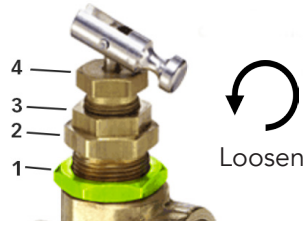


# Piloted Unloader Valve Adjustment

## Resetting Differential



**1** Make sure the toggle lever is positioned as shown.



**2** Loosen locknut (1) by turning counterclockwise several full turns.



**3** Gently turn differential setting (2) clockwise only until internal rod contacts steel ball.



**4** Turn differential (2) counterclockwise exactly 1/4 turn.

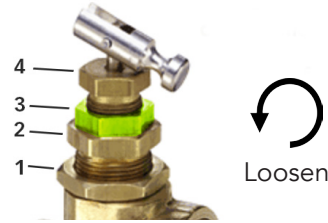


**5** Secure position by tightening locknut (1) and proceed to top end setting.

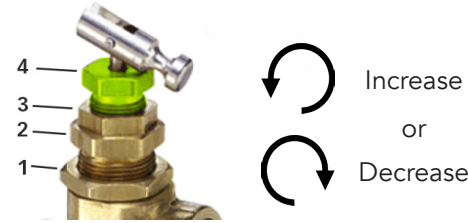
## Top End Setting



**1** For the standard top-end setting of 135 PSI, adjust differential (4) so that 3 threads show above locknut (3).



**2** Loosen locknut (3) by turning counterclockwise several turns.

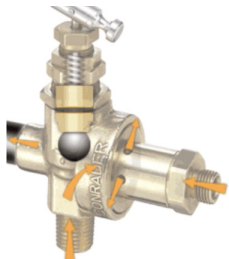


**3** Turning (4) clockwise to increase the top end pressure setting or counterclockwise to decrease.

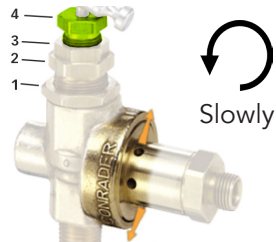


**4** Begin at a low setting by turning counterclockwise one full turn. Proceed to fine tuning instructions.

## Fine Tuning Instructions



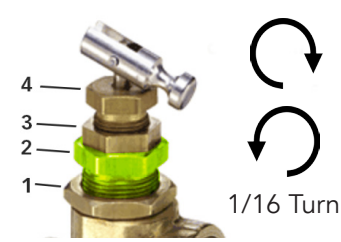
**1** Start engine/motor and observe tank pressure gauge. As tank pressure approaches 135 PSI, the unloader valve should begin unloading at felt muffler and cause engine to idle down.



**2** If pilot valve does not unload as tank pressure approaches 135 PSI, slowly turn top end setting (4) counterclockwise until pilot starts to unload prematurely (at 105 PSI).



**3** Turn top end setting (4) clockwise in 1/4 turn increments, tap down on internal rod at toggle and repeat until desired top end setting is reached.



**4** If pilot valve begins to rattle (sputter), fine tune differential setting (2) 1/16 turn in either direction until rattling stops.



**5** After fine tuning, secure setting by tightening locknuts (1 & 3) while holding settings (3 & 4).



Do not set up, operate or service this component until you read and fully understand the air compressor owner's manual. Failure to do so could result in serious injury. If you have questions, call us toll free at 1-800-310-3573.