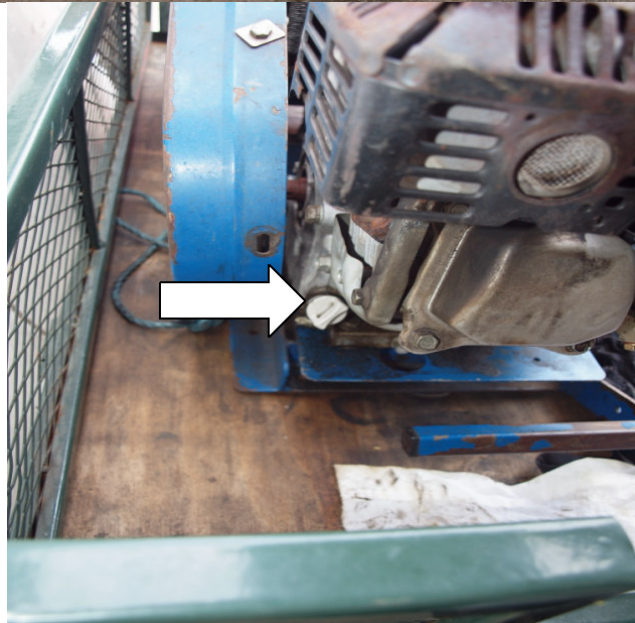


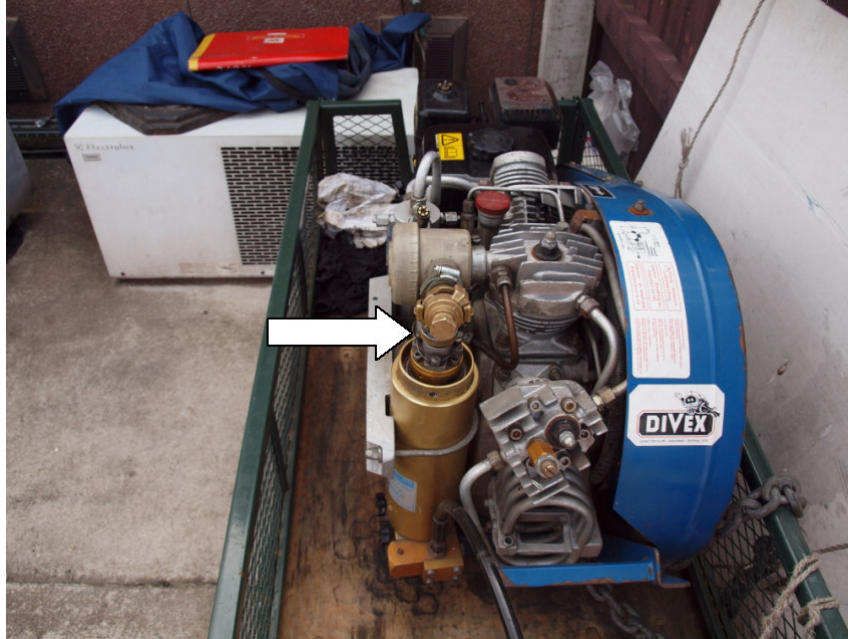
## Petrol Compressor Instructions

- The compressor is kept at the Esso Garage, Longman Road, Inverness.
- The compressor oil, engine oil, petrol (normal unleaded), funnel and log sheets are kept in the room adjacent to the paydesk; as a courtesy let the person on duty know what you are doing before you go in.
- Take the protective cover off the compressor and lay to one side.
- Check the fuel level, Compressor oil (Red knob and dipstick) and engine oil (grey screw and dip stick)

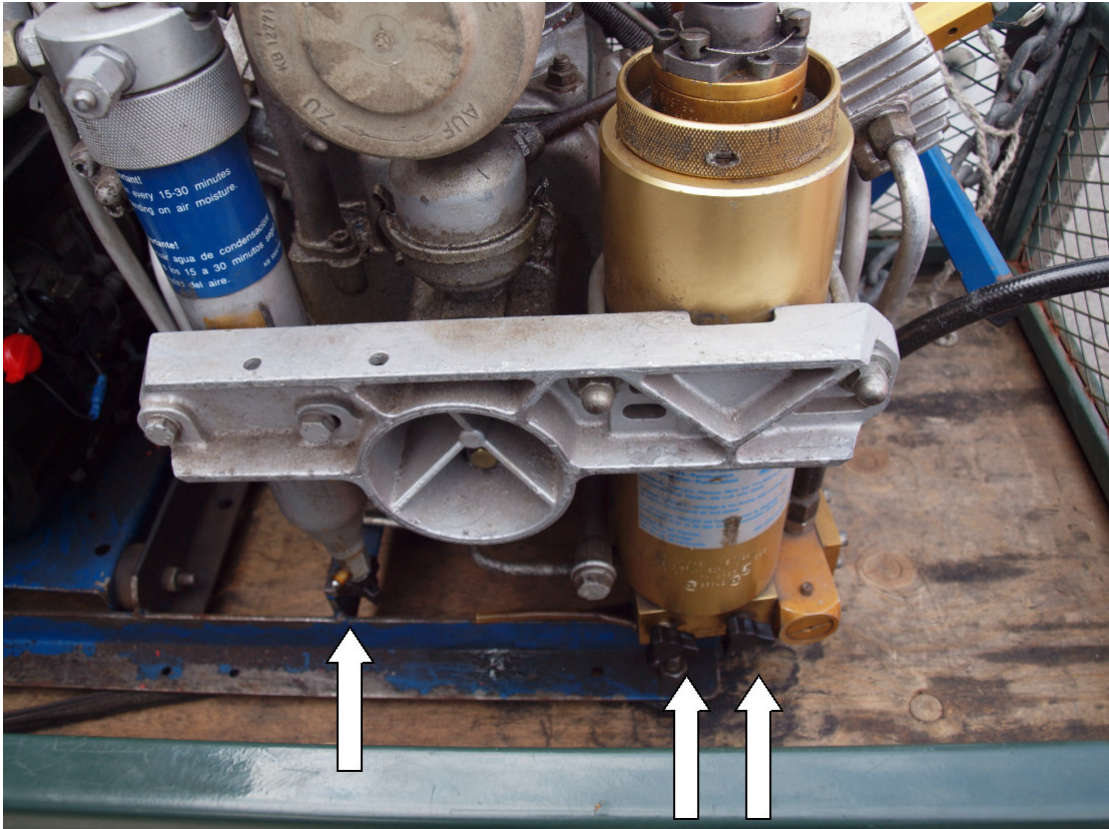


- Do not mix these oils up or mega repair bills will ensue!  
( the compressor/engine oil containers are clearly labelled)

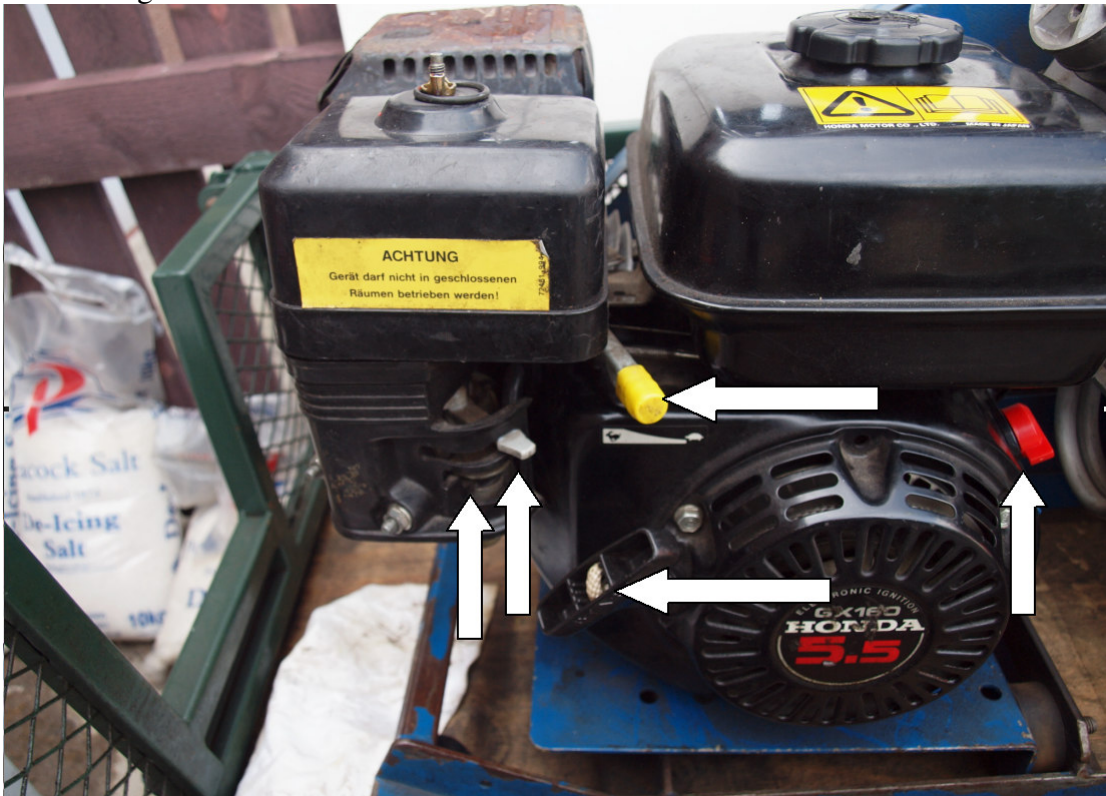
- Take the brass compressor stopper off and brass hose stopper off.



- Attach the hose to the compressor, unravel the hose and make sure the air intake is situated so it does not take in the compressor exhaust fumes.
- There are three compressor bleed screws on the bottom right of the compressor as you are facing it. Bleed them all immediately after starting the compressor. Thereafter; on the left - bleed every twenty minutes, middle – once an hour, right ignore.



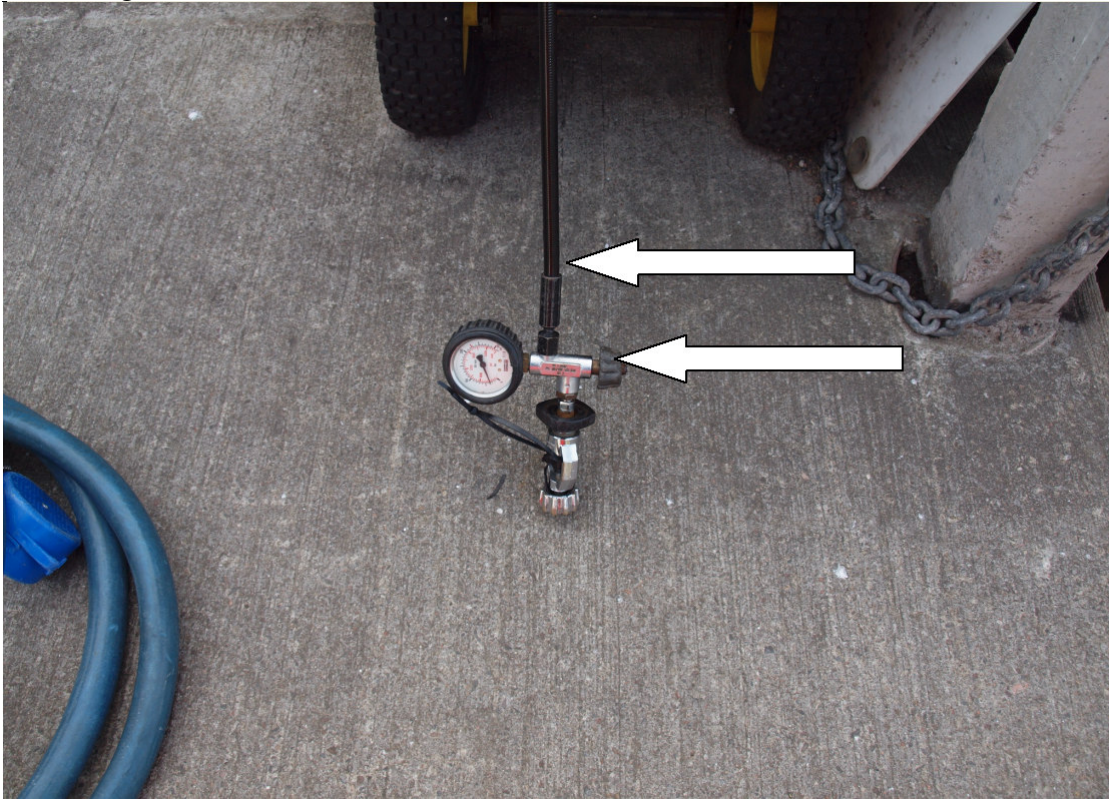
- Starting:



1. Put the on/off red switch into the on position.
2. Check the fuel is in the on position.
3. Choke switch – on.
4. Throttle - start with it set low
5. (open/shut LH bleed screw to check wasn't left under pressure)

6. Pull the cord to start.
7. Push the choke back in almost immediately and push throttle left to full

- Filling



1. Attach the filling whip to your cylinder.
2. Close the purge valve on the whip.
3. open the cylinder – the cylinder is now filling – best to fill to 200 bar, allow it to cool then top up to 232 bar.
4. On reaching desired pressure in cylinder – close the cylinder valve.
5. open the purge valve on the whip.
6. Remove the whip, (add dust cap if finished)

- Stopping

1. Open bleed screws from left
2. Once pressure mostly dropped, push throttle right to minimum?
3. Switch off fuel
4. Let engine run for 1 minute or earlier if ‘clatter’ sound starts, put red on/off switch to ‘off’
5. Disconnect air intake hose and replace 2 brass stoppers
6. Replace compressor cover sheet ensuring heat-protective plate in place over engine
7. Go back to garage and record the time the compressor was run for and number of fills taken.