

Operating your GRACO 3400 & 3900

This is a quick guide to operating your GRACO Roadmarking unit. Please note that full operator training is required, this is just a summary!

HONDA GX120

STARTING WHEN COLD:

1. Open fuel tap
2. Close Choke
3. Set the accelerator to low
4. Pull the rip-chord
5. Once the engine is running OPEN CHOKE

STARTING WHEN WARM:

1. Open fuel tap
2. Set the accelerator to quarter power
3. Pull the rip-chord

NB: NEVER RUN THE ENGINE WITH A CLOSED CHOKE!!

TO TURN OFF: use the engine on/off switch

GRACO LINE MARKER

OPERATION:

1. BEFORE ENGINE START MAKE SURE: The pump is off (Black switch)
2. Make sure the pumps pressure relief valve is open (Black lever on side)
3. You have put TSL into the pump; Spray tip is out of its holder
4. Pull start Honda engine
5. Put suction pipe into the fluid
6. Turn the pressure regulating knob anti-clockwise till it stops
7. Turn pump ON (Black switch) NOTE: Make certain that gun is closed & return hose is in liquid
8. Let the pump circulate the fluid until all the air is out the pump
9. Point the gun into the fluid and let the pump push all the air out the hose
10. Close the gun trigger, engage safety and close the pressure relief valve (Black Knob)
11. Put the gun into the cradle making sure the tip holder and its seals are in place, make sure the gun is straight and perpendicular to the ground
12. Insert spray tip and line it up
13. Line up the pointer bar with the spray tip (if unit was supplied with pointer)
14. Increase engine up to 75% Power, and turn the pressure regulating knob clockwise till the pressure reads about 100Bar.

15. Spray a test strip on some cardboard. Check that the fan is fully developed.
 - if not turn up the pressure. Measure your test stripe, if it is too narrow lift the entire cradle higher, if it is too wide drop the cradle.
 - NB: If you can not achieve the correct width you must get a different spray tip
16. You can now mark!

WHILE WORKING:

1. Make sure that the machine does not run out of paint; if it does you have to repeat the procedure to get all the air out of the pump.
2. Never let the machine stroke up and down without Liquid in it
3. If the pump is stroking too fast something is wrong
4. If the tip blocks reverse the direction and spray the blockage out

CLEANING:

1. Turn off Pump (Black switch) and turn the pressure regulating knob anti-clockwise till it stops
2. Move the suction hose and return pipe into the cleaning solvent
3. Take gun out of the cradle and remove spray nozzle
4. Leave the pressure relief valve closed (Black Lever) and pull the gun trigger while holding gun into the coating liquid
5. While holding the gun trigger open, turn on the pump (Black Switch) and let the pump push all coating fluid out the pump and hose back into the drum until the solvent starts coming out the gun. When you see solvent, open the relief valve (Black Knob) and move the gun to the cleaning liquid
6. Let the system circulate for at least a few minutes to clean it properly.
7. Once machine is clean turn pump off (Black switch) and close Pressure relief valve (Black knob)
8. Switch off engine. Remove Suction filter & High pressure filter and clean them. Clean tip nut and tip properly. NB DO NOT LOSE THE TIP GASKET
9. Put all the parts back into the machine and pack it away!