SERVICE & OPERATION MANUAL
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www.airlessco.com email: techsupport@airlessco.com
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Before operating this unit, read and follow all safety warnings and instructions related to the usage of this equipment. READ, LEARN, and FOLLOW the Pressure Relief Procedure on Page 9 and understand all warnings on pages 2 thru 6.

All Service Procedures to be performed by an Authorized Airlessco Service Center ONLY. NO MODIFICATIONS or alterations of any Airlessco Equipment or part is allowed.
Safety Warnings

**TOXIC FLUID HAZARD**
Hazardous fluid or toxic fumes can cause serious injury or death if splashed in eyes or on skin, inhaled or swallowed. Know the hazards of the fluid you are using. Store & dispose of hazardous fluids according to manufacturer, local, state & national guidelines. ALWAYS wear protective eye wear, gloves, clothing and respirator as recommended by fluid manufacturer.

**ALWAYS INSPECT SPRAYING AREA**
- **ALWAYS** keep spraying area free from obstructions.
- **ALWAYS** make sure area has good ventilation to safely remove vapors and mists.
- **NEVER** keep flammable material 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 the spray unit.

**SPRAY GUN SAFETY**
- **ALWAYS** set safety lock on the gun in “LOCKED” position when not in use and before servicing or cleaning.
- **NEVER** remove or modify any part of the gun.
- **ALWAYS** REMOVE SPRAY TIP when cleaning. Flush unit with LOWEST POSSIBLE PRESSURE.
- **ALWAYS** 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 8.

**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 & tip guard to clean AFTER pump is turned off and the pressure is relieved by following the PRESSURE RELIEF PROCEDURE.

**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 from 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, and remove the ignition cable from the spark plug to prevent accidental starting of the sprayer.

**LABELING**
Keep all labels on the unit clean and readable. Replacement labels are available from the manufacturer.
Safety Warnings

HIGH PRESSURE SPRAY CAN CAUSE EXTREMELY SERIOUS INJURY.
OBSERVE ALL WARNINGS. 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 hands or fingers over the spray tip. Do not use a rag or any other material over your fingers. Paint will penetrate through material and into the hand.
• NEVER try to stop or deflect leaks with your hand or body.
• NEVER try to "blow back" paint, this is not an air spray sprayer.
• ALWAYS have gun tip guard in place when spraying.
• ALWAYS lock gun trigger when you stop spraying.
• ALWAYS remove tip from the gun to clean it.
• ALWAYS follow the PRESSURE RELIEF PROCEDURE, as shown on page 8, before cleaning or removing the spray tip or servicing any system equipment.
• ALWAYS Be sure equipment safety devices are operating properly before each use.
• ALWAYS tighten all fluid connections 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.

* Go to an emergency room immediately.
* Tell the doctor you suspect an injection injury.
* Tell him what kind of material you were spraying with and have him read NOTE TO PHYSICIAN.

MEDICAL ALERT - Airless Spray Wounds

If any fluid appears to penetrate your skin, get EMERGENCY MEDICAL CARE AT ONCE. DO NOT TREAT AS A SIMPLE CUT. Tell the doctor exactly what fluid was injected. Have him read the following "NOTE TO PHYSICIAN".

NOTE TO PHYSICIAN:

Injection in the skin is a traumatic injury. It is important to treat the injury surgically as soon as possible. DO NOT DELAY treatment to research toxicity. Toxicity is a concern with some exotic coatings injected directly into the bloodstream. Consultation with a plastic surgeon or reconstructive hand surgeon may be advisable.

GENERAL PRECAUTIONS

• NEVER alter equipment in any manner.
• NEVER spray highly flammable materials.
• NEVER allow another person to use sprayer unless they are thoroughly instructed on safety use and given this operators manual to read.
• ALWAYS wear a spray mask, gloves and protective eye wear while spraying.
• ALWAYS ensure fire extinguishing equipment is readily available and properly maintained.

NEVER LEAVE SPRAYER UNATTENDED WITH PRESSURE IN THE SYSTEM. FOLLOW PRESSURE RELIEF PROCEDURES ON PAGE 11.
Avoid Component Rupture

This sprayer operates at 3000 psi (205 bar). Always be sure that all components and accessories have a maximum working pressure of at least 3000 psi 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, damaged or non-conductive paint hoses. Do not allow kinking or crushing of hoses or allow it to vibrate against rough, 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 and release pressure by following PRESSURE RELIEF PROCEDURE on page 8.
- **ALWAYS** use approved high pressure fittings and replacement parts.
- **ALWAYS** ensure fire extinguishing equipment is readily available and properly maintained.

**WARNING**

*Do not use halogenated solvents in this system. The prime valve, 2 gun manifold and most airless guns have 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, Tetrachloethane. Alternate valves and guns are available if you need to use these solvents.*
Gasoline & its vapors are extremely flammable & explosive. Fire or explosion can cause severe burns or death.

WHEN ADDING FUEL
- Turn engine OFF and let engine cool at least 2 minutes before removing gas cap.
- Fill fuel tank outdoors or in well ventilated area.
- Do not overfill fuel tank. Fill tank to approximately 1½ inches below top of neck to allow for fuel expansion.
- Keep gasoline away from sparks, open flames, pilot lights, heat and other ignition sources.
- Check fuel lines, tank, cap and fittings frequently for cracks or leaks. Replace if necessary.

WHEN STARTING ENGINE
- Make sure spark plug, muffler, fuel cap and air cleaner are in place.
- Do not crank engine with spark plug removed.
- If fuel spills, wait until it evaporates before starting engine.
- If engine floods, set choke to OPEN/RUN position, place throttle in FAST and crank until engine starts.

WHEN OPERATING EQUIPMENT
- Do not tip engine or equipment at angle which causes gasoline to spill.
- Do not choke carburetor to stop engine.

FLUSHING
Reduce risk of injection injury, static sparking or splashing by following the specific cleaning procedure on page 7.
- ALWAYS follow the PRESSURE RELIEF PROCEDURE on page 8.
- ALWAYS remove the spray tip before flushing. Hold a metal part of the gun firmly to the side of a metal pail and use the lowest possible fluid pressure during flushing.
- NEVER use cleaning solvents with flash points below 140º F. Some of these are: acetone, benzene, ether, gasoline and naphtha. Consult your supplier to be sure.
- NEVER smoke in the spraying/cleaning area.

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 4 for detailed grounding information.

Vapors created when spraying can be ignited by sparks. To reduce the risk of fire, always locate the sprayer at least 20 feet (6 m.) away from the spray area. Do not plug in or unplug any electrical cords in the spray area, this can create sparks when there is any chance of igniting vapors still in the air. Follow the coating & solvent manufacturers safety warnings and precautions.

Use only conductive fluid hoses for airless applications. Be sure gun is grounded through hose connections. Check ground continuity in hose & equipment. Overall (end to end) resistance of un-pressurized 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.
Safety Warnings

WHEN TRANSPORTING EQUIPMENT

- Transport with fuel tank EMPTY or with fuel shut-off valve OFF.

WHEN STORING GASOLINE OR EQUIPMENT WITH FUEL IN TANK

- Store away from furnaces, stoves, water heaters and other appliances that have pilot lights or other ignition source. They can ignite gasoline vapors.

**WARNING**

Starting engine creates sparking.  
Sparking can ignite nearby flammable gases.  
Explosion and fire could result.

- If there is natural or LP gas leakage in area, do not start engine.  
- Do not use pressurized starting fluids because vapors are flammable.

**WARNING**

Rapid retraction of starter cord (kickback) will pull hand and arm toward engine faster than you can let go.  
Broken bones, fractures, bruises or sprains could result.

- When starting engine, pull cord slowly until resistance is felt, then pull rapidly.  
- Remove all external equipment/engine loads before starting engine.  
- Direct coupled equipment components such as, but not limited to, blades, impellors, pulleys, sprockets, etc. must be securely attached.

**WARNING**

Rotating parts can contact or entangle hands, feet, hair, clothing or accessories.  
Traumatic amputation or severe laceration can result.

- Operate equipment with guards in place.  
- Keep hands and feet away from rotating parts.  
- Tie up long hair and remove jewelry.  
- Do not wear loose fitting clothing, dangling drawstrings or items that could become caught.

**WARNING**

Engines give off carbon monoxide, an odorless, colorless, poison gas.  
Breathing carbon monoxide can cause nausea, fainting or death.

- Start and run engine outdoors.  
- Do not start or run engine in enclosed area, even if doors or windows are open.

**WARNING**

Running engines produce heat. Engine parts, especially mufflers, become extremely hot.  
Severe thermal burns can occur on contact.  
Combustible debris, such as leaves, grass, brush, etc. can catch fire.

- Allow muffler, engine cylinder and fins to cool before touching.  
- Remove accumulated combustibles from muffler area and cylinder area.  
- Install and maintain in working order a spark arrester before using equipment on forest covered, grass covered and brush covered unimproved land. The state of California requires this (Section 4442 of the California Public Resources Code). Other states may have similar laws. Federal laws apply on federal land.

**WARNING**

Unintentional sparking can result in fire or electric shock.  
Unintentional start up can result in entanglement, traumatic amputation, or lacerations.

BEFORE PERFORMING ADJUSTMENTS OR REPAIRS

- Disconnect spark plug wire and keep it away from spark plug.  
- Disconnect battery at negative terminal (only engines with electric start).

WHEN TESTING FOR SPARK

- Use approved spark plug tester.  
- Do not check for spark with spark plug removal.
Flushing

Read prior to using your sprayer

1. New Sprayer
   Your Airlessco unit was factory tested in an antifreeze solution which was left in the pump. Before using oil-base paint, flush with mineral spirits only. Before using water-base paint flush with soapy water, then do a clean water flush.

2. Changing Colors
   Flush with a compatible solvent such as mineral spirits or water.

3. Changing from water-base to oil-base paint
   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 do 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 spirits and motor oil (half & half). Shut off the sprayer, follow Pressure Relief Procedure on page 11 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 do a clean water flush. When using oil-base paint, flush out the mineral spirits with the material to be sprayed.
Setting Up

1. Attach handle assembly.
   a. Choose which side the handle will be mounted. The handle can be affixed over the single wheel assembly or on the opposite side towards the large tires. The latter is the usual set up.
   b. Line up the mounting holes on the front forks of the handle with the mounting holes on the frame.
   c. Insert the two bolts through the front forks and the frame. Slide on washer and loosely screw on the nuts. Do not fully tighten the nuts.
   d. Place the four bolts in the frame and handle adjustment slots, slide on washer and loosely tighten the nuts. Do not fully tighten the nuts.
   e. Adjust handle the preferred height and tighten all six mounting bolts.

2. Install the gun arm assembly.
   a. Select the location that the gun arm will be placed. The location depends on the type striping to be done. (See Linestriping Operations). The standard location is in the right front position.
   b. Position clamp assembly over the selected gun arm location and place the gun arm assembly into the frame mounting hole and the clamp assembly.
   c. Tighten clamp assembly handle to secure the gun arm assembly.

3. Keep the Packing Nut/Wet Cup lubricated with Airlessco Throat Seal Oil (TSO) at all times.

4. 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.

5. 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.

6. Flush the sprayer.

   See "Flushing" page 7. Your new pump was factory tested in an ant-freeze solution and it must be flushed before using.
Pressure Relief Procedure

**IMPORTANT!**

To avoid possible serious body injury, always follow this procedure whenever the sprayer is shut off, when checking it, when installing, changing or cleaning tips, whenever you stop spraying, or when you are instructed to relieve the pressure.

1. Engage the gun safety latch. Refer to the separate instruction manual provided with your gun on its safety features and how to engage safety latch.
2. Turn the unit off & unplug it from the electrical outlet.
3. Disengage the gun safety latch and trigger the gun to relieve residual fluid pressure.
   
   Hold metal part of the gun in contact with grounded metal pail.
   USE MINIMUM PRESSURE!

4. Turn Prime/Pressure Relief Valve (PR Valve) to the open (priming) position to relieve residual fluid pressure.
   
   There will be a wider gap between valve handle and cam body when in open position. In the closed position there is only a very slight gap.

   Note: The valve handle can move both clockwise and counter clockwise and can face different directions.

5. Re-engage gun safety latch and close Prime/Pressure Relief Valve.

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.

If you suspect that pressure hasn’t been relieved due to damaged Prime/Pressure Relief Valve or other reason, engage the gun safety latch and take your unit to an authorized Airlessco Service Center.

Daily Maintenance

1. Keep the displacement pump packing nut/wet cup lubricated with Airlessco TSO (Throat Seal Oil) at all times. The TSO helps protect the rod and the packings.
2. Inspect the packing nut daily. Your pump has a patented Triple Life Packing System. **Packing life will be extended a minimum of three times if the following "Packing Adjustment" procedure is followed:**

   If seepage 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 and reduce the packing life.
Starting Up

1. Learn the Functions of the Controls.

PRIME/PRESSURE (PR) RELIEF VALVE is used to prime pump and to relieve pressure from gun, hose and tip.

Prime/Pressure Relief Valve (Prime/PR Valve)
Used to relieve pressure from gun, hose & tip and to prime the unit when in OPEN position. (It is in open position when there is a wider gap between valve handle and cam body.)

When in CLOSED position, there is only a very slight gap between handle & body.
When closed the system is pressurized. Handle as a loaded firearm!

2. Prepare the Material

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

3. Starting the Sprayer

a. Prime/PR Valve must be "OPEN" in the priming position.
b. When you have ensured that the gun safety latch is engaged, attach tip and safety guard.
c. Turn the ON-OFF Toggle Switch to the "ON" position.
d. Turn Pressure Control Knob clockwise to prime the pump.
e. After the pump is primed, turn Prime/PR Valve to the "Closed" position.
f. Turn Pressure Control Knob to the desired spray pressure. Optional LCD displays pressure.
g. Disengage the gun safety latch and you are ready to spray.

4. 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.

Note: 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.

Follow the "Pressure Relief Procedure". To reduce the risk of injection, 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.

When you spray into the paint bucket, always use the lowest spray pressure and maintain firm metal to metal contact between gun and container.

To stop the unit in an emergency, turn the motor off. Then relieve the fluid pressure in the pump and hose as instructed in the Pressure Relief Procedure.
5. Cleaning a Clogged Tip

a. Follow the Pressure Relief Procedure.

b. Clean the front of the tip frequently (with a 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 and nozzle.

Avoiding Tip Clogs

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 it into a small bucket of thinner suitable for the material sprayed.

Thinner will dissolve the buildup of paint on the outside of tip, tip guard and gun much more effectively if the paint doesn't have time to dry out completely.

6. When Shutting off the Sprayer

a. Whenever you stop spraying, even for a short break, follow the “Pressure Relief Procedure”.

b. Clean the tip & gun as recommended in the separate Gun Manual supplied with the gun.

c. Flush the sprayer at the end of each work day, if the material you are spraying is water-based, or if it could harden in the sprayer overnight. See "Flushing". 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 the "Flushing" section of this manual.

Be sure to relieve pressure in the pump after filling with Airlessco Pump Conditioner.
1. Choose Handle Location
The choices are, installing the handle opposite of the single wheel assembly (standard set up) or placing the handle directly over the single wheel assembly. The handle location is really a matter of personal preference, however having the handle away from the single wheel assembly allows for easier loading/unloading from a van.

2. Setting Up the Gun
a. Ensure that striping tips are in the gun.
b. Pick a tip size for the desired line width.
   Example: a 217ST tip for a four inch line.
c. Place gun into the gun holder, so that the top of the taper on the gun handle is flush with the edge of the gun holder.
d. Set gun height for the desired line width. This will require some experimentation to find the correct height. It is suggested that tape, or some other method is used to mark the height of commonly used settings.
e. Set spacing between the two guns by loosening the black handle on the gun arm. Slide to the desired width and tighten.

3. Cable Tension Adjustment
Once the handle and gun arm assemblies are set up, pressurize the unit and trigger the gun to ensure that it activates and releases correctly. If not, adjust the cable tension as follows:
   a. Locate the adjustment knobs on the base of the gun trigger, where the cable connects to the gun trigger assembly.
   b. Loose the locking nut & move the adjusting screw until the slack has been removed from the cable.
   c. Tighten locking nut and retest gun triggers for proper function.

   Note: There is an additional cable adjustment where the cable attaches to the gun holder assembly. Use only if the gun trigger adjustment is insufficient.

4. Miscellaneous Operations
a. WIDE STRIPES: Install wider fan striping tips and raise the gun height to achieve the desired width line. Also angle guns slightly towards each other to get an even coat of paint.
b. STENCILS: Install standard spray tip on the outer gun. Remove this gun from the gun holder and spray out the stencils. Use an Airlessco XTEND-A-POLE installed between the gun head and tip/guard assembly to make this job much easier on your back!
d. STANDARD PAINTING: Same as stencils, but use additional paint hose as required.
Striping Tip Guide

### STRIPING TIP - ORIFICE SIZE

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</tr>
</tbody>
</table>

### Pump Minimum Output

<table>
<thead>
<tr>
<th>Pump Minimum (gpm)</th>
<th>(lpm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>.25</td>
<td>.97</td>
</tr>
<tr>
<td>.25</td>
<td>.97</td>
</tr>
<tr>
<td>.33</td>
<td>1.5</td>
</tr>
<tr>
<td>.40</td>
<td>1.9</td>
</tr>
<tr>
<td>.50</td>
<td>2.3</td>
</tr>
<tr>
<td>.60</td>
<td>2.8</td>
</tr>
<tr>
<td>.75</td>
<td>3.3</td>
</tr>
<tr>
<td>.88</td>
<td>3.8</td>
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<tr>
<td>1.0</td>
<td>4.7</td>
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<td>1.25</td>
<td>5.7</td>
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<tr>
<td>1.5</td>
<td>6.7</td>
</tr>
<tr>
<td>2.0</td>
<td>8.2</td>
</tr>
</tbody>
</table>

### REV-TIP™ for Striping

**P.N. 562-xxxxST**
Includes Rev-Tip™, Metal Seat & O-Ring Seal.

**Sample:**

![Sample Image](image1)

### REV-GUARD™

**Super Compact**

**P.N. 561-001**
1/16-16 "F" Thread. Fits: Airlessco, and some ASM, Wagner, and Campbell Hausfeld.

**P.N. 561-002**

### Striping Tips should not be used for regular spraying. They are designed for a single pass application, while spray tips are designed for the 1/3 overlap technique used for spray painting.

**Spray Tip Replacement:** During use high pressure will cause the orifice to grow larger. This destroys the pattern or will leave tailing or two heavy lines on the outside of the pattern.

### Diagrams

- **Regular Painting Spray Tip**
- **Striping Tip**
- **Uniform Pattern**
Spray Gun Operation

MODEL 008 SILVER SPRAY GUN, Part # 120-504

Attach spray gun to airless unit and tighten fittings securely. Set the gun safety latch. (Also may be called gun safety lock, or trigger lock.

* The gun safety latch 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.

MAJOR COMPONENTS OF 008 SILVER SPRAY GUN WITH REVERSIBLE SPRAY TIP

SPRAY TIP ASSEMBLY
1. Be sure the pressure relief procedure is followed before assembling tip and housing to the gun.
2. Insert REV-TIP™ cylinder into the REV-GUARD™ (guard housing assembly).
3. Guide the metal seat into REV-GUARD™ (guard housing assembly) through the retaining nut and turn until it seats against the cylinder.
4. Insert the O-Ring gasket onto the metal seat so that it fits into the grooves.
5. Finger tighten REV-GUARD™ retaining nut onto the gun.
6. Turn guard in the desired position.
7. Completely tighten the retaining nut.

TO REMOVE CLOGS FROM SPRAY TIP
1. Lock gun safety latch.
2. Turn REV-TIP™ handle 180 degrees.
3. Disengage trigger lock and trigger gun into the pail.
4. If the REV-TIP™ handle appears locked (resists turning), loosen the retaining nut. The handle will now turn easily.
5. Engage gun safety latch and return handle to the spray position.

CLEANING SPRAY GUN
Immediately after the work is finished, flush the gun out with a solvent(typically water for field striping paint). Brush pins with solvent to remove paint, then oil them lightly so they will not collect dried paint.

CLEANING FILTER IN GUN HANDLE
To clean the filter, use a brush dipped in an appropriate solvent (typically water for field striping paint). Change or clean the filters at least once a day. Some types of latex paint may require a filter change after four hours of operation.
### Spray Gun Troubleshooting

<table>
<thead>
<tr>
<th>DEFECTS</th>
<th>CAUSE</th>
<th>CORRECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coarse spray</td>
<td>Low pressure</td>
<td>Increase the pressure</td>
</tr>
<tr>
<td>Excessive fogging (overspray)</td>
<td>High pressure, Material too thin</td>
<td>Reduce pressure for satisfactory pattern, Use less thinner</td>
</tr>
<tr>
<td>Pattern too wide</td>
<td>Spray angle too large</td>
<td>Use smaller spray angle tip</td>
</tr>
<tr>
<td>Pattern too narrow</td>
<td>Spray angle too small</td>
<td>Use larger spray angle tip. (If coverage is OK, try tip in same nozzle group)</td>
</tr>
<tr>
<td>Too much material</td>
<td>Tip size too large, Material too thin, Pressure too high</td>
<td>Use next smaller tip, Reduce pressure</td>
</tr>
<tr>
<td>Too little material</td>
<td>Tip size too small, Material too thick</td>
<td>Use next larger tip</td>
</tr>
<tr>
<td>Thin distribution in center of pattern &quot;horns&quot;</td>
<td>Worn tip, Wrong tip</td>
<td>Change for new tip, Use tip with a smaller spray angle</td>
</tr>
<tr>
<td>Thick skin on work</td>
<td>Material too viscous, Application too heavy</td>
<td>Thin material, Reduce pressure and/or use smaller tip</td>
</tr>
<tr>
<td>Coating fails to close &amp; smooth over</td>
<td>Material too viscous</td>
<td>Thin material</td>
</tr>
<tr>
<td>Spray pattern irregular, deflected</td>
<td>Orifice clogged, Tip damaged</td>
<td>Clean carefully, Replace with new tip</td>
</tr>
<tr>
<td>Craters or pock marks</td>
<td>Solvent balance</td>
<td>Use 1-3% &quot;short&quot; solvents remainder &quot;long&quot; solvents. (This is most likely to happen with material of low viscosity, lacquers etc.)</td>
</tr>
<tr>
<td>Bubbles on work</td>
<td>Contamination or dust</td>
<td>Clean surface to be sprayed</td>
</tr>
<tr>
<td>Clogged screens</td>
<td>Extraneous material in paint, Coarse pigments, Poorly milled pigments (paint pigments globulate cover screen, Incompatible paint mixture &amp; thinners.)</td>
<td>Clean screen, Use coarse screen if orifice size allows, Use coarser screen, larger orifice tips. Obtain ball milled paint. If thinner was added, test to see if a drop on top of paint mixes or flattens out on the surface. If not, try different thinner in fresh batch of paint.</td>
</tr>
</tbody>
</table>

**TEST THE PATTERN**

- Good, full (Spotty Pattern, Increase Pressure.)
# Field Troubleshooting

<table>
<thead>
<tr>
<th>PROBLEM</th>
<th>CAUSE</th>
<th>SOLUTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unit doesn't prime</td>
<td>Airleak due to:</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Loose Suction Nut</td>
<td>• Tighten Suction Nut</td>
</tr>
<tr>
<td></td>
<td>• Worn O-Rings</td>
<td>• Replace O-Ring (106-011) on suction seat, &amp;</td>
</tr>
<tr>
<td></td>
<td>• Hole in Suction Hose</td>
<td>O-Ring (106-020) below suction seat</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Replace Suction Hose (331-290)</td>
</tr>
<tr>
<td></td>
<td>Stuck or Fouled Balls</td>
<td>Service outlet valve suction assembly</td>
</tr>
<tr>
<td>Unit primes but has no or poor pressure</td>
<td>Pressure set too low</td>
<td>Turn up pressure</td>
</tr>
<tr>
<td></td>
<td>Filter(s) are clogged</td>
<td>Clean or replace gun filter, inlet filter and/or manifold filter</td>
</tr>
<tr>
<td></td>
<td>Outlet Valve fouled/worn</td>
<td>Service outlet valve</td>
</tr>
<tr>
<td></td>
<td>Prime/Pressure Relief valve bypassing</td>
<td>Clean or replace prime valve</td>
</tr>
<tr>
<td></td>
<td>Packings and/or piston worn</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Tighten packing nut</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Repack unit</td>
</tr>
<tr>
<td>Unit does not maintain good spraying pressure</td>
<td>Blown spray tip</td>
<td>Replace spray tip</td>
</tr>
<tr>
<td></td>
<td>Packings and/or piston worn</td>
<td>Repack unit</td>
</tr>
<tr>
<td></td>
<td>Upper Seat worn</td>
<td>Replace upper seat</td>
</tr>
</tbody>
</table>
Servicing the Paint Pump

Paint Pump Disconnect

Refer to Figure 1

1. Follow the Pressure Relief Procedure on page 9.
2. Flush the material you are spraying out of the machine.
3. Remove the connecting rod shield (331-111).
4. Move the piston rod (331-093) to its lowest position by cycling pump slowly or by rotating the motor.
5. Disconnect the sensor (331-294-99) by holding it in place with a 7/8” wrench and unscrewing the swivel connector (100-003) with an 11/16” wrench. 
   **DO NOT TURN THE SENSOR.**
6. Remove the retaining ring (331-062) from the connecting rod (331-038) and slide the sleeve (331-117) down revealing the connecting rod pin (331-065).
7. Remove the suction tube assembly from the fluid pump (331-708) by unscrewing the suction nut (331-034) with the packing adjustment tool.
8. Using a 1/2” wrench unscrew the two bolts (100-318) from the cover assembly (331-234). The fluid pump (331-209) will be hanging loosely at this point.
9. Remove the connecting rod pin (331-065) out of the connecting rod (331-038), allowing the removal of the fluid pump (331-209) from the machine.

Paint Pump Reinstall

Refer to Figure 1 & 4

1. Loosen the packing nut and ensure that the piston rod (331-093) is in its upper position in the fluid pump body (331-209). Slip the sleeve (331-117) & the retaining ring (331-062) over the piston rod.
2. Push the piston rod up into the connecting rod (331-038) & align the holes. Insert the connecting rod pin (331-065) through the connecting rod & piston. Slip the sleeve up over the connecting rod pin and insert the retaining ring into the groove on the connecting rod.
3. Push the two bolts (100-318) through the tube spacers (331-074) & screw them into the cover assembly (331-234). Using a 1/2” wrench, tighten the two bolts evenly (alternating between them) until you reach 20 ft-lbs.
4. Reassemble lower suction valve assembly by placing the suction seat (331-409), O-ring (106-011), suction ball (331-030) & suction ball guide (331-029) in the suction nut (331-034) & screw onto fluid pump body.
5. Reconnect the sensor (331-294-99) to the fluid pump body. Hold the sensor with a 7/8” wrench while tightening the swivel connector (100-003) with an 11/16” wrench. **DO NOT TURN THE SENSOR.**
6. Start the machine and operate slowly to check the piston rod for binding. Adjust the two bolts, holding the fluid pump body to the cover assembly, if necessary. This will eliminate any binding.
7. Tighten the packing nut clockwise until resistance is felt against the Belleville Springs, then go 3/4 of a turn more. Put five drops of Airlessco Throat Seal Oil into the packing nut.
8. Run the machine at full pressure for several minutes. Release the pressure by following the Pressure Relief Procedure & readjust the packing nut per step 7 above.
9. Install the connecting rod shield (331-111) so that the small hole is in the upper right hand corner.
DISASSEMBLY OF THE OUTLET VALVE
REFER TO FIGURE 3

1. Disconnect the Fluid Pump following instructions on page 17.
2. Place piston holder (331-195) in a vise. Slide piston into the holder & lock in place with a 3/8” dowel (331-196).
3. Use a 1/4” allen wrench to unscrew the outlet seat retainer (331-026) from the piston.
4. Remove the outlet seat (331-026), O-ring (331-100) and outlet ball (331-027).
5. Inspect outlet ball & seat for wear. Replace as necessary.
6. While piston is still locked in the holder, install parts back into the piston in the following order:
   - ball, outlet seat and O-ring

Before reinstalling the outlet seat support, apply two drops of Loctite No. 242 (blue) on the threads & torque to 20 ft-lbs.

SERVICING THE SUCTION ASSEMBLY

REFER TO FIGURE 4

1. Un-thread and remove suction nut from the fluid pump body.
2. Remove suction seat (331-409), O-ring (106-011), suction ball (331-030) and suction retainer (331-029).
3. Clean all parts and inspect them for wear or damage, replacing parts as needed.
4. Clean inside of the fluid pump body.
5. Reassemble lower suction valve assembly by placing the suction seat (331-409), O-ring (106-011), suction ball (331-030) & suction ball guide (331-029) in the suction nut (331-034) & screw onto fluid pump body.
Packing Replacement Procedures

Replacement Instructions:

**Fluid Pump Removal - Refer to Figure 1**

1. Follow the Pressure Relief Procedure on page 8.
2. Flush material you are spraying out of the machine.
3. Remove the connecting rod shield (331-111).
4. Move the piston rod (331-093) to its lowest position by cycling pump slowly or by rotating the motor.
5. Disconnect the sensor (331-294-99) by holding it in place with a 7/8" wrench & unscrewing the swivel connector (100-003) with an 11/16" wrench.

**DO NOT TURN THE SENSOR.**

6. Remove the retaining ring (331-062) from the connecting rod (331-038) and slide the sleeve (331-117) down revealing the connecting rod pin (331-065).
7. Remove the suction tube assembly from the fluid pump (331-708) by unscrewing the suction nut (331-034) with the packing adjustment tool.
8. Using a 1/2" wrench unscrew the two bolts (100-318) from the cover assembly 331-234). The fluid pump (331-209) will be hanging loosely at this point.
9. Remove the connecting rod pin (331-065) out of the connecting rod (331-038), allowing the removal of the fluid pump (331-209) from the machine.

**Disassembly of the Fluid Pump - Figure 6**

1. Unscrew & remove the packing nut (331-037).
2. Push the piston rod (331-708) down through the packings & out of the pump.
3. Now push the packing removal tool (331-465) up through the pump & remove from the top bringing packings, spacer & springs along with it, leaving fluid body (331-011) empty.

*Make sure all old packings & glands have been removed from fluid pump.

5. Disassemble all parts & clean for reassembly. Discard any old packings.
6. Lubricate leather packing in lightweight oil for 10 minutes prior to reassembly.

**Disassembly of the Outlet Valve - Figure 3**

1. Place piston holder (331-195) in a vise. Slide piston into the holder & lock in place with a 5/8" dowel.
2. Use a 1/4" allen wrench to unscrew the outlet seat retainer (331-026) from the piston.
3. Remove the outlet seat (331-026), O-ring (331-100) and outlet ball (331-027).
4. Inspect outlet ball & seat for wear. Replace as necessary.
5. While piston is still locked in the holder, install parts back into the piston in the following order:

   * ball, outlet seat and O-ring

Before reinstalling the outlet seat support, apply two drops of Loctite No. 242 (blue) on the threads & torque to 20 ft-lbs.

**REASSEMBLY - Figure 5 & 6**

1. Take lower male gland (331-014) & place it down on the flat side.
2. Take three of the lower polyethylene packings (331-016) & two of the leather packings (331-306) & place onto the male gland in the following order with the inverted side down:
   * Polyethylene, leather, polyethylene, leather, polyethylene.
3. Take the female adaptor (331-305), which is inverted on both sides & place it on top of your assembled lower packings.
4. Follow step 2 above with your packings inverted side up.
5. Take the second lower male gland and place it on top of your assembled packings with the rounded side down.
6. Take assembled glands & packings (13 pieces) & slide on to the lower half of the piston.
7. Take the spacer (331-018) & slide over the top of the piston (it doesn't matter which direction it sits), falling onto lower packings.
8. Take three Belleville Springs (331-025) & slide over the top of the piston in the following order:
   * First spring, curve facing down
   * Second spring, curve facing up
   * Third spring, curve facing down
9. Take the upper male gland (331-022) & place it rounded side up.
10. Take three upper polyethylene packings (331-023) & two leather packings (331-307) & assemble with inverted side down on to the male gland in the following order:
    polyethylene, leather, polyethylene, leather, polyethylene.
11. Take upper female gland (331-021) & place on top of the assembled upper packings with the inverted side down.
12. Take assembled upper glands & packings (7 pieces) & slide on over the top of the piston, making sure inverted sides are down.
13. Take the packing holder (331-019) & replace the white O-ring (106-009) & the black O-ring (106-010) with new ones from the packing kit.
14. Slide the packing holder over the top of the upper packings so they fit inside.
15. Lubricate inside of the fluid pump body & the outside of the packings with a light weight oil.

*To keep packings secured in correct position, hold the pump body upside down & push the completed assembly upwards into the pump body. Once placed inside, tilt pump body back up to keep all pieces in.
17. Tighten packing nut (331-037) onto the top of the fluid pump body & tighten until you feel slight resistance against the Belleville Springs (331-025). Using the Packing Adjustment Tool (189-211), tighten another 3/4 of a turn.

**Fluid Pump Reinstallation - Figure 1 & 4**

1. Loosen packing nut & ensure that the piston rod (331-093) is in its upper position in the fluid pump body (331-209). Slip the sleeve (331-117) & the retaining ring (331-062) over the piston rod.
2. Push piston rod up into the connecting rod (331-038) & align the holes. Insert the connecting rod pin (331-065) through the connecting rod & piston. Slip the sleeve up over the connecting rod pin & insert retaining ring into the groove on the connecting rod.
3. Push the two bolts (100-318) through the tube spacers (331-074) & screw into the cover assembly (331-234). Using a 1/2” wrench, tighten the two bolts evenly (alternating between them) until you reach 20 ft-lbs.

4. Reassemble lower suction valve assembly by placing the suction seat (331-409) O-ring (106-011), suction ball (331-030) and suction ball guide (331-029) in the suction nut (331-034) & screw onto the fluid pump body.

5. Reconnect the sensor (331-294-99) to the fluid pump body. Hold sensor with a 7/8” wrench while tightening the swivel connector (100-003) with an 11/16” wrench. **DO NOT TURN THE SENSOR.**

6. Start the machine & operate slowly to check the piston rod for binding. Adjust the bolts, holding the fluid pump body to the cover assembly, if necessary. This will eliminate any binding.

7. Tighten packing nut clockwise until resistance is felt against the Belleville Springs, then go 3/4 of a turn more. Put five drops of Airlessco Throat Seal Oil into the packing nut.

8. Run the machine at full pressure for several minutes. Release the pressure by following the Pressure Relief Procedure & readjust the packing nut per step 7 above.

9. Install the connecting rod shield (331-111) so that the small hole is in the upper right hand corner.
**Inspection & Replacement of Control Valve, Ball & Seat**

1. Use a wrench to unscrew the control valve with ring seal.
2. Make sure that the control valve knob turns freely and that its stem is not worn unevenly, mushroomed or otherwise damaged.
3. Remove TC guide, verify that it is unbroken, clean and notch side is up.
4. Remove control ball. Inspect for any cuts, scratches, chips, rust or other damage.
5. Use a 7/16” allen wrench to unscrew the control seat from the pump head. Clean seat and inspect bevel edge for damage. Also ensure that the gasket on the underside of the seat is intact.
6. If no obvious damage to the control ball and seat, place ball into seat and fill with water. If water leaks out between ball and seat, they must be replaced.
7. Replace control valve, ball, seat and/or TC guide as necessary.
8. Clean and inspect pump head opening, where the control seat was installed.
9. Grease pump head opening with multipurpose grease.
10. Screw control seat into pump head and torque to 85 ft-lbs.
11. Place TC guide into control seat with notched side up.
12. Drop control ball into TC guide.
13. Screw control valve with ring seal into pump head. Torque to 15 ft-lbs.
14. If a new control valve, ball or seat is installed, complete the Pressure Calibration Procedure.

*A repair kit with the control ball and seat is available as KIT-3-3100.*

---

**Inspection & Replacement of Suction Valve**

1. Remove suction hose assembly from suction seat assembly by loosening the hose clamp
2. Place a small screwdriver into the suction seat assembly and onto the suction valve ball. Turn the machine “ON”. The screwdriver should oscillate about 1/16” inch. This indicates that the bearing assembly and diaphragm are cycling correctly.
3. If the screwdriver does not oscillate, poke the suction ball to ensure it is not stuck to the suction seat. If the screwdriver doesn’t start oscillating, troubleshoot diaphragm and bearing assembly. Otherwise spray light weight oil in the suction seat and onto the suction ball. Reattach suction hose and test unit.
4. If unit still fails to operate correctly, remove control head in according instructions on page 19.
5. Inspect suction ball for any cuts, scratches, chips, rust or other damage. Inspect bevel edge of suction seat for any damage.
6. Replace suction seat and/or suction ball as required. However, if the suction seat requires replacement it is generally preferable to change the entire control head under the exchange program.
7. Replace control head as instructed in Inspection and Replacement of Control Head.
### Gear Box Assembly Part No. 305-196

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>100-028</td>
<td>Pipe Plug</td>
</tr>
<tr>
<td>100-226</td>
<td>45 degree Elbow</td>
</tr>
<tr>
<td>100-318</td>
<td>HXHD Screw</td>
</tr>
<tr>
<td>100-380</td>
<td>Screw</td>
</tr>
<tr>
<td>100-381</td>
<td>Screw</td>
</tr>
<tr>
<td>100-398</td>
<td>Retaining Ring</td>
</tr>
<tr>
<td>112-068</td>
<td>Ball Bearing</td>
</tr>
<tr>
<td>115-019</td>
<td>Hose Connector</td>
</tr>
<tr>
<td>117-008</td>
<td>Ball Bearing</td>
</tr>
<tr>
<td>305-199</td>
<td>Shaft Pinion</td>
</tr>
<tr>
<td>305-287</td>
<td>Machined End Bell</td>
</tr>
<tr>
<td>331-038</td>
<td>Crosshead Ass’y</td>
</tr>
<tr>
<td>331-046</td>
<td>Ball Bearing</td>
</tr>
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<td>331-047</td>
<td>Ball Bearing</td>
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<tr>
<td>331-061</td>
<td>Sleeve Bearing</td>
</tr>
<tr>
<td>331-062</td>
<td>Retaining Ring</td>
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<tr>
<td>331-074</td>
<td>Spacer</td>
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<tr>
<td>331-103</td>
<td>Flat Washer</td>
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### Suction Assembly Part No. 305-290

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>106-020</td>
<td>O-Ring PTFE</td>
</tr>
<tr>
<td>111-016</td>
<td>Nylon Tie</td>
</tr>
<tr>
<td>331-034</td>
<td>Suction Nut</td>
</tr>
<tr>
<td>331-035</td>
<td>Suction Elbow</td>
</tr>
<tr>
<td>331-090R</td>
<td>Fitting</td>
</tr>
<tr>
<td>331-135</td>
<td>Spring Clip</td>
</tr>
<tr>
<td>331-217</td>
<td>Inlet Strainer</td>
</tr>
<tr>
<td>331-231</td>
<td>Bypass Hose Ass’y</td>
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<tr>
<td>331-290</td>
<td>Suction Hose Ass’y (Inc. strainer)</td>
</tr>
<tr>
<td>331-425</td>
<td>Bypass Hose</td>
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</table>
## Gun Assembly Part No. 305-317

### WHEEL ASY DETAIL

### GUN TUBE ASY DETAIL

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Part Number</th>
<th>Description</th>
<th>Part Number</th>
<th>Description</th>
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<tbody>
<tr>
<td>100-320</td>
<td>Wing Screw</td>
<td>140-045</td>
<td>Nut</td>
<td>305-242</td>
<td>Mounting Tube</td>
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<tr>
<td>100-342</td>
<td>Screw</td>
<td>143-027</td>
<td>Ball Guide</td>
<td>305-273</td>
<td>Spacer</td>
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<tr>
<td>116-100</td>
<td>Compression Spring</td>
<td>143-029</td>
<td>Set Collar</td>
<td>305-274</td>
<td>Trigger Lever</td>
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<td>119-049</td>
<td>Screw</td>
<td>305-039</td>
<td>Spacer</td>
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<td>119-050</td>
<td>Screw</td>
<td>305-051M</td>
<td>Clamp</td>
<td>305-292</td>
<td>Support Tube</td>
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<td>119-052</td>
<td>Lock Nut</td>
<td>305-077-99</td>
<td>Cable Assy</td>
<td>305-243</td>
<td>Gun Holder Tube</td>
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<tr>
<td>136-019</td>
<td>Swivel Block Assy</td>
<td>305-079</td>
<td>Wire Swivel Assy</td>
<td>305-311</td>
<td>Quick Release Ring Pin</td>
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<td>136-039</td>
<td>Set Collar</td>
<td>305-089</td>
<td>Cable Sleeve</td>
<td>305-313</td>
<td>Bent Fence Assy</td>
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<td>136-039R</td>
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<td>305-108</td>
<td>Clamp Plate</td>
<td>331-103</td>
<td>Flat Washer</td>
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<td>136-217</td>
<td>Nut</td>
<td>305-141</td>
<td>Cable Adjustor</td>
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<td>136-230</td>
<td>Axel</td>
<td>305-159</td>
<td>Sleeve Bearing</td>
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<td>139-337A</td>
<td>Wheel</td>
<td>305-161</td>
<td>Spacer</td>
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Bypass Valve Assembly Part No. 305-264

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<tr>
<th>Part Number</th>
<th>Description</th>
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<tr>
<td>100-040</td>
<td>Hose, Whip</td>
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<td>115-016</td>
<td>Control Valve Seat Ass’y</td>
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<td>115-017</td>
<td>Ball</td>
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<td>115-058</td>
<td>Control Valve</td>
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<td>115-028</td>
<td>Stat-O-Seal</td>
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<td>115-031</td>
<td>Guide T.C.</td>
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<td>188-377</td>
<td>Return Tube</td>
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<tr>
<td>305-194</td>
<td>PR Regulator Housing</td>
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</tbody>
</table>
ACCESSORIES

PUMP CONDITIONER
Should be used on piston pumps between uses to prevent paint from drying on the piston & causing packing wear.

- 010-001 Display of 48 - 1 oz. bottles
- 010-009 1 quart bottle
- 010-019 1 Gallon bottle

Case order quantity: 12 on quarts, 4 on gallons

STAY CLEAN™
Spray protectant for your machine to prevent paint from sticking to it.

- 114-030 20 oz. can

PAINT STRAINERS
Prefilter your paint using strainer bags. One dozen per pack.

- 100-064 Used to cover suction filter
- 100-065 5 Gallon strainer

Hose Cover
4 mil orange poly protects your airless hose from paint and abrasion damage. Comes in 1000’ roll with perforations each 50’.

- 100-219 Hose Cover Roll
- 100-426 Case of 6 Rolls

HOSE COVER

STAY CLEAN™
Spray protectant for your machine to prevent paint from sticking to it.

- 114-030 20 oz. can

PAINT STRAINERS
Prefilter your paint using strainer bags. One dozen per pack.

- 100-064 Used to cover suction filter
- 100-065 5 Gallon strainer

HIGH PRESSURE HOSE
Strong yet flexible, suitable for airless equipment up to 3300 PSI

Part No:
- 100-012 3/16” Whip Hose, 4 Ft.
- 100-011 1/4” Hose, 50 Ft.
- 100-023 3/8” Hose, 50 Ft.
- 100-037 1/2” Hose, 50 Ft.
- 100-010 1/4” Hose Connector
- 100-009 3/8” Hose Connector

XTEND-A-POLE SYSTEM
Tip Extensions - Complete with Patented SPRAY CLEAN REV-GUARD

SWIVEL EXTENSION, “G” THREAD
- 032-170 6” Long
- 032-171 12” Long
- 032-172 18” Long
- 032-173 24” Long

SWIVEL “G” THREAD
- 032-035 7/8” - 14 Swivel

SWIVEL EXTENSION, “G” THREAD
- 032-184 36” Long

EXTENSIONS (BARE POLES)
Add Tip Extension or Swivel Extension to create desired length
- 032-053 24” Long
- 032-054 36” Long

SPRAY TIP ADAPTER
032-012 “F to G” gun adapter to attach Graco® tips to Airlessco 007 Spray Guns.

GUN FILTERS
- 120-090CX Coarse
- 120-090FX Fine
- 120-088 Filter Spring

For a complete listing of all available accessories see the Airlessco Accessories Catalog, Part # 001-357.