BELT TENSION

A. Remove the belt guard
B. Loosen the engine brace
C. Loosen the 4 fasteners holding the engine to the baseplate
D. Shift the motor to properly align belt . Lay a straight edge against the face of the flywheel, touching the rim in two places (see below).



E. Adjust the motor or the flywheel until the belt runs parallel to the straight edge
F. Use a gear puller to move the pulley on the shaft and tighten the fasteners
G. Adjust the brace and reinstall

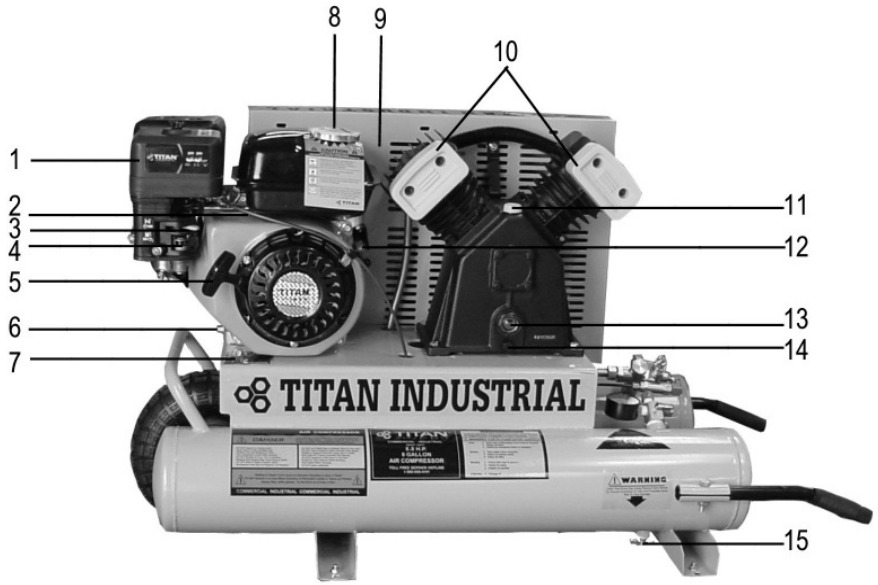
STORAGE

Drain tanks. Disconnect hose and hang with open end down to allow moisture to drain.

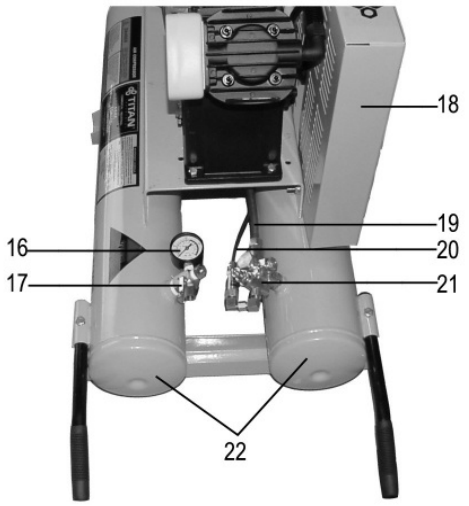
Store in a cool, dry place.

TROUBLESHOOTING

SYMPTOM	POSSIBLE CAUSE	CORRECTIVE ACTION
Low Discharge Pressure	1. Air leaks 2. Leaking Valves 3. Restricted Air Intake 4. Slipping Belt 5. Blown Gaskets 6. Low Compression	1. Listen for escaping air. Apply soap solution to fittings if bubbles appear. 2. Remove defective parts and reassemble. Be sure to replace the head gasket each time head is removed. 3. Clean the air filter element. 4. Remove belt guard and tighten belt (see page 6). 5. Replace defective gasket. 6. Check for worn rings, pistons, cylinders. Replace.
Overheating	1. Poor Ventilation 2. Dirty Cooling Surfaces	1. Move compressor to well-ventilated area. 2. Clean all cooling surfaces on engine and pump.
Excessive Belt Wear	1. Pulley Out of Alignment 2. Belt Too Loose or Too Tight 3. Belt Slipping 4. Pulley Wobbles	1. Realign pulley (see page 6). 2. Adjust belt tension (see page 6). 3. Adjust belt tension or replace belt (see page 6). 4. Check for worn or bent crankshaft, worn keyway or pulley bore
Unit Stalls	1. Improper Lubrication 2. Defective Check Valve	1. Check oil levels & lubrication on all moving parts. 2. Replace valve.
Excessive Noise or Knocking	1. Loose Motor or Pulley 2. Crankcase Oil Level 3. Worn Connecting Rod 4. Worn Bearings 5. Worn Piston Pin Bushing 6. Piston Hitting Valve Plate 7. Noisy Check Valve	1. Tighten. 2. Fill or change oil. 3. Replace connecting rod. 4. Replace bearings and change oil. 5. Check pin and piston for wear. Replace if needed. 6. Clean top of piston and replace head gasket. 7. Replace check valve.
Oil in the Discharge Air	1. Worn Piston Rings 2. Restricted Air Intake 3. Restricted Breather 4. Excessive Oil in Compressor 5. Wrong Oil 6. Connecting Rod Alignment	1. Replace. 2. Check intake system and clean intake filter. 3. Clean and check breather for free operation. 4. Drain down to fuel level. 5. Use SAE 30 in compressor pump 6. Replace rod.
Air Leaking from Unloader	1. Check Valve Stuck Open	1. Remove and replace check valve. DO NOT ATTEMPT TO REMOVE CHECK VALVE WITH AIR IN THE TANK!



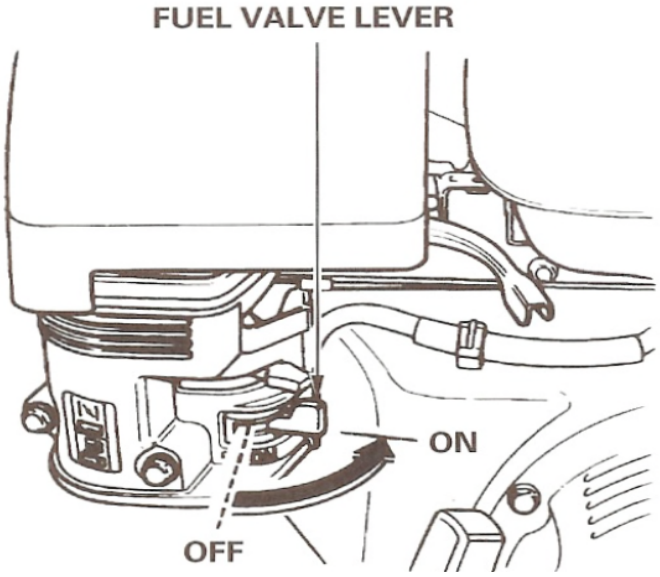
1. Air Filter
2. Throttle Cable
3. Choke Lever
4. Fuel Valve
5. Pull Start (Recoil)
6. Oil Drain
7. Serial Number
8. Fuel Cap
9. Belt Guard (Back Side)
10. Pump Air Filters
11. Oil Fill
12. On/Off Switch
13. Oil Level Indicator
14. Oil Drain Plug
15. Petcock Drain
16. Gauge
17. ACM Valve
18. Belt Guard (Front Side)
19. Copper Supply Line
20. Throttle Cable
21. Regulator/Unloader Valve
22. Dual Tanks



Review the instructions provided with the equipment powered by this engine for any safety precautions that should be observed in conjunction with engine startup, shutdown, or operation.

STARTING THE ENGINE

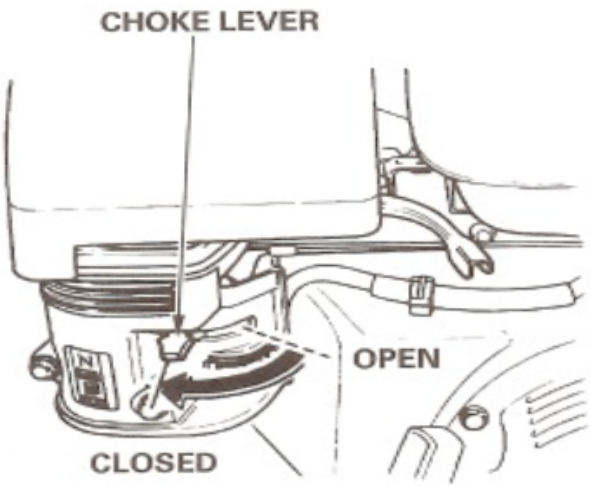
1. Move the fuel valve lever to the ON position.

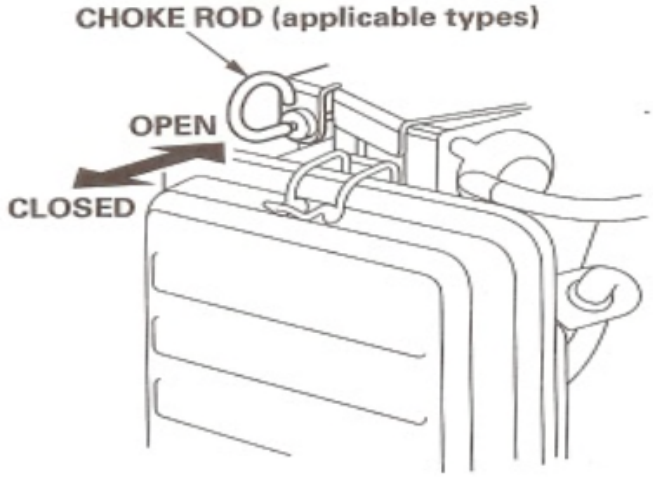


2. To start a cold engine, move the choke lever or choke rod (applicable types) to the CLOSED position.

   To restart a warm engine, leave the choke lever in the OPEN position.

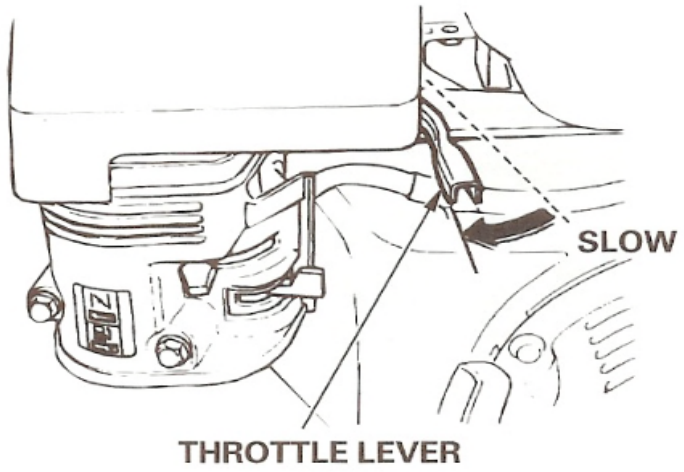
   Some engine applications use a remote-mounted choke control rather than the engine-mounted choke lever shown here.



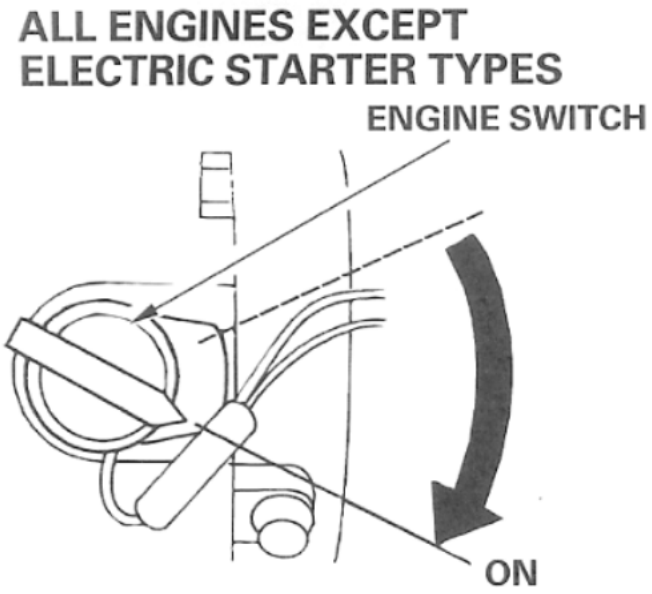


3. Move the throttle lever away from the SLOW position, about 1/3 of the way toward the FAST position.

Some engine applications use a remote-mounted throttle control rather than the engine-mounted throttle lever shown here.



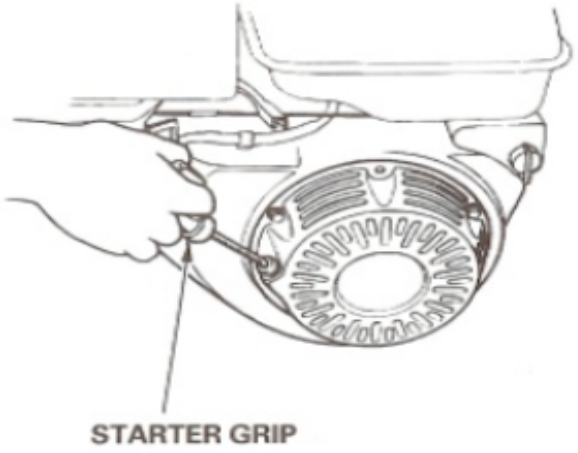
4. Turn the engine switch to the ON position.



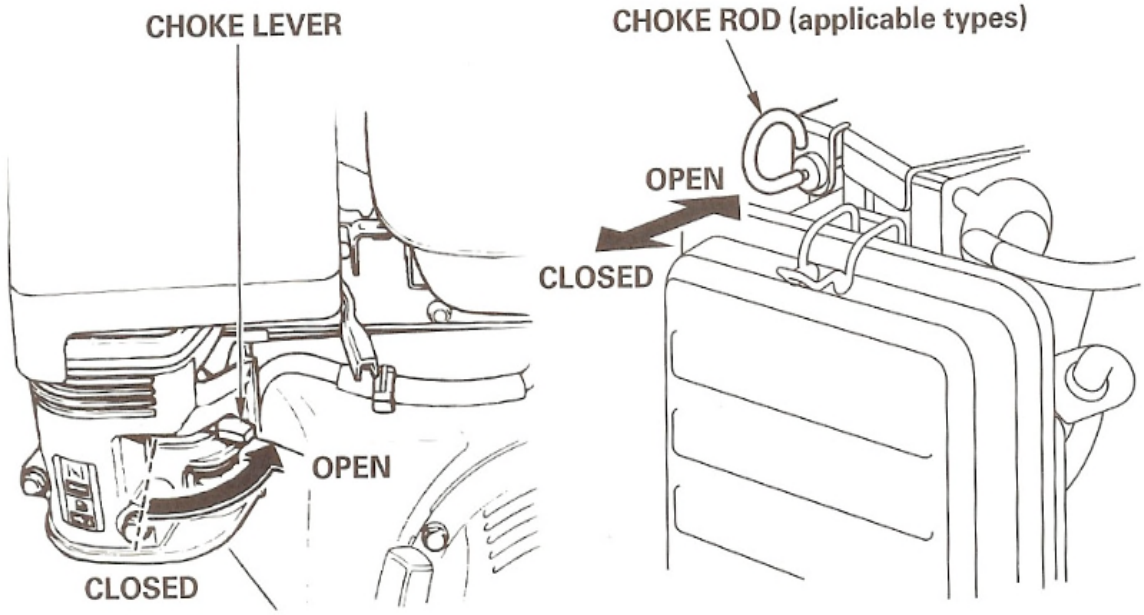
5. Operate the starter.

RECOIL STARTER (all engine types):

Pull the starter grip lightly until you feel resistance, then pull briskly. Return the starter grip gently.



6. If the choke lever or choke rod (applicable types) has been moved to the CLOSED position to start the engine, gradually move it to the OPEN position as the engine warms up.



ENGINE OIL LEVEL CHECK

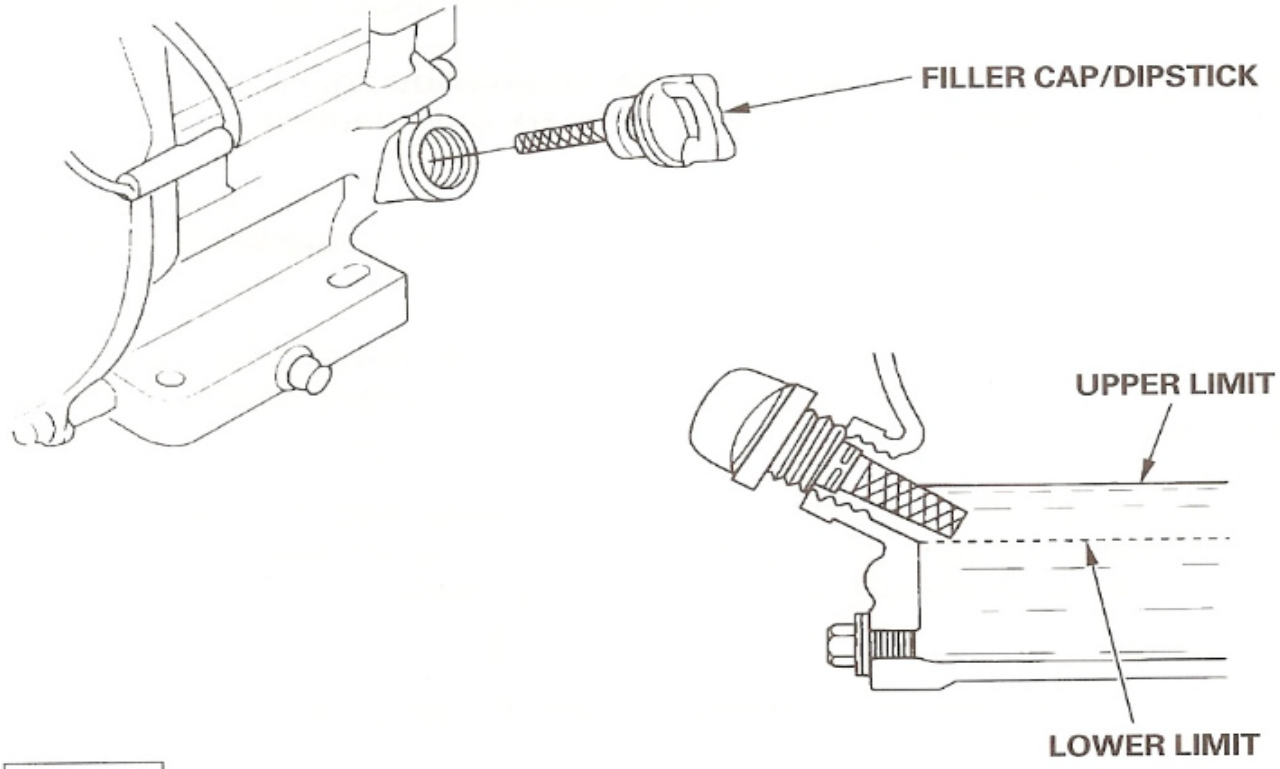
Check the engine oil level with the engine stopped and in a level position.

1. Remove the filler cap/dipstick and wipe it clean.

2. Insert and remove the dipstick without screwing it into the filler neck. Check the oil level shown on the dipstick.

3. If the oil level is low, fill to the edge of the oil filler hole with the recommended oil

4. Screw in the filler cap/dipstick securely.



NOTICE

Running the engine with a low oil level can cause engine damage.

The Oil Alert® system (applicable engine types) will automatically stop the engine before the oil level falls below safe limit. However, to avoid the inconvenience of an unexpected shutdown, always check the engine oil level before startup.

ENGINE OIL CHANGE

Drain the used oil while the engine is warm. Warm oil drains quickly and completely.

1. Place a suitable container below the engine to catch the used oil, then remove the filler cap/dipstick, drain plug, and washer.

2. Allow the used oil to drain completely, then reinstall the drain plug, washer, and tighten drain plug securely.

3. Please dispose of used motor oil in a manner that is compatible with the environment. We suggest you take used oil in a sealed container to your local recycling center or service station for reclamation. Do not throw it in the trash, pour it on the ground, or down a drain.

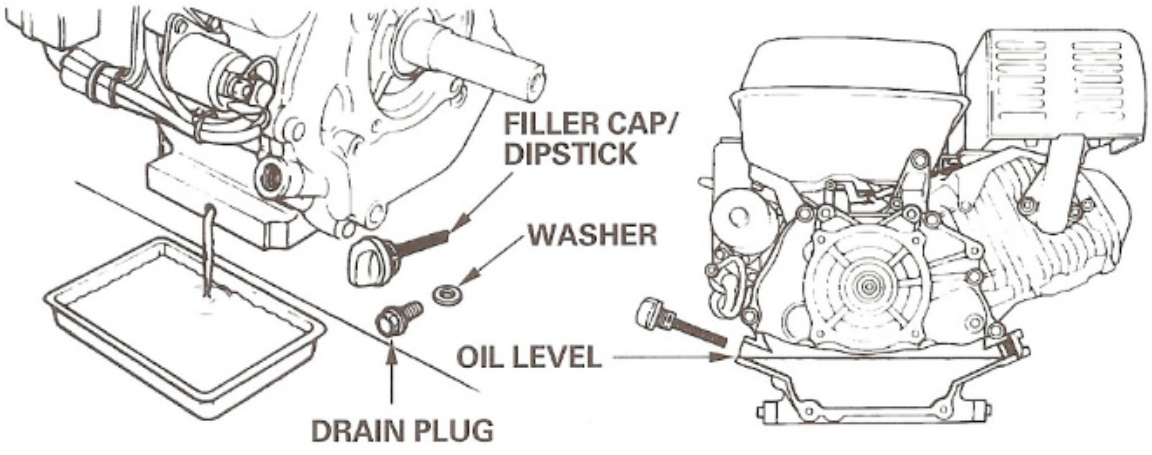
4. With the engine in a level position, fill to the outer edge of the oil filler hole with the recommended oil

   NOTICE

   Running the engine with a low oil level can cause engine damage.

   The Oil Alert® system (applicable engine types) will automatically stop the engine before the oil level falls below the safe limit. However, to avoid the inconvenience of an unexpected shutdown, fill to the upper limit, and check the oil level regularly.

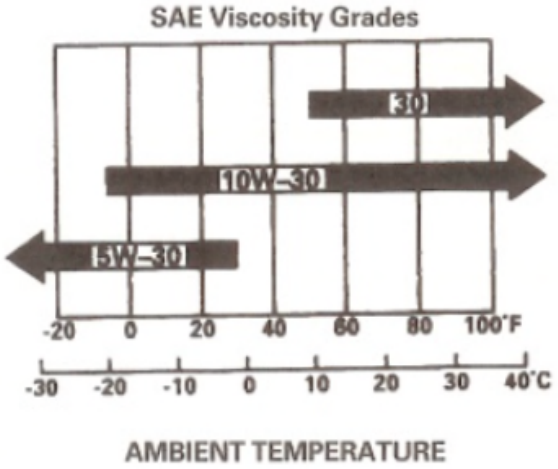
5. Screw in the filler cap/dipstick securely.



ENGINE OIL RECOMMENDATIONS

Oil is a major factor affecting performance and service life. Use 4-stroke automotive detergent oil.

SAE 10W-30 is recommended for general use. Other viscosities shown in the chart may be used when the average temperature in your area is within the recommended range.

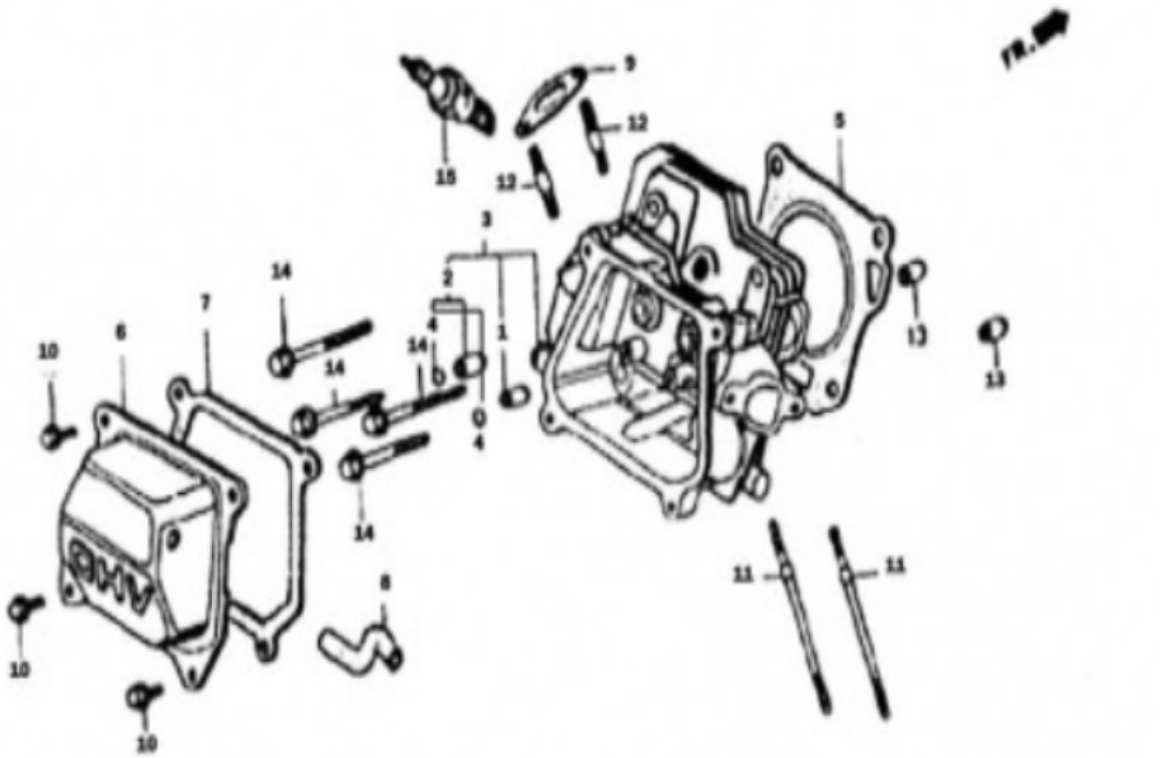


The SAE oil viscosity and service classification are in the API label on the oil container.

QUICK REFERENCE INFORMATION

Fuel	Type	Unleaded gasoline with a pump octane rating of 86 or higher
Engine Oil	Type	SAE 10W-30, API SJ or SL, for general use
Spark Plug	Type	NGK: BPR6ES , DENSO: W20EPR-U
	Gap	0.028—0.031 in (0.70—0.80 mm)
Carburetor	Idle speed	1,400 ± 150 rpm
Maintenance	Before each use	Check engine oil level. Check transmission oil level if applicable. Check air filter.
	First 20 hours	Change engine oil. Change transmission oil if applicable.
	Subsequent	Refer to the maintenance schedule

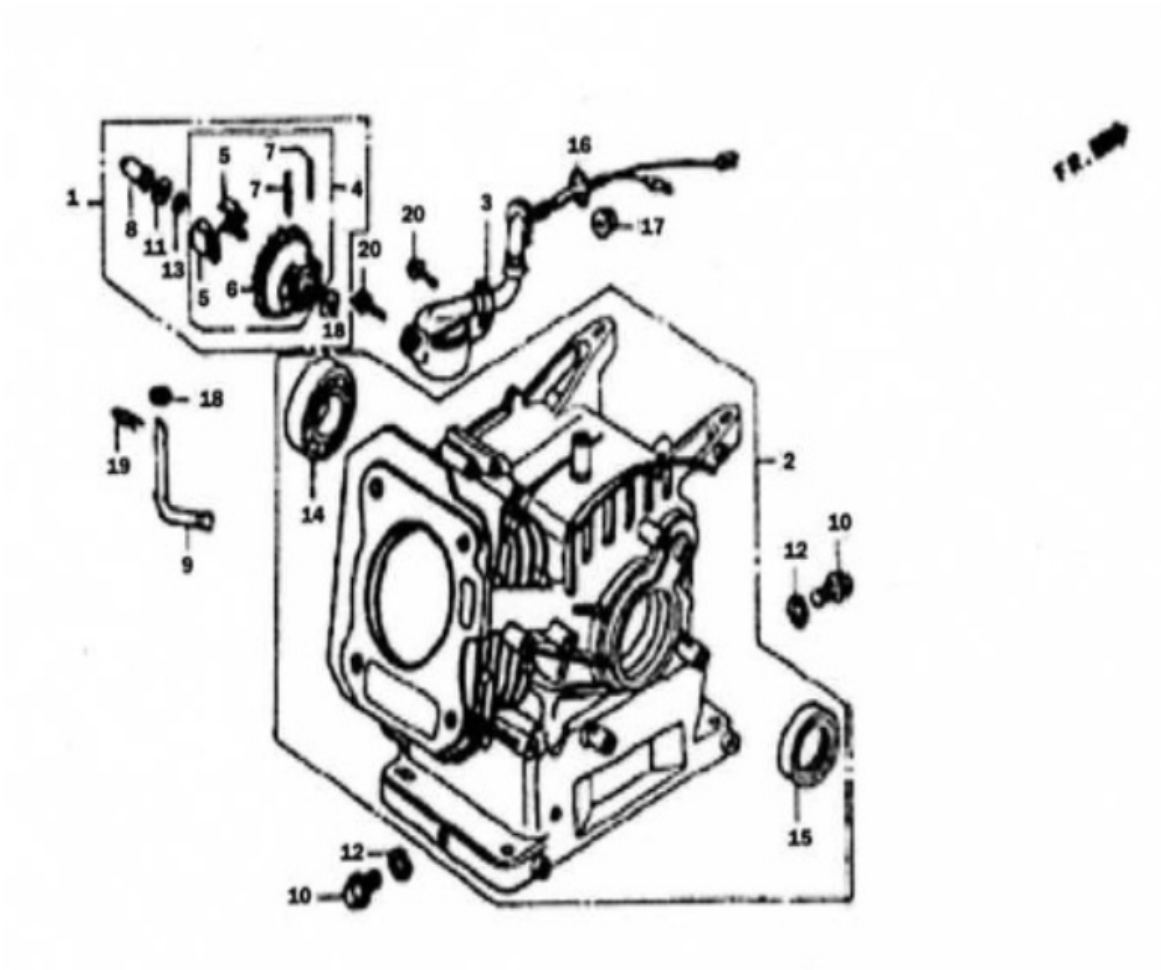
1. Cylinder Head



Part Name	Titan Part #	Part Name	Titan Part #
1. Intake Valve Guide Seal	TI 5.5-17	9. Exhaust Gasket	TI 5.5-21A
2. Exhaust Valve Guide Seal	TI 5.5-17	10. Flange Bolt M6 x 12	N/A
3. Complete Head Assembly	TI 5.5-17	11. Stud M6 x 94	TI 5.5-03C
4. Valve Guide Clip	TI 5.5-17	12. Stuc M6 x 32	TI 5.5-21C
5. Cylinder Head Gasket	TI 5.5-17A	13. Dowel Pin 10 x 16	N/A
6. Valve Cover	TI 5.5-16B	14. Flange Bolt M8 x 60	TI 5.5-17B
7. Valve Cover Gasket	TI 5.5-16A	15. Spark Plug	TI 5.5-29
8. Breather Pipe	TI 5.5-28		

SOME PARTS SOLD AS ASSEMBLIES

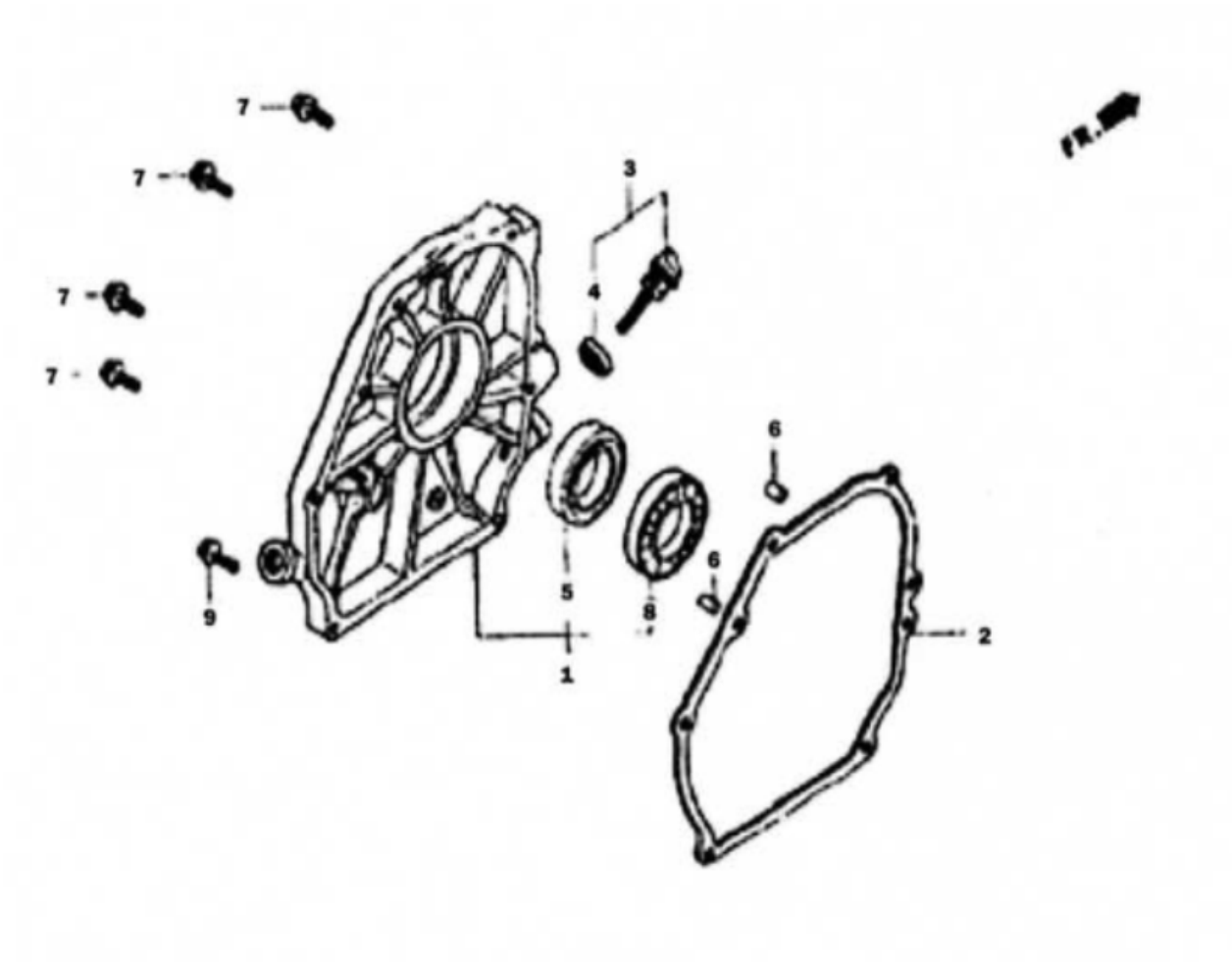
2. Crankcase Assembly



Part Name	Titan Part #	Part Name	Titan Part #
1. Complete Governor Gear Assy	TI 5.5-14	11. Thrust Washer 6mm	TI 5.5-14
2. Engine Block	TI 5.5-25	12. Drain Bolt Washer 10.2mm	TI 5.5-09A
3. Oil Sensor	TI 5.5-08	13. Governor Holder Kit	TI 5.5-14
4. Governor Gear Assy	TI 5.5-14	14. Crank Shaft Bearing	TI 5.5-30
5. Governor Weight	TI 5.5-14	15. Main Seal	TI 5.5-32
6. Slave Gear Governor	TI 5.5-14	16. O-Ring	TI 5.5-08
7. Governor Pin Weight	TI 5.5-14	17. Flange Nut 10mm	N/A
8. Governor Slider	TI 5.5-14	18. Washer 6mm	TI 5.5-15
9. Governor Arm	TI 5.5-08	19. Lock Pin 8mm	TI 5.5-15
10. Drain Bolt	TI 5.5-09A	20. Flange Bolt M6 x 12M	N/A

SOME PARTS SOLD AS ASSEMBLIES

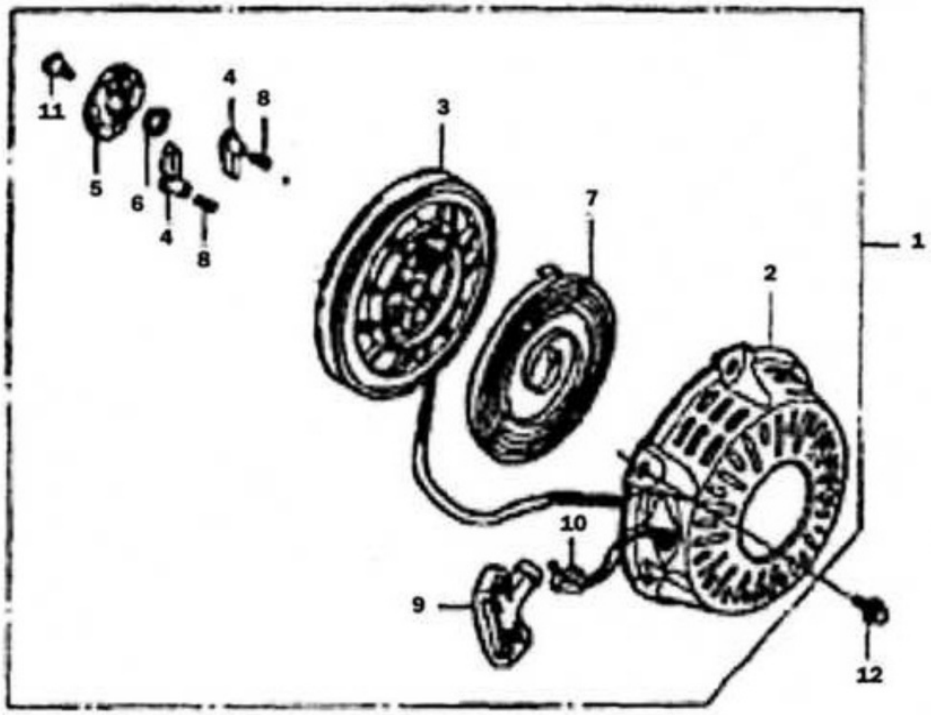
3. Crankcase Cover - PTO Side



Part Name	Titan Part #
1. Crank Case Cover	TI 5.5-12
2. Crank Case Cover Gasket	TI 5.5-13
3. Oil Fill Plug w/Dipstick	TI 5.5-09B
4. Oil Fill Plug Gasket	TI 5.5-09B
5. PTO Seal	TI 5.5-32
6. Dowel Pin 8 x 14	N/A
7. Flange Bolt M8 x 32	N/A
8. Bearing	TI 5.5-30
9. Oil Fill Plug	TI 5.5-09B

SOME PARTS SOLD AS ASSEMBLIES

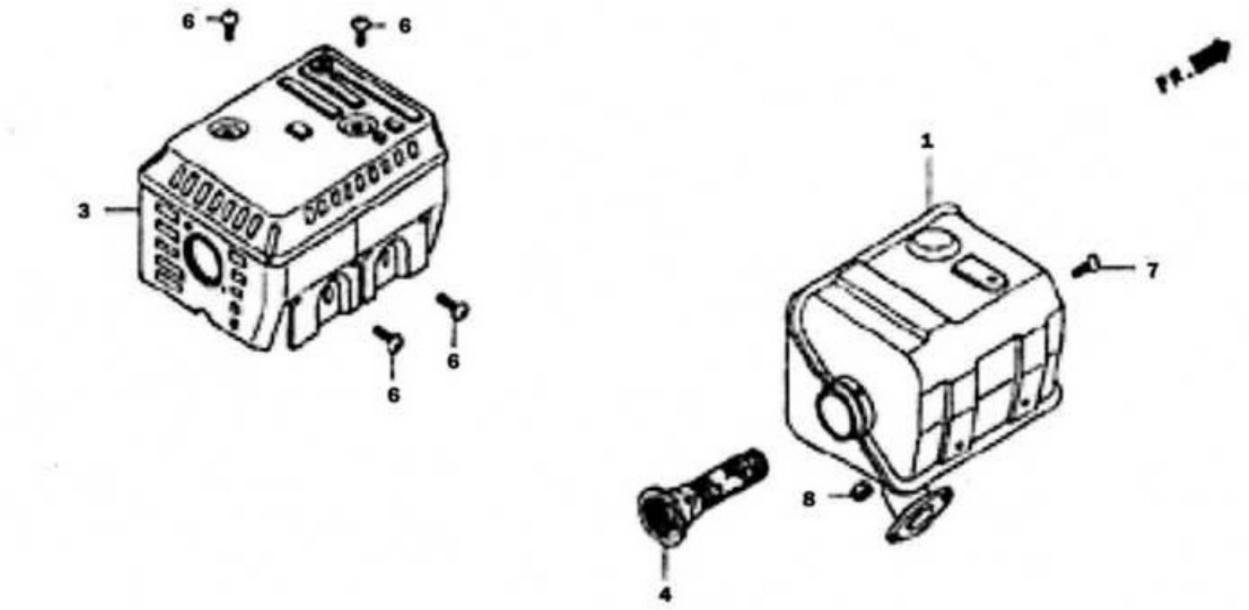
4. Recoil Starter



Part Name	Titan Part #
1. Recoil Starter Assy	TI 5.5-05
2. Recoil Starter Case Comp	TI 5.5-05
3. Recoil Starter Reel	TI 5.5-05
4. Starter Ratchet	TI 5.5-05
5. Ratchet Guide	TI 5.5-05
6. Friction Spring	TI 5.5-05
7. Recoil Starter Spring	TI 5.5-05
8. Return Spring	TI 5.5-05
9. Recoil Starter Knob	TI 5.5-05
10. Recoil Starter Rope	TI 5.5-05
11. Setting Screw	TI 5.5-05
12. Flange Bolt M6 x 6	TI 5.5-05

SOME PARTS SOLD AS ASSEMBLIES

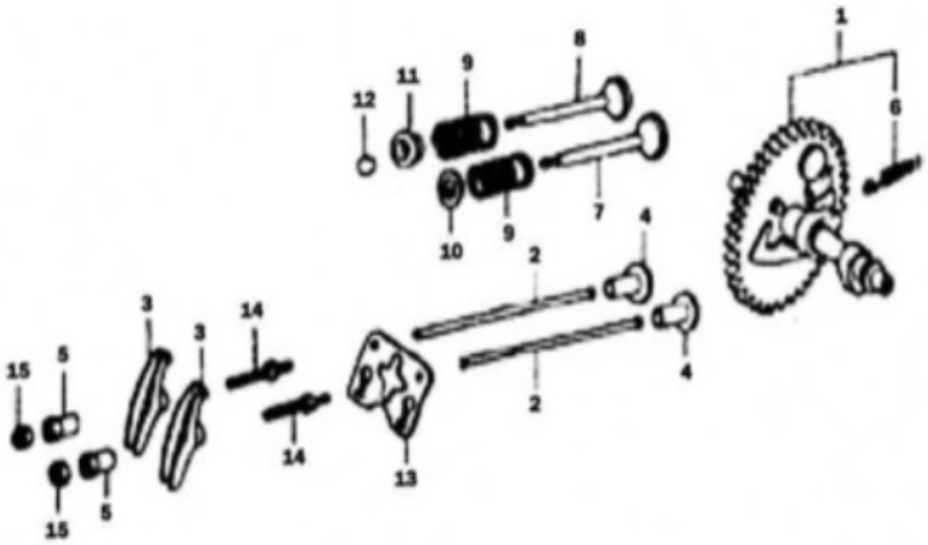
5. Muffler Component



Part Name	Titan Part #
1. Muffler Component	TI 5.5-23
3. Muffler Protector	TI 5.5-23
4. Spark Arrestor	TI 5.5-23
6. Tapping Screw M5 x 8	TI 5.5-23
7. Tapping Screw M4 x 6	TI 5.5-23
8. Hex Nut 8mm	TI 5.5-23

SOME PARTS SOLD AS ASSEMBLIES

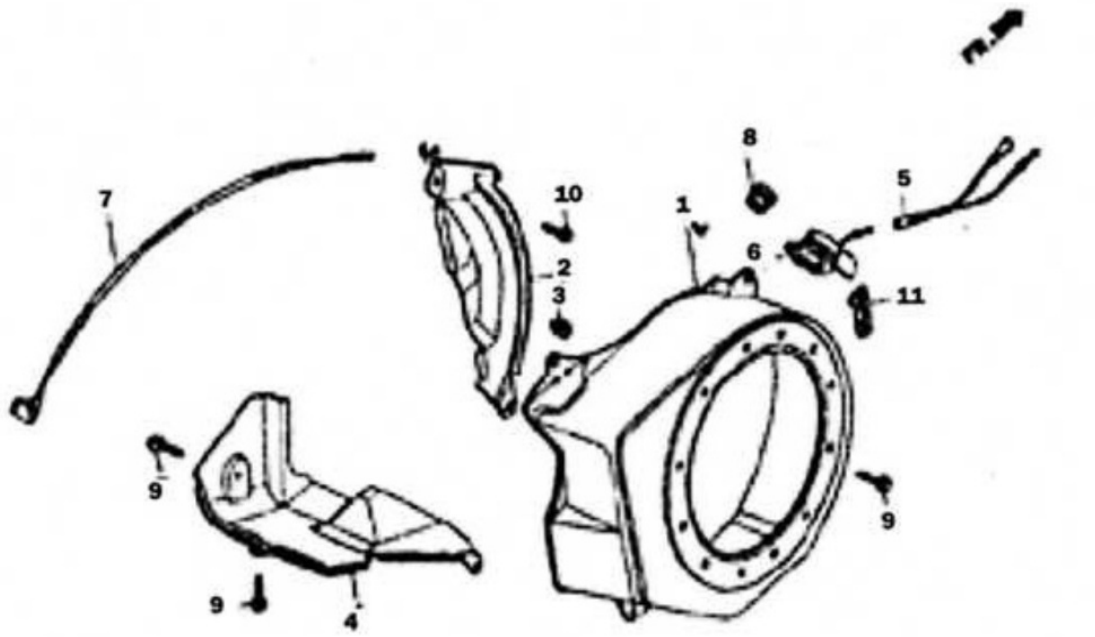
6. Camshaft



Part Name	Titan Part #
1. Cam Shaft Assembly	TI 5.5-20
2. Push Rod	TI 5.5-19
3. Valve Rocker Arms	TI 5.5-18A
4. Valve Lifter	TI 5.5-19
5. Rocker Pivot	TI 5.5-18A
6. Weight Return Spring	TI 5.5-20
7. Intake Valve	TI 5.5-16
8. Exhaust Valve	TI 5.5-16
9. Valve Spring	TI 5.5-16
10. Intake Keeper	TI 5.5-16
11. Exhaust Keeper	TI 5.5-16
12. Valve Rotator	TI 5.5-16
13. Push Rod Guide Plate	TI 5.5-21
14. Pivot Bolt M8 x 1	TI 5.5-18A
15. Pivot Adjusting Nut	TI 5.5-18A

SOME PARTS SOLD AS ASSEMBLIES

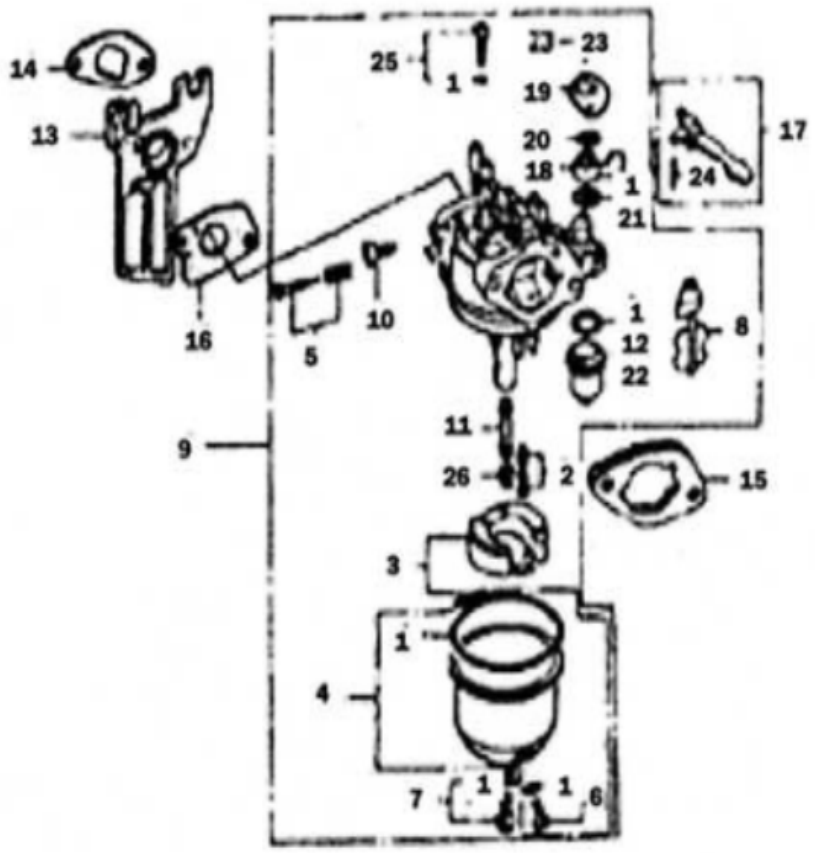
7. Fan Cover



Part Name	Titan Part #
1. Blower Housing	TI 5.5-06
2. Side Plate	N/A
3. Cord Clamp	N/A
4. Heat Shroud Component	N/A
5. On/Off Switch Wires	TI 5.5-07
6. On/Off Switch	TI 5.5-07
7. Ignition Ground Wire	TI 5.5-26
8. Replacement **Grommet**	N/A
9. Flange Bolt M6 x 12	N/A
10. Flange Bolt M 6 x 20	N/A
11. Wire Harness Tie	N/A

SOME PARTS SOLD AS ASSEMBLIES

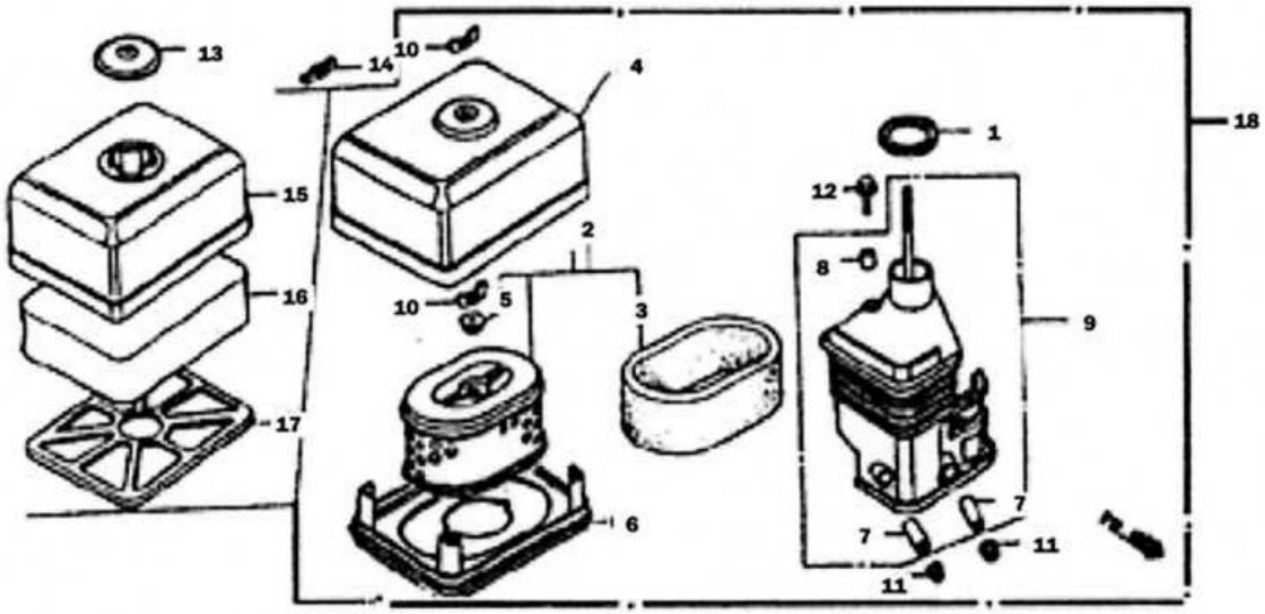
8. Carburetor



Part Name	Titan Part #	Part Name	Titan Part #
1. Gaskets	TI 5.5-03	14. Insulator Packing	TI 5.5-03A
2. Float Valve Set	TI 5.5-03	15. Carburetor Spacer Comp.	TI 5.5-03A
3. Float Set	TI 5.5-03	16. Carburetor Packing	TI 5.5-03A
4. Float Chamber Set	TI 5.5-03	17. Choke Lever	TI 5.5-03
5. Pilot Screw Set	TI 5.5-03	18. Cock Lever	TI 5.5-03
6. Drain Screw Set	TI 5.5-03	19. Lever Setting Plate	TI 5.5-03
7. Screw Set	TI 5.5-03	20. Choke Lever	TI 5.5-03
8. Choke Set	TI 5.5-03	21. Fuel Cock Packing	TI 5.5-03
9. Carburetor Assembly	TI 5.5-03	22. Fuel Strainer Cup	TI 5.5-03
10. Throttle Adjusting Screw	TI 5.5-03	23. span Screw M3 x 8	TI 5.5-03
11. Main Nozzle	TI 5.5-03	24. Spring Pin M2 x 12	TI 5.5-03
12. Fuel Strainer Cup Packing	TI 5.5-03	25. Main Jet #65, 68, 70	TI 5.5-03
13. Carburetor Insulator	TI 5.5-03D	26. Pilot Jet #38	TI 5.5-03

SOME PARTS SOLD AS ASSEMBLIES

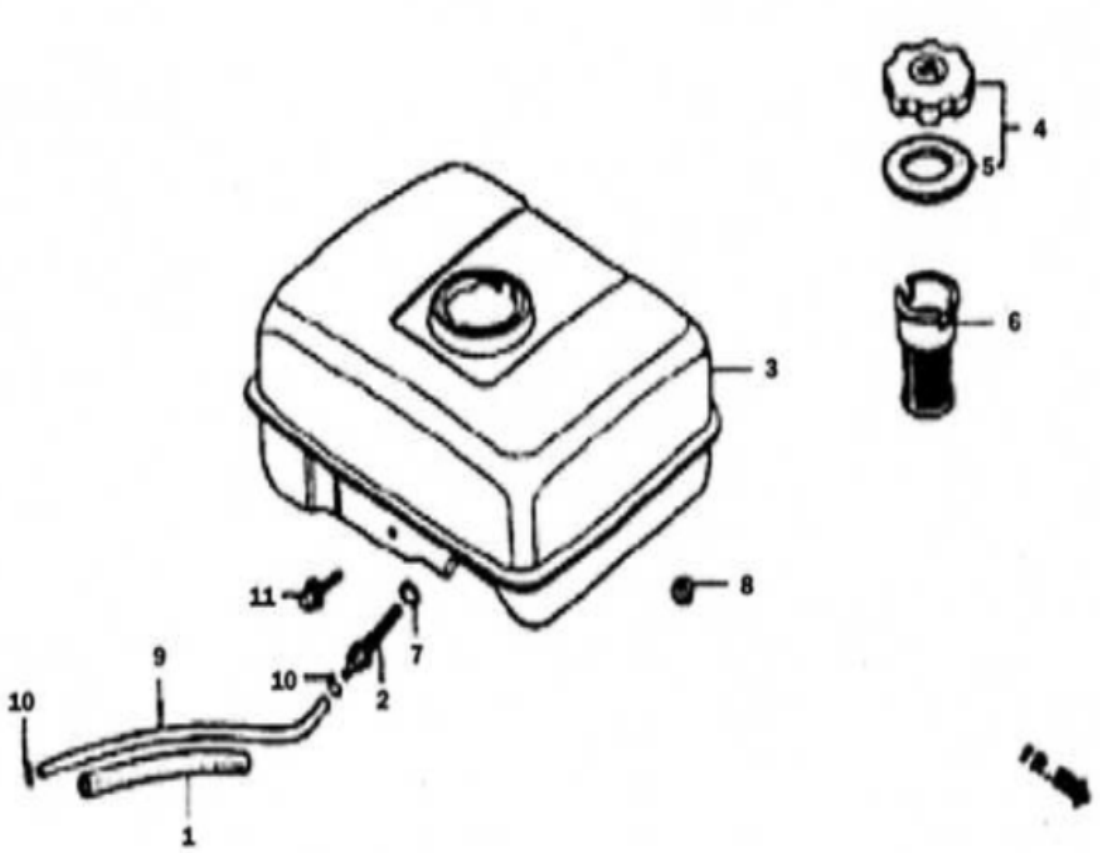
9. Air Cleaner



Part Name	Titan Part #	Part Name	Titan Part #
1. Gasket	TI 5.5-24	10. Wing Nut	TI 5.5-24
2. Air Filter	TI 5.5-23A	11. Flange Nut M6	TI 5.5-24
3. Pre Filter	TI 5.5-23A	12. Flange Nut M6 x 20	TI 5.5-24
4. Air Filter Cover	TI 5.5-24	13. Washers	TI 5.5-24
5. Grommet	TI 5.5-24	14. Wing Nut	TI 5.5-24
6. Air Filter Plate	TI 5.5-24	15. Air Filter Cover	TI 5.5-24
7. Air Filter Collar	TI 5.5-24	16. Air Filter	TI 5.5-23A
8. Air Filter Collar (b)	TI 5.5-24	17. Air Filter Plate	TI 5.5-24
9. Air Filter Elbow Component	TI 5.5-24	18. Air Filter Assembly	TI 5.5-24

SOME PARTS SOLD AS ASSEMBLIES

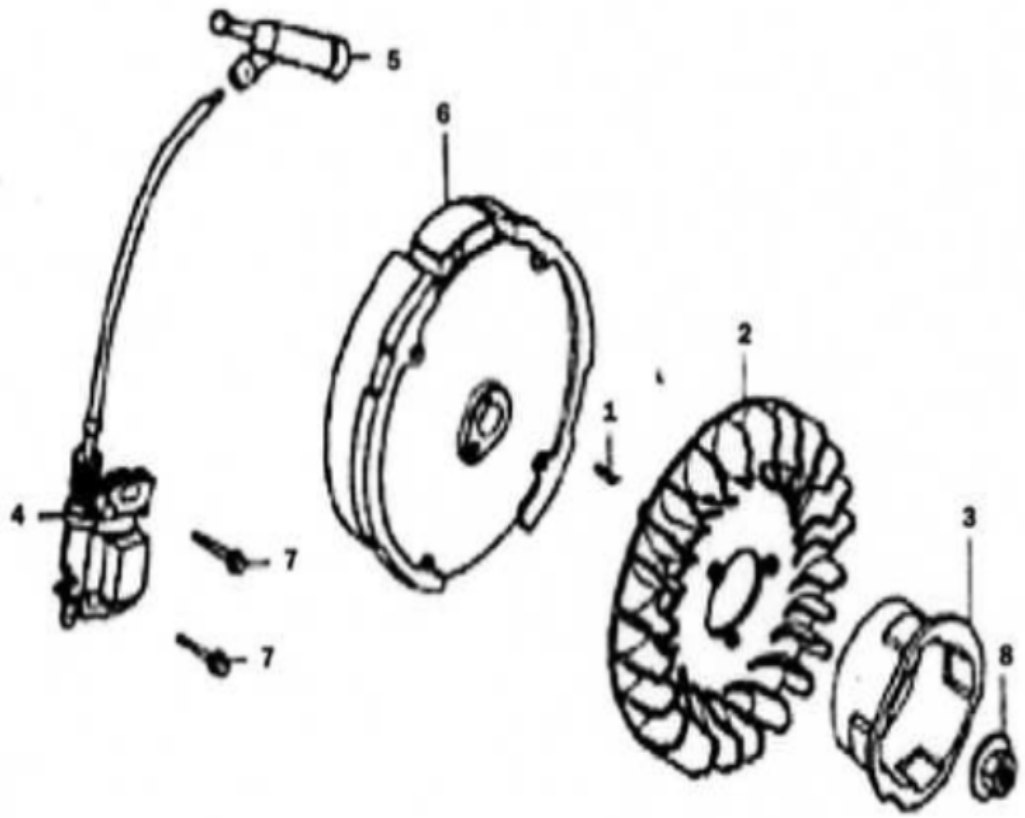
10. Fuel Tank



Part Name	Titan Part #
1. Protective Rubber Hose	TI 5.5-04
2. Fuel Filter	TI 5.5-02A
3. Fuel Tank	TI 5.5-02
4. Fuel Cap	Part# Pending on Size
5. Fuel Cap Gasket	Part# Pending on Size
6. Fuel Cap Screen	Part# Pending on Size
7. Fuel Filter O-Ring	TI 5.5-02B
8. Flange Nut M6	N/A
9. Fuel line	TI 5.5-04
10. Clamp	TI 5.5-04
11. Flange Bolt M6 x 25	N/A

SOME PARTS SOLD AS ASSEMBLIES

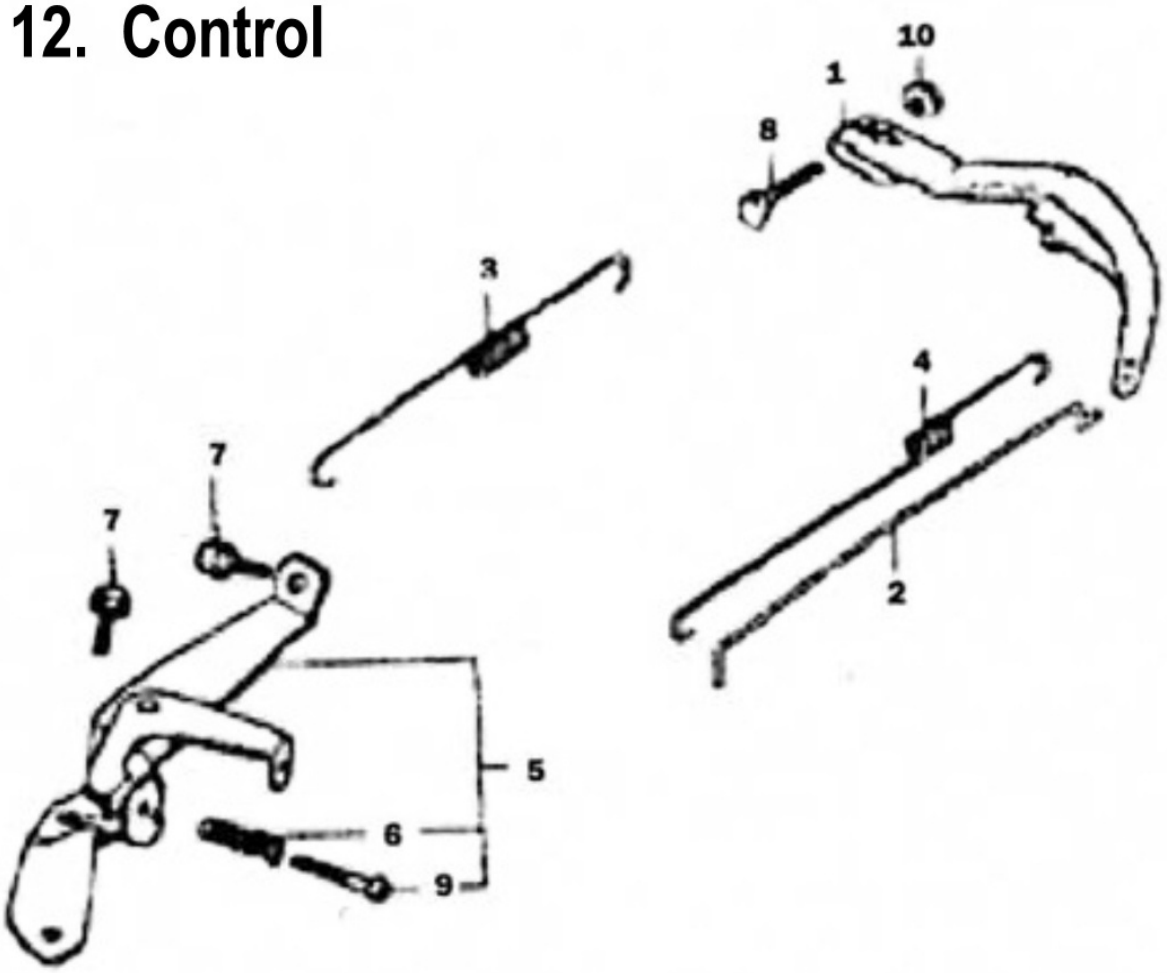
11. Flywheel



Part Name	Titan Part #
1. Woodruff Key	N/A
2. Cooling Fan	TI 5.5-27A
3. Recoil Cup	TI 5.5-05A
4. Ignition Coil	TI 5.5-26
5. Spark Plug Cap	TI 5.5-26
6. Flywheel	TI 5.5-27
7. Flange Bolt M6 x 25	N/A
8. Special Nut M14	N/A

SOME PARTS SOLD AS ASSEMBLIES

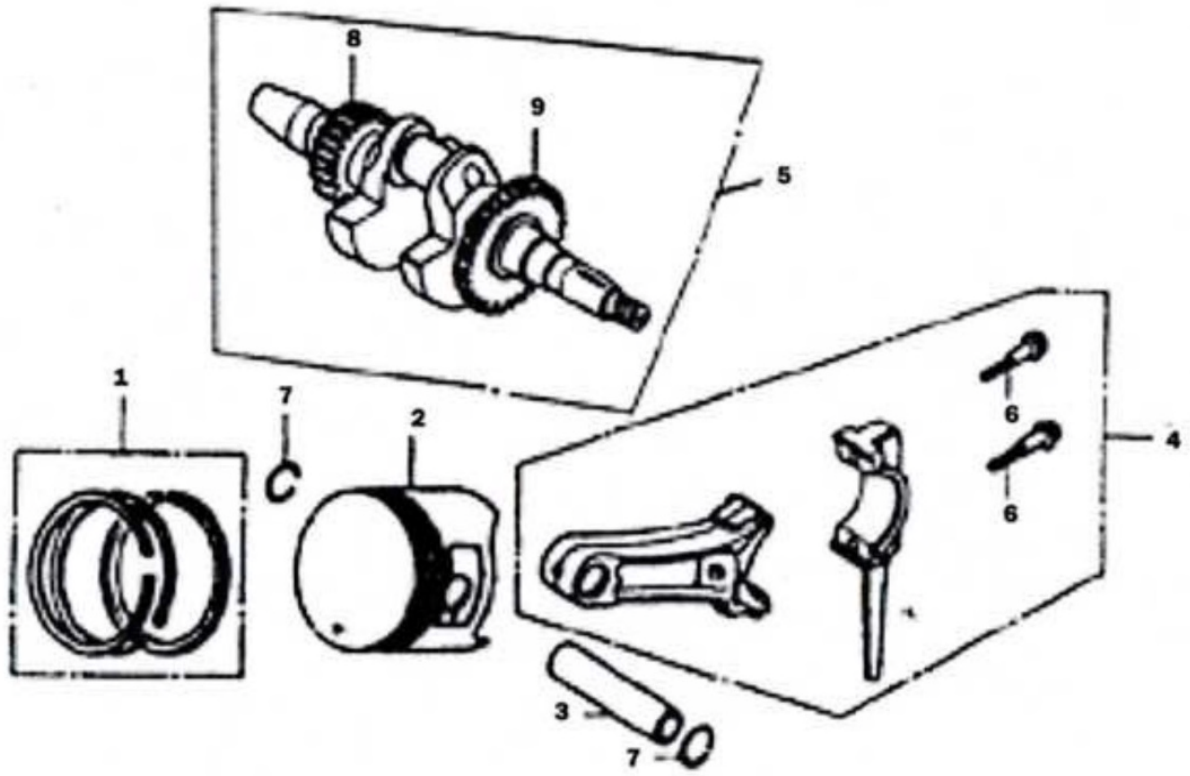
12. Control



Part Name	Titan Part #
1. Governor Arm	TI 5.5-15
2. Governor Rod	TI 5.5-15
3. Governor Spring	TI 5.5-15
4. Throttle Return Spring	TI 5.5-15
5. Control Assembly	TI 5.5-33
6. Spring	TI 5.5-33
7. Flange Bolt M6 x 12	N/A
8. Governor Arm Bolt	N/A
9. Control Bolt	TI 5.5-33
10. Flange Bolt M6	N/A

SOME PARTS SOLD AS ASSEMBLIES

13. Crankshaft - Piston



Part Name	Titan Part #
1. First, Second, Third Ring Set, Piston	TI 5.5-18
2. Piston	TI 5.5-18
3. Piston Pin	TI 5.5-18
4. Connecting Rod Assembly	TI 5.5-18
5. Crankshaft Comp	TI 5.5-10
6. Connecting Rod Bolt	TI 5.5-18
7. Piston Pin Clip 18mm	TI 5.5-18
8. Timing Master Gear	TI 5.5-10
9. Speed Regulating Drive Gear	TI 5.5-10

SOME PARTS SOLD AS ASSEMBLIES

Titan Industrial
Industrial Air Compressor
TAC-2T

Engine

Engine Type	Titan
Horse Power	5.5 HP
Fuel	Low Octane Gas
Fuel Capacity	2.3 Gallons
Ignition System	Pull Start
Dimensions (inches)	L-44" W-19 1/2" H-25"
Net Weight	160 LBS
Warranty	1 Year
CFM	12 @ 100 psi

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