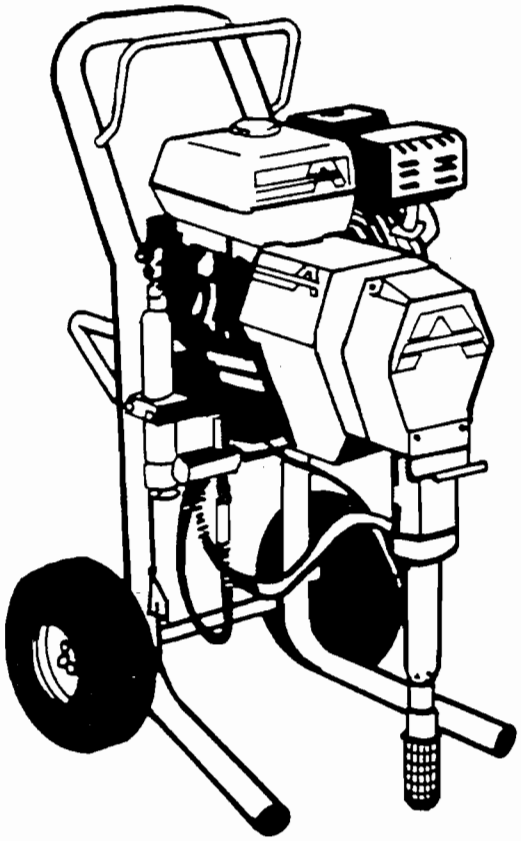
AIRLESSCO BY DUROTECH CO.®

AIRLESSCO SLOW STROKING GAS POWERED SL SERIES



WARNING: Before operating, doing any service or maintenance procedure, learn & follow the pressure relief procedure on page 6. Read & understand all warnings on pages 5, 6 and 7.

ALL SERVICE PROCEDURES MUST BE PERFORMED BY AUTHORIZED AIRLESSCO SERVICE CENTER.

OPERATION MANUAL AND PARTS LIST FOR 5500G AND 6000G

5397 Commerce Ave., Moorpark, CA 93021-1764 Tel: 805-523-0211, Fax: 805-523-1063

Subject to Change without Notice Form No. 001-285

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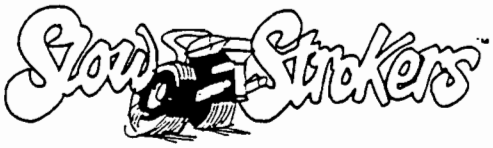
No modifications or alterations of any Airlessco Equipment or any Airlessco Part is allowed.

INTRODUCTION

AIRLESSCO SLOW STROKING GAS POWERED PUMPS MODELS 5500G AND 6000G



ARE ON THE MOVE!

Joining the very successful SL range of Slow Stroking Pumps come the 5500G and 6000G. These two gas powered airless sprayers are built tough to take the day after day demands of the contractors who needs to get the job done the quickest way possible.

With stainless steel, severe duty, slow stroking paint pumps you have the latest technology in long life pump design. No other pumps can give you, smooth operation and low maintenance the way the "Slow Strokers" can.

SPECIFICATIONS

Model 5500G		Model 6000G	
Pressure	0 -3000 psi	Pressure	0 - 3000 psi
Output	1.0 gpm	Output	1.3 gpm
Tip Size	1 gun up to .031 2 guns up to .019	Tip Size	1 gun up to .035 2 guns up to .023
Engine	4 hp Honda	Engine	5 1/2 hp Honda

WARNING

Prior to starting, read, understand and observe all safety precautions & warnings on pages 5,6 & 7 and all labels and tags on the machine.

FLUSHING Read prior to using your sprayer

1. **New sprayer**
   Your new Airlessco Sprayer was factory tested in No. 10 Motor oil which was left in the pump. Before using oil-base paint, flush with mineral spirits only.
   Before using water-base paint flush with mineral spirits, followed by soapy water, then a clean water flush.
2. **Changing Colors**
   Flush with a compatible solvent such as mineral spirits.
3. **Changing from water- base to oil-base piant.**
   Flush with soapy water, then mineral spirits.
4. **Changing from oil-base to water-base paint.**
   Flush with mineral spirits, followed by soapy water, then a clean water flush.
5. **Storage**
   Oil-base paint: Flush with mineral spirits.
   Water-base paint: Flush with water, then mineral spirits and leave the pump, hose and gun filled with mineral spirits. For longer storage, use mixture of mineral spirit and motor oil (half & half) Shut off the sprayer, follow Pressure Relief Procedure on page 6 to relieve pressure and make sure prime valve is left OPEN.
6. **Start up after storage**
   Before using water-base paint, flush with soapy water and then a clean water flush.
   When using oil-base paint, flush out the mineral spirits with the material to be sprayed .

HOW TO FLUSH

FIG. 1

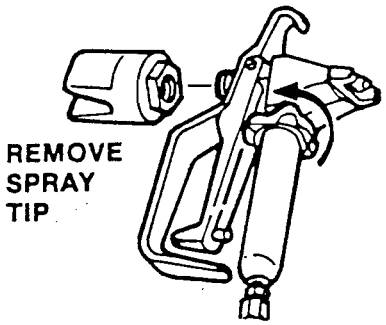


FIG. 2

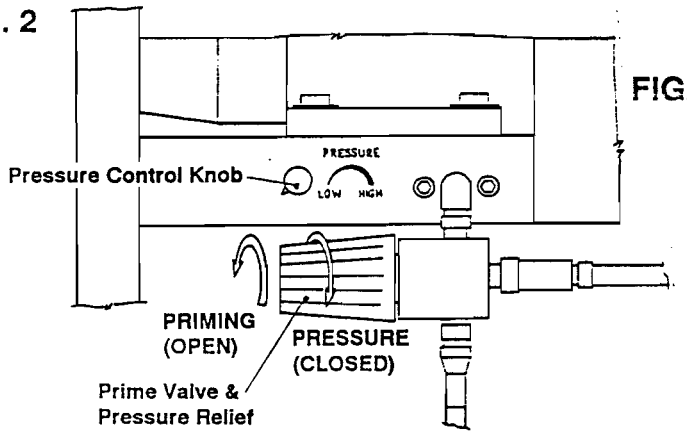


FIG. 3

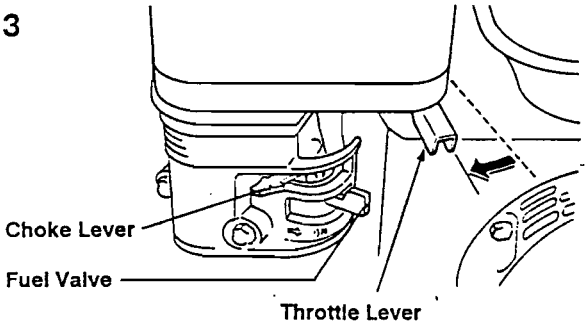
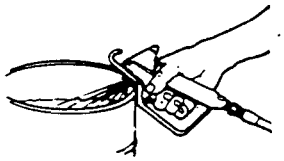


FIG. 4



MAINTAIN FIRM METAL TO METAL CONTACT BETWEEN GUN AND CONTAINER

1. Be sure the gun safety latch is engaged and there is no spray tip in the gun. Refer to Fig. 1.

2. Pour enough clean, compatible solvent into a large, empty metal pail to fill the pump and hoses.

3. Place the suction tube into the pail or place the pail under the pump.

4. Turn the pressure control knob to low pressure. Refer to Fig. 2.

5. Open the prime valve to the open-"Priming Position". This will allow an easy start. Refer to Fig.2.

6. Turn the engine ON/Off switch to ON.

7. Move the choke toward the closed position as per Fig. 3.

8. Move the Throttle lever slightly to the left as per Fig. 3.

9. Turn the fuel valve ON as per Fig. 3 . Pull the start rope. Pull the engine over against compression stroke & then let the rope rewind slowly into the starter. Pull firmly and rapidly to start the engine. DO NOT drop rope. Hold onto the handle while rewinding, or the rope may rewind improperly and jam the assembly. If the engine does not start, open the choke a little more. If the engine floods, open the choke all the way and continue cranking.

10. After the engine is warm, gradually open the choke lever, increase the RPM of engine by moving throttle to the left, close the prime valve by turning all the way clockwise to the pressure position. Refer to Fig. 2.

11. Point the gun into the metal pail and hold a metal part of the gun firmly against the pail. Refer to Fig.4.

WARNING - To reduce the risk of static sparking, which can cause fire or explosion, always hold a metal part of the gun firmly against the metal pail when flushing. This also reduces splashing. Refer to Fig. 4.

12. Disengage the gun safety latch and squeeze the gun trigger. At the same time, slowly turn the pressure control knob clockwise just enough to move liquid at low pressure.

13. Allow the pump to operate until clean solvent comes from the gun.

14. Release the trigger and engage the gun safety latch.

15. If you are going to start spraying, place the pump or suction tube into the supply container. Release the gun safety latch and trigger the gun into another empty, metal container, holding a metal part of the gun firmly against the metal pail (Fig 4) and force the solvent from the pump and hose. When paint starts coming from gun, turn pressure control knob to minimum pressure, place prime valve in prime (open) position an d engage the gun safety latch.

16. If you are going to store the sprayer, remove the suction tube or pump from the solvent pail, force the solvent from the pump and hose. Engage the gun safety latch and refer to the "Storage" Procedure on page 1, No. 5.

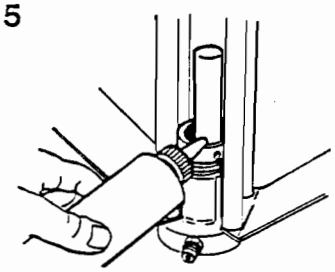
17. Whenever you shut off the sprayer follow the Pressure Relief Procedure Warning on Page 6.

SETTING UP

1. Connect the hose and gun.
a. Remove the plastic cap plug from the outlet tee and screw an accessory, conductive or grounded 3000 psi spray hose onto fluid outlet.
b. Connect an accessory airless spray gun to the other end of the hose.
c. Don't use thread sealant on the swiveling nut of hose couplings and don't install the spray tip yet!
NOTE: Do not use thread sealer on swivel unions as they are made to self seal. Use thread seal on tapered male threads only.

2. Fill the Packing Nut/Wet Cup 1/3 full with Airlessco Throat Seal Oil (TSO) supplied. Fig. 5. below.

FIG. 5



3. Check the Engine Oil Level
a. Unscrew the oil fill plug. The dipstick is attached to the plug.
b. Without threading the plug into place, check to be sure the oil is up to the top mark on the dipstick.
c. If oil is needed, refer to engine manual.

4. Fill the Fuel Tank

WARNING Fuel spilled on a hot surface can cause a fire or explosion and cause serious bodily injury and property damage. Always shut off the engine and let it cool before filling the tank, and carefully follow steps a-c below being sure not to spill any fuel.

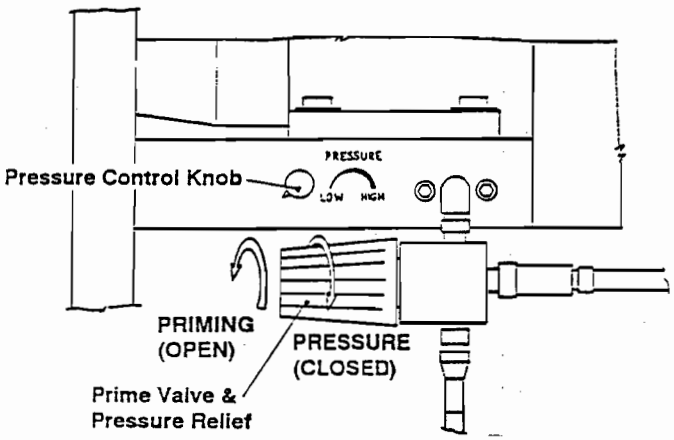
a. Close the fuel shutoff valve.
b. Use only clean, fresh, well-known brands of unleaded regular grade gasoline.
c. Remove the fuel cap and fill tank. Be sure the air vent in the fill cap is not plugged so fuel can flow to the carburetor, then replace the cap.

5. Flush the sprayer. See "Flushing " Page 1 & 2.
Your new pump was factory tested in oil which must be flushed out before using or if your pump has been stored with a storage solution it must be flushed before using.

STARTING UP

1. Learn the controls.

FIG. 6



Pressure Control Knob - used to adjust pressure only. Turn clockwise to increase pressure and counterclockwise to decrease pressure.

Prime & Pressure Relief Valve - **Turn to OPEN position (fully counterclockwise) to relieve pressure from gun, hose & tip** AND to prime your unit.
- Turn to CLOSED position (clockwise) for pressure. **Handle spray system as you would a loaded firearm.**

CAUTION- Do not start engine without fluid pump having enough fluid so that it can be primed. Running fluid pump dry will decrease life of the pumps packings.

2. Prepare the Material
a. Prepare the material according to the material manufacturer's recommendations.
b. Place the pump or suction tube into the material container.

3. Starting the Sprayer (see Fig 6 above)
a. Prime Valve must be open - priming position.
b. Pressure Control Knob must be in low pressure.
c. Follow the procedure under "How to Flush", page 2 Steps 6 through 12.

WARNING - To stop the unit in an emergency or before performing any service or maintenance procedure follow the Pressure Relief Procedure on page 6 to relieve the fluid pressure.

STARTING UP CONTINUED

4. Prime the Pump

a. Allow pump to operate until paint comes from gun.
b. Release the trigger and engage the gun safety latch.
c. Turn Prime Valve OPEN to the prime position (fully counterclockwise) , ensuring that pressure is released from the system.
d. Turn Pressure Control Knob to minimum pressure.
e. Install spray tip onto gun.
f. Close the prime valve by turning it all the way clockwise to the pressure position.
g. Turn thepressure control knob to desired spray pressure.
h. Disengage the gun safety lock and you are ready to start spraying.

WARNING - If you spray into the paint bucket, always use the lowest spray pressure and maintain firm metal to metal contact between gun and container. See Pg 2 , Fig. 4

5. Adjusting the Pressure

a. Turn the Pressure Control Knob clockwise to increase pressure and counterclockwise to decrease pressure.
b. Always use the lowest pressure necessary to completely atomize the material.

CAUTION- Operating the sprayer at higher pressure than needed wastes material, causes early tip wear and shortens sprayer life.

c. If more coverage is needed use a larger tip rather than increasing the pressure.
d. Check the spray pattern. The tip size and angle determines the pattern width and flow rate.

6. Reducing Clutch Wear

a. The first 50 feet of airless spray hose should be 3/8", the larger diameter works as a plusation damper and saves unnecessary cycling of the clutch. A minimum of 100 ft. of hose should be used.

b. Adjust the Engine Speed and Pump Pressure.
First set the throttle lever to the maximum RPM setting (fully left). Trigger the gun onto a test paper to check the spray pattern and atomization. Adjust the Pressure Control Knob until you get a good pattern. Then slowly lower the throttle setting as far as you can without changing the spray pattern.

Note: Always use the lowest possible pressure and throttle setting to increase the life of the sprayer. Higher settings cause excessive clutch cycling as well as tip and pump wear.

7. Cleaning a Clogged Tip

IMPORTANT

WARNING - Always follow the Pressure Relief Procedure on page 6 before performing any service or maintenance procedure.

WARNING - NEVER HOLD YOUR HAND, BODY, FINGERS, OR HAND IN A RAG, IN FRONT OF THE SPRAY TIP when cleaning or checking for a cleared tip. Always point the gun toward the ground or into a waste container when checking to see if the tip is cleared or when using a self-cleaning tip.

a. Follow the Pressure Relief Procedure on page 6.
b. Clean the front of the tip frequently (with toothbrush only) during the day to keep material from building up and clogging the tip.
c. To clean and clear a tip if it clogs, refer to the separate instruction manual received with your gun or nozzle.

There is an easy way to keep the outside of the tip clean from material build-up:
Every time you stop spraying, for even a minute, lock the gun and submerge the gun into a small bucket of thinner comparable with the material sprayed. Thinner will dissolve the build up of paint on the outside of tip, tip guard and gun much more effectively than if the paint dries out completely.

WARNING - Clogged standard flat tip - clean only after the tip is removed from the gun. Follow the Pressure Relief Procedure Warning on Page 6.

8. When Shutting Off the Sprayer

a. Whenever you stop spraying, even for a short break, follow the Pressure Relief Procedure Warning on page 6.

b. Clean the tip and gun as recommended by your separate gun instruction manual.

c. Flush the sprayer at the end of each work day if the material you are spraying is waterbased, or if it could harden in the sprayer overnight. See "Flushing" page 1 and 2. Use a compatible solvent to flush, then fill the pump and hoses with an oil based solvent such as mineral spirits.

d. For long term shutdown or storage refer to page 1.

WARNING - Be sure to relieve pressure in the pump after filling with mineral spirits.

WARNINGS

IMPORTANT: High pressure spray can cause extremely serious injury. HANDLE AS YOU WOULD A LOADED FIREARM!

***Learn and follow the Pressure Relief Procedure.**

***Read and understand all instruction manuals, tags, warnings, users guides and labels on machine before operating equipment.** (Order new labels from Durotech Co. when unreadable)

SAFETY IS THE RESPONSIBILITY OF THOSE WHO OPERATE THIS EQUIPMENT .

This sprayer is for professional use only.

INJECTION HAZARD

Fluids under high pressure from spray or leaks can penetrate the skin and cause extremely serious injury, including the need for amputation.

NEVER point the spray gun at anyone or any part of the body.
NEVER put hand or fingers over the spray tip. Do not use rag or other materials over your fingers. Paint would penetrate through and into the finger.
NEVER try to stop or deflect leaks with your hand or body.
ALWAYS have gun tip guard in place when spraying.
ALWAYS remove tip from the gun to clean it.
NEVER try to "blow back" paint, this is not an air spray sprayer.
ALWAYS follow the **Pressure Relief Procedure**, as shown on Page 6, *before* cleaning or removing the spray tip or servicing any system equipment.

Be sure equipment safety devices are operating properly before each use.

MEDICAL TREATMENT

If any fluid appears to penetrate your skin, get EMERGENCY CARE AT ONCE. DO NOT TREAT AS A SIMPLE CUT.

Tell the doctor exactly what fluid was injected. For treatment instructions have your doctor call the

NATIONAL POISON CENTER NETWORK
(412) 681-6669

GENERAL PRECAUTIONS

NEVER alter equipment in any manner.

NEVER smoke while in spraying area.

NEVER spray highly flammable materials.

NEVER use around children.

NEVER allow another person to use sprayer unless he is thoroughly instructed on its safe use.

ALWAYS wear a suitable face mask while spraying.

ALWAYS ensure fire extinghishing equipment is readily available and properly maintained.

NEVER LEAVE SPRAYER UNATTENDED WITH PRESSURE IN THE SYSTEM. FOLLOW PRESSURE RELIEF PROCEDURES AS OUTLINED ON PAGE 6.

ALWAYS INSPECT SPRAYING AREA

Keep spraying area free from obstructions.
Make sure area has good ventilation to safely remove vapors and mists.
Never keep flammable matrials in spraying area.
Never spray in vicinity of open flame or other sources of ignition.
Spraying area must be at least 20 ft. away from spray unit.

SPRAY GUN SAFETY

ALWAYS set safety lock on the gun in "LOCKED" position when not in use and before servicing or cleaning.

DO NOT remove or modify any part of gun.

ALWAYS REMOVE SPRAY TIP when cleaning. Flush unit with LOWEST POSSIBLE PRESSURE.

CHECK operation of all gun safety devices before each use.

BE VERY CAREFUL WHEN REMOVING THE spray tip or hose from gun. A plugged line contains fluid under pressure. If the tip or line is plugged, follow the Pressure Relief Procedure as outlined on Page 6.

TIP GUARD

ALWAYS have the tip guard in place on the spray gun while spraying. The tip guard alerts you to the injection hazard and helps prevent accidentally placing your fingers or any part of your body close to the spray tip.

SPRAY TIP SAFETY

Use extreme caution when cleaning or changing spray tips. If the spray tip clogs while spraying, engage the gun safety latch immediately. *ALWAYS* follow the **Pressure Relief Procedure** and then remove the spray tip to clean it.

NEVER wipe off build up around the spray tip. *ALWAYS* remove tip and tip guard to clean after pump is turned off and pressure relieved.

KEEP CLEAR OF MOVING PARTS

KEEP CLEAR of moving parts when starting or operating the sprayer. Do not put your fingers into any openings to avoid amputation by moving parts or burns on hot parts.

Precaution is the best insurance against an accident. When starting the engine, maintain a safe distance from moving parts of the equipment.

Before adjusting or servicing any mechanical part of the sprayer, follow the Pressure Relief Procedure, Page 6, and remove the ignition cable from the spark plug to prevent accidental starting of the sprayer.

NOTE: WARNING CONTINUED ON NEXT PAGE.

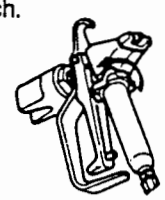
WARNINGS continued

PRESSURE RELIEF PROCEDURE

To avoid possible serious bodily injury, including injection, always follow this procedure whenever the sprayer is shut off, when checking or servicing it, when installing or changing the tips and whenever you stop spraying.

1. Engage gun safety latch.

AIRLESSCO
007 GUN



2 Turn Engine Off.

3. Turn Prime Valve as marked open (priming) to relieve fluid pressure.

4. Disengage safety latch & trigger gun to relieve residual fluid pressure.

Hold metal part of the gun in contact with grounded metal pail.

5. Re-engage gun safety latch.

Note: Leave prime valve OPEN when machine is stored.

If the spray tip or hose is clogged, follow Step 1 through 5 above. Expect paint splashing into the bucket while relieving pressure during Step 4. After following all 5 steps above it is safe to remove the tip from the gun to clean it .

Always follow the Airlessco-Durotech recommendations on machine pressure and operating instructions.

HOSES

Tighten all fluid connections securely before each use. High pressure fluid can dislodge a loose coupling or allow high pressure spray to be emitted from the coupling and result in an injection injury or serious bodily injury.

Use only hose have a spring guard. The spring guard helps protect the hose from kinks or other damage which could result in hose rupture and cause an injection injury.

NEVER use a damaged hose, which can result in hose failure or rupture and cause an injection injury or other serious bodily injury or bodily damage. Before each use, check entire hose for cuts, leaks, abrasion or bulging of cover, or damage or movement of couplings. If any of these conditions exist, replace the hose immediately. Never use tape or any device to try to mend the hose as it cannot contain the high pressure fluid. NEVER ATTEMPT TO RECOUPLE THE HOSE. High pressure hose is not recoupleable.

Help prevent damage to the hose by handling and routing carefully. Do not move the sprayer by pulling it with the hose.

GROUNDING

Ground the spray and other components in the system to reduce the risk of static sparking, fire or explosion which can result in serious bodily injury and property damage.

Always ground all of these components:
1. Sprayer: Connect a ground wire and clamp (supplied) to a true earth ground..
2. Fluid Hose: use only grounded hoses.
3. Spray gun or dispensing valve: grounding is obtained through connection to a properly grounded fluid hose and pump.
4. Object being sprayed: according to your local code.
5. All solvent pails used when flushing. Use only metal pails which are conductive.

Once each week, check electrical resistance of hose (when using multiple hose assemblies, check overall resistance. Overall (end to end) resistance of unpressurized hose must not exceed 29 megohms (max) for any coupled length or combination of hose lengths. If hose exceeds these limits, replace it immediately.

Never exceed 500 Ft. (150 m) overall combined hose length to assure electrical continuity.

NOTE: WARNINGS CONTINUED ON NEXT PAGE.

WARNINGS CONTINUED

AVOID COMPONENT RUPTURE

This sprayer can develop 3000 psi (205 bar) fluid pressure. Always be sure that all components and accessories have a maximum working pressure of at least 3000 psi (205 bar) to avoid rupture which can result in serious bodily injury, including injection, and property damage.

NEVER leave a pressurized sprayer unattended to avoid accidental operation of it which could result in serious bodily injury.

ALWAYS follow the Pressure Relief Procedure, whenever you stop spraying and before adjusting, removing or repairing any part of the sprayer.

NEVER alter or modify any part of the equipment to avoid possible component rupture which could result in serious bodily injury and property damage.

NEVER use weak or damaged or non-conductive paint hose. Do not allow kinking or crushing of hoses or allow it to vibrate against rough or sharp or hot surfaces. Before each use check hoses for damage and wear and ensure all fluid connections are secure.

REPLACE any damaged hose. *NEVER* use tape or any device to mend the hose.

NEVER attempt to stop any leakage in the line or fittings with your hand or any part of the body. Turn off the unit & release pressure in the system by opening the prime valve.

ALWAYS use approved high pressure fittings & replacement parts.

ALWAYS ensure fire extinguishing equipment is readily available & properly maintained.

PREVENT STATIC SPARKING, FIRE/EXPLOSIONS

ALWAYS be sure all equipment and objects being sprayed are properly grounded. Always ground sprayer, paint bucket and object being sprayed. See "Grounding" on Page 6 for detailed grounding information.

Vapors created when spraying can be ignited by sparks. To reduce the risk of fire, always locate the sprayer at leat 20 feet (6 m) away from the spray area. Do not plug in or unplug any electrical cords in the spray area, which also can create sparks, when there is any chance of igniting vapors still in the air.

Follow the coating and solvent manufacturer's safety precautions and warnings.

Use only conductive fluid hoses for airless applications. Be sure gun is grounded through hose connections. Check ground continuity in hose and equipment. Overall (end to end) resistance of unpressurized hose must not exceed 29 megohms for any coupled length or combination of hose length. Use only high pressure airless hoses with static wire approved for 3000 psi.

FLUSHING

Reduce the risk of injection injury, static sparking, or splashing by following the specific flushing procedure given on page 2 of this manual.

Follow the pressure relief procedure on page 6 and remove the spray tip before flushing. Hold a metal part of the gun firmly to the side of metal pail and use the lowest possible fluid pressure during flushing.

NEVER use cleaning solvents with flash points below 140 degrees F. Some of these are: acetone, benzene, ether, gasoline, naphtha. Consult your supplier to be sure.

NEVER SMOKE IN THE SPRAYING AREA.

WARNING: Alerts user to avoid or correct conditions that could cause bodily injury.

CAUTION: Alerts user to avoid or correct conditions that could cause damage to or destruction of equipment.

NOTE: Identifies essential procedures or extra information.

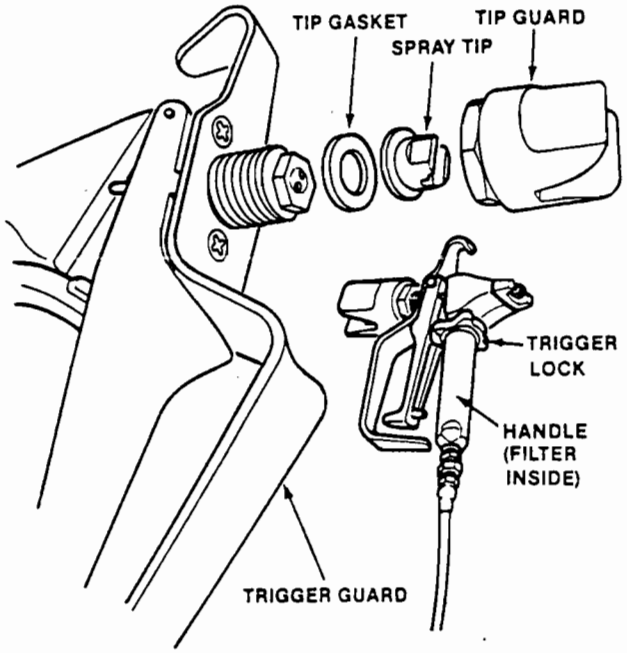
IMPORTANT

United States Government safety standards have been adopted under The Occupational Safety and Health Act. These standards, particularly the General Standards, Part 1910, and the Construction Standards, Part 1926 should be consulted.

WARNING

Do not use halogenated solvents in this system. The pump has aluminum parts and may explode. Cleaning agents, coatings, paints or adhesives may contain halogenated hydrocarbon solvents. Don't take chances! Consult your material suppliers to be sure. Some of the most common of these solvents are: Carbontetrachloride, Chlorobenzene, Dichloroethane, Dichloroethyl Ether, Ethylbromide, Ethylchloride, Tethrachloethane.

MAJOR COMPONENTS OF SPRAY GUN



SPRAY GUN

Attach spray gun to whip hose and tighten fittings securely. Set the trigger lock.* Refer to Fig. A.

*The trigger lock should always be set when the gun is not being triggered.

Read all warnings and safety precautions supplied with the spray gun and in product manual.

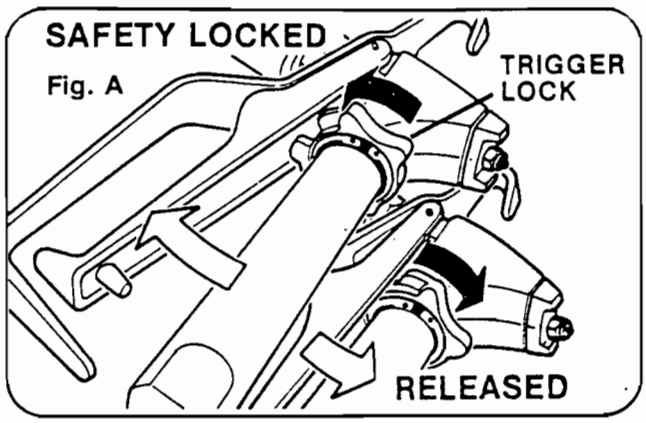
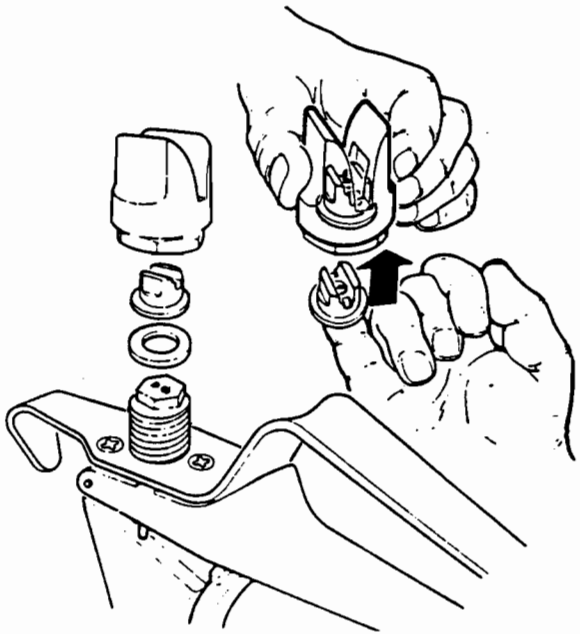


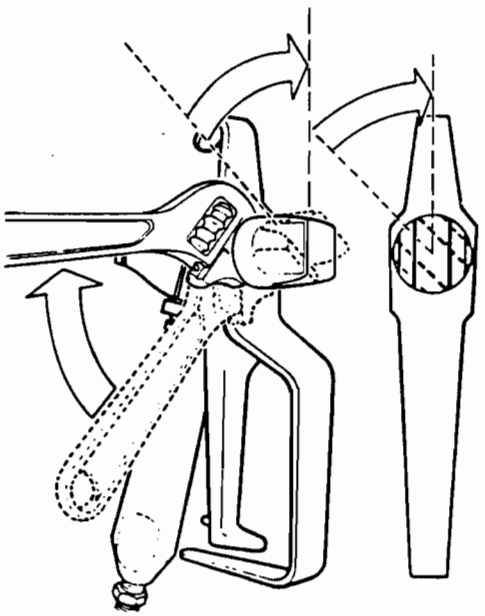
Fig. A

SPRAY TIP ASSEMBLY

Remove tip guard from spray gun. While holding tip guard upright, slide spray tip into tip guard. Make sure "flats" on spray tip are aligned with "ears" of tip guard. Spray tip is installed properly when "flats" recess into tip guard cavity.

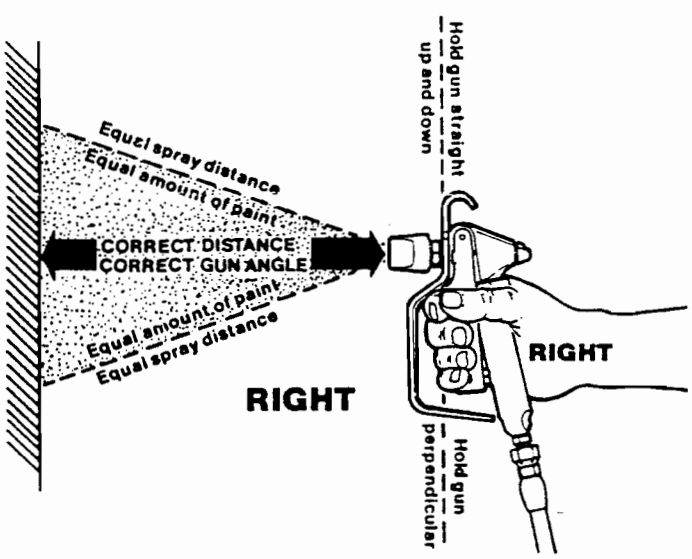


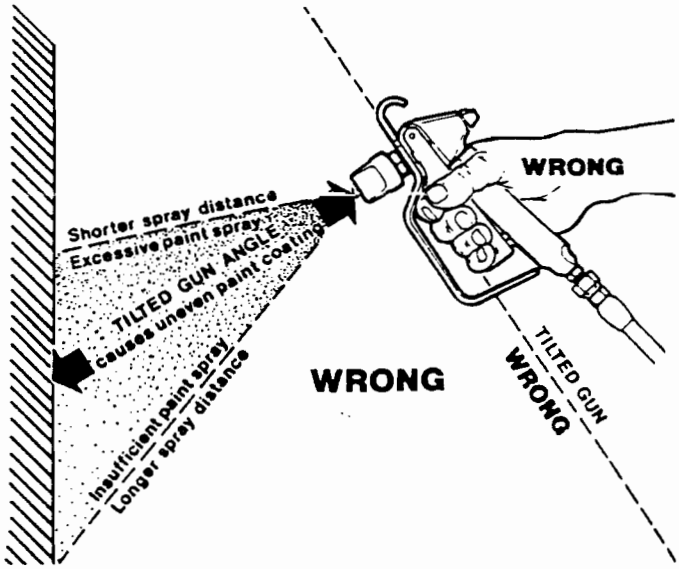
Insert tip guard. Place tip gasket in tip guard behind spray tip. Thread tip guard "assembly" onto spray gun, finger tight with "ears" on a 45° angle to vertical (see figure). When the tip guard nut is wrenched tight, the tip guard "ears" and spray tip pattern will be aligned for vertical spray pattern. (Spray pattern may be adjusted to horizontal if preferred.)



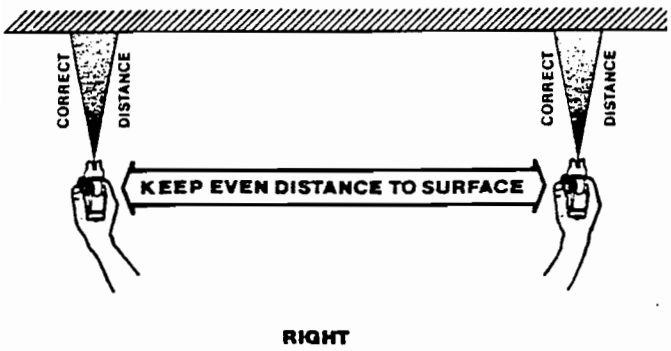
SPRAY TECHNIQUE

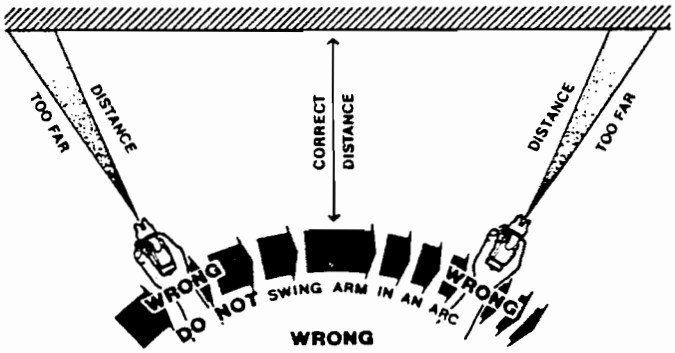
Good Spray Gun Technique is at the core of any spray-paint operation. Operator skill and efficiency is as important as good equipment and good paint. Good spray technique is a skill that can be quickly learned by following these simple instructions. If you are not familiar with spraying techniques, we recommend that you study this section of your manual and practice the proper technique on pieces of cardboard or a suitable surface.





Hold the spray gun 12 - 15 inches away from the work surface and keep it perpendicular (straight) to the surface. Move the spray gun parallel to the work and at a right angle to the surface.

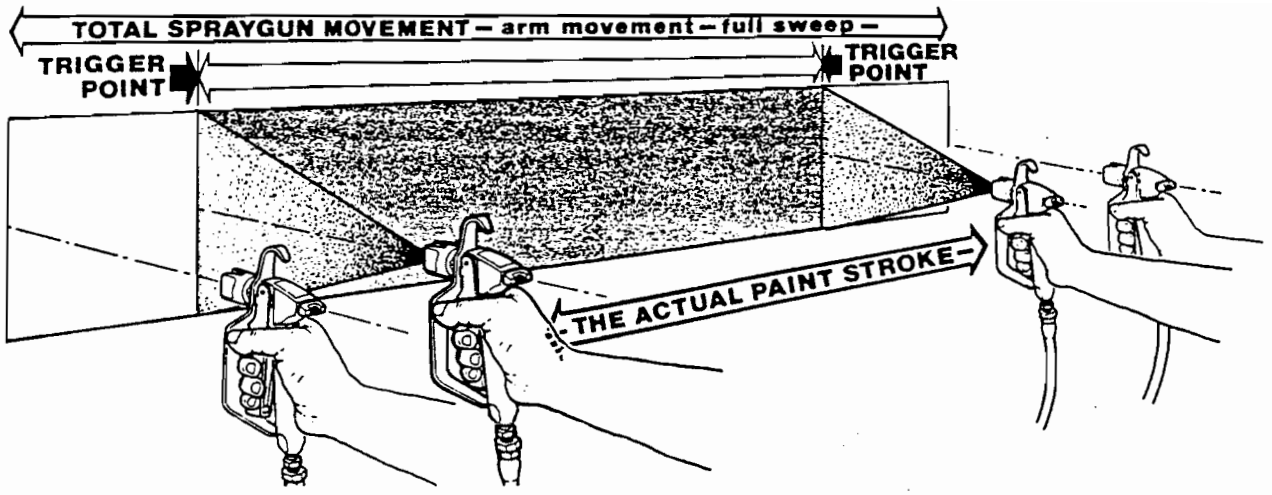




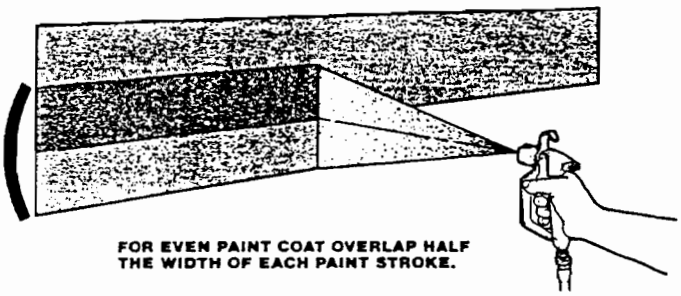
Move the gun at a steady rate in order to apply a good coverage The wet coat should be just under the thick ness at which a run or sag will occur. Slow gun movement or gun held too close will result in an overly wet or thick wet or thick coat coverage that is likely to run or sag.

Do not wave the spray gun. This waving is called (arching). Instead, hold the spray gun at a 12 to 15 inch distance perpendicular from the work.

The closer the spray gun is held to the work, the thicker the paint is deposited and the faster the gun must be moved to prevent sags and runs. Holding the gun too far from the work will cause excessive fog, overspray, and a thin and grainy coat.

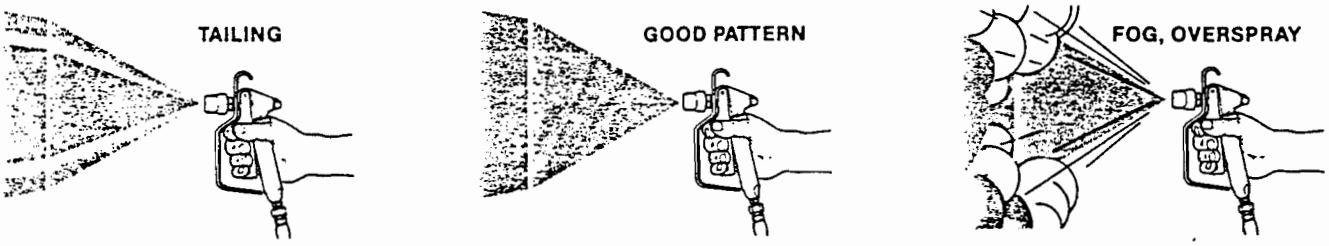


It is important to "trigger" the gun **after** gun movement (arm movement) has started and release trigger (shut gun off) **before** gun movement ends. Gun movement is always longer than actual paint (spray) stroke. In that manner, even blending and uniform paint coat thickness is achieved over the entire surface. When the gun is in motion as the trigger is pulled, it deposits an even amount of paint.

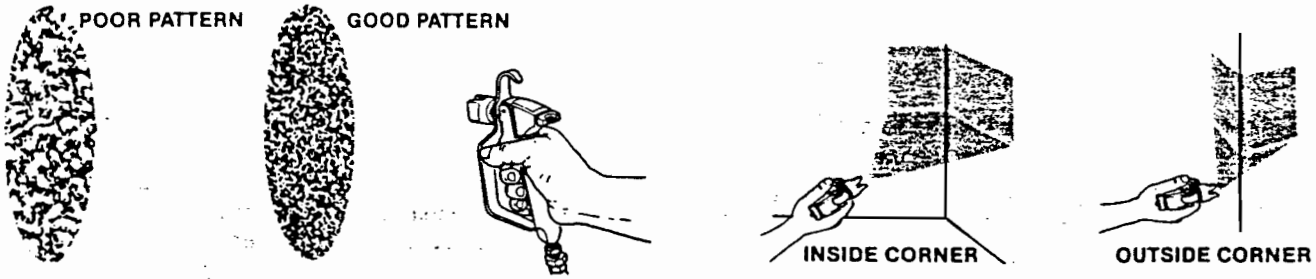


Overlap the previous pass by half the width of the spray pattern. Aim at the bottom of the previous pass.

Spray with uniform strokes from left to right and from right to left, holding stroke speed, distance, lapping, and triggering as uniform as possible.



Adjust pressure control knob so that paint is completely atomized from the spray gun. Insufficient pressure will result in "tailing." Too much pressure will result in excess fog and overspray, excessive tip wear, and increased sprayer wear and tear.



Always use the lowest pressure possible to obtain desirable results.

Test the spray pattern on a piece of cardboard or other surface.

"Inside" and "outside" corners can be sprayed.

Aim the spray gun toward the center of the corner. The spray pattern is divided in half, and the edges of the spray pattern on both walls are the same.

AIRLESS SPRAY GUN OPERATION

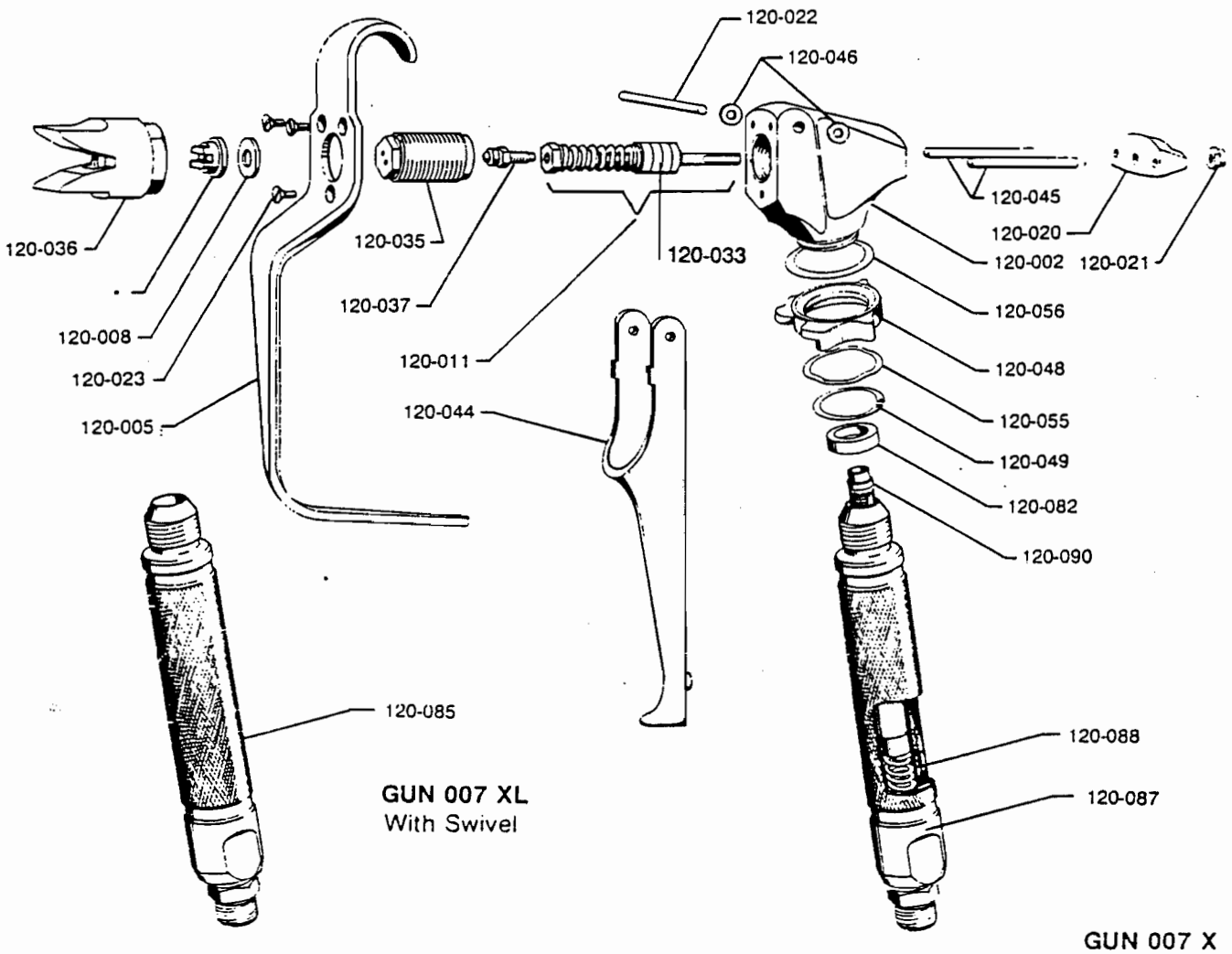
Defects	Cause	Correction
Coarse spray	Low pressure	Increase the pressure
Excessive fogging (Overspray)	High pressure	Reduce the pressure to satisfactory pattern distribution
	Material too thin	Use less thinner
Pattern too wide	Spray angle too large	Use smaller spray angle tip
Pattern too narrow	Spray angle too small	Use larger spray angle tip (if coverage is OK, try tip in same nozzle group)
Too much material	Nozzle too large Material too thin Pressure too high	Use next smaller nozzle. Reduce pressure
Too little material	Nozzle too small Material too thick	Use next larger nozzle
Thin distribution in center of pattern "horns"	Worn tip Wrong tip	Change for new tip Use nozzle with a narrow spray angle
Thick skin on work	Material too viscous Application too heavy	Thin cautiously Reduce pressure and/or use tip in next larger nozzle group
Coating fails to close and smooth over	Material too viscous	Thin cautiously
Spray pattern irregular, deflected	Orifice clogged Tip damaged	Clean carefully Replace with new tip
Craters or pock marks, bubbles on work	Solvent balance	Use 1 to 3% "short" solvents remainder "long" solvents (this is most likely to happen with material of low viscosity, lacquers, etc.)
Clogged screens	Extraneous material in paint	Clean screen
	Coarse pigments	Use coarse screen if orifice size allows
	Poorly milled pigments (paint pigments glocculate cover screen. Incompatible paint mixture and thinners	Use coarser screen, larger orifice tips. Obtain ball milled paint. If thinner has been added, test to see if a drop placed on top of paint mixes or flattens out on the surface. If not, try different thinner in fresh batch of paint.

TEST THE PATTERN

Good, Full Pattern

Spotty Pattern — Increase Pressure

AIRLESSCO 007X & 007XL SPRAY GUNS



GUN 007 XL
With Swivel

GUN 007 X

PART NO.	DESCRIPTION	PART NO.	DESCRIPTION
120-001XL	Airlessco 007XL Spray Gun Swivel	120-022	Trigger Pin
120-001X	Airlessco 007X Spray Gun	120-023	Screw
115-019	Connector	120-035	Valve Seat Complete
120-002	Gun Head	120-036	Tip Holder With Guard
		120-037	Valve Ball With Holder
120-090 CX	Filter-Complete -Course	120-044	Trigger
120-090 FX	Filter-Complete -Fine	120-045	Retainer Pin
120-005	Guard	120-046	Washer
120-008	Tip Washer	120-048	Lock
120-011	Valve Spring Unit	120-049	Retaining Ring
120-020	Retainer	120-055	Wave Washer
120-021	Nut	120-056	Washer
120-087	Handle Complete 007X	120-033	Seals Teflon
120-085	Handle With Swivel 007XL	120-082	Seal
		120-088	Spring
*TUNGSTEN CARBIDE SPRAY TIP (SEE SEPARATE LIST)			Subject to change without notice

AIRLESSCO 007X & 007XL SPRAY GUNS CONTINUED

ADJUSTING AIRLESSCO SPRAY GUN

Holding gun with trigger (120-044) locked and pushing trigger against the lock (120-048), adjust nut (120-021) so that retainer (120-020) will move freely back and forth approximately 1/32" to allow valve spring unit (120-011) to seat the valve ball (120-037).

IMPORTANT: Readjust nut (120-021) periodically for wear of valve seat (120-035) and valve ball (120-037) otherwise leakage will occur.

TO REPLACE THE VALVE BALL HOLDER (120-037) KIT #2 -007

Tip Washers (3) 120-008, Valve Seat (1) 120-035
Valve Ball Holder (1) 120-037, Seals Tef. (2) 120-033

DISMANTLING:

1. Unscrew tip holder (120-036) with a 7/8" open end wrench. Remove spray tip and washer (120-008).
2. Unscrew valve seat (120-035) with 1/2" socket wrench.
   CAUTION: When removing and replacing valve seat (120-035) hold the trigger (120-044) in the open position so that the valve ball (120-037) is lifted off the valve seat. Failure to lift the ball off the seat will result in a scratched (leaky valve).
3. Unscrew valve ball (120-037) together with the brass part of the assembly (120-011). Do not pull on the parts or the packing may get damaged.
4. Unscrew the valve ball (120-037) from the brass part of assembly (120-011).

REASSEMBLING: is done in reverse sequence. Screw the new valve ball with holder (120-037) into the brass part (120-011). CAUTION: Tighten valve ball and brass part on threaded end of the shaft by hand until you feel a positive stop. Do not tighten with a wrench since this could result in breaking the shaft. NOTE: It is recommended that you change the valve seat (120-035) and valve ball (120-037) at the same time.

REPLACING THE VALVE SPRING UNIT (120-011) KIT #3-007

Tip Washers (3) 120-008, Valve Seat (1) 120-035
Valve Ball Holder (1) 120-037, Valve Spring Unit (1) 120-011

1. Repeat dismantling procedure as outlined above under 1 - 3.
2. Unscrew nut (120-021), remove retainer (120-020) with retainer pins (120-045) and push shaft of the valve spring unit (120-011) out of the gun head (120-002).
3. Clean gun head (120-002) bore with solvent and small brush. Do not use any sharp objects to scrape away dried paint, as would cause leakage around the seal.

REASSEMBLING is done in reverse sequence. CAUTION: When reassembling, install valve spring unit (120-011) with spring loose. Push firmly.

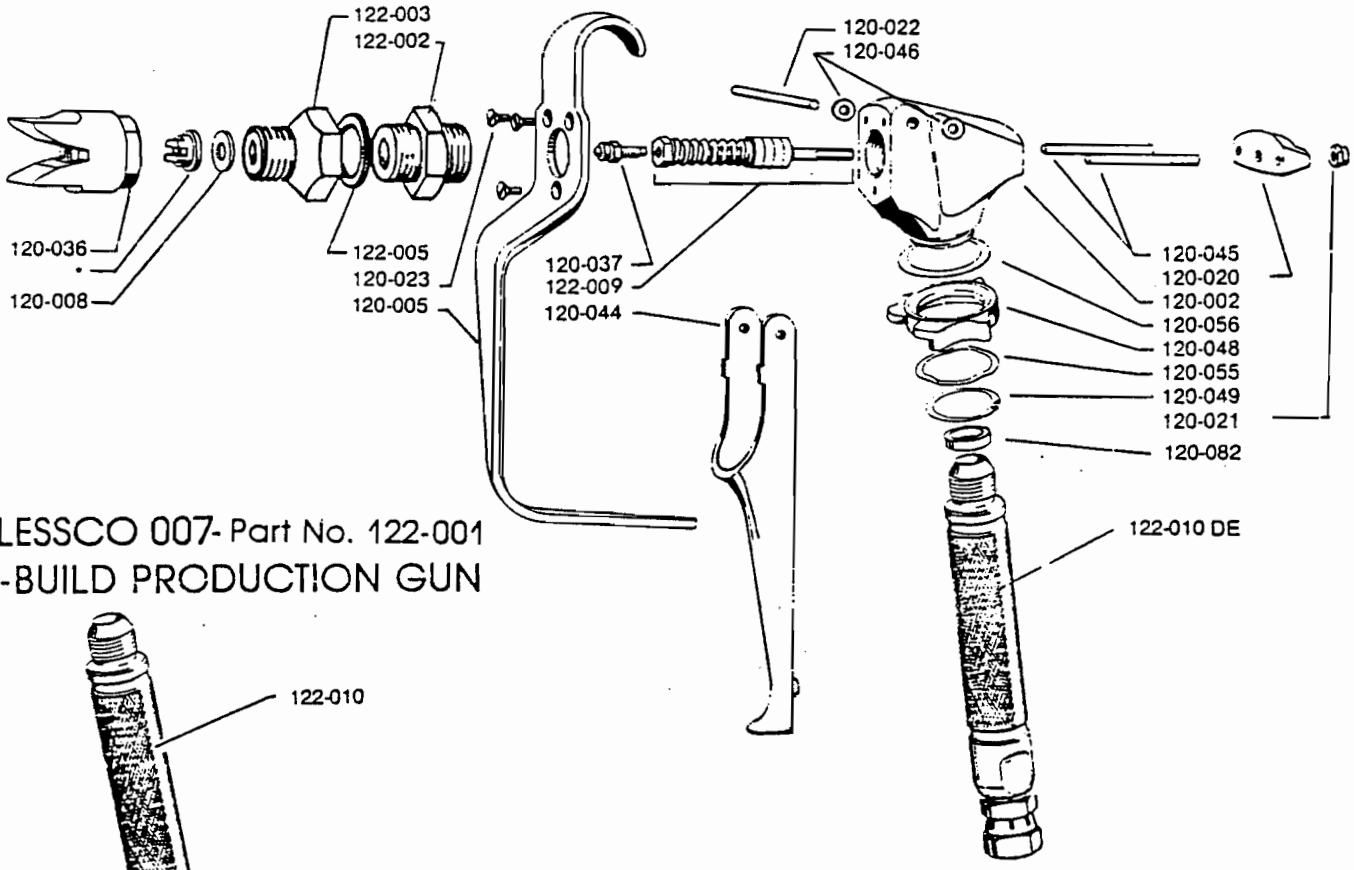
CLEANING 007 SPRAY GUN: Immediately after the work is finished, flush the gun out with a solvent. Brush pins (120-045) with solvent and oil them lightly so they will not collect dried paint.

CLEANING SPRAY TIP: Should the spray tip become clogged, relieve pressure from hoses, (see Page 6 for pressure relief procedure) secure the gun with safety lock (120-048), take off tip holder (120-036), take out the tip, soak in appropriate solvent and clean with brush. (Do not use a needle or sharp pointed instrument to clean the tip. The hard tungsten carbide is brittle and can chip.)

CLEANING FILTER: To clean the filter, use a brush dipped in an appropriate solvent. Change or clean filters at least once a day. Some types of latex may require a filter change after four hours of operation.

AIRLESSCO 007 HI BUILD PRODUCTION GUN

Part No. 122-001 DE



AIRLESSCO 007- Part No. 122-001
HI-BUILD PRODUCTION GUN

PART NO.	DESCRIPTION	PART NO.	DESCRIPTION
122-001DE	Airlessco 007 Hi Build Gun	120-022	Trigger Pin
122-001	Airlessco 007 Hi Build Gun	120-023	Screw
120-002	Gun Head	122-003	Valve Seat Complete
122-005	Washer	120-036	Tip Holder with guard
122-002	Adapter	120-037	Valve Ball with Holder
120-005	Guard	120-044	Trigger
120-008	Tip Washer	120-045	Retainer Pin
122-009	Valve Spring Unit	120-046	Washer
120-020	Retainer	120-048	Lock
120-021	Nut	120-049	Retaining Ring
120-082	Seal	120-055	Wave Washer
122-010DE	Handle complete 3/8 NPSF	120-056	Washer
122-010	Handle complete 3/8 NPSM		
			* Tungsten Carbide Spray Tip - see separate list.

SPRAY TIP SELECTION

Spray tip selection is based on paint viscosity, paint type, and job needs. For light viscosities (thin paints), use a smaller tip; for heavier viscosities (thicker paints), use a larger tip size.

Spray tip size is based on how many gallons of paint per minute can be sprayed through the tip. Do not use a tip larger than the maximum pump flow rate or capacity the sprayer can accommodate. Pump flow rate is measured in gallons per minute (GPM).

TIP NUMBER	ORIFICE SIZE	FAN WIDTH	LATEX			OIL BASE		FINE LACQUER & STAINS	STAINS LARGE AREAS		
			FLAT AREAS	LARGE FLAT	TRIMS	SMALL AREAS	LARGE AREAS			PAINT MUST BE STRAINED	USE FINE GUN FILTER 120-004F 120-090FX
311	.011	6-8"						X			
411	.011	8-10"						X			
511	.011	10-12"						X			
413	.013	8-10"				X			X		
513	.013	10-12"				X			X		
613	.013	12-14"				X			X		
415	.015	8-10"					X				
515	.015	10-12"	X				X				
615	.015	12-14"	X				X				
317	.017	6-8"			X					FOR BETTER RESULTS STRAIN PAINT	USE COARSE GUN FILTER 120-004C 120-090CX
417	.017	8-10"	X								
517	.017	10-12"	X	X							
617	.017	12-14"	X	X							
318	.018	6-8"			X						
418	.018	8-10"	X	X							
518	.018	10-12"	X	X							
618	.018	12-14"	X	X							
521	.021	10-12"		X							
621	.021	12-14"		X							
721	.021	14-16"		X							

PATTERN WIDTH

Thickness of the paint coat per stroke is determined by spray tip "fan width," rate of the spray gun movement, and distance to surface.

SPRAY TIP SELECTION

Two tips having the same tip size, but different pattern widths will deliver the same amount of paint over a different area (wider or narrower strip).

A spray tip with a narrow pattern width makes it easy to spray in tight places.

Use only good quality, high-pressure tungsten carbide spray tips.

LARGER SIZES AVAILABLE

SPRAY TIP REPLACEMENT

During use, especially with latex paint, high pressure will cause the orifice to grow larger. This destroys the pattern.

Replace tips before they become excessively worn. Worn tips waste paint, cause overspray, make cutting-in difficult, and decrease sprayer performance.

Use the chart above for selecting proper spray tips to meet your job needs.

REGULAR MAINTENANCE

1. **Always stop the pump at the bottom of its stroke** when you take a break at the end of the day. This helps keep material from drying on the rod and damaging the packings.
2. **Keep the displacement pump packing nut/wet cup 1/3 full of TSO (Throat Seal Oil) at all times.** The TSO helps protect the packings and rod.
3. **Inspect the packing nut daily.** Your Airlessco SL Series pump has a patented "Packing Life Extend-System". Packing life will be extended a minimum of 3 times if the following Packing Tightening Procedure is followed: Inspect the packing nut daily. If seapage of paint into the packing nut and or movement of the piston upward is found (while not spraying), the packing nut should be tightened enough to stop leakage only, but not any tighter. Overtightening will damage the packings & reduce the packing life to the life of other piston pumps.

TROUBLESHOOTING

PROBLEM	CAUSE	SOLUTION
There is spitting from the gun.	The fluid supply is low or empty.	Refill the supply container
	Air entrained in the fluid pump of hose.	Check for loose connections on the siphon assembly, tighten, then re-prime pump.
Paint leaks into the wet cup.	The wet cup is loose.	Tighten just enough to stop leakage.
	The throat packings are worn or damaged.	Replace the packings. See page 19.
The engine operates, but the paint pump doesn't.	The pressure setting is too low.	Increase the pressure. See page 4.
	The displacement is seized by dried paint.	Service the pump. See pages 18, 19, 20
The engine and displacement pump operates, but paint pressure is too low, or none.	The pressure setting is too low.	Increase the pressure, see page 4,step4.
	The tip or gun filter is clogged.	Remove the tip and/or filter and clean them.
	Tip is worn.	Replace Tip.
	The fluid displacement pump filter (if used) is clogged.	Clean the filter.
	There is a large pressure drop in the fluid hose.	Use a large diameter hose.
The displacement pump operates, but the output is too low on the downstroke or both strokes.	The lower check valve ball check is not seating properly.	Service the lower check valve ball check See page 18.
The displacement pump operates, but the ouput is too low on the upstroke.	The upper check valve ball is not seating properly.	Service the upper check ball valve per page 18.
	The lower packings are worn or damaged.	Replace the packings. See Page 19.

TROUBLESHOOTING CONTINUED

PROBLEM	CAUSE	SOLUTION
Engine Stops.		Reset overload switch. Refer to Engine Manual.

If none of the above improve or correct the problem, please take your unit to an authorized Airlessco Repair Center.

SERVICING FLUID PUMP

NOTE: Check everything in the Troubleshooting Chart before disassembling the sprayer.

FLUID PUMP DISCONNECT

1. Flush out the material you are spraying, if possible.
2. Follow the Pressure Relief Procedure on Page 6. Stop the pump in the middle of down stroke.
3. Remove the suction tube and fluid hose (if so equipped) from the fluid pump.
4. Slip the sleeve of the coupling down and remove both coupling halfs. This will disconnect fluid pump from the connecting rod.
5. Unscrew the two tie rod locknuts.
6. Pull the pump off the tie rods.

FLUID PUMP REINSTALL

1. Loosen the packing set collar and extend plunger rod fully out of the fluid pump. Slip sleeve (189-047) over the plunger rod.
2. Make sure that spacer tubes (301-048) are in place.
3. Connect connecting rod with fluid pump by installing coupling halfs (189-046). Slide sleeve over coupling halfs. Secure with retaining ring (189-048).
4. Secure the fluid pump housing to the tie rods (100-328) and screw locknuts with washers on loosely.
5. Tighten the tie rod locknuts evenly and lightly crosswide and retighten to 30 - 40 Ft. Lb.

NOTE: After all the rod locknuts are tight, the alignment of both rods should allow easy assembly and disassembly of the coupling. If any binding, loosen and retighten all the rod locknuts to improve the alignment. Misalignment causes premature wear of seal and packings.

6. Tighten the packing set collar, just tight enough to stop leakage, but no tighter. Fill the wet cup of the set collar 1/3 full with TSO.

7. Start the pump and operate it slowly (at low engine speed) to check the tie rod for binding. Adjust tie rod lock nuts if necessary to eliminate binding.

PAINT PUMP AND DRIVE ASSEMBLY PARTS LIST - REFER TO PAGE 22.

SERVICING UPPER AND LOWER CHECK VALVES

LOWER CHECK VALVE (SEE FIG.18)

1. Screw the lower check valve nut (187-018) out of the pump housing (187-313) containing intake seat support (187-017)

2. Remove the intake seat (187-065, "O" ring (187-034) intake ball (187-020) and retainer (187-016).

3. Clean all parts and inspect them for wear or damage, replacing part as needed. Old "O" rings should be replaced with new ones.

NOTE: "O" rings are available in the following materials:
Viton for water-base paint - letter V after part no.
Teflon for other fluids - letter T after part no.

4. Clean inside of pump housing (187-313).

5. Reassemble the valve and screw it into the pump housing if no further pump service is needed,

PLUNGER-ROD, UPPER CHECK VALVE (SEE FIG. 18)

1. Stop plunger (displacement rod) in middle of its stroke. Remove retaining rings (189-048).

2. Slip the sleeve (189-047) off the coupling halfs (189-046) and remove both coupling halfs. This will disconnect fluid pump from pump drive.

3. Screw the lower check valve nut (187-248) out of the pump and remove lower check valve.

4. Loosen the packing nut and push the plunger rod down and out of the housing.

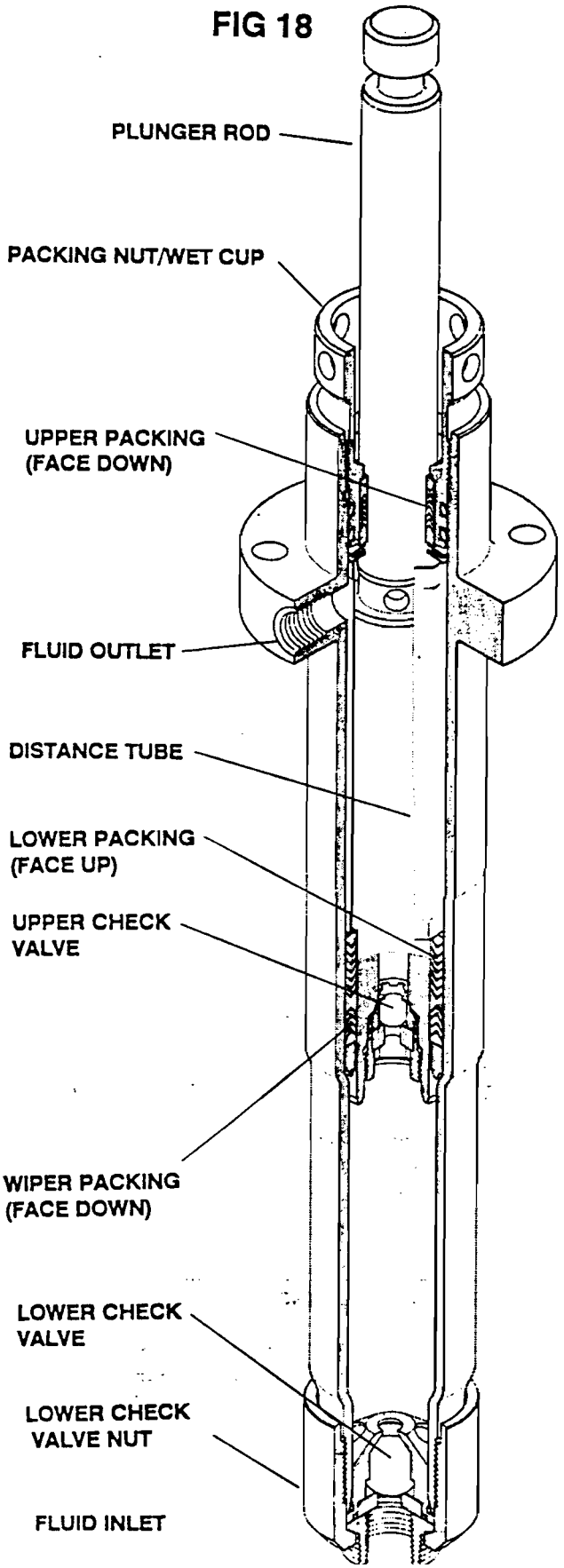
5. Place rod holder Part No. 187-248 in a vise. Slide the rod into the holder and lock in place with a 1/4" pin. Push the pin through the holder and the rod. Screw the seat support (187-044), "O" ring (187-033) and ball (187-045) out of the plunger rod (187-311)

NOTE: Retainer (187-032) with "O" ring (187-033) and ball stop (187-022) may remain in the plunger-rod. Clean and check visually the ball stop (187-022) for excessive wear. If ball stop (187-022) needs to be replaced, install any screw with thread 1/2 - 13 NC into the threaded hole of retainer (187-032) and pull straight out.

6. Clean all parts and inspect them carefully for wear or damage. Inspect the outside of the plunger=rod for scoring or wear. Replace these parts if needed. A worn plunger-rod will cause premature wear of packings.

NOTE: Plunger - rod can be replaced more economically through the "Exchange Program".

FIG 18



V-PACKINGS REPLACEMENT

1. Remove the fluid pump as per "Fluid Pump Removal " Instructions on page 17.

2. Unscrew and remove the lower check valve per instruction on page 18.

3. Unscrew the packing nut (187-046). Push the plunger rod through the packings and out of the pump. Wrap some masking tape around the bottom of the piston. Now push the piston back through the pump and remove through the top. The packings and glands will be removed with the piston rod, leaving the pump casing (187-313) empty.

4. Disassemble and clean all parts for reassembly. Discard old packings.

REASSEMBLY

5. Lubricate all parts with grease.

6. Remove masking tape from piston.

7. Reassemble as per drawing Fig. 19. in following order:
   a. Start with lower male gland, (187-024)
   b. Two new V packings face down.
   c. Female adaptors (187-023)
   d. Five V Packings face up.
   e. Upper male gland (184-024)
   f. Slide on distance tube (187-315)
   g. Three Belleville Springs (187-031) starting with the first spring facing down and next facing up and the third facing down.
   h. Slide on upper male gland (187-025) with bevel facing up
   i. Six V Packings faced down.
   j. Female Gland (187-047)
   k. Slide on the V Packing holder (187-047) and
   l. Packing Nut (187-046)

8. Slide complete assembly into the pump casing (187-313) and tighten the packing nut (hand tight only).

9. Install the lower check valve and tighten the lower check valve nut (187-018).

10. Connect the pump to the machine.

11. Tighten the packing nut just enough to stop leaks.

V-PACKING KIT - Teflon & Leather (187-040)

NOTE: O-ring (187-028) on lower ball cage is supplied in Teflon and Viton. Use Viton when spraying latex or oil-based paints and Teflon when spraying paints with high solvents.

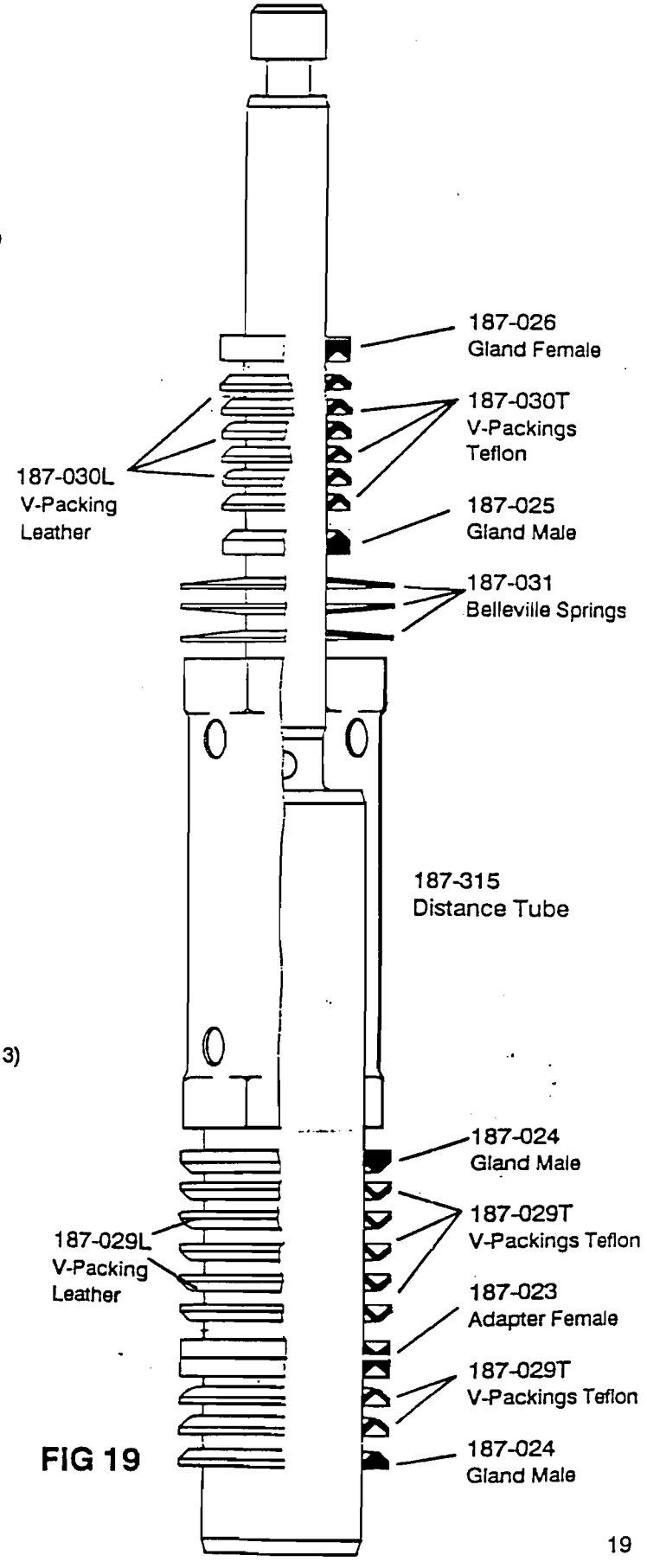
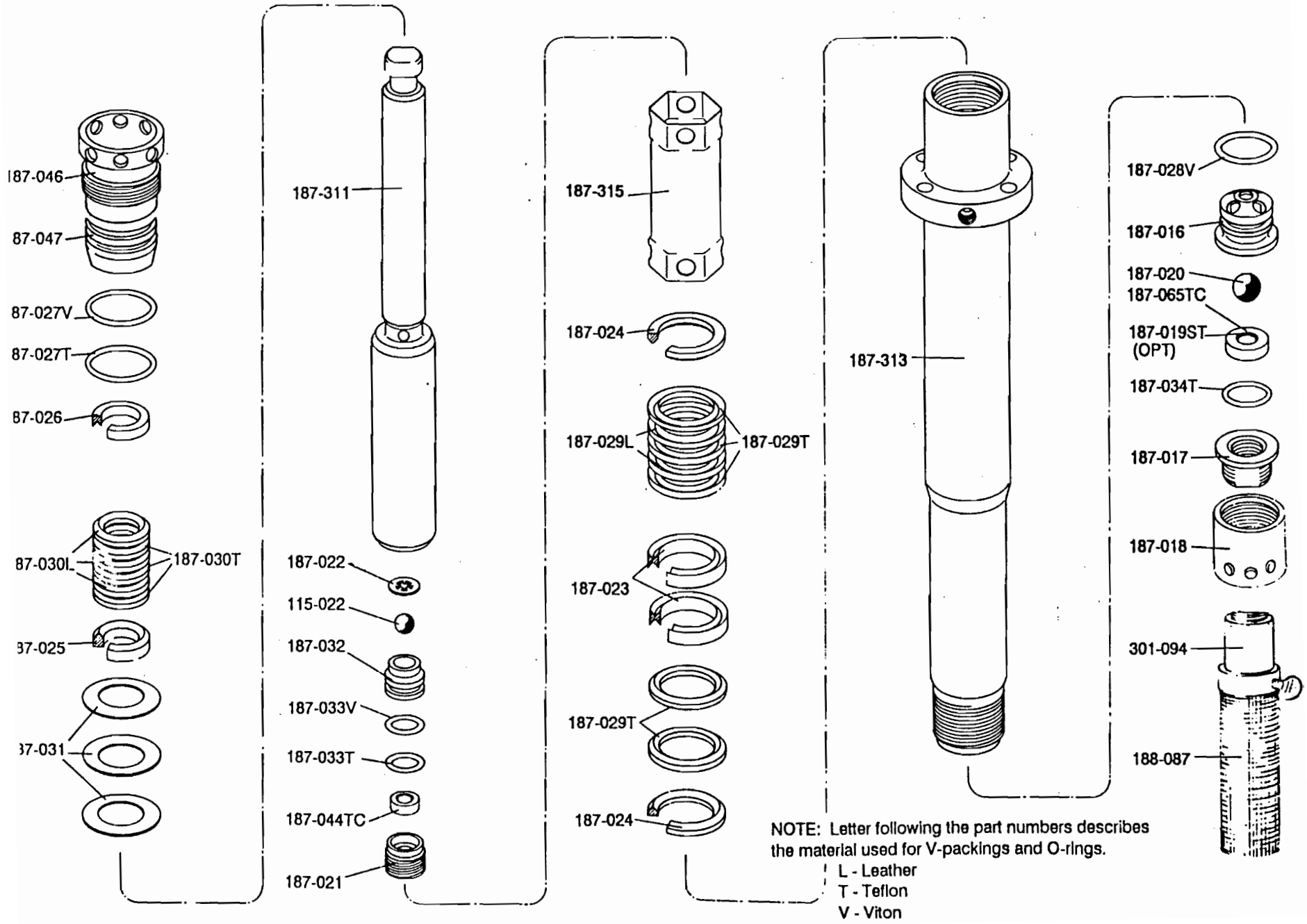


FIG 19

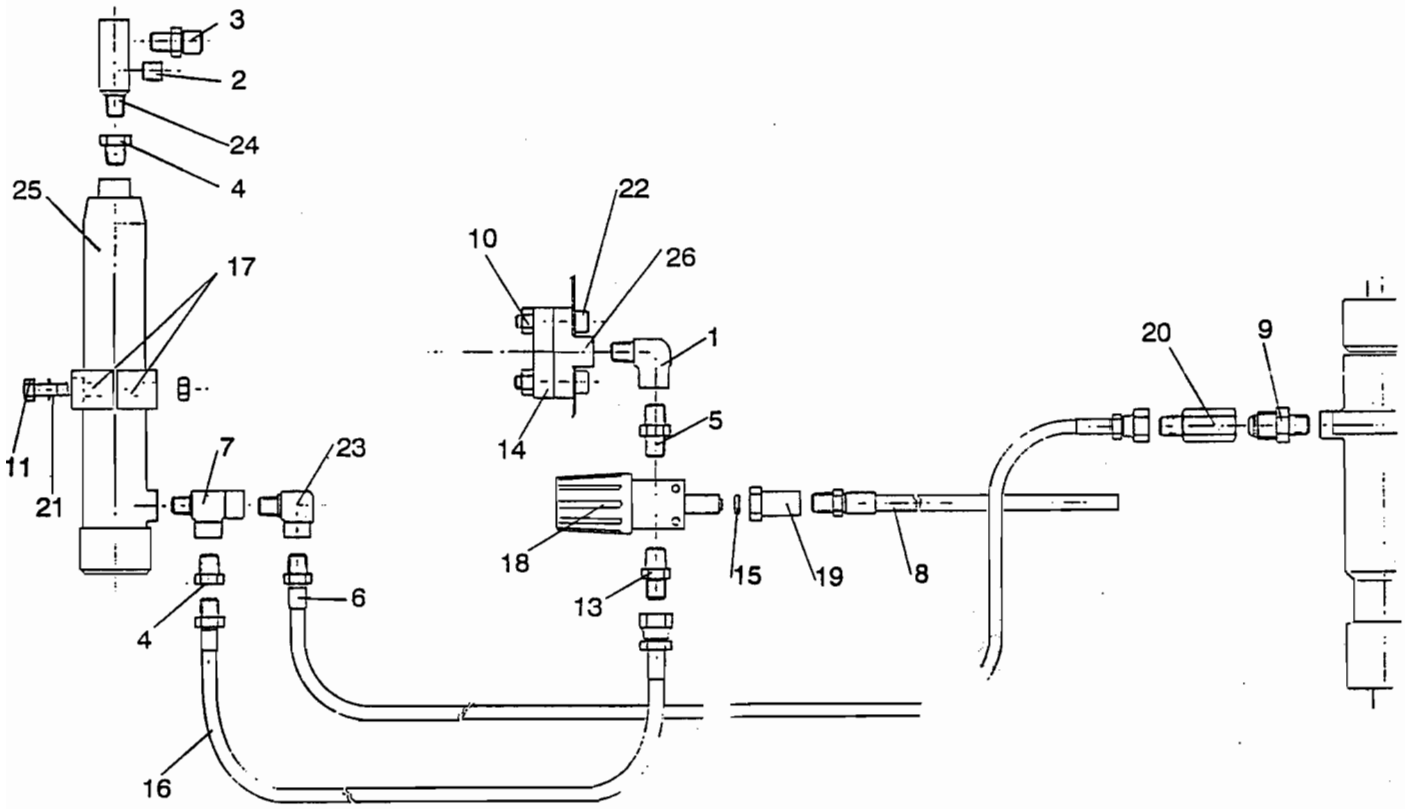
FLUID PUMP - 187-310



NOTE: Letter following the part numbers describes the material used for V-packings and O-rings.

L - Leather
T - Teflon
V - Viton

PAINT SYSTEM ASS'Y - Part No. 301-167

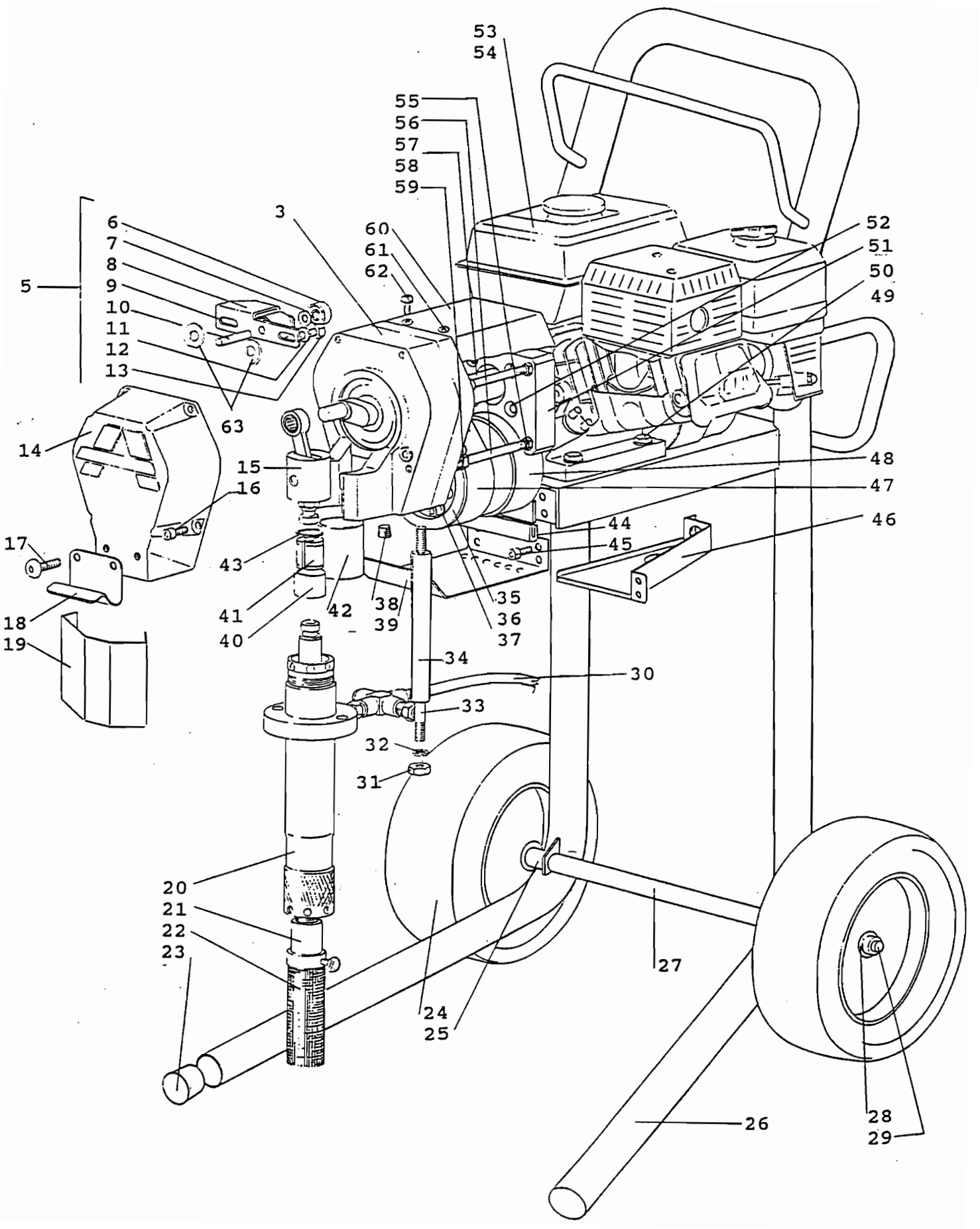


NO.	PART	QTY	DESCRIPTION
1	100-004	1	90 ELBOW STREET 1/4
2	100-028	1	PLUG 1/4 NPT
3	100-033	1	CONN 1/4 NPTM X 3/8 NPSM
4	100-050	2	REDUCER 3/8 NPTM X 1/4 N
5	100-070	1	NIPPLE 1/4 NPT 3000 PS
6	100-123	1	AIRLESS HOSE 3/8, 21
7	100-134	1	TEE MALE RUN 3/8 NPT
8	100-139	1	WHIP HOSE 1/4 36 IN.
9	100-200	1	CONNECTOR S-JM8-PM4
10	100-317	4	CENTER LOCK NUT 5/16
11	100-318	2	HH'D SCREW 5/16-18 X 3 IN
12	111-046	1 *	NYLON TIE STRAP, 11
13	115-019	1	HOSE CONNECTOR 1/4 NPSX
14	117-051A	1	SENSOR AND CONNECTOR
15	120-008	1	WASHER, TIP (.130)
16	136-125	1	WHIP 20 IN 1/4M X 1/4
17	136-210	1	CLAMP, 1.25 PIPE, 2 HA
18	138-001	1	MARATHON VALVE
19	138-025	1	FITTING - CARBIDE
20	138-047	1	T.C. CHECK VALVE
21	140-029	2	WASHER 5/16 TYPE A
22	143-021	2	5/16-18 X 1/5 SOC.H.SC
23	169-013	1	ELBOW 90, 3/8 NPT,STR
24	186-056	1	ANGEL FITTING
25	187-506	1	FILTER-PAINT,ASS'Y
26	301-093	1	FLANGE

* PART NOT SHOWN

NO	PART	QTY	DESCRIPTION
1	301-201		5500G AIRLESSCO
2	301-202		6000G AIRLESSCO
3	301-060A	1	GEAR BOX 3/4 ASS'Y
5	301-193	1	TENSIONER ASSY
6	301-038	2	BALL BEARING 608 2RS
7	100-349	2	WASHER .315
8	301-192	1	ROLLER
9	301-194	1	TENSIONER BRACKET
10	301-054	1	DOWEL PIN 8MM X 40 MM
11	113-023	2	WASHER 5/16, SPLIT LOCK
12	140-029	2	WASHER 5/16 TYPE A
13	111-044	2	HEX HD SC. 5/16-18 X 3/4
14	301-022	1	COVER
15	301-040	1	CONNECTING ROD ASSY
16	100-312	4	SCREW 1/4-20X5/8 SOC HD
17	100-360	2	SCREW 5/16-18 3/4 TRUSS
18	301-105	1	HOOK
19	301-092	1	COVER
20	187-310	1	PISTON PUMP 2 IN STROKE
21	301-094	1	SUCTION TUBE
22	188-087	1	ROCK FILTER STRAINER
23	301-134	2	SOLID NEOPRENE STOPPER
24	301-165	2	WHEEL 13X500-6
25	163-016	2	SPACER 5/8 ID X 2.0 IN LG
26	301-154	1	FRAME - WELDMENT - GAS
27	301-149	1	SPACER 7/8 O.D.
28	143-029	2	SET COLLAR 5/8 I.D.
29	301-170	1	AXLE 5/8 X 22-5/8
30	301-167	1	PAINT SYSTEM ASSY
31	140-051	2	NUT 3/8 PLATED
32	140-035	2	WASHER,SP.LOCK 3/8 IN.
33	100-328	2	STUD 3/8-16
34	301-048	2	SPACER TUBE
35	301-159	1	PULLEY 12 GROOVE
36	100-376	3	SCREW 5/16/24 1 1/2 LG
37	100-375	3	WASHER
38	100-028	1	PLUG 1/4 NPT
39	301-157	1	COVER
40	189-047	1	COUPLING DRIVER
41	189-046	1	COUPLING SET
42	301-047	1	SLEEVE BEARING
43	189-048	2	RET.RING 2000-100
44	188-045R	1	EDGE RUBBER
45	100-312	1	SCREW 1/4-20X5/8 SOC HD
46	301-181	1	COVER
47	301-199	1	POLY V BELT
48	301-162	1	CLUTCH 12 VDC
49	140-029	4	WASHER 5/16 TYPE A
50	136-123	4	SCREW 5/16-18X1 1/2 HD
51	301-161	1	ADAPTER
52	136-091	4	5/16-24X1.HEX BOLT
53	301-180	*	HONDA ENGINE QXS 120
54	301-160	*	HONDA ENGINE QXS 160
55	140-051	4	NUT 3/8
56	301-163	4	SCREW 3/8-16X4.5 MODIF
57	301-158	*	SHEAVE 12 CROOVES 4.0 H.P.
58	301-158A	*	SHEAVE 12 GROOVES 5.5 H.P.
59	301-099	4	SCREW
60	301-171	1	COVER
61	301-135	6	GROMMET
62	100-339	6	SCREW 10-24 SELF TAP
63	100-344	2	SHIM WASHER (OPTIONAL)
64	188-160	1	GROUNDING ASSY (NOT SHOWN)

* MUST SPECIFY MODEL WHEN ORDERING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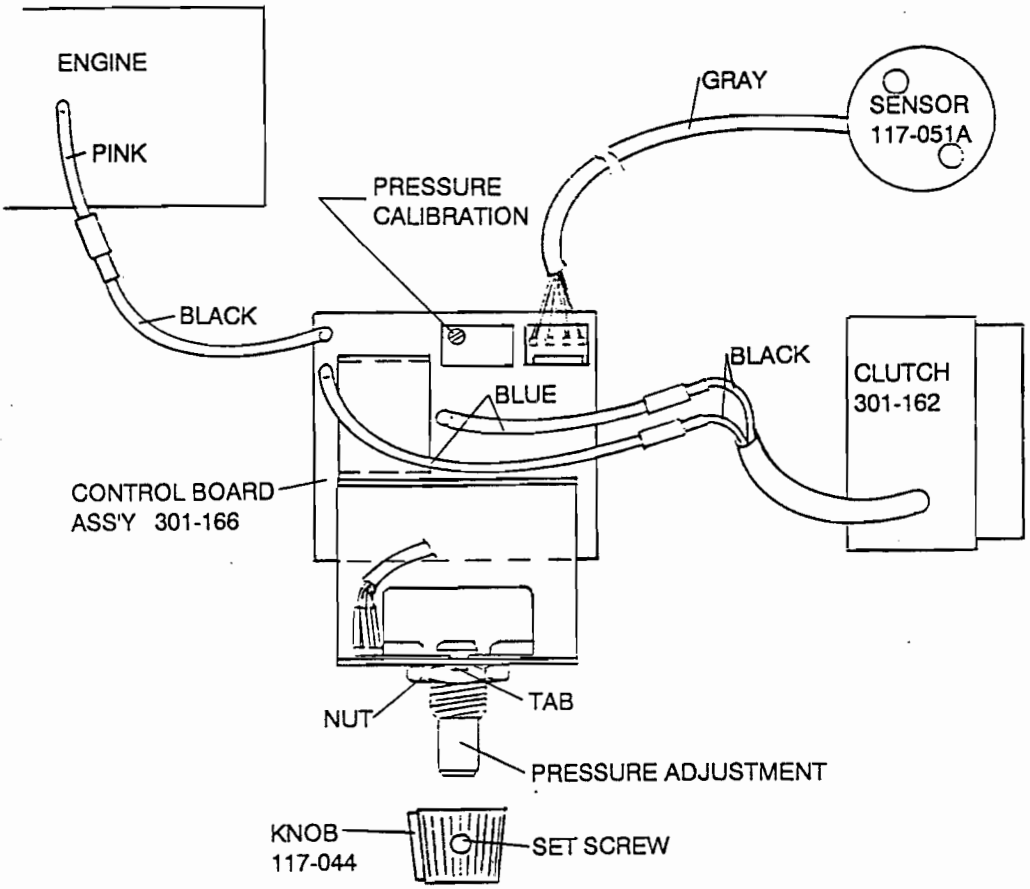
ELECTRICAL SYSTEM



TROUBLESHOOTING - CLUTCH DOES NOT ENGAGE

STEP 1: Remove upper cover Part No. 301-171
Remove lower cover Part No. 301-181

STEP 2: Check all electrical connections between Engine Magneto, Control Board Assembly and clutch for loose connections or damaged leads. If no discrepencies are found, continue to next step.

STEP 3: Conduct the following voltage check:
Disconnect Engine Magneto lead (pink) from Control Board Assembly lead (black). Place Prime/Pressure Relief Valve in Prime Position. Turn Pressure Control Knob to Maximum. Start engine and run at maximum RPM. Using Multimeter, measure voltage from Magneto lead (pink) to ground.

Vmag-gnd= 20-30 VAC

If voltage measurement is not within specifications contact Honda Repair Facility.

STEP 4: Conduct the following Resistance checks:
Disconnect two leads from Control Board Assembly (blue) from two leads on Clutch Assembly (black). Measure resistance between two Clutch Assembly leads.

R clutch= 7 $\pm$ 0.5 ohms

Measure resistance from Clutch Assembly lead (black) to ground.

R clutch-gnd.= 50 K ohms or greater

If resistance measurements are not within specifications, replace clutch as per directions "Clutch Replacement"
If voltage and resistance measurements are within specifications continue to Step 5.

STEP 5: With engine at maximum RPM and Pressure Control Knob in Maximum position, turn Pressure Calibration Trim Pot on Control Board Assembly clockwise to limit (will click at limit), if clutch engages set pressure as per instruction under "adjusting pressure" procedure. If clutch does not engage replace Control Board Assembly.

STEP 6: **Replacement of Control Board Assembly**

- Remove covers as per Step 1 above.
- Disconnect Sensor lead from Control Board.
- Disconnect two leads on Control Board (blue) from two leads on Clutch (black).
- Using a 1/16" allen, loosen set screw in Pressure Control Knob and remove Knob.
- Using a 1/2" nutdriver or 1/2" deep socket, remove Nut from Pot. stem. This will allow removal of Control Board Assembly from frame.
- Replace Control Board Assembly in reverse order. Ensure the Tab on Pot is in the hole on the copper plate of Control Board before tightening the Nut on the Pot stem. Adjust pressure as follows.

STEP 7 : **Adjusting the Pressure on the Control Board Assembly**

- Start Engine and run at maximum RPM. Prime the pump. Turn Pressure Control Knob to minimum pressure position. Turn Pressure/Prime Valve to Pressure postion (CW).

- With 5000 psi Pressure Guage attached on output of pump between hose and gun, check pressure reading. Slowly increase Pressure setting on Pressure Control Knob, observing pressure guage.

- Adjust calibration adjustment trim pot on Control Board Assembly to 3000 psi with Pressure Control Knob in maximum postion. Turn (CW) to increase pressure and (CCW) to decrease pressure.

- Trigger gun several times to ensure pressure is at 3000 psi.

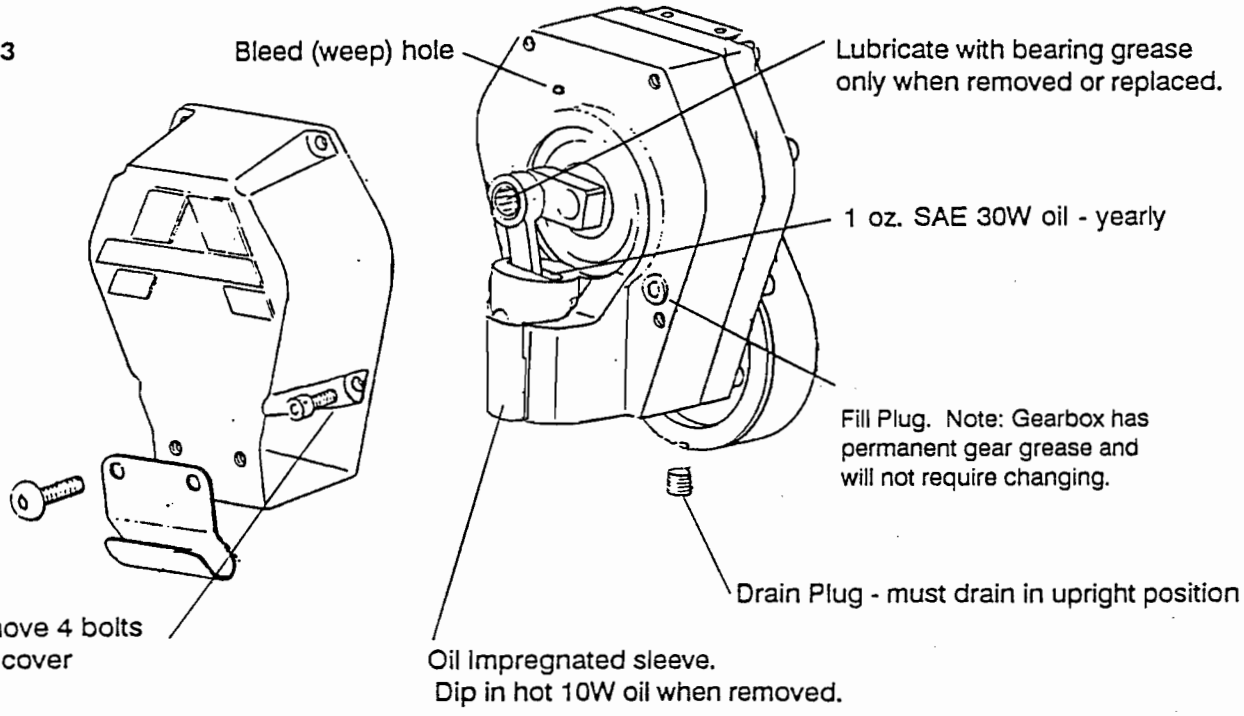
- Turn Pressure Control Knob to minimum position. Clutch should disengage and pump stop moving.

- Take tie wrap and tie leads together underneath pump to ensure thay are not pinched or damaged in process of replacing bottom cover on pump.

- Replace covers.

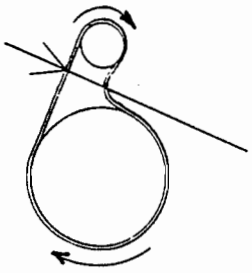
OIL AND LUBRICATION INSTRUCTIONS

FIG 3



BELT ADJUSTMENT

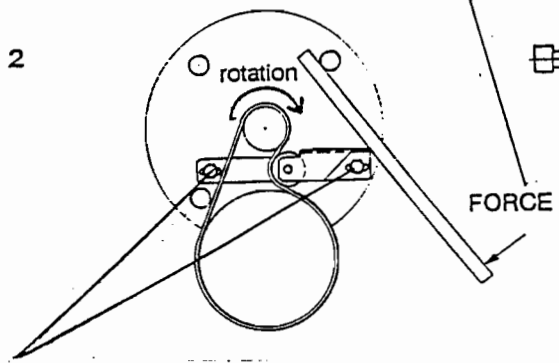
FIG. 1



Deflection (Play) set 1/8 inch (3 mm) at 20 lbs. (10 kg.) Refer to Fig. 2 for tightening.

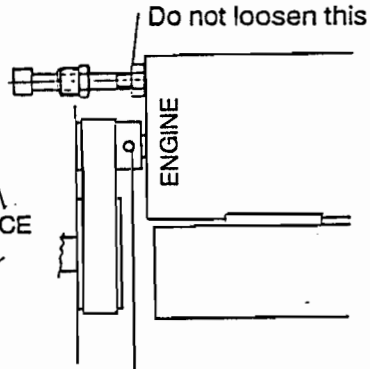
Set Belt Tension by using bar as shown.
* Poly-V Belt Force 40 lbs. (20 kg.)
* Synchronized (Timing) Belt Force 15 lbs. (8 kg)

FIG. 2



Use Shim Washer Part No. 100-344 (opt.) under tensioner bracket to center roller on the belt.

Note: To avoid damage to belt, the belt must ride in grooves of pulleys.

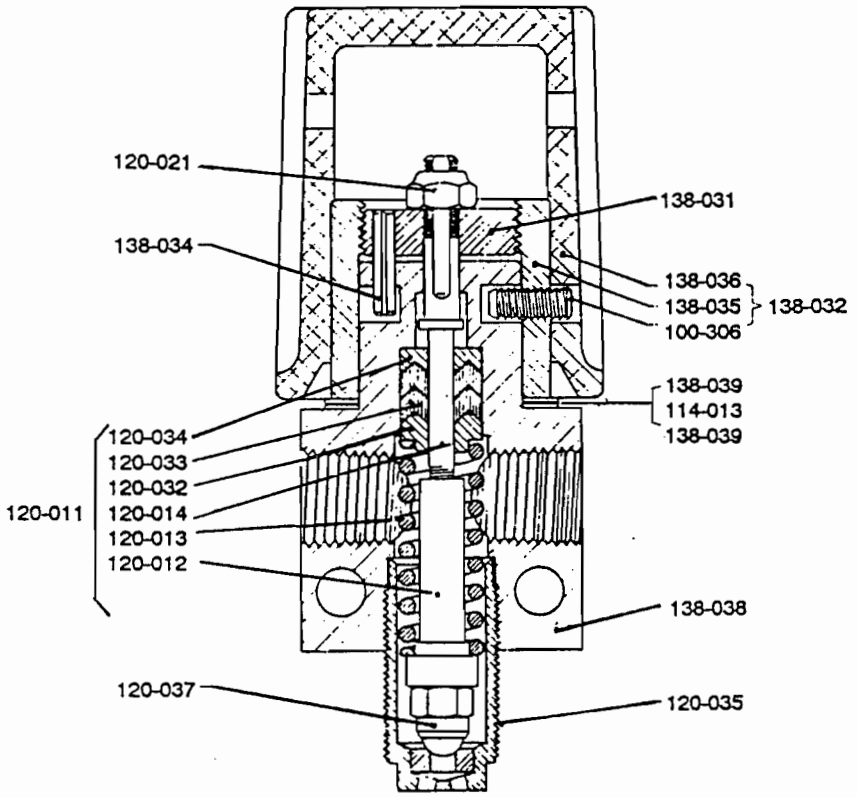


Set Screw loose for belt alignment. Important: Retighten set screw after aligning and secure with locktite #242.

Shaft pulleys must align as shown.

PRIME VALVE - PARTS LIST

Prime Valve - Part No. 138-001



MODIFICATION TO ELECTRICAL SYSTEM FOR Gasoline SL Unit- Models 5500G/6000G

It has come to the attention of Airlessco that when operating the Gasoline Models 5500G and 6000G at slower RPM's some clutch slippage has occurred. When the machine is operated at Maximum RPM this slippage will not occur. In order to operate at speeds as low as 2500RPM, when less pressure is required for lighter viscosity materials, the following improvements are being made:

- Modifying the Electrical System by adding a capacitor to improve clutch engagement at RPM's as low as 2500.
- Providing a Modification Package to include Capacitor Assembly (Part No. 301-176A) and installation procedures for modification to units that are already in the field.

To make the Modification to the Electrical System follow the procedures below , utilizing the Capacitor Assembly, Part No. 301-176A, Figure (1), and the Owner's Manual:

Step 1: Remove lower cover Part No. 301-181

Step 2: Remove Nut and Washer from the front Motor Mounting Bolt on the same side of unit as the Pressure Control Assembly. Remove outside cover on double-sided tape and insert capacitor into clamp. Mount clamp along with the black ground wire on capacitor on the Mounting Bolt and secure with the Nut and Washer.

Step 3: Disconnect the Blue Lead on Control Board that is connected in position "A" or "B" from Black Clutch lead. (Note: This blue lead can be in either Position "A" or "B", see Fig. 1)
Connect this Blue lead to one of the Red leads on the Capacitor. Connect the other Red lead from the Capacitor to the Black Clutch lead.

Step 4: Replace the Lower Cover.

Note: It is recommended that this modification be made on all machines presently in the field. If you have any questions concerning this modification please call the Service Department at Airlessco (800-223-8213).

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ELECTRICAL SYSTEM