

Repair and Parts

ASM™ Zip-Spray™

3400G Airless Gas Sprayer

311207C

-For the application of architectural paints and coatings-

Model 249616

3000 psi (20.7 MPa, 207 bar) Maximum Working Pressure



Important Safety Instructions

Read all warnings and instructions in this manual.
Save these instructions.



**Related
Manuals**



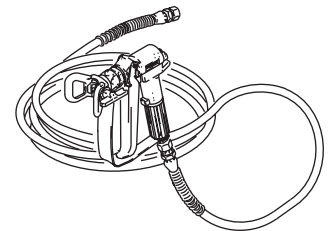
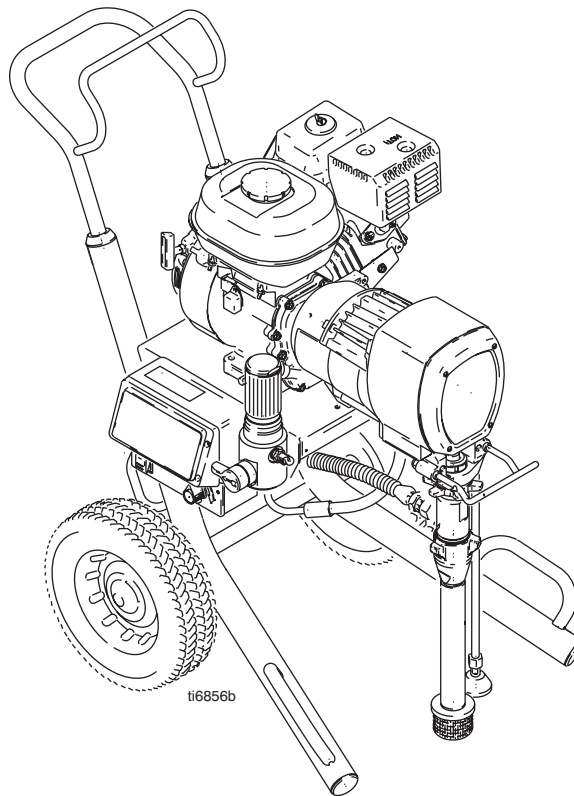
**Operation
311206**



**Pump
311061**






**Gun
309971**



CE

Warnings

The following are general warnings related to the setup, use, grounding, maintenance and repair of this equipment. Additional more specific warnings may be found throughout the body of this manual where applicable. Symbols appearing in the body of the manual refer to these general warnings. When these symbols appear throughout the manual, refer back to these pages for a description of the specific hazard.

 WARNING	
	<p>FIRE AND EXPLOSION HAZARD</p> <p>Flammable fumes, such as solvent and paint fumes, in work area can ignite or explode. To help prevent fire and explosion:</p> <ul style="list-style-type: none"> • 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 arc). • 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. • Ground equipment and conductive objects in work area. See Grounding instructions. • Use only grounded hoses. • Hold gun firmly to side of grounded pail when triggering into pail. • If there is static sparking or you feel a shock, stop operation immediately. Do not use equipment until you identify and correct the problem. • When flammable liquid is used in or near sprayer or for flushing or cleaning, keep sprayer at least 20 ft (6 m) away from explosive vapors. • Keep a fire extinguisher in the work area.
	<p>SKIN INJECTION HAZARD</p> <p>High-pressure fluid from gun, hose leaks, or ruptured components will pierce skin. This may look like just a cut, but it is a serious injury that can result in amputation. Get immediate surgical treatment.</p> <ul style="list-style-type: none"> • Do not point gun at anyone or at any part of the body. • Do not put your hand over the spray tip. • Do not stop or deflect leaks with your hand, body, glove, or rag. • Do not spray without tip guard and trigger guard installed. • Engage trigger lock when not spraying. • Follow Pressure Relief Procedure in this manual, when you stop spraying and before cleaning, checking, or servicing equipment.







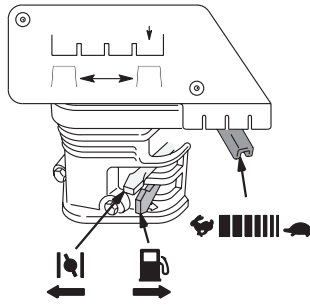
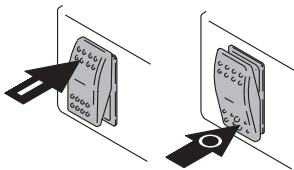
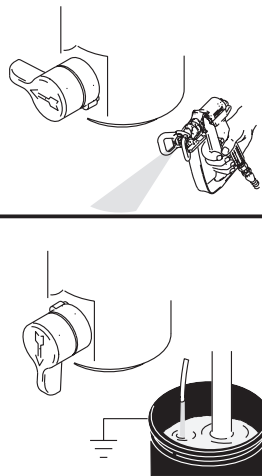
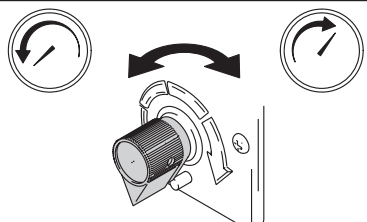
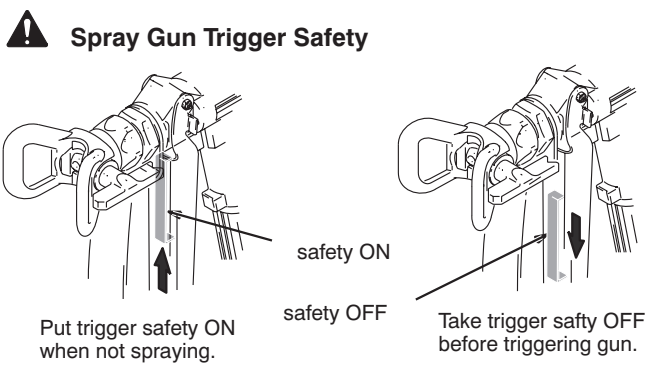
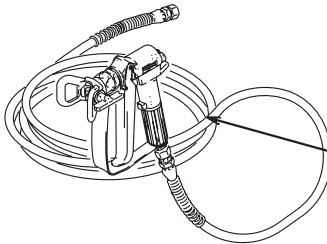
 WARNING	
	<p>EQUIPMENT MISUSE HAZARD</p> <p>Misuse can cause death or serious injury.</p> <ul style="list-style-type: none"> • Do not exceed the maximum working pressure or temperature rating of the lowest rated system component. See Technical Data in all equipment manuals. • Use fluids and solvents 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 MSDS from distributor or retailer. • Check equipment daily. Repair or replace worn or damaged parts immediately with genuine ASM replacement parts only. • Do not alter or modify equipment. • For professional use only. • Use equipment only for its intended purpose. Call your ASM 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. • Do not operate the unit when fatigued or under the influence of drugs or alcohol. • Comply with all applicable safety regulations.
	<p>PRESSURIZED ALUMINUM PARTS HAZARD</p> <p>Do not use 1,1,1-trichloroethane, methylene chloride, other halogenated hydrocarbon solvents or fluids containing such solvents in pressurized aluminum equipment. Such use can cause serious chemical reaction and equipment rupture, and result in death, serious injury, and property damage.</p>
	<p>CARBON MONOXIDE HAZARD</p> <p>Exhaust contains poisonous carbon monoxide, which is colorless and odorless. Breathing carbon monoxide can cause death. Do not operate in an enclosed area.</p>
	<p>PERSONAL PROTECTIVE EQUIPMENT</p> <p>You must wear appropriate protective equipment when operating, servicing, or when in the operating area of the equipment to help protect you from serious injury, including eye injury, inhalation of toxic fumes, burns, and hearing loss. This equipment includes but is not limited to:</p> <ul style="list-style-type: none"> • Protective eyewear • Clothing and respirator as recommended by the fluid and solvent manufacturer • Gloves • Hearing protection

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Controls

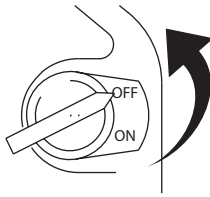
CONTROLS	
Engine On/Off Switch 	Engine Controls 
Pump On/Off Switch 	Drain Valve 
Pressure Control 	Spray Gun Trigger Safety 
	

Maintenance

Pressure Relief Procedure



1. Lock gun trigger safety.
2. Turn engine ON/OFF switch to OFF.



TI5827B

FIG. 1

3. Move pump switch to OFF and turn pressure control knob fully counterclockwise.
4. Unlock trigger safety. Hold metal part of gun firmly to side of grounded metal pail, and trigger gun to relieve pressure.
5. Lock gun trigger safety.
6. Open pressure drain valve. Leave valve open until ready to spray again.

If you suspect that the spray tip or hose is completely clogged, or that pressure has not been fully relieved after following the steps above, VERY SLOWLY loosen tip guard retaining nut or hose end coupling to relieve pressure gradually, then loosen completely. Then clear tip or hose.

CAUTION

For detailed engine maintenance and specifications, refer to separate Honda engines Owner's Manual, supplied.

DAILY: Check engine oil level and fill as necessary.

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 gas tank.

DAILY: Remove air filter cover and clean element. Replace element, if necessary. If operating in an unusually dusty environment, check filter daily and replace when necessary.

AFTER THE FIRST 20 HOURS OF OPERATION:

Drain engine oil and refill with clean oil. Reference Honda Engines Owner's Manual for correct oil viscosity.

AFTER EVERY 25 HOURS OF OPERATION:

- Change engine oil using SAE30 or 10W-30 detergent oil.
- Inspect pump's inlet ball checks for nicks, scratches, or damage which would prevent a good seal. Replace if worn.
- Inspect pump rod and pump sleeve for excessive wear. Replace if needed.

SPARK PLUG: Use only BPR6ES (NGK) or W20EPR-U (NIPPONDENSO) plug. Gap plug to 0.028 to 0.031 in. (0.7 to 0.8 mm). Use spark plug wrench when installing and removing plug.

Troubleshooting

Relieve pressure; page 6.



PROBLEM	CAUSE	SOLUTION
Engine won't start	Engine switch is OFF	Turn engine switch ON
	Engine is out of gas	Refill gas tank
	Engine oil level is low	Try to start engine. Replenish oil, if necessary
	Spark plug cable is disconnected or damaged	Connect spark plug cable or replace spark plug
	Cold engine	Use choke
	Fuel shutoff level is OFF	Move lever to ON position
	Oil is seeping into combustion chamber	Remove spark plug. Pull starter 3 to 4 times. Clean or replace spark plug. Start engine. Keep sprayer upright to avoid oil seepage.
Engine operates, but displacement pump does not operate	Error code displayed?	Reference pressure control repair, Page 17.
	Pump switch is OFF	Turn pump switch ON
	Pressure setting is too low	Turn pressure adjusting knob clockwise to increase pressure
	Fluid filter is dirty	Clean filter. Page 6.
	Tip is clogged	Clean tip or tip filter. Manual 309971.
	Displacement pump piston rod is stuck due to dried paint	Repair pump. Manual 311061.
	Connecting rod is worn or damaged	Replace connecting rod. Page 9.
	Drive housing is worn or damaged	Replace drive housing. Page 10.
	Electrical power is not energizing clutch field	Check wiring connections. Page 25. Reference pressure control repair. Page 17. Reference wiring diagram. Page 25. With pump switch ON and pressure turned to MAXIMUM, use a test light to check for power between clutch and test points on control board. Remove 7-pin connector from control board and measure resistance across clutch coil. At 70° F, the resistance must be between 1.2 ± 0.2 Ω if not, replace pinion housing. Have pressure control checked by authorized dealer.
	Clutch is worn, damaged, or incorrectly positioned	Replace clutch. Page 14.
	Pinion assembly is worn or damaged.	Repair or replace pinion assembly. Page 11.

PROBLEM	CAUSE	SOLUTION
Pump output is low	Strainer (32) is clogged	Clean strainer.
	Piston ball is not seating	Service piston ball. Manual 311061.
	Piston packings are worn or damaged	Replace packings. Manual 311061.
	O-ring in pump is worn or damaged	Replace o-ring. Manual 311061.
	Intake valve ball is not seating properly	Clean intake valve. Manual 311061.
	Intake valve ball is packed with material	Clean intake valve. Manual 311061. Do not leave sprayer under pressure for more than 5 minutes when spraying texture and not actively spraying.
	Engine speed is too low	Increase throttle setting.
	Clutch is worn or damaged	Replace clutch. Page 14.
	Pressure setting is too low	Increase throttle setting.
	Gun tip is clogged	Unclog tip. Manual 309971.
	Fluid filter is dirty	Clean filter.
	Large pressure drop in hose with heavy materials	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 maximum).
Excessive paint leakage into throat packing nut	Throat packing nut is loose	Remove throat packing nut spacer. Tighten throat packing nut just enough to stop leakage.
	Throat packings are worn or damaged	Replace packings. Manual 311026.
	Displacement rod is worn or damaged	Replace rod. Manual 311026.
Fluid is splitting from gun	Air in pump or hose	Check and tighten all fluid connections. Rep- rime pump.
	Tip is partially clogged	Unclog tip. Manual 311206.
	Fluid supply is low or empty	Refill fluid supply. Prime pump. check fluid supply often to prevent running pump dry.
Pump is difficult to prime	Air in pump or hose	Check and tighten all fluid connections. Reduce engine speed and cycle pump as slowly as possible during priming.
	Intake valve is leaking	Clean intake valve. Be sure ball seat is not nicked or worn and that ball seats well. Reassemble valve.
	Pump packings are worn	Replace pump packings. Manual 311061.
	Paint is too thick	Thin the paint according to the supplier's recommendations.
	Engine speed is too high	Decrease throttle setting before priming pump.
Clutch squeaks each time clutch engages	Clutch surfaces are not matched to each other when new and may cause noise	Clutch surfaces need to wear into each other. Noise will dissipate after a day of run time.
High engine speed at no idea	Misadjusted throttle setting	Reset throttle to 3700 engine rpm at no load
	Worn engine governor	Replace or service engine governor

Bearing Housing and Connecting Rod

Removal



1. Relieve pressure; page 6.
2. FIG. 3. Remove screws (43) and front cover (42).
3. Remove drain hose (101). Unscrew suction tube (31) from pump, hold wrench on pump intake valve (A) to keep pump from loosening.
4. FIG. 2. Use screwdriver to push up retaining spring (45) at top of pump. Push out pin (44) from connecting rod cross link.

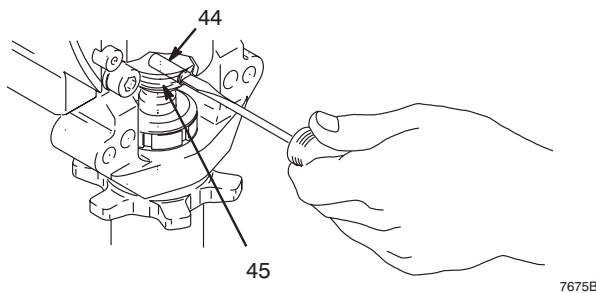


FIG. 2

5. Loosen retaining nut (55). Unscrew and remove displacement pump (17).
6. Remove four screws (40) and lockwashers (27) from bearing housing (52).
7. Pull connecting rod and lightly tap lower rear of bearing housing (52) with plastic mallet to loosen from drive housing (20). Pull bearing housing and connecting rod assembly off drive housing.
8. Inspect crank (B) for excessive wear and replace parts as needed.

Installation

1. Evenly lubricate inside of bronze bearing (C) in bearing housing (52) with high-quality motor oil. Liberally pack top roller bearing (E), lower bearing (D) inside connecting rod assembly with bearing grease.

2. Assemble connecting rod (53) and bearing housing (52).
3. Clean mating surfaces of bearing and drive housings.
4. Align connecting rod with crank (B) and carefully align locating pins (F) in drive housing (20) with holes in bearing housing (52). Push bearing housing onto drive housing or tap into place with plastic mallet.

CAUTION

DO NOT use bearing housing screws (40) to align or seat bearing housing with drive housing. Align these parts with locating pins (F), to avoid premature bearing wear.

5. Install screws (40) and lockwashers (27) on bearing housing. Torque evenly to 200 in-lb.
6. Refer to Displacement Pump, Installation, page 19.

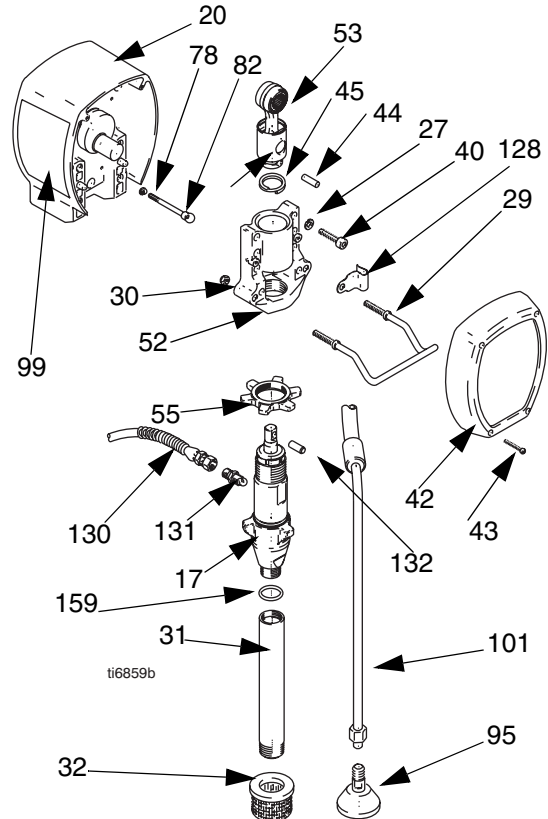


FIG. 3

Drive Housing

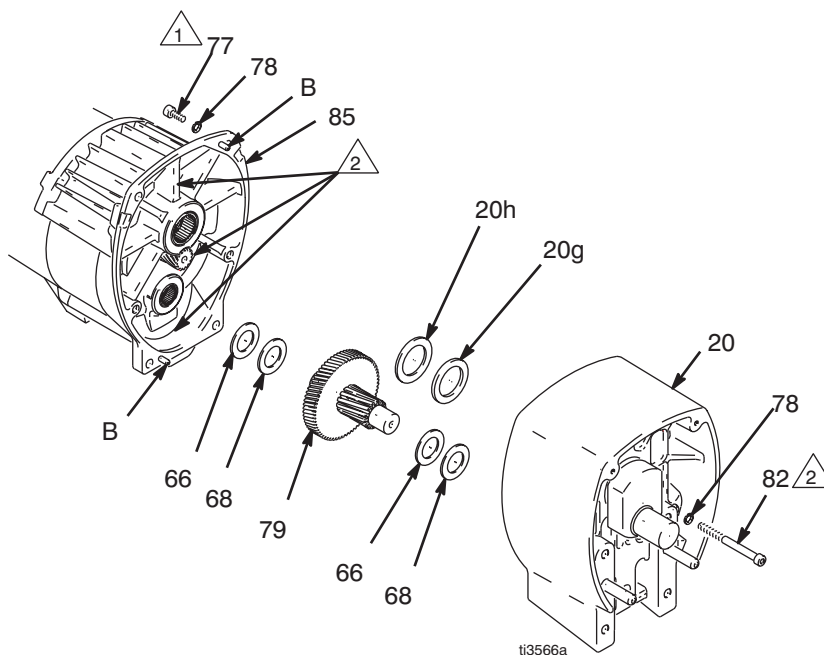
Removal



1. Relieve pressure; page 6.
2. FIG. 4. Remove bearing housing. do steps 1-7 of Bearing Housing and Connecting Rod procedure on page 9.
3. FIG. 4. Remove two screws (82) and lockwashers (78).
4. Remove four screws (77) and lockwashers (78) from pinion housing (85).
5. Lightly tap around drive housing (20) to loosen drive housing. Pull drive housing straight off pinion housing. Be prepared to support gear cluster (79), which may also come out.

Installation

1. Liberally apply bearing grease (supplied with replacement gear cluster) to gear cluster (79) and to areas called out by note 2. Use full 0.62 pint (0.29 liter) of grease.
2. Place bronze colored washer (20g) on shaft protruding from large shaft of drive housing (20). Place silver colored washer (20h) on pinion housing. Align gears and push new drive housing straight onto pinion housing and locating pins (B).
3. Install four screws (77) and lockwashers (78) from pinion housing (85).
4. Install two screws (82) and lockwashers (78).
5. FIG. 4. Install bearing housing. Do steps 1-6 of Bearing Housing and Connecting Rod procedure on page 9.



1 Torque to 125 in-lb

2 Apply remaining grease to these areas

FIG. 4

Pinion Assembly/Rotor/Field/Shaft/Clutch

Removal

If pinion assembly (85) is not removed from clutch housing (70), do steps 1-4. otherwise, start at step 5.



1. Relieve pressure, page 6.
2. Remove drive housing, page 10.
3. Disconnect field cable (X) from pressure control and motor.

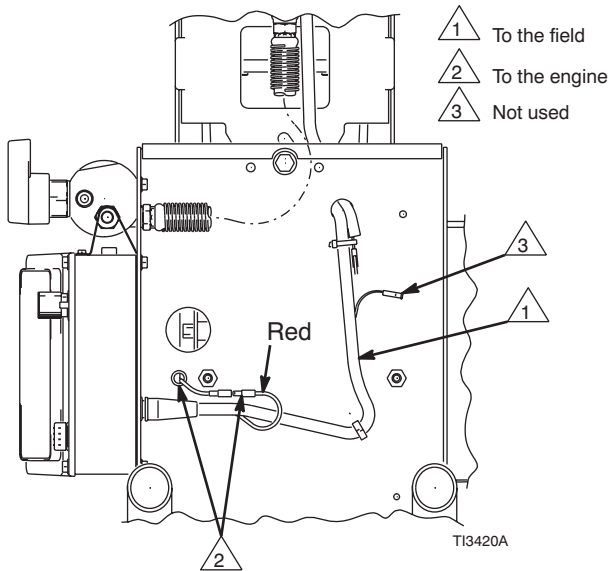


FIG. 5

4. FIG. 6. Remove five screws (77) and lockwashers (78) and pinion assembly (85).

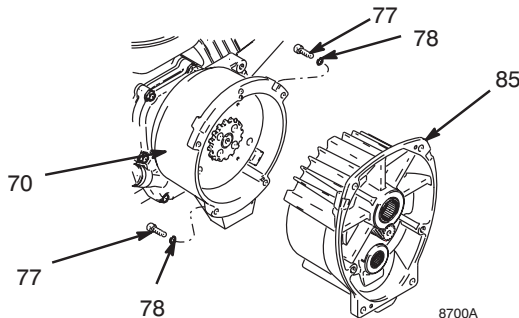


FIG. 6

5. Place pinion assembly (85) on bench with rotor side up.
6. FIG. 7. Remove four screws (84) and lockwashers (78). Install two screws in threaded holes (E) in rotor. Alternately tighten screws until rotor comes off.

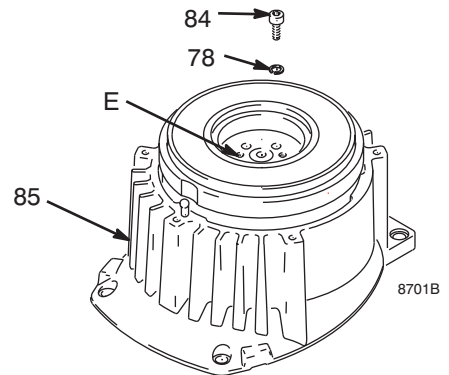


FIG. 7

7. FIG. 8. Remove retaining ring (85e).
8. Tap pinion shaft (85d) out with plastic mallet.

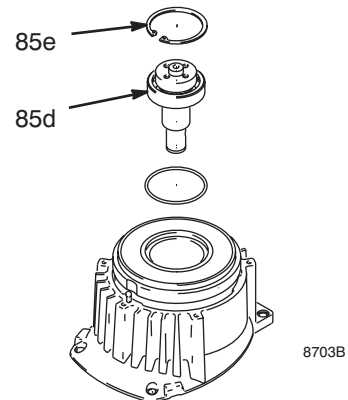


FIG. 8

9. FIG. 9. Use an impact wrench or wedge something between armature (100) and clutch housing to hold engine shaft during removal.
10. Remove four screws (75) and lockwashers (78).

11. Remove armature (100).

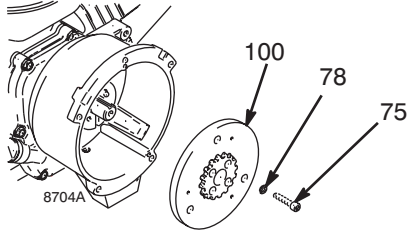


FIG. 9

Installation

1. FIG. 10. Lay two stacks of two dimes on smooth bench surface.
2. Lay armature (100) on two stacks of dimes.
3. Press center of clutch down on bench surface.

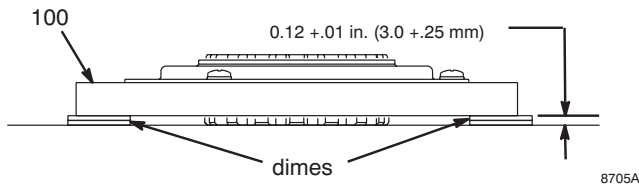


FIG. 10

4. Install armature (100) on engine drive shaft.
5. Install four screws (84) and lockwashers (78) with torque of 125 in-lb.
6. FIG. 8. Tap pinion shaft (85d) in with plastic mallet.
7. Install retaining ring (85e) with beveled side facing field.
8. FIG. 7. Place pinion assembly on bench with rotor side up.
9. Apply Locktite to screws. Install four screws (84) and lockwashers (78). Alternately torque screws to 125 in-lb (14 N·m) until rotor is secure. Use threaded holes to hold rotor.
10. FIG. 6. Install pinion assembly (85) with five screws (77) and lockwashers (78).
11. Connect field cable to pressure control.

NOTE: When connecting the field cable to the pressure control, make sure the cable coupling ring has fully detented in the lock position. This will prevent the field cable connector from loosening or separating during use.

Clamp





Removal

1. FIG. 11. Loosen two screws (71) on clamp (74).
2. Push screwdriver into slot clamp (74) and remove clamp.

Installation

1. FIG. 11. Install engine shaft key (73).
2. Tap clamp (74) on engine shaft (A) with plastic mallet.
3. Press clamp (74) onto engine shaft (A). Maintain dimension shown in note 2, (see figure below). Chamfer must face engine.

Check dimension: Place rigid, straight steel bar (B) across face of clutch housing (70). Use accurate measuring device to measure distance between bar and face of clamp. Adjust clamp as necessary. Torque two screws (71) to 125 ± 10 in-lb (14 ± 1.1 N·m).

-  1 Face of clutch housing
-  2 $1.550 \pm .010$ in. ($39.37 \pm .25$ mm)
-  3 Torque to $125 \pm .10$ in-lb (14 ± 1.1 N·m)
-  4 Chamfer this side

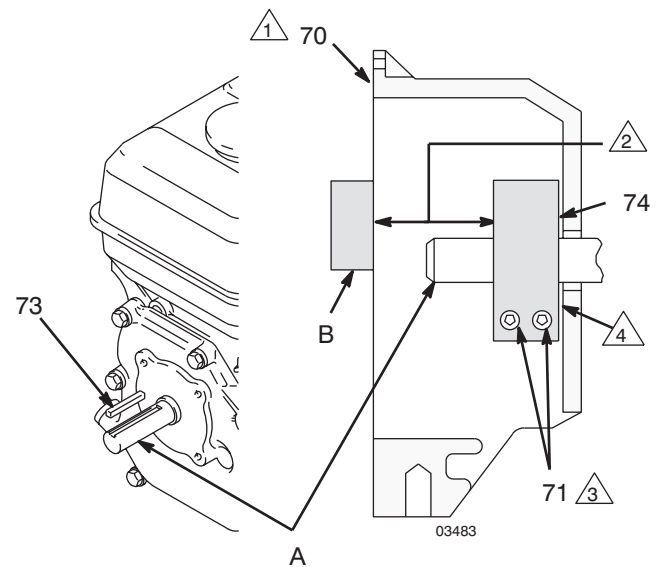


FIG. 11

Clutch Housing

Removal

1. FIG. 12. Remove four capscrews (71) and lockwashers (72) which hold clutch housing (70) to engine.
2. Remove screw (10) from under mounting plate.
3. Remove engine key (73).
4. Pull off clutch housing (70).

Installation

1. FIG. 12. Push on clutch housing (70).
2. Install four capscrews (71) and lockwashers (72) and secure clutch housing (70) to engine. Torque to 200 in-lb (22.6 N·m).

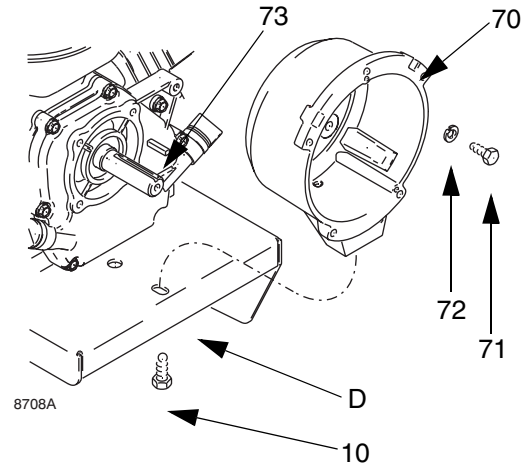


FIG. 12

Engine

Removal

1. Remove Pinion Assembly/Rotor/Field/Pinion/Clutch, Clamp and Clutch Housing, as instructed on page 11.
2. FIG. 13. Disconnect all necessary wiring.
3. FIG. 14. Remove two locknuts (9) and screws (8) from base of engine.
4. Lift engine carefully and place on work bench.

NOTE: All service to engine must be performed by an authorized HONDA dealer.

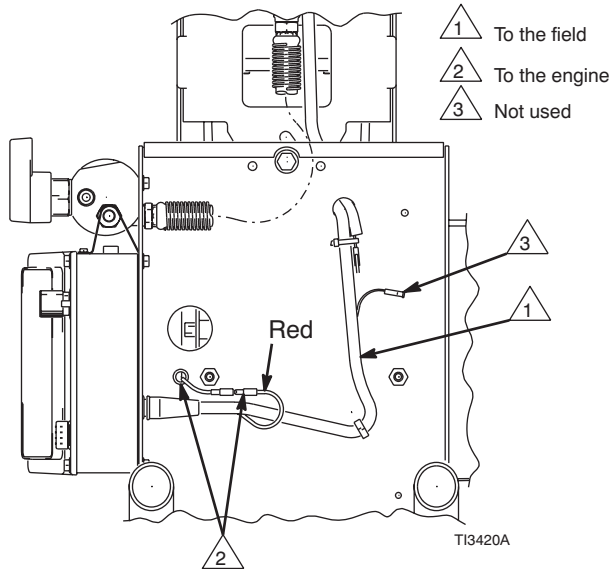


FIG. 13

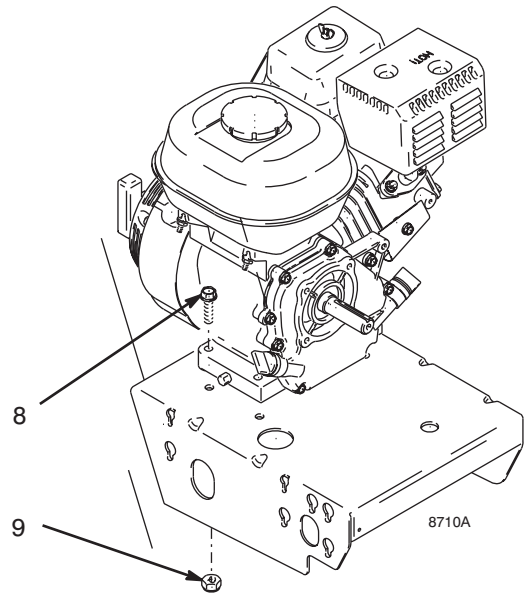


FIG. 14

Installation

1. Lift engine carefully and place on cart.
2. FIG. 14. Install two screws (8) in base of engine and secure with locknuts (9). Torque to 200 in-lb (22.6 N·m).
3. FIG. 13. Connect all necessary wiring.
4. Install Pinion Assembly/Rotor/Field/Pinion/Clutch, Clamp and Clutch Housing, as instructed on page 11.

On/Off Switch

Removal



1. Relieve pressure, page 6.
2. FIG. 15. Remove four screws (24) and cover (22).
3. Disconnect ON/OFF switch connector (B) from PC board.

4. Press in on two retaining tabs on each side of ON/OFF switch (48) and remove switch.

Installation

1. Install new ON/OFF switch (48) so tabs of switch snap into place of pressure control housing (26).
2. Connect ON/OFF switch connector (B) to PC board.
3. Install cover (22) with four screws (24).

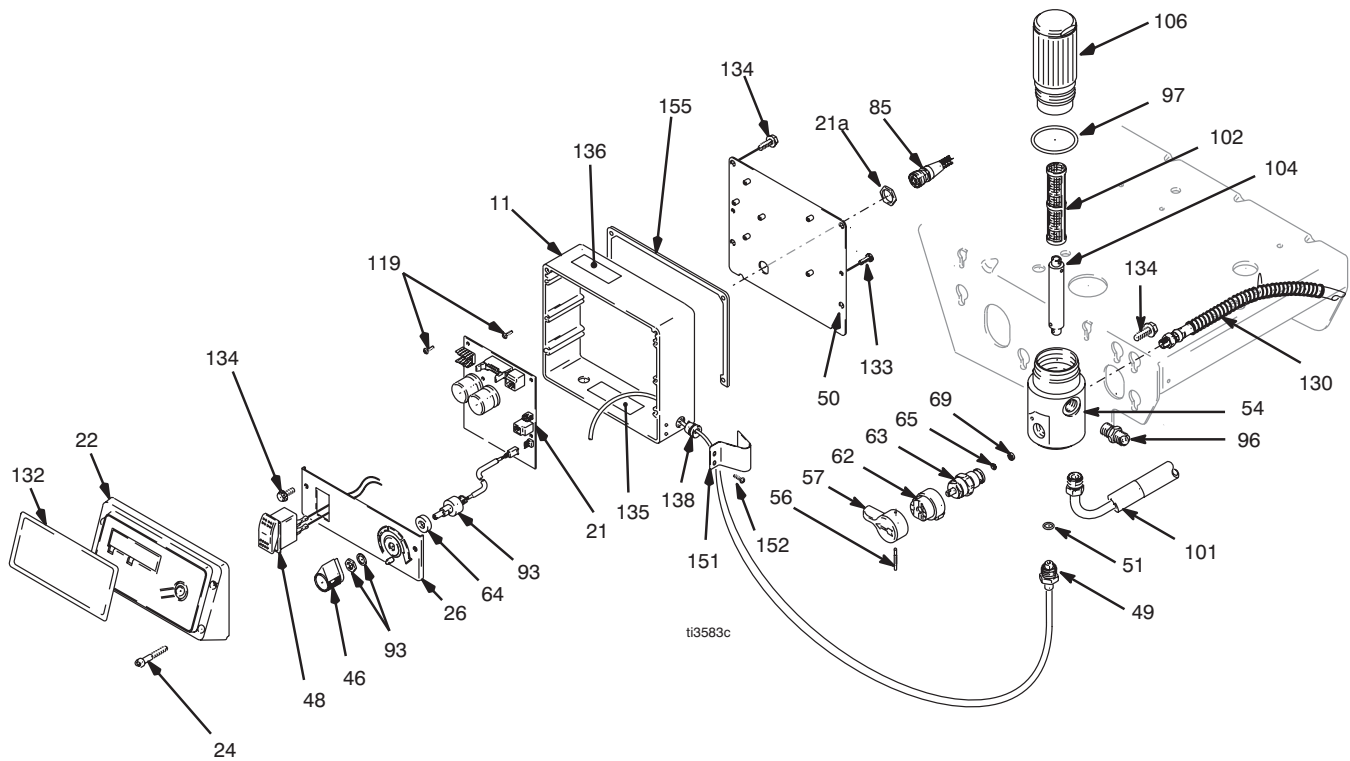


FIG. 15

Pressure Control

Control Board

Removal



1. Relieve pressure, page 6.
2. FIG. 15. Remove four screws (24) and cover (22).
3. Disconnect at control board (21):
 - Lead (D) from potentiometer
 - Lead (E) from transducer
 - Remove ON/OFF switch (48) connector (B)
4. Remove six screws (119) from control board (21) and green ground wire.
5. Remove pinion housing connector (85) at backside of pressure control. Remove jam nut (21a) and control board (21).

Installation

When installing replacement control board, follow instructions with control board to set model type.

1. FIG. 15. Install control board (21) and jam nut (21a). Install pinion housing connector (85) at backside of pressure control. Ensure locking ring fully detends on connector.
2. Install green ground wire and control board (21) with six screws (119).
3. Connect to control board (21):
 - Connect ON/OFF switch (48) connector (B)
 - Lead (E) to transducer
 - Lead (D) to potentiometer

Pressure Control Transducer

Removal



1. Relieve pressure, page 6.
2. FIG. 15. Remove four screws (24) and cover (22).
3. Disconnect Lead (E) from control board (21).
4. Remove two screws (152) and transducer guard (151) from control housing (11). Pull transducer connector through rubber grommet (138).
5. Remove pressure control transducer (49) and o-ring (51) from filter housing (54).

Installation

1. FIG. 15. Install o-ring (51) and pressure control transducer (49) in filter housing (54). torque to 30-36 ft-lb.
2. Install transducer connector and rubber grommet (138) in control housing (11). Install transducer guard (151) on control housing with two screws (152).
3. Connect lead (E) to motor control board (21).
4. Install display (22) with four screws (24).

Pressure Adjust Potentiometer

Removal



1. Relieve pressure, page 6.

2. FIG. 15. Remove four screws (24) and cover (22).
 3. Disconnect lead (D) from control board (21).
 4. Loosen screws on potentiometer knob (46) and remove knob, shaft nut, lockwasher (93-A) and pressure adjust potentiometer (93-B).
 5. Remove spacer (64) from potentiometer (93-B).
2. FIG. 15. Install pressure adjust potentiometer (93-B), shaft nut, lockwasher (93-A) and potentiometer knob (46).
 - a. Turn potentiometer (93-B) shaft clockwise to internal stop. Assemble potentiometer knob (46) to strike pin on plate (26).
 - b. After adjustment in step a, tighten both set screws in knob 1/4 - 3/8 turn after contact with shaft.

Installation

1. Install spacer (64) on potentiometer (93-B).
3. Connect lead (D) to control board (21).
 4. Install cover (22) with four screws (24).

Displacement Pump

Removal

1. Flush pump (17).



2. Relieve pressure, page 6.
3. FIG. 16. Cycle pump with piston rod (A) in its lowest position.
4. FIG. 16. Remove suction tube (101) and hose.

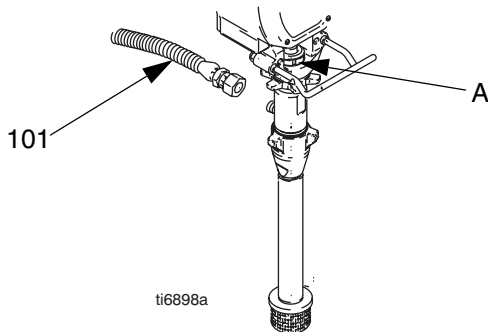


FIG. 16

5. FIG. 17. Use screwdriver: push retaining spring up and push out pin (112).

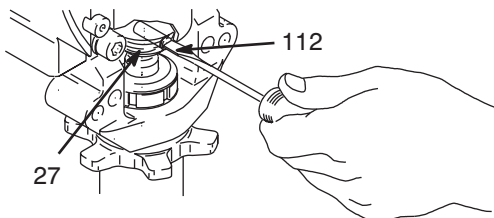


FIG. 17

6. FIG. 18. Loosen locknut with a wrench. Unscrew pump.

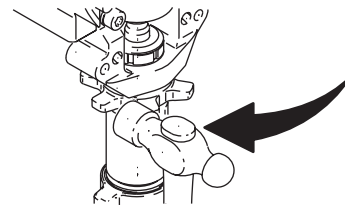


FIG. 18

Repair

See manual 307806 for pump repair instructions.

Installation

<p>⚠ WARNING</p> <p>If pin (44) 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 (44) and retaining spring (45) are properly installed.</p>

<p>CAUTION!</p> <p>If the pump locknut loosens during operation, the threads of the bearing housing will be damaged. Make sure locknut is properly tightened.</p>
--

1. FIG. 19. Pull piston rod out 1.5 in. Screw in pump until holes in connecting rod and piston rod align.

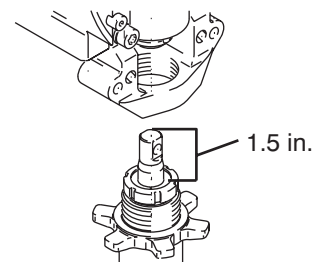


FIG. 19

2. FIG. 17. Push pin (112) into hole. And push retaining spring (27) into groove all the way around connecting rod.

3. FIG. 20. Screw locknut down into pump until nut stops. Screw pump up into bearing housing until it is stopped by locknut. Back off pump and locknut to align pump outlet to best position of hose to filter housing. Tighten locknut by hand, then tighten with a wrench to approximately 75 ± 5 ft-lb (102 N·m).

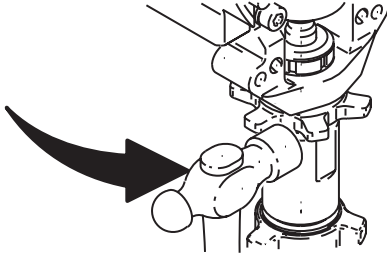


FIG. 20

4. FIG. 21. Fill packaging nut with ASM Throat Packing Seal Fluid until fluid flows onto top of seal.

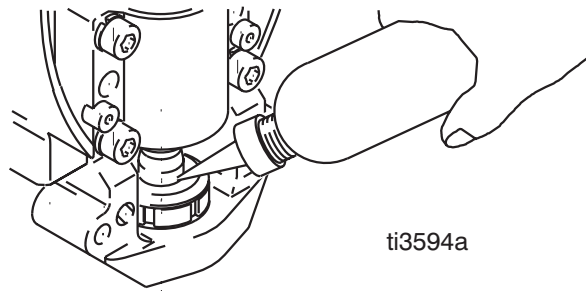


FIG. 21

Parts Drawing

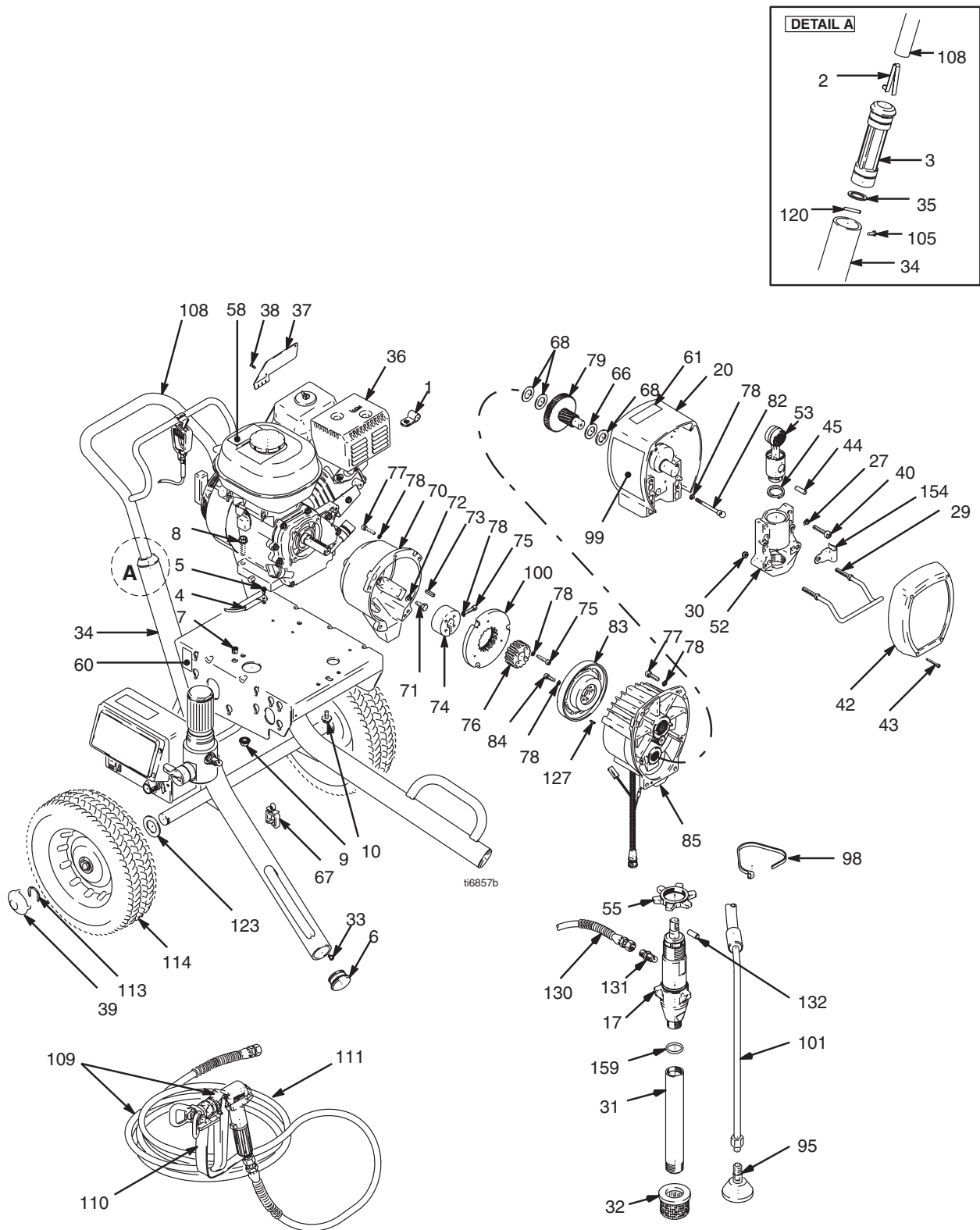


FIG. 22

Parts List

Ref No.	Part No.	Description	Qty	Ref No.	Part No.	Description	Qty
				67	114687	CLIP, retainer	1
1	108868	CLAMP, wire	1	68	114672	WASHER, thrust	3
2	112827	BUTTON, snap	1	70	15G390	HOUSING, clutch	1
3	192027	SLEEVE, cart	2	71	109031	SCREW, cap, sch.	4
4	237686	CLAMP, grounding assembly	1	72	104008	WASHER, lock, spring	4
6	193700	PLUG, tube	2	73	183401	KEY, parallel	1
7	114678	BUSHING, strain relief	1	74	193680	COLLAR, shaft	1
8	110837	SCREW	2	75	108803	SCREW, hex, socket, HD	6
9	110838	NUT, lock	2	76	193510	HUB, armature	1
10	113802	SCREW, hex hd.	1	77	100644	SCREW, cap	9
17	287161	PUMP, displacement (Manual 311061)	1	78	105510	WASHER, lock	21
				79	241439	GEAR, combination	1
20	249619	HOUSING, drive: see page 10	1	82	107218	SCREW, cap	2
27	106115	WASHER, lock, spring	4	83	193671	ROTOR, clutch, 4 in.	1
29	192719	HANGER, pail	1	84	101682	SCREW, cap	4
30	112746	NUT, hex	2	85	249624	HOUSING, pinion; see page 11	1
31	15E807	TUBE, intake	1	95	241920	DEFLECTOR	1
32	187147	STRAINER, inlet	1	98	103473	STRAP, tie, wire	1
33	114984	SCREW, tapping, phillips	2	99	194125	LABEL, danger, English	1
34	245160	FRAME, cart	1	100	241109	KIT, clutch, 4 in.	1
35	183350	WASHER	2	101	244240	HOSE, coupled, includes 95	1
36	108879	ENGINE, gasoline, 4.0 Honda	1	105	109032	SCREW, machine	4
37	192014	PLATE, indicator	1	108	245245	HANDLE, cart	1
38	113084	RIVET, blind	2	109	248249	KIT, hose/gun, includes 110 & 111	1
39	104811	CAP, hub	2	110	248239	GUN	1
40	107210	SCREW, cap, socket hd.	4	111	277201	HOSE	1
41	183461	ADAPTER, nipple	1	113	198723	CLIP, axle	2
42	249620	COVER with label	1	114	198721	WHEEL, semi pneumatic	2
43	114418	SCREW, self-tap	4	120	108068	PIN, spring straight	2
44	176818	PIN	1	123	116891	WASHER	4
45	176817	SPRING, retaining	1	127	116838	PIN, spring	2
52	249623	HOUSING, bearing	1	130	198847	Hose, coupled, 3/8 in. x 13 in.	1
53	241008	ROD, connecting	1	131	196176	NIPPLE	1
55	192723	NUT, hex	1	132	176818	PIN, str, hdls	1
58▲	194126	LABEL, warning	1	154	197124	CLIP, spring	1
60▲	290011	LABEL, designation	1	159	118494	O-RING	1
61▲	290228	LABEL, caution	1				
66	114699	WASHER, thrust	1				

▲ Replacement Danger and Warning labels, tags, and cards are available at no cost.

Parts List & Drawing - Pinion Assembly

Ref No. 85 and 20

Ref 20: Drive Housing Assembly 249619

Ref 85: Pinion Housing Assembly 249624

Ref No.	Part No.	Description	Qty
85	249624	PINION HOUSING	1
85b	105489	PIN	2
85d*	241110	PINION SHAFT	1
85e*	113094	RETAINING RING, large	1

*Must be ordered separately.

Ref No.	Part No.	Description	Qty
20	249619	DRIVE HOUSING	1
20g	107089	WASHER	1
20h	116191	WASHER	1

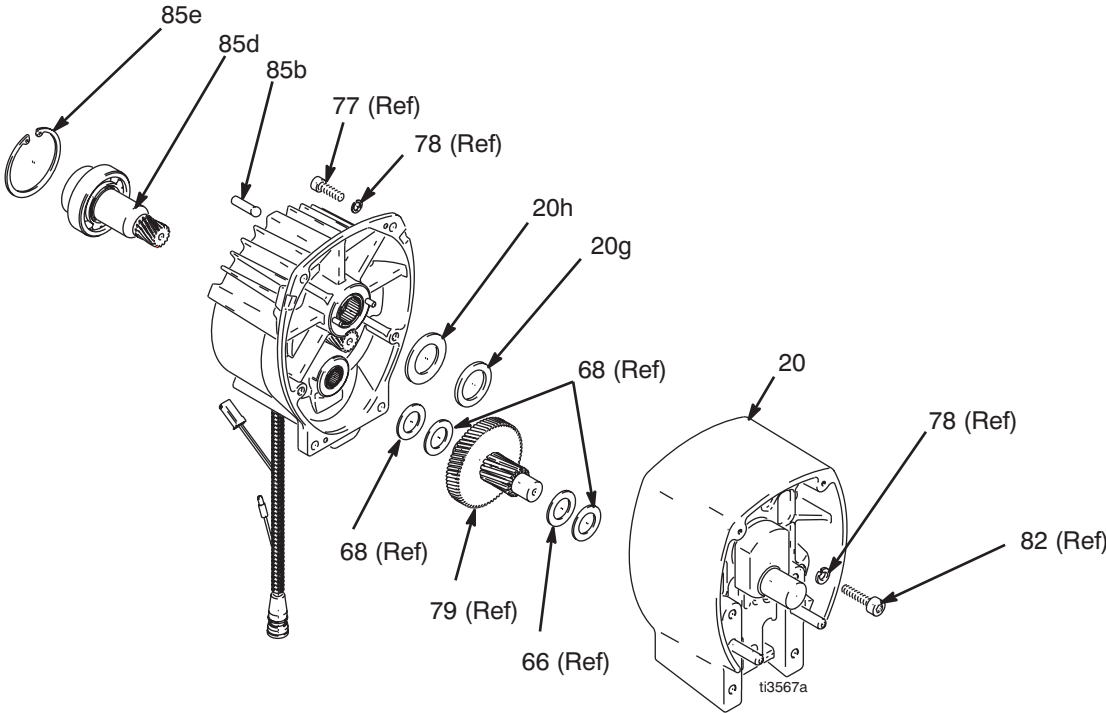


FIG. 23

Parts Drawing - Sprayer

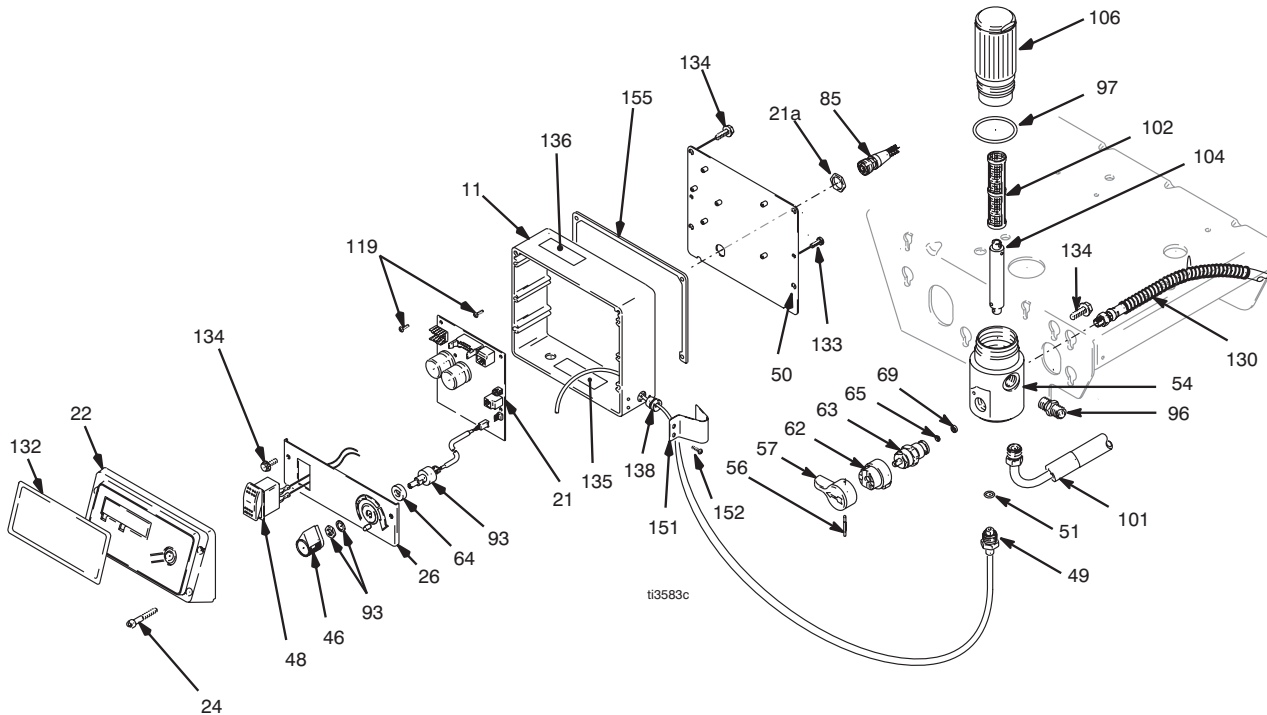


FIG. 24

Parts List - Sprayer

Ref No.	Part No.	Description	Qty	Ref No.	Part No.	Description	Qty
				102*	245527**	FILTER, fluid	1
11	198548	HOUSING, control	1	104*	196773	INSERT, filter	1
21	245394	BOARD, control; includes 21a	1	106*	15C139	BOWL, filter	1
21a		NUT, nylon	1	119	114331	SCREW, machine	6
22	15C143	COVER, control, housing	1	132	15F302	LABEL, pressure control	1
24	116252	SCREW, #10, taptite, phillips	4	133	198904	SCREW, plastite #8	2
26	15B969	PANEL, control	1	134	112774	SCREW, machine	9
46	116167	KNOB, potentiometer	1	135▲	198999	LABEL, instruction	1
48	116752	SWITCH, rocker	1	136▲	189246	LABEL, warning	1
49*	243222	TRANSDUCER, pressure control, includes 51	1	138	114296	BUSHING, step	1
50	198534	PLATE, assembly	1	151	198994	GUARD, transducer	1
51*	111457	PACKING, o-ring	1	152	109575	SCREW, threadformer	2
54*	15C140	HOUSING, filter	1	155	196707	GASKET	1
56*	111600	PIN, grooved	1	*Included in Filter Repair Kit 246711			
57*	187625	HANDLE, drain valve	1	▲ Replacement Danger and Warning labels, tags, and cards are available at no cost.			
62*	224807	BASE, valve	1	** Other filters available: 245528, 100 mesh; 245526, 200 mesh.			
63*	235014	VALVE, drain, includes 65 & 69	1				
64	198650	SPACER, shaft	1				
93	240925	POTENTIOMETER	1				
96	164672	NIPPLE	1				
97*	104361	PACKING, o-ring	1				

Wiring Diagram

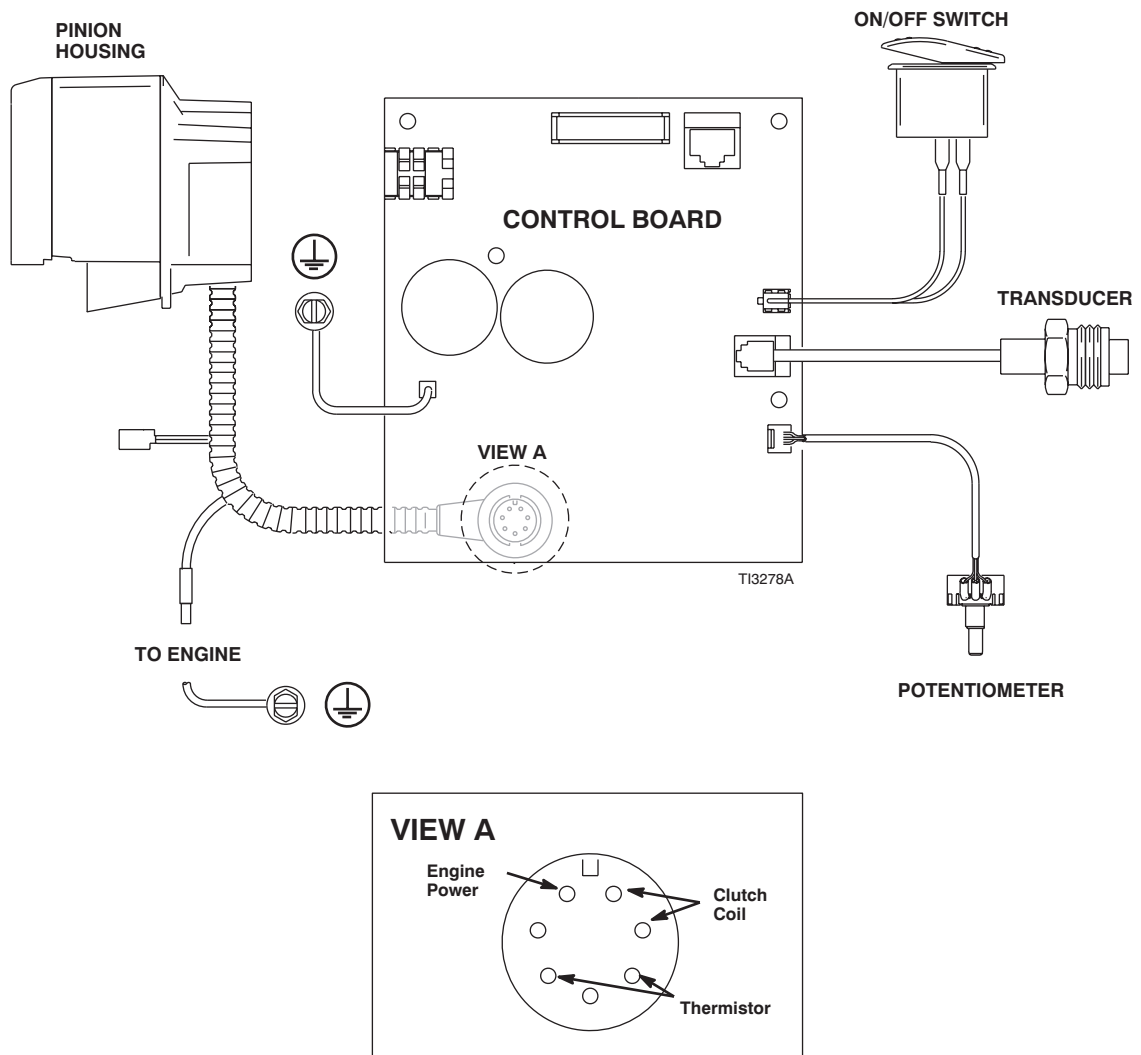


FIG. 25

Technical Data

Honda Engine	Inlet paint strainer16 mesh (1190 micron) stainless steel screen, reusable
Power Rating @ 3700 rpm	
ANSI4.0 Horsepower	
DIN 6270B/DIN 6271	
NA2.1 Kw - 2.8 Ps	
NB2.6 Kw - 3.6 Ps	
Maximum working pressure ...3000 psi (21 MPa, 210 bar)	Outlet paint filter60 mesh (250 micron) stainless steel screen, reusable
Noise Level	Pump inlet size3/4 in. npt (m)
Sound power105 dBa per ISO 3744	
Sound pressure ...96 dBa measured at 3.1 feet (1 m)	
Cycles/gallon (liter)182 (48)	Fluid outlet size1/4 npsm from fluid filter
Maximum delivery rating 1.15 gpm (4.4 liter/min)	Wetted partszinc-plated carbon steel, PTFE, Nylon, polyurethane, UHMW polyethylene, Viton, Delrin, leather, aluminum, tungsten carbide, nickel- and zinc-plated carbon steel, stainless steel, chrome plating
Maximum tip size1 gun with 0.034 in. tip	NOTE: Delrin, PTFE, Viton, are trademarks of the DuPont Company.
2 guns with 0.024 in. tip	
3 guns with 0.017 in. tip	

Dimensions

Without hose or gun

Weight (dry, without packaging)110 lb (49.9 kg)	Length37 in. (94 cm)
Height40 in. (101.6 cm)	Width22 in. (55.9 cm)

Notes

ASM Standard Warranty

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This warranty is conditioned upon the prepaid return of the equipment claimed to be defective to an authorized ASM distributor for verification of the claimed defect. If the claimed defect is verified, ASM 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.

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