

TOMAHAWK

AIR COMPRESSORS

MODEL NUMBER: TAC20H-200, TAC30H-390

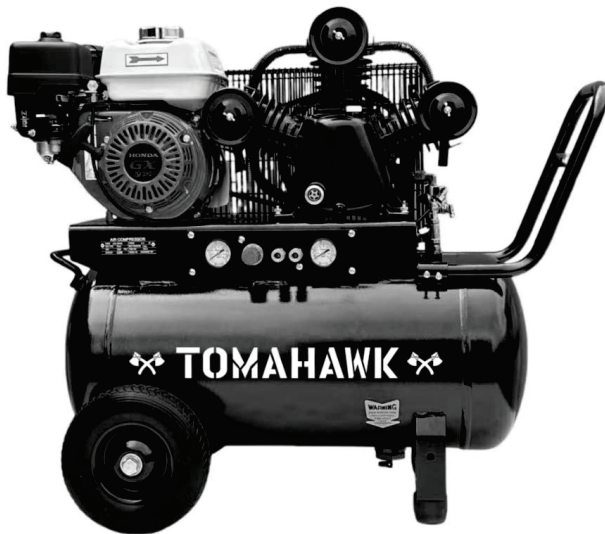
Operation Manual

SCAN FOR HOW TO GUIDE



HOW TO VIDEOS, GUIDES,
MANUALS, & MORE

HONDA
ENGINES



TAC20H-200



TAC30H-390



To reduce the risk of injury, the user must read and understand the Operator's Manual before using this product. Save these instructions for future reference.

TOMAHAWK

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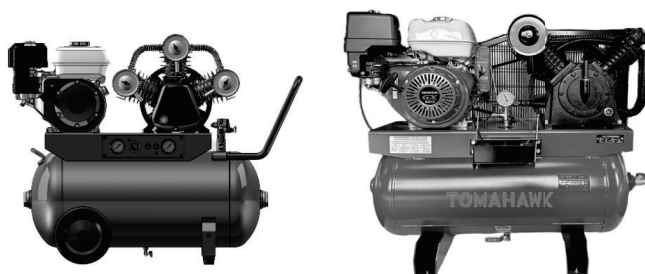
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This manual provides information and procedures to safely operate and maintain this equipment. For your own safety and protection from injury, carefully read, understand and observe the safety instructions described in this manual.

Keep this manual or a copy of it with the equipment. If you lose this manual or need an additional copy, please contact Tomahawk Power LLC or visit www.tomahawk-power.com. This equipment is built with user safety in mind; however, it can present hazards if improperly operated and serviced. Follow operating instructions carefully. If you have questions about operating or servicing this equipment, contact Tomahawk Power.

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1. SAFETY INFORMATION

This manual contains DANGER, WARNING, CAUTION, and NOTE callouts which must be followed to reduce the possibility of personal injury, damage to the equipment, or improper service.



This is the safety alert symbol. It is used to alert you to potential personal injury hazards. Obey all safety messages that follow this symbol to avoid possible injury or death.



DANGER indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.



WARNING indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.



CAUTION indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.

CAUTION: Used without the safety alert symbol, **CAUTION** indicates a potentially hazardous situation which, if not avoided, may result in property damage.

1.1 Laws Pertaining to Spark Arresters

Notice: State Health Safety Codes and Public Resources Codes specify that in certain locations spark arresters be used on internal combustion engines that use hydrocarbon fuels. A spark arrester is a device designed to prevent accidental discharge of sparks or flames from the engine exhaust. Spark arresters are qualified and rated by the United States Forest Service for this purpose.

In order to comply with local laws regarding spark arresters, consult the engine distributor or the local Health and Safety Administrator.

1.2 Operating Safety



Familiarity and proper training are required for the safe operation of equipment! Equipment operated improperly or by untrained personnel can be dangerous! Read the operating instructions contained in both this manual and the engine manual and familiarize yourself with the location and proper use of all controls. Inexperienced operators should receive instruction from someone familiar with the equipment before being allowed to operate the machine.

1.2.1 NEVER allow anyone to operate this equipment without proper training. People operating this equipment must be familiar with the risks and hazards associated with it.

1.2.2 NEVER touch the engine or muffler while the engine is on or immediately after it has been turned off. These areas get hot and may cause burns.

1.2.3 NEVER use accessories or attachments that are not recommended by Tomahawk Power. Damage to equipment and injury to the user may result.

1.2.4 NEVER leave machine running unattended.

1.2.5 ALWAYS be sure operator is familiar with proper safety precautions and operation techniques before using machine.

1.2.6 ALWAYS wear ANSI/OSHA-approved "Z87.1" safety glasses when operating or servicing the compressor. Pressurized air can cause severe injury to the eyes, and small objects may become airborne when the air stream contacts them.

1.2.7 ALWAYS close fuel valve on engines equipped with one when machine is not being operated.

1.2.8 ALWAYS store equipment properly when it is not being used. Equipment should be stored in a clean, dry location out of the reach of children.

1.2.9 ALWAYS operate machine with all safety devices and guards in place and in working order. **DO NOT** modify or remove safety devices. **DO NOT** operate machine if any safety devices or guards are missing or inoperative.

1.2.10 ALWAYS read, understand, and follow procedures in Operator's Manual before attempting to operate equipment.

1.2.11 Keep hands, feet, hair, and clothing away from moving parts. Air vents may cover moving parts, so they should also be avoided. **Never** remove any safety guards while the unit is operating.

1.2.12 Prolonged exposure to the noise generated by the compressor can damage hearing. Ear protection, such as earplugs or earmuffs, is recommended for anyone working within 15-20 feet of the running compressor for extended periods.

1.2.13 ALWAYS wear a respirator when spraying, and ensure you spray in a well-ventilated area to reduce health and fire hazards.

1.3 Safety While Using Combustion Engines

Internal combustion engines present special hazards during operation and fueling! Read and follow warning instructions in engine owner's manual and safety guidelines below. Failure to follow warnings and DANGER safety guidelines could result in severe injury or death.

1.3.1 DO NOT run machine indoors or in an enclosed area such as a deep trenches unless there is adequate ventilation, through such items as exhaust fans or hoses are provided. Gasoline exhaust from the engine contains poisonous carbon monoxide gas; exposure to carbon monoxide can cause loss of consciousness and may lead to death.

1.3.2 DO NOT smoke while operating machine.

1.3.3 DO NOT smoke when refueling engine.

1.3.4 DO NOT refuel hot or running engine.

1.3.5 DO NOT refuel engine near open flame.

1.3.6 DO NOT spill fuel when refueling engine.

1.3.7 DO NOT run engine near open flames.

1.3.8 ALWAYS refill fuel tank in well-ventilated area.

1.3.9 ALWAYS replace fuel tank cap after refueling.

1.3.10 ALWAYS check fuel lines and fuel tank for leaks and cracks before starting engine.

1.3.11 DO NOT run machine if fuel leaks are present or fuel lines are loose.

1.4 Service Safety



WARNING The compressor is heavy. Ensure that you have the proper lifting equipment available to unload and move the compressor to the installation site.



WARNING Choose a location that minimizes the risk of death from carbon monoxide poisoning or injury from fire, explosion, hot surfaces, or equipment tip-over.



WARNING NEVER attach ductwork to the muffler system for installation inside an enclosure. This could cause heat buildup and increased exhaust backpressure, resulting in exhaust leakage or compressor damage.

1.4.1 Position the unit so that the exhaust fumes are not directed toward people or building air intakes.

1.4.1 Keep a fire extinguisher rated "ABC" nearby and make sure it is properly charged. Be familiar with its use.

Install battery-operated or battery-backup carbon monoxide alarms in any structure near the running compressor.

1.4.1 DO NOT install the compressor in small, enclosed areas without proper airflow.



DANGER Exhaust fumes from the engine contain carbon monoxide (CO), a dangerous and invisible gas that you cannot see, smell, or taste. CO can build up quickly, even in seemingly well-ventilated areas, leading to dangerous and potentially fatal concentrations within minutes.

NEVER run the air compressor indoors or in semi-enclosed spaces such as homes, garages, basements, sheds, trucks, RVs, or boats. These areas trap poisonous gases, even if fans or windows are open. If you feel dizzy, weak, or sick while using the compressor, immediately shut off the engine and get to fresh air. Seek medical attention if needed. You may have carbon monoxide poisoning

2. PRODUCT DATA

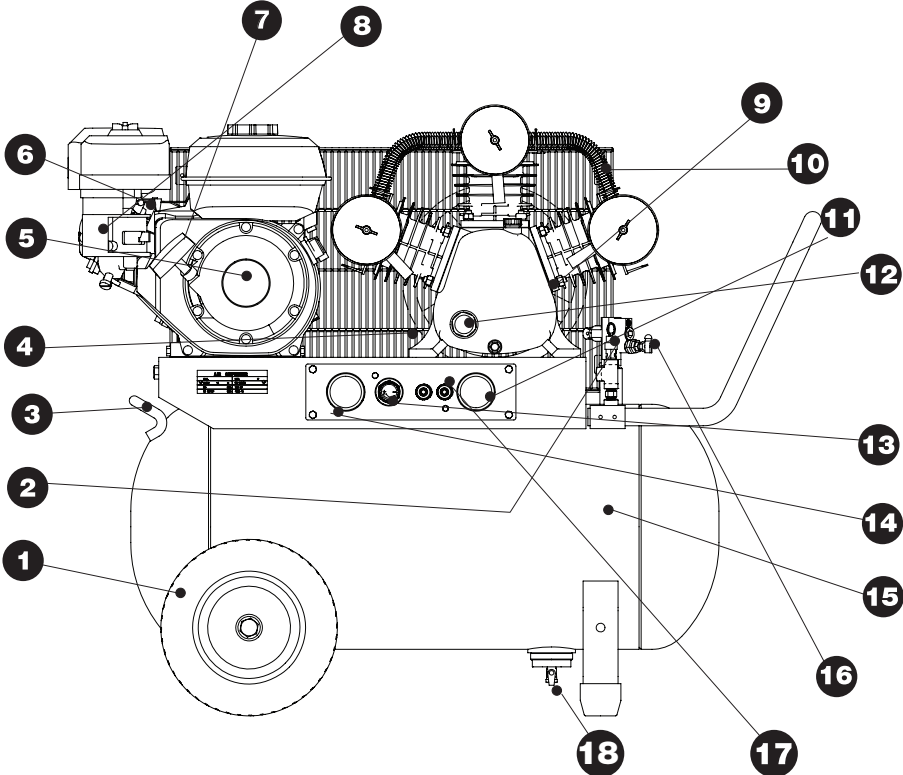
2.1 Specifications

Model	TAC20H-200
Max. Pressure Rating	145 PSI
Volume Rating @ 90 Psi	13.5 CFM
CFM Displaced	17
Receiver Capacity	20 Gal.
Engine	Honda GX200
Engine Displacement	196cc
Horsepower	6.5 HP
Stage	1
Fuel Capacity	1 Gal
Pump Material	Cast Iron
Air Outlet Size	2" x 1/4" (50.8 x 6.35 mm)
Low Oil Shut Down	Yes
After Cooler Included	Yes
Drain Type	Manual
Duty Cycle	100%
Weight	209.5 lbs
Product Dimensions	36.3" x 15" x 32.6" (922 x 381 x 804 mm)

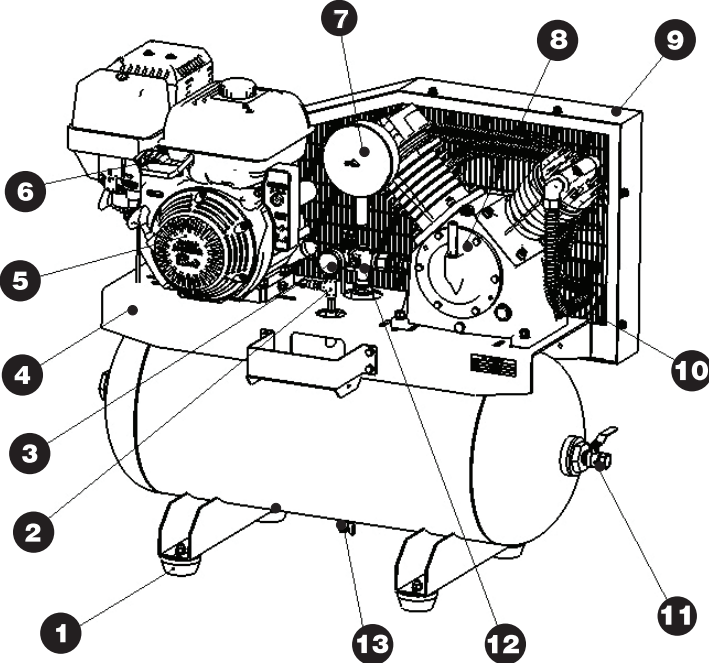
Model	TAC30H-390
Max. Pressure Rating	200 PSI
Volume Rating @ 175 Psi	22 CFM
Receiver Capacity	30 Gal.
Engine	Honda GX390
Engine Displacement	390 cc
Horsepower	13 HP
Stage	2
Fuel Capacity	1.6 Gal
Pump Material	Cast Iron
Air Outlet Size	3/4" x 1" (19 x 25 mm)
Low Oil Shut Down	Yes
After Cooler Included	Yes
Drain Type	Manual
Duty Cycle	100%
Weight	426 lbs
Product Dimensions	42.0" x 22" x 40" (1066 x 558 x 1016 mm)

2.2 Product Diagram

TAC20H-200



TAC30H-390



TAC20H-200

- 1. Pneumatic Tires:** Maintain tire pressure at 30 PSI for easy movement.
- 2. Unloader:** Vents discharge air during start/stop operations.
- 3. Lifting Eyes:** Serve as tie-down points.
- 4. Discharge Tube:** Transports compressed air from the pump to the storage tank; it becomes hot and can cause severe burns, so avoid contact.
- 5. Engine:** Does not come with oil; check the engine owner's manual for the correct oil type and capacity.
- 6. Engine Controls:** Include the choke, engine speed, and fuel valve.
- 7. Engine Starter:** Do not let the engine overheat.
- 8. Compressor Air Filter:** Keep clean and free of particles.
- 9. Air Compressor Pump:** Shipped with oil.
- 10. Belt Guard:** Covers the belt, engine pulley, and flywheel; never operate without it.
- 11. Regulator:** Adjusts outlet pressure to match the tool's rating.
- 12. Magnetic Oil Drain:** Drains oil and attracts metal particles to prevent pump damage.
- 13. Tank Pressure Gauge:** Displays the receiver tank pressure.
- 14. Regulated Pressure Gauge:** Displays the regulated supply pressure.
- 15. Air Receiver/Storage Tank:** A 20-gallon ASME-certified tank.
- 16. ASME Safety/Check Valve:** Releases air if the tank exceeds 150 PSI; pull the pin to relieve pressure.
- 17. Quick Connect:** A ¼" quick connect fitting.
- 18. Tank Drain Valve:** Removes moisture after use; drain moisture daily.

TAC30H-390

- 1. Rubber Isolator Mount**
- 2. ASME Safety/Check Valve (Three Way Manifold):** Automatically release air if tank exceeds preset pressure maxima of 200 psi. A check valve is a pressure release port. Pull valve pin to relieve pressure from receiver tank.
- 3. Pressure Gauge:** Liquid filled gauge shows receiver tank pressure.
- 4. Base Plate**
- 5. Engine**
- 6. Engine Controls:** Fuel valve, choke lever, engine speed adjustment lever. Refer to the engine owner manual for proper operation.
- 7. Compressor Air Filter:** keep clean and particle free.
- 8. Air Compressor Pump:** Shipped with oil, level to sight glass.
- 9. Belt Guard: Covers belt, engine pulley and flywheel. Never operate compressor without belt guard in place.**
- 10. Discharge Tube:** Carries compressed air from pump to safety valve, and then to the receiver tank. It becomes very hot during use and can cause sever burns. Do Not Touch.
- 11. Ball Valve:** ¾" NPT air supply outlet.
- 12. Unloader Valve:** Vents discharge air to atmosphere in start/stop operation.
- 13. Tank Drain Valve:** Used to remove moisture from air after compressor is shut off and air emptied from tank. Drain moisture daily after each use.

3. OPERATION

3.1 Suitable Location

OUTDOOR USE ONLY

3.1.1 Select an outdoor location that meets the following criteria:

3.1.2 The compressor should **NOT** be exposed to rain, snow, or direct sunlight.

3.1.3 It should be free from flammable vapors, dust, and gases.

3.1.4 Place it at least 7 feet away from combustible materials.

3.1.5 Position it at least 20 feet from your home, windows, vents, and air intakes to allow for proper ventilation.

NOTE: Keep it away from other heat-producing equipment. Place it away from dusty or dirty conditions.

3.2 Positioning

3.2.1 The compressor should be placed on a dry, firm, and level surface to ensure stability during operation.

3.2.1 Ensure there is enough room to pull the engine's recoil starter without causing strain or injury. Avoid pulling at odd angles that could damage the cord or lead to muscle strain.

3.3 Airflow

3.3.1 The location should allow for unobstructed airflow to ensure proper cooling and combustion.

3.3.2 DO NOT allow debris to accumulate or block airflow.

3.3.3 NEVER operate the compressor with a tarp, blanket, or cover surrounding it.

3.3.4 Avoid placing any objects against or on top of the unit.

3.4 Ideal Operating Temperature Range

3.4.1 40° to 100°F (4° to 37°C).

3.4.2 The compressor should not be used below 15°F (-9°C) or above 125°F (52°C).

If temperatures consistently fall below 32°F (0°C), store the unit inside a heated building.

3.4.3 If that is not possible, ensure the safety/relief and drain valves are protected from freezing.

NOTE: In humid climates, moisture can accumulate in the pump, creating sludge in the oil and causing premature wear. Signs of excess moisture include external condensation on the pump and a "milky" appearance in the oil.

3.5 Install Spark Arrestor

3.5.1 If using the compressor near forests, brush, or grassy areas, install a spark arrestor if needed (refer to the engine's owner's manual to see if the engine is already equipped).

3.5.2 Ensure you comply with all local, state, and federal regulations.

3.6 Installing Air Discharge Hose/Piping

3.6.1 When installing discharge piping, make sure to follow all local building codes.

3.6.2 Use discharge piping with the same diameter as the compressor's discharge connection.

4. INSTALLATION

4.1.1 Use pipe, tube, hose, or distribution components rated for compressed air and the maximum pressure of this compressor.

4.1.2 Ensure a properly rated flexible connection is used between the tank and discharge piping.



WARNING DO NOT use plastic (PVC) pipes, rubber hoses, copper, or lead-tin soldered joints anywhere in the compressed air system. These materials may not withstand the pressure and could cause bursts, leading to injury or damage.

4.2 Recommended Fuel

The engine requires regular grade unleaded gasoline, 87 octane or higher. Use only fresh, clean gasoline.

NOTE: Gasoline containing water or dirt will damage fuel system. Consult engine owner's manual for complete fuel specifications.

4.3 Before Starting

4.3.1 Read and understand safety and operating instructions at beginning of this manual and inspect the entire fuel system for any leaks or damage.

4.3.2 Check: FIGURE 1

Signs of fuel leaks or deterioration.

- Chafed or damaged fuel hoses.
- Loose connections or missing hose clamps.
- Damage to the gasoline tank.
- Issues with the gasoline shut-off valve.
- Do not start the compressor until any necessary

repairs are made to the fuel system.

- Oil level in engine
- Fuel level
- Condition of air cleaner
- Tightness of external fasteners
- Condition of fuel lines
- Drain the storage tank and close the drain valve to ensure proper operation.

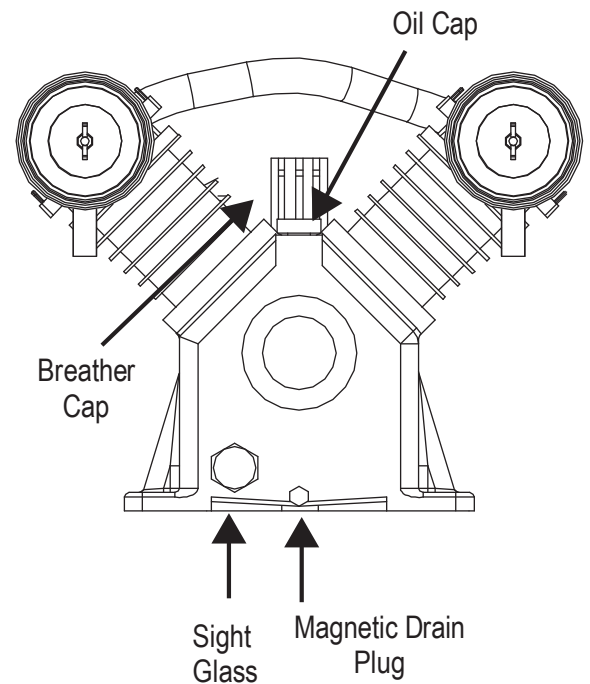


FIGURE-1

- 4.3.3 Listen for any unusual sounds or vibrations while operating the compressor.
- 4.3.4 Ensure the area around the compressor is free from rags, tools, debris, and flammable or explosive materials.
- 4.3.5 Ensure all belt guards and safety covers are securely in place.
- 4.3.6 Always drain any moisture from the receiver tank.
- 4.3.7 Compressor Pump Capacity: the pump capacity is 15.6 oz.
Recommended Oil: Use SAE 30 non-detergent pump oil prior to the break-in period.
- 4.3.8 After the first 50 hours of operation, you may switch to synthetic lubricants.



CAUTION If using synthetic lubricants, ensure that all downstream piping and system components are compatible with synthetic oil.

4.4 Fuel System Guidelines

4.4.1 Check Fuel Level

- 4.4.2 Ensure the gasoline tank is properly filled before starting the compressor.
- 4.4.3 **Always** fill the tank outdoors using fresh unleaded gasoline from a portable container.
- 4.4.4 **Never** pump fuel directly into the engine at a gas station due to static electricity buildup, which can ignite the fuel.
- 4.4.5 **Always** use a UL-approved fuel container when transferring gasoline to the engine.
- 4.4.6 **Always** place the fuel container on the ground and keep the nozzle in contact with the container while adding fuel.



WARNING Gasoline is highly flammable and can explode. Sparks, flames, heat, and static electricity can ignite gasoline vapors, leading to a flash fire or explosion. Follow these precautions to prevent ignition:

- 4.4.7 Avoid collecting gasoline vapors inside enclosures.
- 4.4.8 **NEVER** allow static electric sparks, sparks from electric wiring, batteries, or running engines near gasoline.
- 4.4.9 Keep the area free from sources of heat (such as hot engines or exhaust systems).
- 4.4.10 **DO NOT** allow open flames, including pilot lights, near the gasoline.
- 4.4.11 Avoid smoking while handling gasoline.
- 4.4.12 Before removing the fuel cap, ensure the compressor has been turned off and allowed to cool for at least 2 minutes.



WARNING A running engine is hot enough to ignite fuel. Never add fuel or remove the gas cap while the engine is running or still hot. Always let it cool for at least 2 minutes before refueling.

- 4.4.13 Remove the fuel cap and add gasoline through the fill opening.
- 4.4.14 **DO NOT** overfill—leave at least ½” of space below the fill neck to allow for fuel expansion.

- 4.3.15 Once the fuel is added, replace the fuel cap securely before starting the engine.
- 4.3.16 If fuel spills, clean it up immediately.
- 4.3.17 Move the compressor away from the spilled gasoline, if possible.
- 4.3.18 Wipe up any gasoline spills and wait 5 minutes for excess fuel to evaporate before starting the engine.
- 4.3.19 Dispose of gas-soaked rags properly, as they are flammable.
- 4.3.20 If gasoline contacts your skin or clothes, change clothes and wash the skin immediately.



WARNING DO NOT operate the compressor with protective covers or guards removed. Exposing high-speed moving parts can lead to entanglement, causing serious injury, amputation, or death.



WARNING N EVER open the oil port while the compressor is running. Hot oil can spray over your face and body, causing burns.



CAUTION DO NOT operate the compressor with inadequate oil. This can cause overheating and severe damage to the engine and pump.

5. ENGINE OPERATION

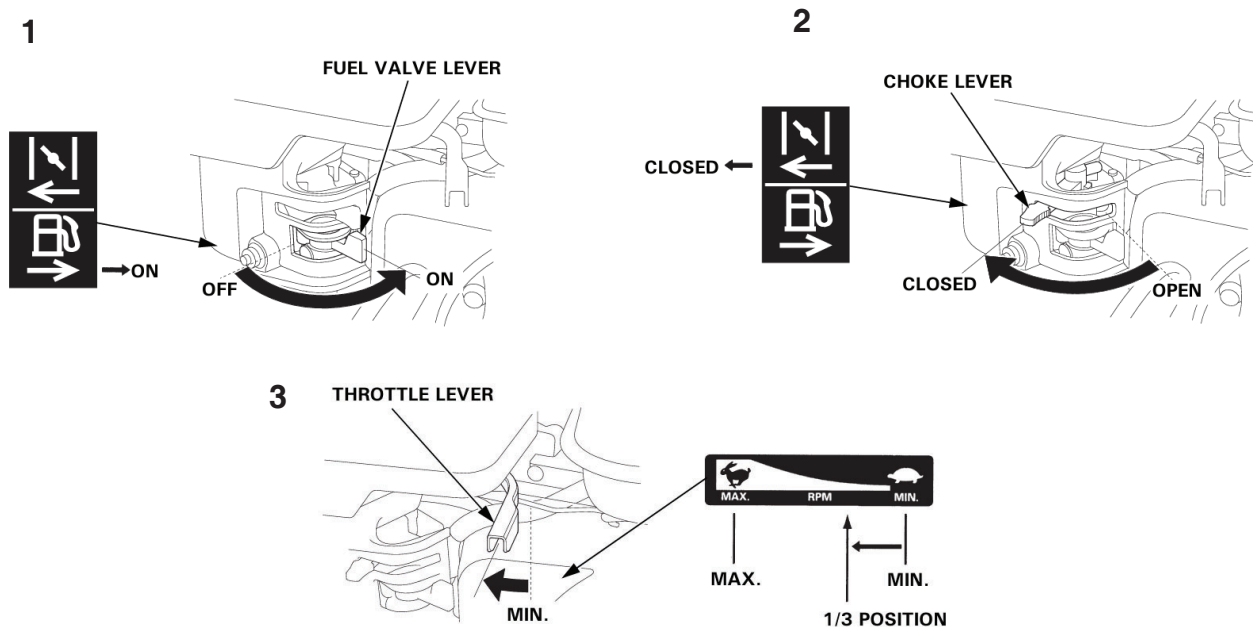
5.1 Starting the Engine

5.1.1 Adjust the fuel valve lever **(1)** to the ON position.

5.1.2 When starting a cold engine, position the choke lever **(2)** to the CLOSED state.

NOTE: If restarting a warm engine, keep the choke lever **(2)** in the OPEN position.

5.1.3 Shift the throttle lever **(3)** away from the MIN position, moving it about 1/3 of the way towards the MAX position.



5.1 Starting the Engine (continued)

5.1.4 Set the engine switch **(4)** to the ON position.

5.1.5 Gently pull the recoil starter grip **(5)** until you encounter resistance, then briskly pull it in the direction indicated by the arrow. Afterwards, release the starter grip gently.

NOTE: To prevent any damage to the starter, avoid allowing the starter grip to snap back forcefully against the engine. Instead, gently return it to its original position.

5.1.6 If the choke lever **(6)** was initially set to the CLOSED position for starting, gradually transition it to the OPEN position as the engine begins to warm up.

5.2 Stopping the Engine

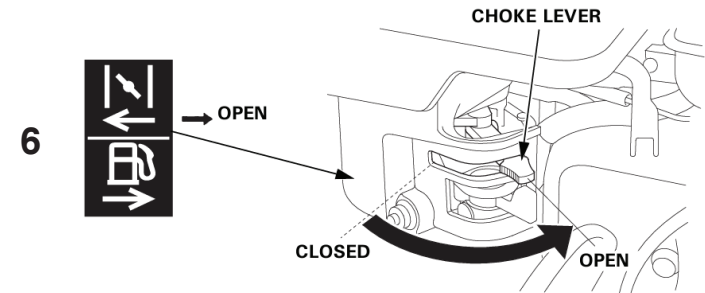
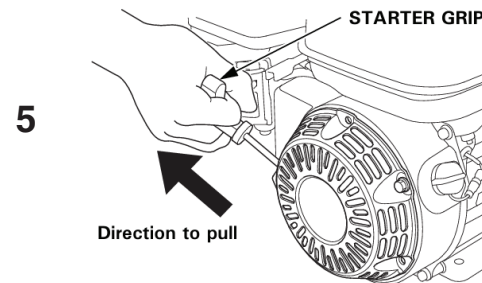
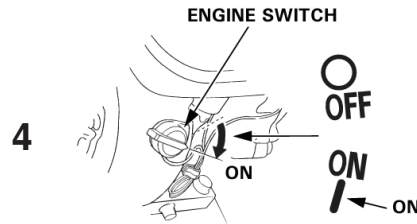
5.2.1 Adjust the throttle lever **(3)** to the minimum (MIN) position.

5.5.2 Switch off the engine by turning the engine switch **(4)** to the OFF position.

5.5.3 Move the fuel valve lever **(1)** to the OFF position.

NOTE: In case of an emergency, promptly turn the engine switch **(4)** to the OFF position to stop the engine. For regular shutdowns, follow the procedure mentioned earlier.

Run engine at full throttle and allow plate to pull itself along at its normal speed.



5.3 Exciter Lubrication

The exciter assembly is a self-contained, sealed unit. The bearings are lubricated using automatic transmission fluid. Change fluid once every year or 300 hours of operation. When changing fluid, replace O-ring.

To change fluid:

5.3.1 Remove the drain nut(a) from the compactor's exciter box with a 19mm socket.

5.3.2 Tip baseplate up and drain fluid from exciter assembly. Dispose of used fluid in an appropriate manner. Contact local recycling center.

5.3.3 Add 150 ml (5 ounces) of automatic transmission fluid to exciter housing and fasten end cover to exciter.

5.3.4 Do not overfill exciter or bearings may overheat.

5.3.5 Set up console assembly to baseplate and install belt, beltguard, and hose to water tank.

5.4 Spark Plug (Fig. 2)

Clean or replace spark plug as needed to ensure proper operation. Refer to the engine owner's manual.

The muffler becomes very hot during operation and remains hot for a while after stopping the engine. Do not touch the muffler while it is hot.

NOTE: Refer to the Technical Data for the recommended spark plug type and the electrode gap setting.

5.4.1 Remove spark plug and inspect it.

5.4.2 Replace plug if the insulator is cracked or chipped.

5.4.3 Clean spark plug electrodes with a wire brush.

5.4.4 Set the electrode gap (a).

5.4.5 Tighten spark plug securely.

CAUTION: A loose spark plug can become very hot and may cause engine damage.

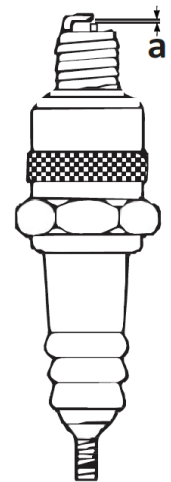


FIGURE-2

5.5 Engine Oil (Fig. 3)

5.5.1 Drain oil while the engine is still warm.

5.5.2 Remove the oil fill plug (a) and drain plug (b) to drain oil.

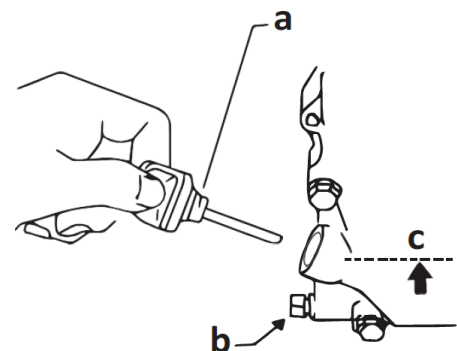


FIGURE-3

5.5 Engine Oil (Continued)

5.5.3 Install drain plug.

5.5.4 Fill the engine crankcase through the oil opening (b), to the upper mark on the dipstick (c). Do not thread in the dipstick to check the level. See Technical Data for oil quantity and type.

5.5.5 When the crankcase is full, reinstall the dipstick.

NOTE: ALWAYS place a plastic sheet and a container under the machine to collect any liquid which drains off. Dispose of this liquid in accordance with environmental protection legislation.

5.6 Air Filter (Fig. 4)



NEVER use gasoline or other types of low flash point solvents for cleaning the air filter. A fire or explosion could result.



NEVER run engine without air filter: Severe engine damage will occur.

The engine is equipped with a dual element air filter. Under normal operating conditions, elements should be cleaned once every week. Under severe, dry and dusty conditions, the elements should be maintained daily. Replace an element when saturated with dirt that cannot be removed.

5.6.1 Remove the air filter cover (a). Remove both elements and inspect them for holes or tears. Replace damaged elements.

5.6.2 Wash the foam element (b) in a solution of mild detergent and warm water. Rinse it thoroughly in clean water. Allow the element to dry thoroughly.

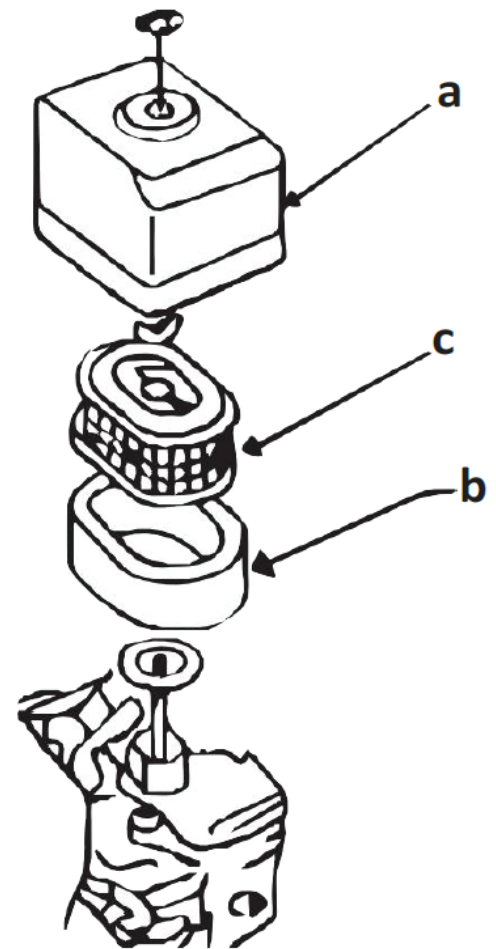


FIGURE-4

5.6.3 Tap the paper element (c) lightly to remove excess dirt or blow compressed air through the filter from the inside out. Replace the paper element if it appears heavily soiled.

5.7 Cleaning Sediment Cup (Fig.5)

5.7.1 Turn fuel valve off.

5.7.2 Remove sediment cup (a) and O-ring (b).

5.7.3 Wash both thoroughly in a nonflammable solvent. Dry and reinstall them.

5.7.4 Turn fuel valve on and check for leaks.

5.9 Carburetor Adjustment (Fig. 6)

5.9.1 Start the engine and allow it to warm up to operating temperature.

5.9.2 Set the pilot screw (a) 2 turns out. See Note.

5.9.3 With the engine idling, turn the pilot screw (a) in or out to the setting that produces the highest rpm.

5.9.4 After the pilot screw is adjusted, turn the throttle stop screw (b) to obtain the standard idle speed.

See Technical Data.

NOTE: On some engines the pilot screw is fitted with a limiter cap (c) to prevent excessive enrichment of the air-fuel mixture in order to comply with emission regulations. The mixture is set at the factory and no adjustment should be necessary. Do not attempt to remove the limiter cap. The limiter cap cannot be removed without breaking the pilot screw.

FIGURE-5

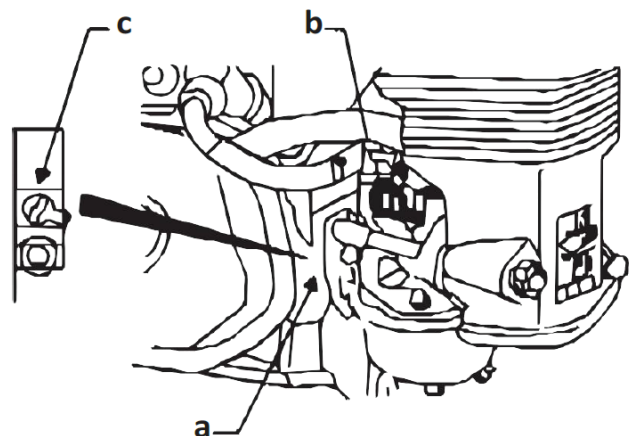
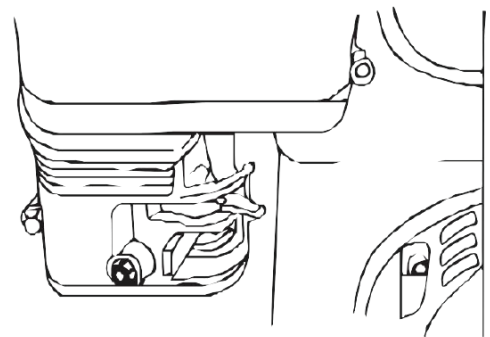
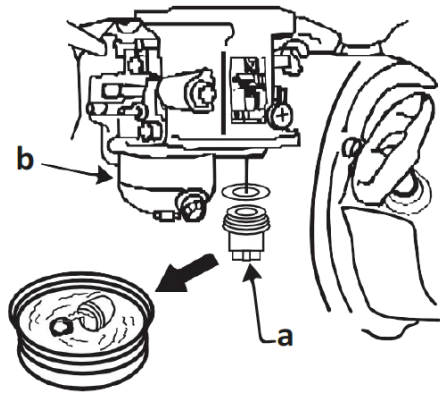


FIGURE-6

6. START-UP

This air compressor is designed to provide compressed air primarily for operating air tools and pressurizing objects like tires.

IT IS NOT INTENDED TO SUPPLY BREATHING AIR.

6.1 Ensure that the regulator is closed before starting the compressor.



CAUTION Before using the compressor for the first time, open the ball valve and run the compressor for 20 minutes to break in the pump components.

6.2 Turn the unloader to start position.



CAUTION DO NOT attach air tools to the hose until the start-up is complete and the unit has been checked for proper operation.

6.3 Attach the air hose to the quick-connect fitting on the compressor.

6.4 Attach the tool to the other end of the air hose.

6.5 Do not touch the tool's trigger until you are ready to use it. The tool will have power once the compressor starts supplying air.

6.6 Make sure all connections are secure. Hold the hose firmly when connecting or disconnecting it to prevent hose whip. An improperly seated coupler could blow off when the compressor starts.



WARNING NEVER direct the air stream at people or animals. The high-pressure air can pierce the skin and underlying tissues, potentially causing serious injuries or amputation. In case of skin injection, see a physician immediately.

NOTE: When changing tools or attachments, the air hose has a built-in check valve that prevents air from escaping when tools are removed.



WARNING NEVER disconnect threaded joints when there is pressure in the tank. Removing components while under pressure could cause them to become projectiles.

6.7 Avoid running hoses across floors or aisles to prevent tripping hazards. Instead, suspend hoses overhead or place them where they will be protected from damage.

6.1 Moisture in Compressed Air

6.1.1 Moisture will form in the compressed air as droplets when humidity is high or the compressor runs for extended periods. This moisture can cause issues when using air tools, such as paint sprayers or sandblasters, as it will carry water through the hose and out of the tool. If this is unacceptable, an external air dryer should be added to the system.

7. SHUTDOWN PROCEDURES

7.1 Normal Shutdown:

7.2 Move the pressure switch lever to the OFF position and turn the regulator knob counterclockwise to stop the air flow.

7.3 Switch the engine to the OFF position.

7.4 Set the fuel valve lever to the OFF position.

7.5 Drain the air from the tank by releasing pressure. Disconnect hoses and open the drain valve, or pull the safety relief valve pin.

NOTE: Lifting the unloader knob will not release pressure from the tank.

7.6 Drain the air from the tank by releasing pressure. Disconnect hoses and open the drain valve, or pull the safety relief valve pin.

NOTE: Lifting the unloader knob will not release pressure from the tank.

7.7 Once the air pressure drops below 10 PSI, open the tank drain valve to remove any accumulated moisture.

7.8 Remove the spark plug to prevent accidental starting of the engine.

7.9 Let the engine cool for at least 5 minutes before storing. A hot engine is a fire hazard.

8. STORAGE

8.1 After Use Storage

8.1.1 Ensure the compressor is properly shut down and all air tools are disconnected.

8.1.2 Drain the air receiver tank to prevent moisture buildup, which can cause corrosion or damage.

8.1.3 Let the engine cool for at least 5 minutes before storing, as a hot engine is a fire hazard.

8.1.4 Remove the spark plug to prevent accidental starting by untrained individuals when the machine is not in use.



WARNING Drain the air receiver tank daily or after each use to prevent moisture buildup, which can lead to tank corrosion and failure. A failure in the tank could result in serious injury or death.

8.1.5 Ensure the tank pressure is below 10 PSI by disconnecting the hoses and opening the ball valve or pulling the ring on the safety relief valve.

NOTE: Lifting the unloader knob will **NOT** release pressure from the tank.

8.1.6 Open the drain valve located at the bottom of the tank to remove accumulated moisture. This will help prevent corrosion and ensure the unit is in good condition for the next use.

8.2 Storage Location

8.2.1 Choose a location that is:

- **Clean and Dry**

Ensure the area is free from moisture and contaminants.

- **Away from Heat and Flames**

Store the compressor away from open flames, sparks, pilot lights, or heat sources. Even if the gas tank is empty, residual gasoline could ignite.

- **Temperature-Controlled**

Avoid storing the compressor in areas with extreme high or low temperatures, which can affect the performance and integrity of the compressor.

8.3 Long-Term Storage Preparation (If Not Used for Over 30 Days)

If you will not be using the compressor for more than 30 days, you must prepare it for long-term storage to prevent engine issues caused by stale fuel. Stale fuel can cause acid and gum deposits in the fuel system, which may lead to malfunction.

8.3.1 Long Term Storage Options A:

Drain the gasoline from the tank and carburetor.

8.3.2 Long Term Storage Options B:

Add Fuel Stabilizer to Gasoline (If you prefer to leave fuel in the tank, use a fuel stabilizer to keep the gasoline fresh.)

Steps for Using Fuel Stabilizer:

1. Ensure the gas tank is full to reduce the amount of air in the tank.
2. Add the recommended amount of fuel stabilizer to the fuel tank according to the manufacturer's instructions.
3. Start the engine and run it outdoors for at least 10 minutes to allow the stabilizer to circulate throughout the fuel system.
4. Turn off the engine.

5. Disconnect the spark plug wire and remove the spark plug to prevent accidental starting.
6. Add one teaspoon of oil through the spark plug hole.
7. Place a rag over the spark plug hole, then pull the recoil starter a few times to lubricate the combustion chamber.
8. Replace the spark plug but do not reconnect the spark plug wire.
9. Slowly pull the recoil starter until resistance is felt and the notch on the recoil aligns with the hole at the top of the recoil starter cover. This will close the valves, preventing moisture from entering the engine cylinder.

9. MAINTENANCE

Ensure that all guards and shields are replaced before restarting the machine.



WARNING Always shut off the engine, disconnect the spark plug wire from the spark plug, and release air pressure from the receiver tank before cleaning, adjusting, or servicing the compressor.



WARNING Always shut off the engine, disconnect the spark plug wire from the spark plug, and release air pressure from the receiver tank before cleaning, adjusting, or servicing the compressor.

MAINTENANCE SCHEDULE

Item	Frequency
Inspect safety/relief valves	Weekly
Check oil level	Weekly
Inspect air filter	Weekly
Replace air filter	Weekly
Inspect for air leak	Every 12 months or 1000 hours of use
Engine maintenance	Monthly
Change pump oil	Refer to engine Owner's Manual
Clean magnetic drain plug	Monthly
Inspect & drain receiver tank	Monthly
Check drive belt tension and alignment	Monthly
Inspect & clean spark arrestor	Monthly
Dust/debris removal	Monthly

9.1 Changing Pump Oil

9.1.1 First Oil Change: After the first 50 hours of use.

9.1.2 Subsequent Changes: Every 3 months or every 500 operating hours.

9.1.3 Remove the oil fill and drain plugs. Collect the used oil in a suitable container.

9.1.4 Replace the drain plug, then refill the crankcase with clean oil as per the manufacturer's recommendations.

9.1.5 Replace the oil fill plug.

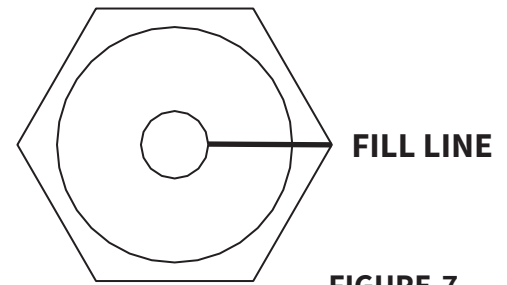


FIGURE-7

NOTE: Start the compressor, let it run for several minutes, and then check the oil level. Add more oil if necessary.



WARNING If the air receiver tank shows signs of rust, it could rupture or explode. **NEVER REPAIR A RUSTED TANK; IT MUST BE REPLACED.**

9.2 Checking Drive Belt Tension and Alignment



CAUTION Improper alignment and belt tension can cause motor overload, excessive vibration, and premature wear on the belt and bearings.

9.2.1 Belt Tension

9.2.2 Belts will stretch over time. A properly adjusted belt should deflect about 1/2 inch when

9.2.3 5 lbs of force is applied.

9.2.4 Remove Belt Guard Cover.

9.2.5 Loosen the four fasteners holding the engine to the compressor.

9.2.6 Shift the engine to ensure proper alignment.

9.2.2 Straight Edge Method

9.2.2.1 Lay a straight edge against the face of the flywheel, touching the rim at two points. **FIGURE 8.**

9.2.2.2 Adjust the flywheel or engine pulley so the belt runs parallel to the straight edge.

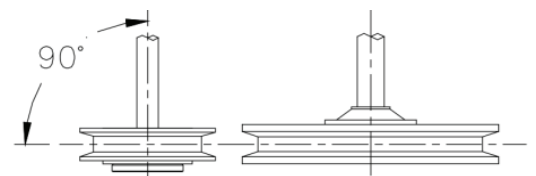


FIGURE-8

NOTE: If necessary, use a gear puller to move the pulley on the motor shaft. Tighten the set screw afterward.

9.2.2.3 Verify proper tension. **FIGURE 9.**

9.2.2.4 Draining and Inspecting the Receiver Tank:

9.2.2.5 Always drain water from the receiver tank after each use. Moisture left in the tank can cause corrosion, weakening the tank over time.

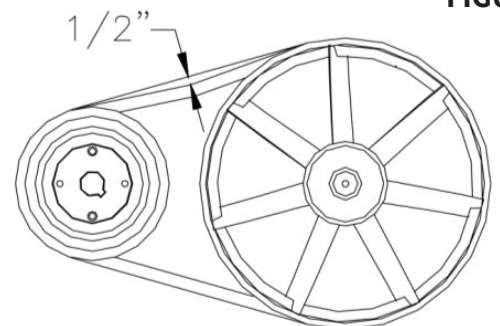


FIGURE-9

9.3 Inspection

9.3.1 If the tank is badly rusted, it must be replaced.

9.3.2 Ensure that the engine and components are correctly aligned.

9.3.3 Once the proper tension and alignment are maintained, tighten the four fasteners securing the engine to the top plate.

9.3.4 After the engine is securely fastened, reattach the belt guard cover to ensure safety.

9.4 Inspecting & Cleaning Spark Arrestor (If Equipped)

9.4.1 Compliance with Regulations:

9.4.2 Equip the engine with a spark arrestor if operating near any area with flammable materials, such as forests, brush, or grasslands.

9.4.3 Always check the engine's Owner's Manual to confirm if the engine already has a spark arrestor.

9.4.4 Ensure you comply with local, state, and federal regulations regarding spark arrestors.

9.5 Cleaning

9.5.1 If the engine is equipped with a spark arrestor, it must be regularly cleaned and inspected as per the manufacturer's instructions.

9.5.2 If the spark arrestor is damaged, it should be replaced immediately to avoid potential fire hazards.

9.6 Keeping the Compressor Clean

9.6.1 Never allow the air intakes to become blocked with dust or debris.

Blocked intakes can reduce the compressor's efficiency and may cause overheating.

9.6.2 Use a damp cloth or a soft bristle brush to clean the exterior of the compressor regularly.

9.6.3 Never use a garden hose or pressure washer to clean the compressor. Water can get inside and damage sensitive components like the engine and pump.

9.7 Maintenance Record

TOMAHAWK® tools are assembled with care and will provide years of service when properly maintained. Preventative maintenance and routine service are essential to the long life of your equipment. Adhere to reading through this manual thoroughly. You will find that you can do some of the regular maintenance yourself. However, when in need of parts or major service, be sure to contact a TOMAHAWK® Technician. For your convenience we have provided this space to record relevant data about your TOMAHAWK® equipment.

11. EQUIPMENT WARRANTY

Your new TOMAHAWK® equipment is warranted to the original purchaser for a period of one-year (12 months) from the original date of purchase. The TOMAHAWK® warranty is against defects in design, materials and workmanship.

The following are not covered under the warranty:

11.1 Damage caused by abuse, misuse, dropping or other similar damage caused by or as a result of failure to follow assembly, operation or user maintenance instructions.

11.2 Alterations, additions or repairs carried out by persons other than TOMAHAWK® or their recognized agents.

11.3 Transportation or shipment costs to and from TOMAHAWK® or their recognized agents, for repair or assessment against a warranty claim, on any machine.

11.4 Materials and/or labor costs to renew, repair or replace components due to fair wear and tear.

11.5 TOMAHAWK® and/or their recognized agents, directors, employees or insurers will not be held liable for consequential or other damages, losses or expenses in connection with or by reason of or the inability to use the machine for any purpose.

11.1 Warranty Claims

Before submitting any warranty claim, you will need to register your new TOMAHAWK® equipment through www.tomahawk-power.com or email support@tomahawk-power.com.

Follow the steps on page 3 or scan this QR codes to complete the equipment registration. After registration is complete, all warranty claims should firstly be directed to TOMAHAWK® through the online Service Request form found at www.tomahawk-power.com/pages/service-request.



12. SERVICES CENTERS

Our service centers are equipped to handle your equipment maintenance and repair needs efficiently. With a network of authorized local service locations, you can find expert support and genuine parts needed to keep your equipment running smoothly. All locations are listed on the webpage <https://tomahawk-power.com/pages/find-a-service-center>.

For Service Call (866) 577- 4476

TOMAHAWK

AIR COMPRESSORS

MODEL NUMBER: TAC20H-200, TAC30H-390

Parts Manual

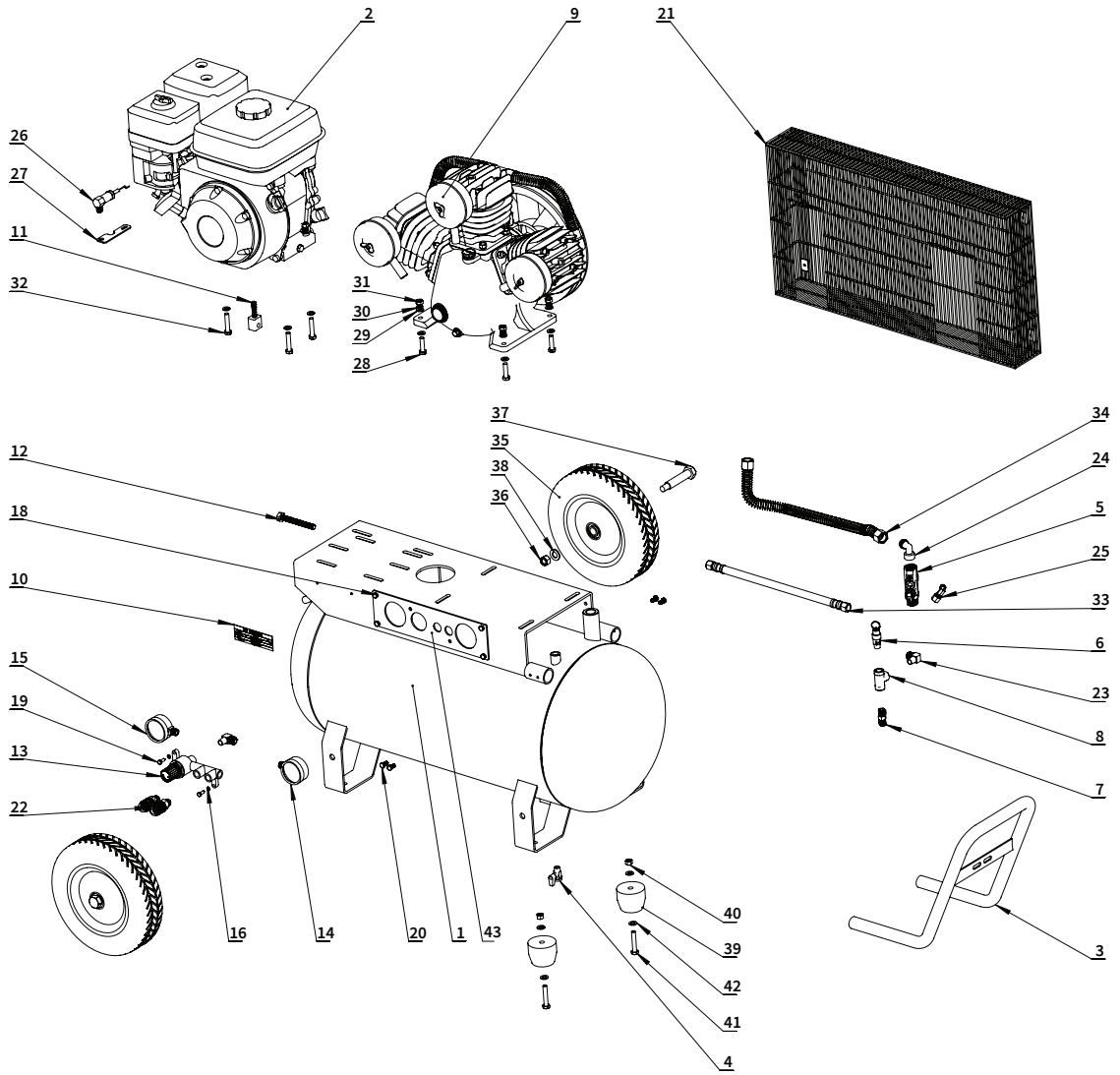


TAC20H-200

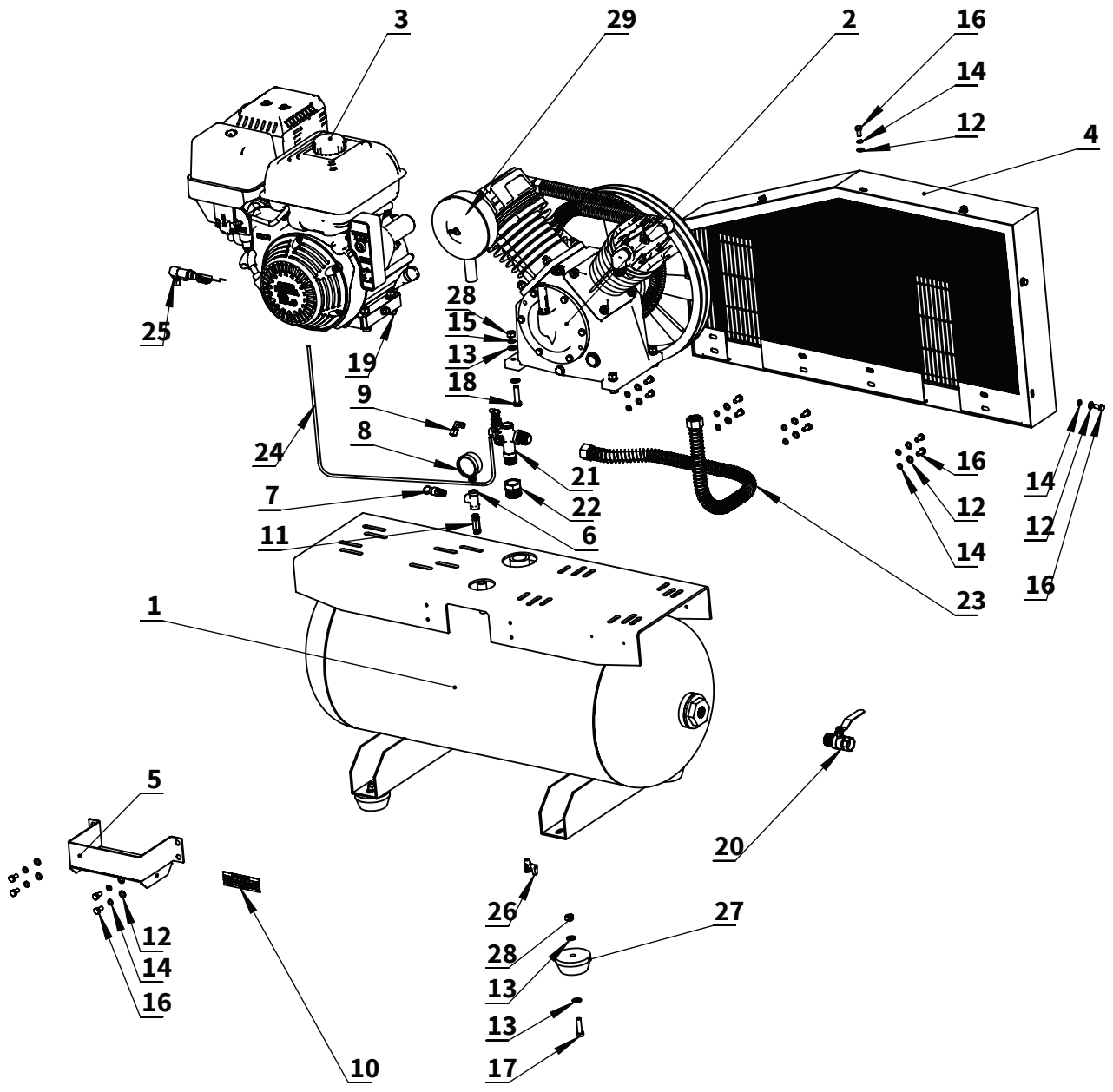


TAC30H-390

TAC20H-200



Number	Part Number	Description	Qty
1	5201-20GAL	Receiver Tank 20-Gallon	1
2	3202-0002	Engine	1
3	2232-0002	Handle	1
4	2217-0002	Discharge Valve 1/4"	1
5	2226-0002-01	Unloader Valve 135 PSI ASME	1
6	2216-12140	Safety Valve 1/4" ASME 140 PSI	1
7	1216-11144-1	Dual Connector 1/4" to 1/4" 30mm	1
8	1216-0141414-5	T-Way Connector 1/4	1
9	AW65	Compressor Pump	1
10	8214-0008	Product Information	1
11	1001-0019-1	Belt Tension Adjustment Screw M8	1
12	4201-1085	Hexagonal Screw M10 x 85	1
13	2223-0006	Pressure Valve bracket 1/4" JC-1074	1
14	2213-22215	Pressure Gauge Y50 1/4"	1
15	2213-22216	Pressure Gauge Y50 1/4"	1
16	BNT01 TB30160	Guard Cover Wire Mesh	1
17	1216-2003	Quick Connect 1/4" NPT	2
18	1222-1144-3	Elbow Connector 1/4 M14 x 1.5 Copper	2
19	1222-1234	Elbow Connector 1/2 to 3/4-16UNF Copper	1
20	1222-18716	Elbow Connector 1/8 -7/16-20UNF Copper	1
21	TSCP-H-5565-B	Air Control Valve	1
22	2230-0003	Air Control Valve Bracket	1
23	4201-0830	Hexagonal screw M8 x 30	4
24	4207-0080	Flat Washer	8
25	4208-0080	Spilt Lock Wahers	4
26	4209-0080	Nut	4
27	4201-0840	Hexagonal Screw M8 x 40	3
28	1223-2008	Metal Hose 2-M14 x 1.5 - 285mm	1
29	1223-01245	Exhaust Pipe Φ 12x450mm	1
30	2201-1016	Wheel 10"- Φ 16 Foam Filled	2
31	4209-0120	Nut M12	2
32	2219-166990	Axle Φ 16-69-90 M12	2
33	4207-0120	Flat Washer Φ 12x Φ 24x2.5	2
34	2205-0006	Rubber Mount Φ 58X46-M8	2
35	1225-021102-1	Muffler 1/2 x Φ 102	3
36	4201-0845	Hexagonal Screw m8 x 45	2
37	5201-20GAL-1	Control Valve Cover	1
38	4201-0616	Hexagonal Screw M6 x 16	4
39	4204-0616	Screw M6 x 16	6



Position	Part Number	Description	Qty
1	5201-BD02-TB110112D	Receiver Tank 30-Gallon	1
2	6201-JC05V	Compressor Pump JC05V	1
3	3202-0003	Honda GX390 Engine	1
4	2221-1007-5	Belt Guard Inner BO07-TB-100160D	1
5	2231-0001	Battery Tray	1
6	1216-0141414-5	T-Shape Fittings 1/4	1
7	2216-12200	Safety Valve NPT 1/4 200PSI ASME	1
8	2213-23214	Pressure Gauge Y50 0-230psi 1/4"	1
9	1222-18716	Elbow Connector 1/8-7/16-20UNF Copper	1
10	8214-0008	Production Information	1
11	1216-11144-2	2 Way Fitting 1/4" x 2-45	1
12	4207-0080	Flat Washers Φ 8	15
13	4207-0100	Flat Washers Φ 10	8
14	4208-0080	Spilt Lock Washer Φ 8	15
15	4208-0100	Spilt Lock Washer Φ 10	4
16	4201-0816	Hexagonal Screw M8 x 16	15
17	4201-1035	Hexagonal Screw M10 x 35	4
18	4201-1040	Hexagonal Screw M10 x 40	4
19	4201-1050	Hexagonal Screw M10 x 50	4
20	2217-3344	Ball valve 3/4"	1
21	2226-0004	Pilot Unloader Valve 3/4 145-175psi	1
22	2225-1034	Fitting 1" to 3/4"	1
23	1223-01959	Discharge Tube ϕ 19x590mm	1
24	1223-1001	Nylon Air Tube	1
25	TSCP-H-1113-B	Throttle Control Valve TSCP-H-1113-B	1
26	2217-0002	1/4" Discharge Valve	1
27	2205-0005	Rubber Feet $\text{Ø}80 \times 35$ -M10	4
28	4209-0100	Nut M10	4
29	1225-100156-1	Air Filter 1" x 156	1



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3,550LBS/FT 3.6HP 121CC
TAMPING RAMMER

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TOMAHAWK

Equipment Guide

COMPACTION



Wheel Kit Available



Rammers

Part#:	*Battery Powered Option Available
TR68H	3,550 lbs/sq ft, Honda GX120
JX60H	3,350 lbs/sq ft, Honda GX100
eJX60H	3,350 lbs/sq ft, Honda GXE2.0S



Wheel Kit Available



Forward Plate Compactors

Part#:	*Battery Powered Option Available
TPC80H	3,000 lbs/sq ft, Honda, 21"x17" Plate
TPC85H	3,200 lbs/sq ft, Honda, 23"x17" Plate
TPC90H	3,400 lbs/sq ft, Honda, 22"x20" Plate



Reverse Plate Compactors

Part#:	
TPC100H	3,500 lbs/sq ft, Honda, 19"x14" Plate
TPC170H	7,000 lbs/sq ft, Honda, 28"x20" Plate
TPC400H	11,690 lbs/sq ft, Honda, 32"x22" Plate

CONCRETE



Power Screeds

Part#:	*Battery Powered Option Available
TVSA-H	6-16 ft Magnesium Blades Honda GX35, Adjustable Handles
eTVSA	6-16 ft Magnesium Blades 36V/5 Ah Battery, Adjustable Handles



Concrete Sprayers

Part#:	TCS6.5 Adjustable from 0-450 PSI
Handles 30% + Solids, 1.8 HP 2 Stroke Motor, 24"	
Brass Wand 0.5 GPM, Fan Nozzle Included,	
Spray 15,000 ft ² in 10 Minutes	



Early Entry Saws

Part#:	
TFS6H	6" Blade Diameter, Blade Compatibility, Honda GX120
TFS10H	10" Blade Diameter, Self Propelled, Blade Compatibility, Honda GX270/GX390

TROWELS



Porta-Trowels

Part#:	
JXPT30H	56 lbs; 18 ft Pole, 30" Diameter, 4-Blade, Honda GX35, 0-28° Blade Pitch
eJXPT30	56 lbs; 18 ft Pole, 30" Diameter, 4-Blade, 36V, 7.5Ah, 0-28° Blade Pitch
JXPT30T	56 lbs; 18 ft Pole, 30" Diameter, 4-Blade, Honda GX35, 0-28° Blade Pitch



Walk Behind Trowels

Part#:	<i>Items Listed Includes Combo Blades</i>
TPT24H	2 ft Edger, Honda GX160, 0-28° Blade Pitch
TPT36H	3 ft, Honda GX160/GX270, 0-28° Blade Pitch
TPT46H	4 ft, Honda GX270/GX390, 0-28° Blade Pitch



Ride on Trowels

Part#:	
TRT46V	8 ft Hydraulic Steer, 35 HP Vanguard, CVT Clutch, 180 RPM
TRT60V	10 ft Full Hydrostatic, 74 HP Hatz Diesel

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TOMAHAWK

Equipment Guide

GENERATORS

QUIET INVERTER SERIES



58 db

2,000 - 4,500 Watt Series

TG2000i	2,200w Max / 2,000w Rated
TG3000i	3,300w Max / 3,000w Rated, 120/220V, 30 AMP Twist Lock
TG4500iEFI	4,500w Max / 3,800w Rated 20A (120V), Electric, Remote

QUIET INVERTER SERIES



92 db

4,000 - 7,000 Watt Series

TG4000H	4,000w Max / 3,500w Rated, Honda Engine
TG5500i	5,500w Max / 5,000w Rated, 120/220V
TG7000H	7,000w Max / 6,500w Rated, Honda Engine

QUIET INVERTER SERIES



63 db

10,500 - 17,000 Watt Series

TG9000i	10,500w Max / 8,500w Rated 120/220V, Run Time 14.5hrs @ 25% Load
TG17000i	17,000w Max / 14,500w Rated 120/240V, Run Time 14hrs @ 25% Load, CARB Compliant, GFCI, CO Detector, Voltage Selector, Electric Start

FLOORING

Assorted Blade Choices



Grinders and Scrapers

Part#:	
TGDR10	10" Disc, 120V, 1/32" Per Pass, 11 AMP, 1.5 HP, 1,725 RPM
TSCP8	8" Blade, 120V, 11 AMP, 3/4 HP, 1,725 RPM, Carpet & Tile Remover

Assorted Blade Choices



Concrete Scarifier

Part#:	Battery Powered Option Available
TSCAR8H	Honda GX160, 350 - 500ft ² /hr, OSHA Compliant Vacuum Port, 8" CT Drum Kit, 1/8" Per Pass
eTSCAR8	2.3HP, 2800 RPM, 350 - 500ft ² /hr, OSHA Compliant, 1/8" Per Pass

Assorted Brush Choices



Floor Sweepers

Part#:	Battery Powered Option Available
eTOS22	22" Working Width, Double Broom System, 6 Gallons
eTOS30	30" Working Width, Battery Powered Triple Broom System, 13.5 Gallons
TOS38	38" Working Width, Triple Broom System, 14.5 Gallons

OUTDOOR POWER



Trash Water Pumps

Part#:	
TW2H	2" Pump, Honda GX160, 164 GPM, Elevation: 85ft, Suction: 26ft
TW3H	3" Pump, Honda GX270, 375 GPM, Elevation: 89ft, Suction: 25ft
TW4H	4" Pump, Honda GX390, 580 GPM, Elevation: 91ft, Suction: 26ft



Backpack Foggers

Part#:	Battery Powered Option Available
eTMD14	4 Gal. Tank, 0.7 kW/7.5 Ah, 2hrs @ 1/2 Load, 1hr at Full Load, Spray Reach of 25 - 30ft, 100 - 300 microns, 400 CFM / 150 MPH Air Speed
TMD14	3.7 Gal. Tank, Tomahawk 3HP 2 Stroke Engine, Horizontal Reach: 40ft, Vertical Reach: 25+ft, 50-100 microns, 490 CFM / 220 MPH Air Speed



Fertilizer Spreaders

Part#:	Battery Powered Option Available
eTGS30	5 Gal. Tank, 0.7 kW/7.5 Ah, 36V, Spray Reach of 25 - 30 ft, Up to 2 hrs at Half load, 1 hr at Full Load, 2 Hours Charge Time
TGS30	4 Gal. Tank, Powered by Tomahawk 3HP 2 Stroke Engine, Horizontal Reach of 30 ft, Displacement of 63.3 cc, MPA of 1.0 - 2.5



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