SURE STRIPE
3350
Airless Line Striper

For the application of line striping materials. For professional use only. For outdoor use only. Not for use in explosive atmospheres or hazardous locations.

Model: 25M231
3300 psi (22.8 MPa, 228 bar) Maximum Operating Pressure

Important Safety Instructions
Read all warnings and instructions in this manual, related manuals, and on the equipment. Be familiar with the controls and the proper usage of the equipment. Save these instructions.

Related Manuals:

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<th>3A4408</th>
<th>Gun</th>
</tr>
</thead>
<tbody>
<tr>
<td>3A4347</td>
<td>Pump</td>
</tr>
</tbody>
</table>

3A4619E EN
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Warnings

The following warnings are for the setup, use, grounding, maintenance, and repair of this equipment. The exclamation point symbol alerts you to a general warning and the hazard symbols refer to procedure-specific risks. When these symbols appear in the body of this manual or on warning labels, refer back to these Warnings. Product-specific hazard symbols and warnings not covered in this section may appear throughout the body of this manual where applicable.

**WARNING**

**SKIN INJECTION HAZARD**

High-pressure spray is able to inject toxins into the body and cause serious bodily injury. In the event that injection occurs, **get immediate surgical treatment.**

- Do not aim the gun at, or spray any person or animal.
- Keep hands and other body parts away from the discharge. For example, do not try to stop leaks with any part of the body.
- Always use the nozzle tip guard. Do not spray without nozzle tip guard in place.
- Use Graco nozzle tips.
- Use caution when cleaning and changing nozzle tips. In the case where the nozzle tip clogs while spraying, follow the **Pressure Relief Procedure** for turning off the unit and relieving the pressure before removing the nozzle tip to clean.
- Equipment maintains pressure after power is shut off. Do not leave the equipment energized or under pressure while unattended. Follow the **Pressure Relief Procedure** when the equipment is unattended or not in use, and before servicing, cleaning, or removing parts.
- Check hoses and parts for signs of damage. Replace any damaged hoses or parts.
- This system is capable of producing 3300 psi. Use Graco replacement parts or accessories that are rated a minimum of 3300 psi.
- Always engage the trigger lock when not spraying. Verify the trigger lock is functioning properly.
- Verify that all connections are secure before operating the unit.
- Know how to stop the unit and bleed pressure quickly. Be thoroughly familiar with the controls.

**FIRE AND EXPLOSION HAZARD**

Flammable fumes, such as solvent and paint fumes, in **work area** can ignite or explode. Paint or solvent flowing through the equipment can cause static sparking. To help prevent fire and explosion:

- Use equipment only in well ventilated area.
- Do not fill fuel tank while engine is running or hot; shut off engine and let it cool. Fuel is flammable and can ignite or explode if spilled on hot surface.
- Eliminate all ignition sources; such as pilot lights, cigarettes, portable electric lamps, and plastic drop cloths (potential static sparking).
- Ground all equipment in the work area. See **Grounding** instructions.
- Never spray or flush solvent at high pressure.
- Keep work area free of debris, including solvent, rags and gasoline.
- Do not plug or unplug power cords, or turn power or light switches on or off when flammable fumes are present.
- Use only grounded hoses.
- Hold gun firmly to side of grounded pail when triggering into pail. Do not use pail liners unless they are anti-static or conductive.
- **Stop operation immediately** if static sparking occurs or you feel a shock. Do not use equipment until you identify and correct the problem.
- Keep a working fire extinguisher in the work area.
EQUIPMENT MISUSE HAZARD
Misuse can cause death or serious injury.

- Do not operate the unit when fatigued or under the influence of drugs or alcohol.
- Do not exceed the maximum working pressure or temperature rating of the lowest rated system component. See **Technical Data** in all equipment manuals.
- Use fluids and solvents that are compatible with equipment wetted parts. See **Technical Data** in all equipment manuals. Read fluid and solvent manufacturer’s warnings. For complete information about your material, request Safety Data Sheet (SDS) from distributor or retailer.
- Do not leave the work area while equipment is energized or under pressure.
- Turn off all equipment and follow the **Pressure Relief Procedure** when equipment is not in use.
- Check equipment daily. Repair or replace worn or damaged parts immediately with genuine manufacturer’s replacement parts only.
- Do not alter or modify equipment. Alterations or modifications may void agency approvals and create safety hazards.
- Make sure all equipment is rated and approved for the environment in which you are using it.
- Use equipment only for its intended purpose. Call your distributor for information.
- Route hoses and cables away from traffic areas, sharp edges, moving parts, and hot surfaces.
- Do not kink or over bend hoses or use hoses to pull equipment.
- Keep children and animals away from work area.
- Comply with all applicable safety regulations.

PRESSURIZED ALUMINUM PARTS HAZARD
Use of fluids that are incompatible with aluminum in pressurized equipment can cause serious chemical reaction and equipment rupture. Failure to follow this warning can result in death, serious injury, or property damage.

- Do not use 1,1,1-trichloroethane, methylene chloride, other halogenated hydrocarbon solvents or fluids containing such solvents.
- Do not use chlorine bleach.
- Many other fluids may contain chemicals that can react with aluminum. Contact your material supplier for compatibility.

MOVING PARTS HAZARD
Moving parts can pinch, cut, or amputate fingers and other body parts.

- Keep clear of moving parts.
- Do not operate equipment with protective guards or covers removed.
- Pressurized equipment can start without warning. Before checking, moving, or servicing equipment, follow the **Pressure Relief Procedure** and disconnect all power sources.

CARBON MONOXIDE HAZARD
Exhaust contains poisonous carbon monoxide, which is colorless and odorless. Breathing carbon monoxide can cause death.

- Do not operate in an enclosed area.

TOXIC FLUID OR FUMES HAZARD
Toxic fluids or fumes can cause serious injury or death if splashed in the eyes or on skin, inhaled, or swallowed.

- Read SDS to know the specific hazards of the fluids you are using.
- Store hazardous fluid in approved containers, and dispose of it according to applicable guidelines.

BURN HAZARD
Equipment surfaces and fluid that’s heated can become very hot during operation. To avoid severe burns:

- Do not touch hot fluid or equipment.
### WARNING

#### PERSONAL PROTECTIVE EQUIPMENT

Wear appropriate protective equipment when in the work area to help prevent serious injury, including eye injury, hearing loss, inhalation of toxic fumes, and burns. This protective equipment includes but is not limited to:
- Protective eyewear, and hearing protection.
- Respirators, protective clothing, and gloves as recommended by the fluid and solvent manufacturer.

#### CALIFORNIA PROPOSITION 65

- The engine exhaust from this product contains a chemical known to the state of California to cause cancer, birth defects or other reproductive harm.
- This product contains a chemical known to the State of California to cause cancer, birth defects or other reproductive harm. Wash hands after handling.
## Uni-Tip Selection

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Size (in)</th>
<th>Length (cm)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
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<td>2 (5)</td>
<td></td>
<td>✓</td>
</tr>
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<td>69217ST</td>
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<td>69219ST</td>
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<td></td>
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<td>69315ST</td>
<td>6 (15)</td>
<td></td>
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<tr>
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<td>✓</td>
</tr>
<tr>
<td>69629ST</td>
<td>12-14 (30-36)</td>
<td></td>
<td>✓</td>
</tr>
</tbody>
</table>

* Use 100 mesh filter to reduce tip clogs
Grounding Procedure (For Flammable Materials Only)

1. Position striper so that the tires are not on pavement.
2. Striper is shipped with a grounding clamp. Grounding clamp must attach to grounded object. (e.g. metal sign post).

Pressure Relief Procedure

Follow the Pressure Relief Procedure whenever you see this symbol.

1. Perform Grounding Procedure if using flammable materials.
2. Set pump switch OFF. Turn engine OFF.
3. Turn pressure to lowest setting. Trigger gun to relieve pressure.
4. Engage the trigger lock. Turn prime valve down.
5. If you suspect the spray tip or hose is clogged or that pressure has not been fully relieved:
   a. VERY SLOWLY loosen tip guard retaining nut or hose end coupling to relieve pressure gradually.
   b. Loosen nut or coupling completely.
   c. Clear hose or tip obstruction.

This equipment must be grounded to reduce the risk of static sparking. Static sparking can cause fumes to ignite or explode. Grounding provides an escape wire for the electric current.

This equipment stays pressurized until pressure is manually relieved. To help prevent serious injury from pressurized fluid, such as skin injection, splashed fluid and moving parts, follow the Pressure Relief Procedure whenever sprayer is stopped and before sprayer is cleaned or checked, and before equipment is serviced.
Maintenance

DAILY: Check hose for wear and damage.
DAILY: Check gun safety for proper operation.
DAILY: Check pressure drain valve for proper operation.
DAILY: Check and fill the gas tank.
DAILY: Check level of TSL in displacement pump packing nut. Fill nut, if necessary. Keep TSL in nut to help prevent fluid buildup on piston rod and premature wear of packings and pump corrosion.

Engine Maintenance Schedule

FIRST 5 HOURS: Change oil. See engine manual.
EVERY 8 HOURS OR DAILY:
  • Check engine oil level.
  • Clean area around muffler and controls.
  • Clean air intake grille.
EVERY 25 HOURS OR ANNUALLY:
  • Clean air filter.
  • Clean pre-cleaner.
EVERY 50 HOURS OR ANNUALLY:
  • Change engine oil.
  • Service exhaust system.
EVERY 100 HOURS: Change gear reduction oil (if equipped)

ANNUALLY:
  • Replace spark plug.
  • Replace air filter.
  • Replace pre-cleaner.
  • Service fuel system.
  • Service cooling system.
  • Check valve clearance.

SPARK PLUG: Use only Briggs & Stratton 491055S or Champion RC12YC spark plug. Gap plug to 0.030 in. (0.762mm). Use spark plug wrench when installing and removing plug.

Front Wheel Alignment:

Align front wheel as follows:
1. Loosen cap screw (90).
2. Position front wheel left or right, as necessary, to straighten alignment.
3. Tighten cap screw. Push striker and let striker roll with hands off of striker.

NOTE: If striker rolls straight or veers right or left, repeat steps 1 and 2 until striker rolls straight.
Operation

Setup

1. Ground striper with grounding clamp.

2. Fill throat packing nut with TSO.

3. Check engine oil level. See Briggs & Stratton engine manual.

4. Fill fuel tank. See Briggs & Stratton engine manual. Check that tires are inflated to recommended pressure.

The equipment must be grounded to reduce the risk of static sparking. Static sparking can cause fumes to ignite or explode. Grounding provides an escape wire for the electric current.
Startup

1. Perform Pressure Relief Procedure. See Grounding Procedure (For Flammable Materials Only), page 8.

2. Place siphon tube set in grounded metal pail partially filled with flushing fluid. Attach ground wire to pail and to true earth ground. Use water to flush water-base paint and mineral spirits to flush oil-base paint and storage oil.

3. Turn prime valve down.

4. Turn pressure control counterclockwise to lowest pressure.

5. Set pump switch to OFF.

   a. Move fuel valve to open.
   b. Move choke to closed.
c. Set throttle to fast.

d. Pull starter cord.

e. After engine starts, move choke to open.

f. Set throttle to slow.

7. Set pump switch to ON. Increase pressure enough to start pump. Allow fluid to circulate for 15 seconds.

8. Turn pressure down, close prime valve. Disengage gun trigger lock.

9. Hold gun against grounded metal flushing pail. Trigger gun and increase fluid pressure slowly until pump runs smoothly.

**NOTICE**

Do not run pump without fluid flow. Damage to packings can occur.
Inspect fittings for leaks. Do not stop leaks with your hand or a rag! If leaks occur, turn striper OFF immediately. Perform **Grounding Procedure (For Flammable Materials Only)**, page 8. Tighten leaky fittings. Repeat **Startup**, steps 1 - 7. If no leaks, continue to trigger gun until system is thoroughly flushed. Proceed to step 8.

10. Place siphon tube in paint pail.

11. Trigger gun again into flushing fluid pail until paint appears. Assemble Uni-Tip and Uni-Tip Guard.

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**Uni-Tip and Guard Assembly**

To avoid serious injury from skin injection do not put your hand in front of the spray tip when installing or removing the spray tip and tip guard.

To prevent spray tip leaks, make certain spray tip and tip guard are installed properly.

1. Perform **Pressure Relief Procedure**, page 8.


Gun Placement

Install Gun

1. Insert gun into gun holder with hose guard pressed against the holder assembly bracket. Tighten gun into clamp.

Position Gun

2. Position gun up/down and forward/reverse.

3. Position gun left/right.

a. Right-side gun position: Place gun and related hardware on right-hand side.
b. **Left-side gun position:** Place gun and related hardware on left-hand side.

4. For **Curb Position**, place gun at 45° angle.

5. For **Gun Arc Spray Position**, place gun at rear of stripper. Rear position improves arc quality.

**NOTE:** Verify that the gun can still be triggered and that the trigger lock can still be engaged after installation. Make adjustments if necessary.
Paint Stripe Width

1. Adjust gun up or down to change paint stripe width.

2. Trigger gun and spray test pattern. Slowly adjust pressure to eliminate heavy edges. Use smaller tip size if pressure adjustment can not eliminate heavy edges.

Spray Test Stripe

1. Disengage trigger lock.

2. Engage gun trigger lock, return Uni-Tip to original position, disengage gun trigger lock and continue spraying.

Clearing Tip Clogs


2. Engage gun trigger lock, return Uni-Tip to original position, disengage gun trigger lock and continue spraying.
1. Perform Pressure Relief Procedure. See Pressure Relief Procedure, page 8.

2. Remove Uni-Tip Guard and Uni-Tip.


5. Remove siphon tube set from paint and place in flushing fluid. Use water or pump conditioner for water-base paint and mineral spirits for oil-base paint.

6. Turn engine ON and start engine. Set pump switch ON.
7. Close prime valve.

8. Hold gun against paint pail. Disengage gun trigger lock.

9. Gradually turn pressure control up until motor begins to drive pump. Trigger gun until flushing fluid appears.

10. Move gun to flushing pail, hold gun against pail, trigger gun to thoroughly flush system. Release trigger and engage trigger lock.

11. Open prime valve and allow flushing fluid to circulate for 20 seconds to clean drain tube.
12. Raise siphon tube above flushing fluid and run striper for 15 to 30 seconds to drain fluid.

13. Turn pump switch OFF. Turn engine OFF.


15. Install filter into filter bowl. Make sure plastic center tube is tightened securely.


17. Wipe striper, hose and gun with a rag soaked in water or mineral spirits.

**NOTICE**

Do not run pump without fluid flow. Damage to packings can occur.

If flushing with water, do not leave water in sprayer for extended periods. Flush again with pump conditioner and leave protective coating in the sprayer to prevent freezing or corrosion and to increase sprayer life.
Flushing Recommendations

<table>
<thead>
<tr>
<th>If you are going to:</th>
<th>Flush with:</th>
<th>Prime with:</th>
<th>Clean with:</th>
<th>Store with:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spray with new sprayer or sprayer that has been stored</td>
<td>Compatible solvent such as water or mineral spirits</td>
<td>Compatible paint, such as water-base or oil-base</td>
<td>Compatible solvent such as water or mineral spirits</td>
<td>Mineral spirits</td>
</tr>
<tr>
<td>Spray water-base paint</td>
<td>Warm, soapy water, then clean water</td>
<td>Water-base paint</td>
<td>Warm, soapy water, then clean water</td>
<td>Mineral spirits</td>
</tr>
<tr>
<td>Spray oil-base paint</td>
<td>Mineral spirits</td>
<td>Oil-base paint</td>
<td>Mineral spirits</td>
<td>Mineral spirits</td>
</tr>
<tr>
<td>Change water-base to oil-base paint</td>
<td>Warm, soapy water, then clean water</td>
<td>Mineral spirits</td>
<td>Mineral spirits</td>
<td>Mineral spirits</td>
</tr>
<tr>
<td>Change oil-base to water-base paint</td>
<td>Mineral spirits, soapy water, then clean water</td>
<td>Water-base paint</td>
<td>Warm, soapy water, then clean water</td>
<td>Mineral spirits</td>
</tr>
<tr>
<td>Change colors, same base</td>
<td>Compatible solvent such as water or mineral spirits</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Troubleshooting

<table>
<thead>
<tr>
<th>Problem</th>
<th>Cause</th>
<th>Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine won’t start</td>
<td>Engine is out of gas</td>
<td>Refill gas tank. Briggs &amp; Stratton Owner’s Manual.</td>
</tr>
<tr>
<td></td>
<td>Engine oil level is low</td>
<td>Check oil level. Replenish oil, if necessary. Briggs &amp; Stratton Owner’s Manual.</td>
</tr>
<tr>
<td></td>
<td>Spark plug is disconnected or damaged</td>
<td>Connect spark plug cable or replace spark plug.</td>
</tr>
<tr>
<td></td>
<td>Cold engine</td>
<td>Use choke</td>
</tr>
<tr>
<td></td>
<td>Fuel shutoff / Engine kill switch is OFF</td>
<td>Move lever to ON position.</td>
</tr>
<tr>
<td></td>
<td>Oil is seeping into combustion chamber</td>
<td>Remove spark plug. Pull starter 3 to 4 times. Clean or replace spark plug. Start engine. Keep sprayer upright to avoid oil seepage</td>
</tr>
<tr>
<td>Engine operates, but displacement pump does not operate</td>
<td>Pump switch is OFF</td>
<td>Turn pump switch ON</td>
</tr>
<tr>
<td></td>
<td>Pressure setting too low</td>
<td>Turn pressure adjusting knob clockwise to increase pressure</td>
</tr>
<tr>
<td></td>
<td>Fluid filter is dirty</td>
<td>Clean filter</td>
</tr>
<tr>
<td></td>
<td>Tip or tip filter is clogged</td>
<td>Clean tip or tip filter (see gun manual)</td>
</tr>
<tr>
<td></td>
<td>Displacement pump piston rod is stuck due to dried paint</td>
<td>Repair pump (see pump manual)</td>
</tr>
<tr>
<td></td>
<td>Connecting rod is worn or damaged</td>
<td>See parts manual</td>
</tr>
<tr>
<td></td>
<td>Drive housing is worn or damaged</td>
<td>See parts manual</td>
</tr>
<tr>
<td></td>
<td>Electrical power is not energizing clutch field</td>
<td>See parts manual Reference pressure control repair. Page 31. Reference wiring diagram. Page 40. With pump switch ON and pressure turned to MAXIMUM, use a test light to check for power between clutch test points on control board. Remove clutch wires from control board and measure resistance across clutch coil. At 70°F, the resistance must be between 1.2+0.2 ohms; if not, replace pinion housing Have pressure control checked by authorized dealer</td>
</tr>
<tr>
<td></td>
<td>Clutch is worn, damaged, or incorrectly positioned</td>
<td>Adjust or replace clutch. Page 26.</td>
</tr>
<tr>
<td></td>
<td>Pinion assembly is worn or damaged</td>
<td>Repair or replace pinion assembly. Page 26.</td>
</tr>
<tr>
<td><strong>Problem</strong></td>
<td><strong>Cause</strong></td>
<td><strong>Solution</strong></td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>-----------------------------------------------------</td>
<td>------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Pump output is low</td>
<td>Strainer is clogged</td>
<td>Clean strainer. See pump manual.</td>
</tr>
<tr>
<td></td>
<td>Piston ball is not seating</td>
<td>Service piston ball. See pump manual.</td>
</tr>
<tr>
<td></td>
<td>Piston packings are worn or damaged</td>
<td>Replace packings. See pump manual.</td>
</tr>
<tr>
<td></td>
<td>O-ring in pump is worn or damaged</td>
<td>Replace o-ring. See pump manual.</td>
</tr>
<tr>
<td></td>
<td>Intake valve ball is not seating properly</td>
<td>Clean intake valve. See pump manual. See operations manual.</td>
</tr>
<tr>
<td></td>
<td>Intake valve ball is packed with material</td>
<td>Clean intake valve. See operations manual.</td>
</tr>
<tr>
<td></td>
<td>Engine speed is too low</td>
<td>Increase pressure. See operations manual.</td>
</tr>
<tr>
<td></td>
<td>Clutch is worn or damaged</td>
<td>Adjust or replace clutch. Page 26.</td>
</tr>
<tr>
<td></td>
<td>Pressure setting is too low</td>
<td>Increase pressure. See operations manual.</td>
</tr>
<tr>
<td></td>
<td>Fluid filter, tip filter or tip is clogged or dirty</td>
<td>Clean filter. See operations manual.</td>
</tr>
<tr>
<td></td>
<td>Large pressure drop in hose with heavy materials</td>
<td>Use larger diameter hose and/or reduce overall length of hose. Use of more than 100 ft. of 1/4 in. hose significantly reduces performance of sprayer. Use 3/8 in. hose for optimum performance (50 ft. minimum)</td>
</tr>
<tr>
<td>Excessive paint leakage into throat packing nut</td>
<td>Throat packing nut is loose</td>
<td>Remove throat packing nut spacer. Tighten throat packing nut just enough to stop leakage.</td>
</tr>
<tr>
<td></td>
<td>Throat packings are worn</td>
<td>Replace packings. See pump manual.</td>
</tr>
<tr>
<td></td>
<td>Displacement rod is worn or damaged</td>
<td>Replace rod. See pump manual.</td>
</tr>
<tr>
<td>Fluid is spitting from gun</td>
<td>Air in pump or hose</td>
<td>Check and tighten all fluid connections. Re-prime pump. See operations manual.</td>
</tr>
<tr>
<td></td>
<td>Tip is partially clogged</td>
<td>Clear tip. See gun manual.</td>
</tr>
<tr>
<td></td>
<td>Fluid supply is low or empty</td>
<td>Refill fluid supply. Prime pump. See operations manual. Check fluid supply often to prevent running pump dry.</td>
</tr>
<tr>
<td>Pump is difficult to prime</td>
<td>Air in pump or hose</td>
<td>Check and tighten all fluid connections. Reduce engine speed and cycle pump as slowly as possible during priming.</td>
</tr>
<tr>
<td></td>
<td>Intake valve is leaking</td>
<td>Clean intake valve. Be sure ball seat is not nicked or worn and that ball seats well. Reassemble valve.</td>
</tr>
<tr>
<td></td>
<td>Pump packings are worn</td>
<td>Replace pump packings. See pump manual.</td>
</tr>
<tr>
<td></td>
<td>Paint is too thick</td>
<td>Thin the paint according to the supplier’s recommendations.</td>
</tr>
<tr>
<td></td>
<td>Engine speed is too high</td>
<td>Decrease throttle setting before priming pump. See operations manual.</td>
</tr>
<tr>
<td>Clutch squeaks each time clutch engages</td>
<td>Clutch surfaces are not matched to each other when new and may cause noise</td>
<td>Clutch surfaces need to wear into each other. Noise will dissipate after a day of run time.</td>
</tr>
<tr>
<td>High engine speed at no load</td>
<td>Mis-adjusted throttle setting</td>
<td>Reset maximum throttle to 3400 engine rpm at no load.</td>
</tr>
<tr>
<td></td>
<td>Worn engine governor</td>
<td>Replace or service engine governor.</td>
</tr>
<tr>
<td>Sawtooth edges in line</td>
<td>Vibration being transferred to gun</td>
<td>Adjust throttle control.</td>
</tr>
</tbody>
</table>
Displacement Pump

Removal

1. Perform **Pressure Relief Procedure**, page 8.
2. Stop pump with piston rod (201) in its lowest position.
3. Loosen two screws (32) and remove pump rod cover (107).

4. Remove hose (118) and suction hose (57). Use screwdriver; push retaining spring up; push out pin (31).

5. Loosen jam nut by hitting firmly with a hammer. Unscrew pump.

Repair

See manual 3A4347 for pump repair instructions.
Installation

If pin works loose, parts could break off due to force of pumping action. Parts could project through the air and result in serious injury or property damage. Make sure pin and retaining spring are properly installed.

**NOTICE**
If the pump jam nut loosens during operation, the threads of the bearing housing and drive train will be damaged. Tighten jam nut as specified.

1. Pull piston rod out distance shown. Screw in pump until holes in connecting rod and piston rod align.

2. Push pin (31) into hole. Push retaining ring spring into groove all the way around connecting rod.

3. Screw jam nut down onto pump until nut stops. Screw pump up into drive housing until top threads of pump are flush with drive housing face. Back off pump and jam nut to align pump outlet to side. Tighten jam nut by hand, then tap 1/8 to 1/4 turn with a 20 oz (maximum) hammer to approximately 75 ±5 ft-lb (102 N·m). Connect hose (118) suction hose (57).

4. Fill packing nut with TSO until fluid flows onto the top of seal. Install pump rod cover (107).
Drive Housing and Connecting Rod

Removal

1. Perform **Pressure Relief Procedure**, page 8.
2. Remove screws (32) and front cover (52).
4. Remove four screws (34) from drive housing (43).

**NOTICE**
Thrust washers may stick to grease inside of drive housing. Do not lose or misplace.

5. Pull connecting rod (29) and lightly tap lower rear of drive housing (43) with plastic mallet to loosen from pinion housing (44). Pull drive housing and connecting rod assembly off pinion housing.

6. Inspect crank (47) and connecting rod (29) for excessive wear and replace parts as needed.

Installation

1. Evenly lubricate inside of bronze bearing (C) in drive housing (43) with high-quality motor oil. Liberally pack top roller bearing (E), lower bearing (D) inside connecting rod (29) with bearing grease.
2. Assemble connecting rod (29) to drive housing (43). Rotate connecting rod to lowest position.
3. Apply grease to washers 46, 49 and 48. Install in order shown.
4. Lubricate gears with 0.26 pint of 110293 grease (supplied with drive housing). Pack grease evenly around gears.
5. Clean mating surfaces of pinion and drive housings.
6. Align connecting rod with crank (47) and carefully align locating pins in drive housing (43) with holes in pinion housing (44). Push drive housing onto pinion housing or tap into place with plastic mallet.

**NOTICE**
DO NOT use drive housing screws (34) to align or seat bearing housing with drive housing. Align these parts with locating pins to avoid premature bearing wear.

7. Install screws (34) in drive housing. Torque evenly to note 3 value in Fig. 1.
9. Install front cover (52) with two screws (32).
Pinion Assembly/Clutch Armature/Clamp

Pinion Assembly/Clutch Armature Removal

Pinion Assembly

If pinion assembly (44) is not removed from clutch housing (45), do 1. through 3. Otherwise, start at 4.

1. Remove drive housing, page 25.
2. Disconnect clutch (+) and clutch (-) connectors from wire harness located under sprayer cart.
3. Remove four screws (34) and pinion assembly (44).

4. Place pinion assembly (44) on bench with rotor side up.

5. Remove four screws (42) and lock washers (35). Install two screws in threaded holes (E) in rotor. Alternately tighten screws until rotor comes off.

6. Remove retaining ring (44d).

7. Turn pinion assembly over and tap pinion shaft (44c) out with plastic mallet.
**Clutch Armature**

8. Use an impact wrench or wedge something between clutch armature (39) and clutch housing to hold engine shaft during removal.
9. Remove four screws (36) and lock washers (35).
10. Remove armature (39).

**Pinion Assembly**

1. Check o-ring (44e) and replace if missing or damaged.
2. Tap pinion shaft (44c) in with plastic mallet.
3. Install retaining ring (44d) with beveled side facing up.
4. Place pinion assembly on bench with rotor side up.
5. Apply blue thread locker to screws. Install four screws (42) and lock washers (35). Alternately torque screws to 125 in-lb until rotor is secure. Use threaded holes to hold rotor.
6. Install pinion assembly (44) with four screws (34) and washers (35).
7. Connect clutch cable connectors to inside of pressure control.

**Installation**

**Clutch Armature**

1. Lay two stacks of two dimes on smooth bench surface.
2. Lay armature (39) on two stacks of dimes.
3. Press center of hub (40) down to bench surface.
4. Install armature (39) on engine drive shaft.
5. Install four screws (36) and lock washers (35) with torque of 125 in-lb.
Clamp Removal

2. Drain gasoline from tank according to Briggs & Stratton manual.
3. Tip engine on side so gas tank is down and air cleaner is up.
4. Loosen two screws (36) on clamp (38).
5. Push screwdriver into slot in clamp (38) and remove clamp.

Clamp Installation

1. Install engine shaft key (37).
2. Tap clamp (38) onto engine shaft (A). Maintain dimension shown note 2. Chamfer must face engine.
3. Check dimension: Place rigid, straight steel bar (B) across face of clutch housing (45). Use accurate measuring device to measure distance between bar and face of clamp. Adjust clamp as necessary. Torque two screws (36) to 125 ±10 in-lb (14 ±1.1 N•m).

- Face of clutch housing
  - 1.550 ± .010 in.
  - (39.37 ± .25 mm)
  - Torque to 125 ± 10 in-lb (14 ± 1.1 N•m)
  - Chamfer this side
Clutch Housing

Removal
2. Remove four screws (51) and lock washers (50) that hold clutch housing (45) to engine.
3. Remove screw (145) from under mounting plate.
4. Pull off clutch housing (45).

Installation
1. Push on clutch housing (45).
2. Install four cap screws (51) and lock washers (50) and secure clutch housing (45) to engine. Torque to 200 in-lb (22.6 N•m).
3. Install screw (145) from beneath mounting plate. Torque to 26 ft-lb (35.2 N•m).
Engine

Removal

NOTE: All service to the engine must be performed by a Briggs & Stratton authorized service dealer.

1. Disconnect all necessary wiring.
2. Remove two lock nuts (111) and screws (110) from base engine, and screw (145) from clutch housing (45)
3. Lift engine carefully and place on work bench.

Installation

1. Lift engine carefully and place on cart.
2. Install two screws (110) in base of engine and secure with lock nuts (111). Torque to 20 ft-lb (27.12 N•m),
3. Connect all necessary wiring.
**Pressure Control Transducer**

**Removal**
1. Remove two screws (108) and open cover (62a).
2. Disconnect transducer (155) cable from control board (62e).
3. Pull transducer connector through strain relief bushing (151).
4. Remove transducer and o-ring (99) from filter housing (67).

**Installation**
1. Install o-ring (99) and transducer (155) in filter housing (67). Torque to 35 - 45 ft-lb.
2. Install transducer connector and strain relief bushing in control housing.
3. Connect cable (155) to control board (62e).
4. Close cover (62a) and secure with two screws (108).
**Pressure Control (On/Off Switch)**

**Removal**

1. Remove two screws (108) and open cover (62a).
2. Disconnect ON/OFF switch connector from pressure control board.
3. Press in on two retaining tabs on each side of ON/OFF switch (62d) and remove switch from cover.

**Installation**

1. Install new ON/OFF switch (62d) so tabs of switch snap into place on inside of cover.
2. Connect ON/OFF switch connector (B) to pressure control board.
3. Close cover (62a) and secure with two screws (108).
Pressure Adjust Potentiometer

Removal
1. Remove two screws (108) and open cover (62a).
2. Disconnect potentiometer (62b) cable from control board (62e).
3. Loosen set screws on potentiometer knob (62c) and remove knob, shaft nut, lock washer and potentiometer (62b).
4. Remove spacer (62g) from potentiometer.

Installation
1. Install spacer (62g) on potentiometer (62b).
2. Install potentiometer, shaft nut, lock washer and potentiometer knob (62c).
   a. Turn potentiometer shaft clockwise to internal stop. Assemble potentiometer knob (62c) to touch pin on cover (62a).
   b. After adjustment of step a., tighten both set screws in knob 1/4 to 3/8 turn after contact with shaft.
3. Connect potentiometer (62b) cable to control board (62e).
4. Close cover (62a) and secure with two screws (108).

Control Board

Removal
1. Remove two screws (108) and open cover (62a).
2. Disconnect engine and ground wires from wire harness (66).
3. Disconnect at control board (62e):
   • Cable from potentiometer (62b)
   • Cable from transducer (155)
   • Cable from ON/OFF switch (62d)
   • Clutch wires
4. Remove four screws (62f) and control board (62e).

Installation
1. Install control board (62e) with four screws (62f).
2. Connect at control board (62e):
   • Clutch wires
   • Cable from ON/OFF switch (62d)
   • Cable from transducer (155)
   • Cable from potentiometer (62b)
3. Connect engine and ground wires.
4. Close cover (62a) and secure with two screws (108).
### Parts List - 25M231

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Part Description</th>
<th>Qty</th>
</tr>
</thead>
</table>

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<tr>
<th>Ref.</th>
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<th>Part Description</th>
<th>Qty</th>
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1. Replacement Danger and Warning labels, tags, and cards are available at no cost.

---

3A4619EOperation, Repair, Parts
## Parts List - 25M231

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Part</th>
<th>Description</th>
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<td>108803</td>
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* Replacement Danger and Warning labels, tags, and cards are available at no cost.

† Included in Suction Hose Kit 17P807

* Included in Clutch Replacement Kit 241109
Parts Drawing and List - Pinion Housing

Ref No. 44: Pinion Housing

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Part</th>
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<td>44c*</td>
<td>287485</td>
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<td>44d*</td>
<td>113094</td>
<td>RETAINING RING, large</td>
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<tr>
<td>44e*</td>
<td>165295</td>
<td>O-RING, packing</td>
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* May be ordered separately
### Gun Arm Parts

**Ref** | **Part** | **Description** | **Qty**
--- | --- | --- | ---
17 | 25M223 | GUN, SureStripe | 1
20* | 287570 | HOLDER, gun | 1
20a* | 15F750 | HOLDER, gun, knob | 1
20b* | 15F214 | LEVER, actuator | 1
20c* | 15F209 | STUD, pull trigger | 1
20d* | 24Y991 | KIT, pivot | 1
20e* | 17H673 | STUD, cable | 1
20f* | 102040 | NUT, lock | 1
20g* | 24Y991 | KIT, pivot | 1
21 | 248200 | GUARD, Uni-Tip | 1
23 | 287566 | KIT, clamp | 1
24* | 17J145 | ARM, holder, gun | 1

- **Ref** | **Part** | **Description** | **Qty**
--- | --- | --- | ---
25* | 15F213 | BRACKET, cable | 1
59 | 15E992 | CABLE, gun | 1
70* | 126111 | RETAINER, CirClip, external, 8mm | 1
72 | 224052 | BRACKET, support gun | 1
73* | 113428 | SCREW, cap, socket, flthd | 2
77 | 188135 | GUIDE, cable | 1
156 | 69319ST | TIP, spray, striping | 1
157 | 69317ST | TIP, spray, striping | 1
157 | *17H720 | STRAP, tie | 3

* Included in Gun Holder Repair Kit 25A528
Pressure Control/Filter Assembly
## Parts List - Pressure Control/Filter Assembly

<table>
<thead>
<tr>
<th>Ref</th>
<th>Part</th>
<th>Description</th>
<th>Qty</th>
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<td>15F782</td>
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<td>1</td>
<td>99*</td>
<td>111457</td>
<td>O-RING</td>
<td>1</td>
</tr>
</tbody>
</table>

* Included in Filter Repair Kit 17P809
## Technical Data

### Sure Stripe 3350 (Model 25M231)

<table>
<thead>
<tr>
<th></th>
<th>US</th>
<th>Metric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Briggs &amp; Stratton Vanguard™ Model 130000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SAE J1995 @ 3600 rpm</td>
<td>5.5 Horsepower</td>
<td></td>
</tr>
<tr>
<td>Maximum working pressure</td>
<td>3300 psi</td>
<td>22.8 MPa, 228 bar</td>
</tr>
<tr>
<td>Maximum delivery</td>
<td>0.75 gpm</td>
<td>2.84 lpm</td>
</tr>
<tr>
<td>Maximum tip size</td>
<td>1 gun with 0.027 in. tip</td>
<td></td>
</tr>
<tr>
<td>Inlet paint strainer</td>
<td>12 mesh (893 micron) stainless steel screen, reusable</td>
<td></td>
</tr>
<tr>
<td>Outlet paint strainer</td>
<td>60 mesh (250 micron) stainless steel screen, reusable</td>
<td></td>
</tr>
<tr>
<td>Pump inlet size</td>
<td>1.0 in. diameter</td>
<td></td>
</tr>
<tr>
<td>Fluid outlet size</td>
<td>0.25 in. diameter</td>
<td></td>
</tr>
<tr>
<td>Vibration, per ISO 5349</td>
<td>Left hand 7.68 m/s²</td>
<td>Right hand 7.75 m/s²</td>
</tr>
<tr>
<td>Sound power, per ISO 3741</td>
<td>90.4 dBA</td>
<td></td>
</tr>
<tr>
<td>Wetted parts</td>
<td>stainless steel, PTFE, leather, nylon, zinc-plated and nickel-plated carbon steel, tungsten carbide, chrome plating, UHMWPE, acetal, polyethylene,</td>
<td></td>
</tr>
</tbody>
</table>

### Dimensions (25M231)

<table>
<thead>
<tr>
<th></th>
<th>US</th>
<th>Metric</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weight (dry, without packaging)</td>
<td>165.0 lb.</td>
<td>74.8 kg</td>
</tr>
<tr>
<td>Height Handles Down</td>
<td>39.4 in.</td>
<td>100.0 cm</td>
</tr>
<tr>
<td>Height Handles Up</td>
<td>41.3 in.</td>
<td>104.8 in.</td>
</tr>
<tr>
<td>Length Handles Down</td>
<td>63.3 in.</td>
<td>160.7 cm</td>
</tr>
<tr>
<td>Length Handles Up</td>
<td>65.0 in.</td>
<td>165.1 cm</td>
</tr>
<tr>
<td>Width</td>
<td>35.8 in.</td>
<td>90.8 cm</td>
</tr>
</tbody>
</table>

### Gun

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Working Pressure</td>
<td>5000 psi</td>
<td>345, 3.45 (bar, MPa)</td>
</tr>
<tr>
<td>Weight (with tip and guard)</td>
<td>18 oz.</td>
<td>510 g</td>
</tr>
<tr>
<td>Inlet</td>
<td>1/4 npsm male</td>
<td></td>
</tr>
<tr>
<td>Maximum material temperature</td>
<td>120°F</td>
<td>50°C</td>
</tr>
</tbody>
</table>
Airlessco Standard Warranty

Airlessco warrants all equipment referenced in this document which is manufactured by Airlessco and bearing its name to be free from defects in material and workmanship on the date of sale to the original purchaser for use. With the exception of any special, extended, or limited warranty published by Airlessco, Airlessco will, for a period of twelve months from the date of sale, repair or replace any part of the equipment determined by Airlessco to be defective. This warranty applies only when the equipment is installed, operated and maintained in accordance with Airlessco’s written recommendations.

This warranty does not cover, and Airlessco shall not be liable for general wear and tear, or any malfunction, damage or wear caused by faulty installation, misapplication, abrasion, corrosion, inadequate or improper maintenance, negligence, accident, tampering, or substitution of non-Airlessco component parts. Nor shall Airlessco be liable for malfunction, damage or wear caused by the incompatibility of Airlessco equipment with structures, accessories, equipment or materials not supplied by Airlessco, or the improper design, manufacture, installation, operation or maintenance of structures, accessories, equipment or materials not supplied by Airlessco.

This warranty is conditioned upon the prepaid return of the equipment claimed to be defective to an authorized Airlessco distributor for verification of the claimed defect. If the claimed defect is verified, Airlessco will repair or replace free of charge any defective parts. The equipment will be returned to the original purchaser transportation prepaid. If inspection of the equipment does not disclose any defect in material or workmanship, repairs will be made at a reasonable charge, which charges may include the costs of parts, labor, and transportation.

THIS WARRANTY IS EXCLUSIVE, AND IS IN LIEU OF ANY OTHER WARRANTIES, EXPRESS OR IMPLIED, INCLUDING BUT NOT LIMITED TO WARRANTY OF MERCHANTABILITY OR WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE.

Airlessco’s sole obligation and buyer’s sole remedy for any breach of warranty shall be as set forth above. The buyer agrees that no other remedy (including, but not limited to, incidental or consequential damages for lost profits, lost sales, injury to person or property, or any other incidental or consequential loss) shall be available. Any action for breach of warranty must be brought within two (2) years of the date of sale.

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For patent information, see www.graco.com/patents.