

LONDON FOGGERS

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MODEL 9-10

High Output ULV Aerosol Generator
Machine Operators Manual



**HOOT
NOZZLE**



**PISTOL GRIP
CAB CONTROL**

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LONDON FOGGERS

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The company makes no warranty with respect to engines, air pumps, blowers and products distributed by Company. Those parts and products are subject to warranties of their respective manufactures.

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CUSTOMER SERVICE - A TRADITION

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I. SPECIFICATIONS

TYPE:	U.L.V. (Ultra Low Volume) Cold fog aerosol generator. Vehicle or trailer mountable - non-thermal,
ENGINE:	Single cylinder Kohler with overhead valve, 4-cycle, gasoline engine. 9 h.p., 12 V. Fuel Consumption - regular or no lead automotive 1 gal/hr. Electric start with alternator, pressure lubrication..
BLOWER:	Rotary lobe, cast iron, Dresser Roots. 181 CFM @ 3600 RPM, 6 p.s.i. max.
FORMULATION PUMP:	Positive displacement piston pump with 3/8 inch ceramic shaft adjustable output from: 0 to 20 oz./min. (0 to 491 ml/min.)
NOZZLE SYSTEM:	High output, noise dampened with 360 degree horizontal and vertical adjustment. All Aluminum Teflon Coated.
TANKS:	All tanks corrosion-resistant, high density polyethylene. Formulation: 15 U.S. Gallons (56.7 liters) Flushing: 1.5 U.S. Quarts (1.42 liters) Gasoline: 1.925 U.S. Gallons (7.3 liters, 7.7 quarts) with filter.
PARTICLE SIZE:	80% of droplets less than 20 microns in diameter depending on flow rate and viscosity.
DIMENSIONS:	Weight Empty: 460 pounds (209 kilograms) Length: 46 inches (117 cm) Width: 37 inches (94 cm) Height: 39 inches (99)
ENGINE:	Power Rating at 3600 RPM: 9.5 hp (7.1 kw) Displacement: 16.9 cu. in. (277 cc) Bore: 2.8 in. (70 mm) Stroke: 2.1 in. (54 mm) Compression Ratio: 8.2:1 Oil Capacity 1.16 Quarts. (1.1 L) Spark Plug Type: RV12YC Champion or Equiv. Spark Plung Gap: 0.030 in. (.76 mm) Spark Plug Torque: 18-22 ft.lb. (24.4-29.8 Nm)
BLOWER:	Frame Size 33 Maximum RPM: 3600 Maximum Pressure 6 PSI Recommended Gear Oil: SAE 40 non-detergent Gearbox Capacity: 8.5 fl. oz. (0.25 L.)

- * For best results, fill the "F" mark on dipstick as opposed to adding a given quantity of oil.
Always check level on dipstick before adding more oil.

II. SAFETY PRECAUTIONS

WARNING

READ AND UNDERSTAND THESE SAFETY PRECAUTIONS BEFORE OPERATING MACHINE.

1. **ENGINE AND FUEL:** This machine uses gasoline as the fuel for the internal combustion engine and all precautions commonly applying to this volatile fuel should be observed. Exercise extreme caution to avoid spilling of gasoline. If spillage occurs, wipe it off and allow evaporation time before starting the engine. DO NOT attempt to put fuel in the tank while the machine is still running. Avoid smoking or open flame in area when handling gasoline. Never run the unit indoors unless exhaust is vented to outside. These fumes contain carbon monoxide which is colorless and odorless and can be fatal.

CAUTION:

DO NOT OPERATE ENGINE WITHOUT MUFFLER

**DO NOT TOUCH HOT MUFFLER, CYLINDERS OR FINS
AS CONTACT MAY CAUSE BURNS.**

**Except for adjustment, DO NOT OPERATE THE ENGINE
IF AIR CLEANER OR COVER DIRECTLY OVER THE
CARBURETOR AIR INTAKE IS REMOVED.**

**DO NOT RUN THE UNIT IF THE BELT GUARD
IS REMOVED.**

**DO NOT TAMPER WITH GOVERNOR SPRINGS,
GOVERNOR LINKS OR OTHER PARTS WHICH MAY
INCREASE OR DECREASE THE GOVERNED ENGINE
SPEED.**

2. **ENGINE SPEED:** (RPM) should be checked periodically to ensure that it is operating correctly as engine speed effects the rate of air flow through the nozzle system which controls droplet particle size. The correct engine speed should be 1800-3300 RPM.
3. **BLOWER CASING:** Blower casing and associated piping or accessories may become hot enough to cause skin burns on contact.
 - A. DO NOT TOUCH WHEN HOT
 - B. Do not reach into any opening in the blower while it is operating, or while subject to accidental starting.
 - C. Disconnect power before doing any work and avoid bypassing or rendering inoperative any safety or protective devices.
 - D. DO NOT operate blower with inlet filter removed.
 - E. DO NOT stand in the discharge air blast from the nozzle.
 - F. Avoid extended exposure in close proximity to machinery which exceeds safe noise levels.

II. SAFETY PRECAUTIONS (continued)

4. **MACHINE DAMAGE:** Never operate a machine after it has been damaged. A damaged machine can be very hazardous.
5. **WIND:** Spraying during windy conditions is not usually practical because the formulation will drift out of the intended area.
6. **SAFETY EQUIPMENT:** In addition to any safety equipment that may be required by the type of formulation which is being used, the following items should be with each vehicle which carries this machine during fogging operations:
 - A. Fire Extinguisher, chemical type rated for fuel fires.
 - B. First Aid Kit.
 - C. Eye Wash Solution.
 - D. Safety Glasses.
 - E. Container of Oil Dry Compound.
 - F. Gloves rated for high temperature.
 - G. Respirator adequate for formulation being used.
7. **CHILDREN:** Many spraying operations are performed in residential areas commonly at dusk. This presents the operator with the problem of children who are attracted to the noise and/or the mist being created. The possible hazard lies in the toxic effect of some formulations, the severity of which depends upon the chemical used, mist density, and the length of time of direct exposure. IT IS THE OPERATORS RESPONSIBILITY TO DISCOURAGE ANYONE FROM PLAYING IN THE MIST OR BEING NEAR THE MOVING VEHICLE.
8. **FORMULATIONS:** Ensure that formulations are applied only in strict compliance with formulation label as well as local, state, and federal regulations.
 - A. Always comply with any requirements for protective clothing, goggles, gloves, facial masks, or respirators required on the formulation label.
 - B. DO NOT exceed the dosage set forth on the registration label of the insecticide to be used.
 - C. Always store formulation in its original labeled container.

IN NO WAY IS IT TO BE CONSTRUED THAT THE CHEMICALS AND/OR DOSAGES ARE THE RECOMMENDATION OF LONDON FOG, INC.

LONDON FOG INC., SHALL IN NO EVENT BE LIABLE FOR CONSEQUENTIAL DAMAGES OR CONTINGENT LIABILITIES ARISING OUT OF THE FAILURE OF ANY AEROSOL GENERATOR OR PART TO OPERATE PROPERLY.

III. ASSEMBLY / INSTALLATION

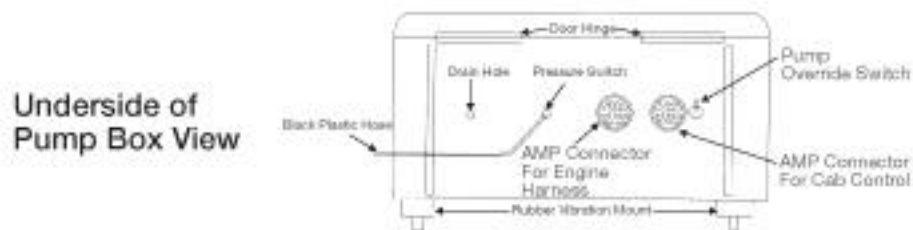
1. SHIPPING CONTAINER:

Remove the protective shipping container. Look for any hidden shipping damages and if present, report it immediately to the carrier.

NOTE: It is a good idea to retain the original machine shipping carton as well as its inner packing and blocking materials for any future storage and/or shipment which may be required.

2. REMOTE CONTROL UNIT ASSEMBLY:

- A. Place the Remote Cab Control Unit where it will not be damaged while machine is being prepared.
- B. Lift the machine onto the vehicle with the discharge end of the machine toward the rear of the vehicle.
- C. Pass the Remote Cab Control Unit through an open window and locate within reach of the person who will be operating the machine. If permanent vehicle installation is desired, the remote control cable can be passed through a small hole in the vehicle cab and then reconnected. Make sure the small hole provides proper protection against wiring damage and is re-sealed to prevent exhaust gases from entering inside of the vehicle.
- D. Using the most convenient routing, run the cab control to the outermost electrical socket (blower end) on the flow control pump box. As the machine is shipped, this will be the only unused socket. All the electrical connectors on the machine are polarized to prevent incorrect connections.



- E. Orient the electrical plug on the cab control so that the electrical pin locations match the mating pin receptacles in the socket and push the plug firmly into the socket.

3. INSTALLATION:

- A. Securely bolt the machine to the vehicle.
- B. Loosen then nozzle swivel joints and orient the nozzle as required by the formulation label. Usual set up is towards the rear and 45 degrees up. Retighten joints.
- C. Correct battery type is 24/24m series with marine style wing nut terminals.

III. ASSEMBLY/INSTALLATION (continued)

4. **BATTERY INSTALLATION:**

A. Wet (Sealed) Battery:

- (i) When installing battery, connect the negative (-) cable last to prevent sparking and shorting.
- (ii) When disconnecting is required, remove negative (-) connection first.
- (iii) Reversed polarity can cause damage to the starting and charging systems.

* 12 V New GM Car Battery preferred

(please do not use small riding lawn mower batteries)

IV. SERVICE BEFORE START-UP

1. **ENGINE**

- A. Gasoline - Service the engine with gas and oil. For best results, use only regular unleaded gasoline with an octane rating of 87 or higher. In countries using the research method, it should be 90 octane minimum. If leaded gasoline is used, combustion chamber, cylinder head and spark plug may require more frequent service (see SERVICE SCHEDULE, section VIII).
- B. Oil - Use high quality oil of API service class SF. Multi-Viscosity SAE 10W-30 is recommended.

Make sure the machine is sitting level. Add the proper type oil through the oil fill tube to bring the level up to, but not over, the "F" mark.

CAUTION:

DO NOT operate the engine with oil level below the "L" mark or over the "F" mark.

2. **BLOWER**

- A. Before starting machine, be sure the gearbox on the blower is filled to the proper level with oil.
- B. To fill the gearbox, remove the combination breather/knob on the top side of the gear box and also remove the lower 1/4" pipe plug (called the overflow hole) which is on the air filter side of the gear box.

USE SAE 40 NON-DETERGENT OIL.

Fill the gearbox up to the lower overflow hole. Replace the plug and the breather.

DO NOT OVERFILL.

3. **FORMULATION**

Place formulation in the large black formulation tank. Always use a funnel and strainer to avoid getting dirt or other contaminants in the tank.

USE ONLY FORMULATION THAT IS LABELED FOR THE INTENDED USE.

4. **FLUSHING FLUID**

Using a funnel with strainer or filter, place appropriate flushing fluid (for the formulation being used) in the flushing tank.

V. PRE-START CHECKLIST

	<u>SEE</u> <u>SECTION #</u>
All safety equipment is in place	_____ I.
Remote control panel in place	_____ IV.
Battery is secure in place	_____ IV.
Sufficient gasoline in gas tank	_____ IV.
Oil in engine at proper level	_____ IV.
Oil in blower at proper level	_____ IV.
All fluid lines tight and connected	_____ IV.
Sufficient formulation in tank	_____ IV.
Flushing fluid in flush tank	_____ IV.
Flow rate is calibrated	_____ VII.
Nozzle is aimed correctly	_____ III.
Spray switch is in <u>OFF</u> position	_____ VI.
Selection switch is in <u>SPRAY</u> position	_____ VI.
Ignition switch is in <u>OFF</u> position	_____ VI.
Pump override switch is in <u>OFF</u> position	_____ VII.

CAUTION

Before proceeding with any spraying operation, the operator should be thoroughly familiar with starting and stopping the machine and with all the operating controls. If you are operating the machine for the first time, exercise the machine through its full operational sequences from a position of full visibility of the machine before operating the machine fully remote. This is also a good idea for experienced operators who may be operating a new machine or who may be reactivating a machine after repairs or a period of inactivity. Refer to the operation section for starting and stopping instructions.

VI. START-UP / SHUTDOWN

1. Be sure to complete the service before start-up: pre-start check list and all safety precautions, before starting machine.

2. **START**

Move the engine ignition switch (on the control panel, see figure 2 - section VII) to the "ON" position.

- A. On a cold engine, turn key to "ON" position, turn cab control power switch to "ON" position, push the start and move the choke lever to full choke. As soon as the engine starts to fire, release the choke lever. Move choke lever to OFF position as soon as the engine can run on it's own.

On cold engines, it may be necessary to intermittently push the choke button until the engine is running smoothly.

NOTE: The best starter life is provided by using short cranking cycles of several seconds; prolonged cranking can damage the starter motor if cranked more than 15 seconds per minute.

- B. On a warm engine, from the cab of vehicle push the starter button until the engine starts. Choke may not be necessary.

If a very hot engine fails to start, some choking may be required.

CAUTION:

If the engine develops enough speed to disengage the starter but does not keep running (false start) the engine rotation must be allowed to come to a complete stop before pushing the starter button again. Failure to do so will damage the starter drive.

3. **SHUT OFF**

- A. Cab Control Panel

To turn off the engine, move the "start" switch to the "OFF" position. Turn cab control power switch to "OFF" position. Key switch may be left in "ON" position and will not drain battery.

VII. OPERATION

Read this complete OPERATION section and the section on SAFETY PRECAUTIONS before starting the machine.

For first time operation the sections on INSTALLATION, SERVICE BEFORE START UP, and PRESTART CHECKLIST must be performed before proceeding with operation.

When operating this machine for the first time, move to an uncongested and well ventilated work area in an open area away from flammable materials.

WARNING

READ THE SECTION ON SAFETY PRECAUTIONS BEFORE PREPARING TO DISPENSE FORMULATION.

READ AND THOROUGHLY UNDERSTAND ALL INFORMATION, CAUTIONS AND WARNINGS ON THE FORMULATION LABEL WHICH MAY AFFECT PERSONAL SAFETY. KNOW ANY DANGERS OF THE SOLUTION USED AND KNOW WHAT TO DO IN CASE OF AN ACCIDENT INVOLVING THE SOLUTION.

ALWAYS USE THE APPROPRIATE SAFETY EQUIPMENT AND DRESS ACCORDING TO THE CHEMICAL FORMULATION WHICH IS BEING USED.

DO NOT USE ANY SUBSTANCES FROM UNMARKED CONTAINERS OR FROM CONTAINERS WITH OBVIOUSLY ALTERED LABELS.

READ AND FOLLOW THE INSTRUCTIONS ON THE CHEMICAL SOLUTION LABEL FOR ULV SPRAYING OF THE SOLUTION.

DO NOT SPRAY NEAR AN OPEN FLAME OR HOT MATERIALS.

DO NOT LEAVE THE MACHINE UNATTENDED.

1. **SPRAYING**

- A. With the engine running move the selector switch on the control panel to the desired SPRAY or FLUSH position.
- B. Turn the spray switch on the cab control panel to the spray "ON" position The engine will be at desired RPM. Use pressure gauge to determine exact engine RPM's for desired droplet size.

CAUTION:

Before dispensing insecticide, be certain that no one is present in the area of the nozzle or aerosol dispersion area.



ON
OFF
POWER

FLUSH
FORMULATION **18-20**
LONDON FOG
INCORPORATED

SPRAY
ON
OFF

ENGINE
START CHOKE
ON OFF

VII. OPERATION (continued)

- C. To Stop spraying, turn the spray switch to the OFF position.
- D. When the spraying operation is complete, the unit must be flushed in accordance with FLUSHING SYSTEM section of this manual.

2. **SETTING THE FLOW RATE**

NOTE: Since this machine may be used with various materials, the machines are shipped with the flow rate set at approximately 4.0 fl. oz/min.

- A. Loosen the two latches holding the flow control pump box shut and open the pump box cover.
- B. Loosen the pump pointer locking plate by loosening the two knurled rings, one each side of the locking plate on either side of the pump head. (finger tight only)
- C. Move the blue handle/pointer from the -0- in the middle of the pump flow indicator until the desired flow rate is obtained.

NOTE: All flow rates must be determined by calibration - see OPERATION, section VII-3. Direction of flow is to which side of the zero on the pump flow indicator you move the pointer to. Pump can flow BOTH ways.

- D. Lock the pointer handle at the desired flow rate setting by tightening the two knurled rings (finger tight). **DO NOT OVER TIGHTEN.** Do not use any additional wrenches. Hand tighten only.
- E. Close the pump box fasten latches.

3. **CALIBRATION**

NOTE: All calibrations must be made with the engine running and the fluid flowing through the nozzle.

- A. Loosen the two screws holding the flow control pump box shut and open the pump box cover.
- B. Run the engine and turn the spray switch to the "ON" position until the fluid lines are filled from the formulation tank to the spray nozzle and no air is trapped in the lines.
- C. Remove the fluid line from the formulation tank and insert it into a 1000 ml. graduated cylinder filled with your formula.

VII. OPERATION (Continued)

- D. With the engine running, turn the spray switch "ON" for a measured amount of time using a stop watch. Record the flow rate and pump setting for future reference.
- E. Loosen the pump pointer locking plate by loosening the two knurled nuts and adjust pointer as needed. Tighten the two knurled nuts.
- F. Refill the graduated cylinder and repeat steps D and E until the desired flow rate is obtained.
- G. Replace the fluid line to the formulation tank.

The following are rough estimates of flow rates using very light mineral oil. Always calibrate to establish correct flow rates for the chemical or insecticide to be used.

<u>Flow Rate (ml/minute)</u>	<u>Flow Rate (oz./minute)</u>	<u>Scale Setting</u>
95	3	.50
150	5	1.00
250	8.40	1.50
320	10	2.00
410	14.20	2.50
475	16	3.00

NOTE: When this machine leaves the factory the pump is set at 1.

If after calibration, the flow rate you want results in a pump setting below 1, reduce engine RPM to approximately 2000 to achieve optimum droplet size.

CAUTION:

Hand tighten nylon fittings. DO NOT use wrenches.

4. **FLUSHING**

- A. With most chemicals, it is desirable to flush the fluid system and nozzle after each operation. To flush the system simply move the selector switch to the FLUSH position and turn the SPRAY switch to the ON position.
- B. With most flushing fluids, a distinct change in the looks of the spray will occur once the flushing fluid has traveled through the whole system and is coming out the nozzle. If the spray is not visible, flush for an adequate period of time to get the flushing fluid completely through the system.

III. SERVICE SCHEDULE

<u>Items to be serviced</u>	HOURS				
	Daily	25	50	100	500
Check Air Pressure	X				
Clean Air Pump Air Filter			X		
Check Air Pump Oil Level		X			
Change Air Pump Oil					X
Change Air pump Breather					
Grease Air Pump Bearings				X	
Check Battery				X	
Check Engine Oil (Level)	X				
Check Engine Oil (SAE-30)				X*	
Change Engine Oil (Mutli-Viscosity)		X			
Change Oil Filter				X*	
Check Engine Air Intake (Finger Guard)	X				
Clean Engine Cooling Fins			X		
Clean Engine Air Foam Precleaner		X			
Clean Engine Air Filter				X	
Clean Engine Fuel Filter					X
Replace Engine Spark Plug				X	
Engine, Decarbonize					X*
Engine Timing					X*
Engine Valve Clearance					X*
Engine Governor					X
Calibration	A/R				
Check All Fittings	X				
Clean Formulation Filter				X	
Fill Flush Tank	X				
Check Pulsation Damper			X		
Check Belt Tension			X		

* Refer to engine service manual or authorized service dealer

IX. MAINTENANCE

1. AIR PRESSURE

The nozzle air pressure can be checked at the gauge located on the flow control pump box. Pressure should be approximately 6 psi.

Air pressure is controlled mainly by engine speed which should be 2700-3000 RPM.

- A. Engine speed not correct - see Engine Trouble Shooting, section X and Governor Maintenance, Section IV.
- B. Engine speed correct - see Air Pump Trouble Shooting, section X.

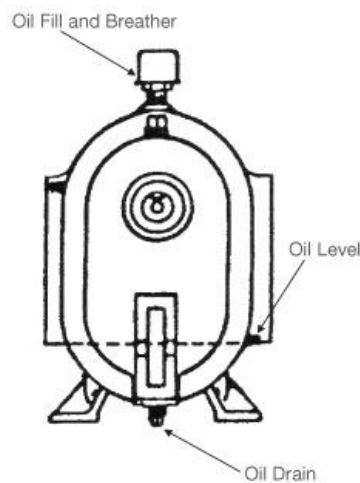
2. AIR PUMP AIR FILTER

The air pump air filter should be checked and cleaned every 50 hours.

- A. Loosen and remove the wing nut, rubber washer and filter outer housing.
- B. Clean the inner filter with a solvent, compressed air or other means as necessary.
- C. Replace the filter, cover, rubber washer and wing nut.

3. AIR PUMP OIL LEVEL

- A. Under normal conditions, the gearbox oil level should be checked every week or 25 hours, whichever comes first and changed every 120 days or 500 hours, whichever comes first. Use SAE 40 non-detergent oil.
- B. To fill the gear box or add oil, remove the breather/plug and the oil level plug fill. Add oil through the breather plug hole until oil just starts to flow out of the oil level plug hole. Do not overfill. Replace the breather and oil level plug into their respective holes.



Proper lubrication is the most important single consideration in obtaining maximum air pump life. Check gear box oil level and grease shaft bearing per the maintenance.

4. AIR PUMP BEARINGS

- A. Upper and lower shaft bearings at the drive end of the air pump are grease lubricated and each bearing housing is equipped with a pressure type (zerk) grease fitting. On the bearing housing - opposite side of the zerk fitting, is a pressure relief fitting that looks like a pipe plug with a hole drilled through it. It is normal for excess grease to flow out.

IX. MAINTENANCE (continued)

- B. When servicing drive end bearings, use a premium grade, petroleum base grease with high temperature and moisture resistance and good mechanical stability. Using a pressure gun, force new lubricant into each drive end bearing housing until traces of grease comes out of the relief fitting.
- C. After a long shutdown, it is recommended that the grease relief fittings be removed, the old grease flushed out with kerosene or #10 lubricating oil, drained thoroughly, and bearings refilled with new grease. Be sure grease relief fittings are reinstalled.

6. **AIR PUMP INTERNAL**

In salt air or other corrosive type atmospheres, extended periods of non-use (i.e. off-season storage) the internal parts of the air pump may be protected by removing the air pump inlet filter and while holding the engine throttle at idle, spray a fine mist of lubricating oil (approximately 2 oz. or 59 cc) into the air intake. This will coat and protect the internal parts of the air pump.

7. **ENGINE OIL LEVEL**

BEFORE EACH USE check the oil as follows:

- A. Make sure the engine is stopped and resting on a level surface. Also make sure the engine is cool and the oil has had time to drain into the sump.
- B. Clean the area around the dipstick and filler cap to keep dirt and debris out of the engine.

IX. MAINTENANCE (continued)

- C. Remove the dipstick and wipe oil off. Reinsert the dipstick and push it all the way down into tube. Remove the dipstick and check the level.
- D. Add the proper type of oil if the level is low. Bring the level up to, but not over, the "F" mark on the dipstick before adding more oil.

CAUTION:

DO NOT operate the engine with the oil level below "L" mark or over "F" mark.

9. **ENGINE OIL CHANGE**

- A. For a new engine, change oil after the first 50 hours of operation, thereafter, change oil after every 100 hours of operation.
- B. Make sure the engine is stopped and the oil has had time to drain into the sump. Drain oil while engine is warm.
- C. Remove the oil drain plug and oil fill cap. Tilt the engine slightly towards the oil drain to obtain better drainage.
- D. Reinstall the drain plug. Make sure it is tightened securely.
- E. Fill with high quality, detergent SAE 10W-30, service class "SF" oil to the "F" mark on the dipstick. Always check the level on the dipstick before adding more oil.

Reinstall the oil fill cap. Make sure it is tightened securely.

Make sure the engine is level when filling and checking oil.
- F. If changing the oil filter, add oil to the "F" mark on the dipstick and then add 1/2 pint (76 cc) extra oil for the oil filter capacity.
- G. Start the engine and check for oil leaks.

IX. MAINTENANCE (continued)

10. **ENGINE OIL FILTER** (if present)

- A. Change the engine oil filter at "each" or "every other" oil change depending on operating conditions. A genuine Kohler oil filter is recommended.
- (i) Drain crankcase oil, then remove old filter.
 - (ii) Before installing replacement filter apply a thin coating of oil on the surface of the rubber seal.
 - (iii) Turn filter clockwise until rubber seal contacts the filter adapter, then tighten filter and additional 1/2 turn.
- B. Refill engine with oil - see section IX - 9 , above. Add additional oil for the filter capacity if necessary. Always check dipstick before operating.

11. **ENGINE AIR INTAKE SCREEN**

Make sure the air intake screen is clean and unobstructed. If debris builds up on screen during engine operation, STOP engine immediately and clean off. An obstructed screen can cause engine overheating.

12. **ENGINE COOLING FINS**

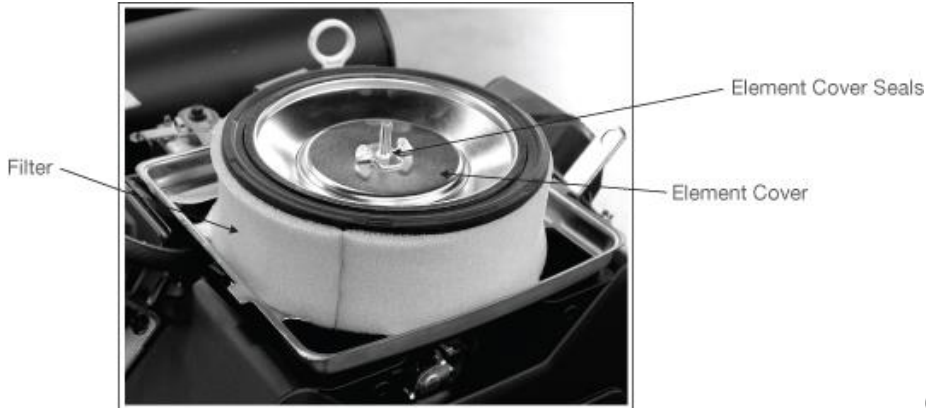
Every 50 operating hours (more often under extremely dusty or dirty conditions) remove cooling fins. Also clean dust, dirt, and oil from external surfaces of engine which can cause improper cooling. Make sure cooling shrouds are reinstalled. Operating the engine without cooling shrouds will cause engine damage due to overheating.

13. **ENGINE AIR FOAM PRECLEANER**

This engine is equipped with a high density paper air cleaner and an oiled foam precleaner which surrounds the paper element. Wash and re-oil the foam precleaner at least once every 25 hours.

- A. Remove wing nut, air cleaner cover, element cover seals, and element cover.
- B. Remove precleaner from paper element. Wash the precleaner in warm water with detergent.

IX. MAINTENANCE (continued)



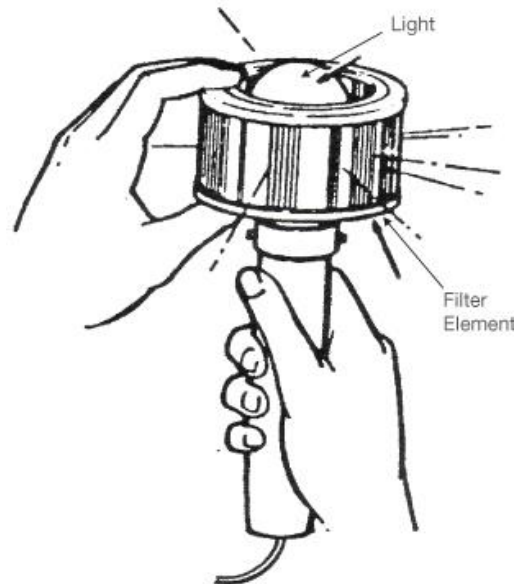
(filter location may vary)

- C. Rinse the precleaner thoroughly until all traces of detergent are eliminated. Squeeze out excess water (do not wring). Air dry.
- D. Saturate precleaner in clean, fresh engine oil and squeeze out excess oil.
- E. Reinstall precleaner over paper element.

14. **ENGINE PAPER AIR FILTER**

Every 100 operating hours (more often under extremely dusty or dirty conditions) check the paper element. Clean or replace the element as necessary.

- A. Remove the precleaner (if so equipped) from paper element.
- B. Gently tap the flat side of paper element to dislodge dirt. do not wash the paper element or use pressurized air as this will damage the element. Replace a dirty, bent, or damaged element with a new element. Handle new elements carefully. do not use if sealing surfaces are bent or damaged.
- C. With air cleaner disassembled, check the base. Make sure it is secured and not bent or damaged. Also check the element cover, seals, and breather tube for damage or improper fit. Replace all damaged components.



CAUTION:

Damaged or loose components could allow unfiltered air into the engine causing premature wear and failure.

IX. MAINTENANCE (continued)

- D. Reinstall the paper element, precleaner, element cover, element cover seals, air cleaner cover, and wing nut. Tighten wing nut 1/2 to 1 full turn after the nut contacts cover. Do not over tighten.

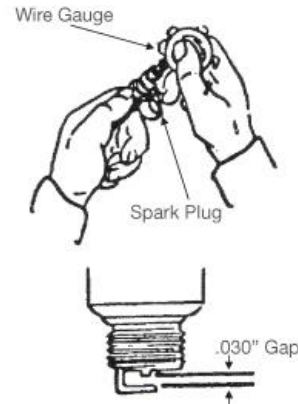
15. **ENGINE FUEL FILTER**

This filter is located on the gas line between the engine and the gas tank. Clean as needed.

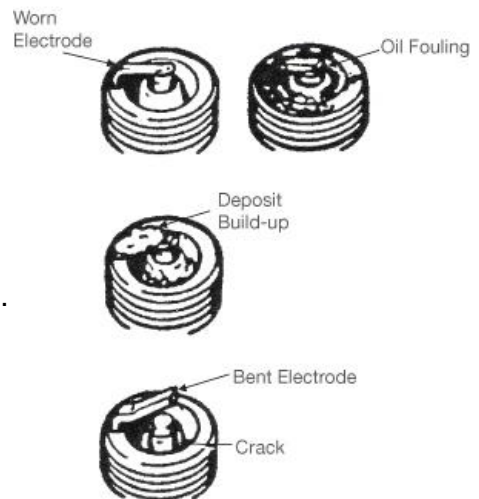
16. **ENGINE SPARK PLUGS**

Every 200 operating hours remove the spark plugs, check condition and reset gaps, or replace with new plugs as follows:

- A. Before removing spark plugs, clean the area around base of plugs to keep dirt and debris out of engine.
- B. Remove plugs and check condition. Incorrect spark plugs, worn or fouled plugs, cracked porcelain, or improper spark gaps can cause hard starting or engine misfire.
- C. Do not clean the spark plugs in a machine using abrasive grit. Replace plugs when dirty or if reuse is questionable. See SPECIFICATIONS for plug type.
- D. Check gaps using a wire feeler gauge. Adjust the gaps or replace plug. Install the plugs and torque to 18-22 ft. lb.



Replace if the following conditions exist:



17. **DECARBONIZING ENGINE**

See your local Kohler Dealer.

18. **CHECK/SET ENGINE TIMING**

Refer to Engine Service Manual or Authorized Service Dealer.

19. **CHECK VALVE TAPPET CLEARANCES**

Refer to Engine Service Manual or Authorized Service Dealer.

IX. MAINTENANCE (continued)

20. **CHECK/SET GOVERNOR**

NOT REQUIRED

21. **PULSATION DAMPER (located inside pump box)**

The piston type metering pump tends to deliver a slightly pulsating flow of insecticide. For best aerosol particle size, a more even (non-pulsating) flow is desirable. A small air chamber type pulsation damper is located in the metering pump box assembly, between the pump and the aerosol discharge nozzle. It is a white nylon assembly with an air dome that can be unscrewed by hand for inspection. It has a gasket which seals the joint between the air dome and the lower section.

The air dome should be checked periodically to make sure that it has not become filled with insecticide. If the dome has no air in it, it will not function as a pulsation damper. Be careful to position the gasket ring carefully, so as to avoid pinching, when replacing the air dome.

22. **FORMULATION FILTER**

There is a fine mesh filter screen located in the large, cylindrical nylon housing. This screen can be removed for inspection and/or cleaning by manually unscrewing the cap. When reassembling, be sure that the green sealing gasket is properly positioned so as to avoid damage caused by pinching. Tighten housing only hand tight during replacement; do not use tools.

If the screen should become clogged, maximum or consistent formulation flow rate will not be attained.

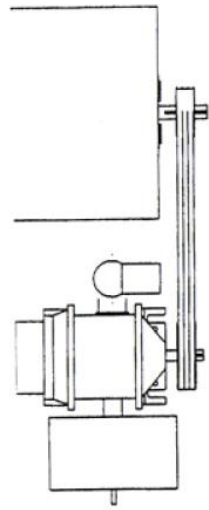
23. **DRIVE BELT ALIGNMENT**

Check drive belts regularly. They should be in alignment and neither excessively tight nor loose enough to slip.

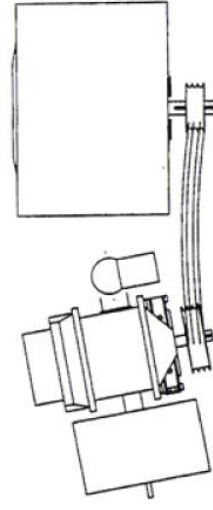
Both the engine and blower pulley bushings should be located 1/2" from the vertical belt guard mount.

Since both pulleys are of the same thickness, a 2' carpenter's square can be used as an alignment tool.

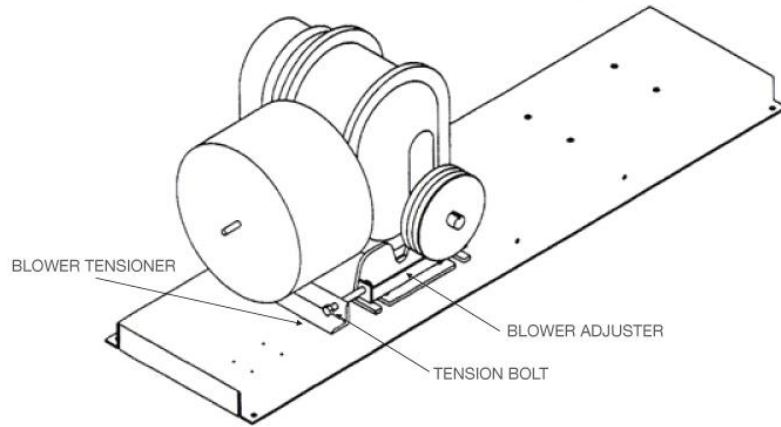
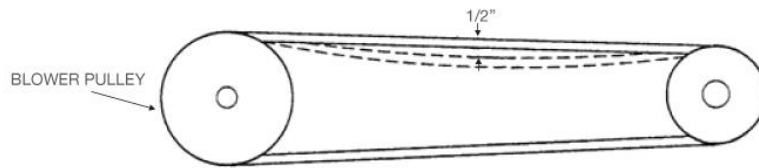
Two belt tensioning bolts, one to push and one to pull, are located at the bottom of the roots blower. When properly tensioned, the belt should have approximately 1/2" deflection at 20 lbs. of force.



CORRECT



INCORRECT



X. TROUBLE SHOOTING

X. TROUBLE SHOOTING

Symptoms	Possible Cause	Corrective Action
1. Starter fails to crank engine.	a. Battery cable connection loose dirty or damaged. b. Dead Battery. c. Starter solenoid defective or loose connection. d. Defective starter switch. e. Starter defective. f. Air pump locked up. g. Fuse blown.	a. Clean & tighten cable connections. replace a damaged cable. b. Replace or charge battery. c. Replace solenoid & tighten connections. d. Check starter button on engine and/or starter switch on remote control box. e. Replace starter. f. Inspect air pump for rotation. g. Replace Fuse.
2. Engine hard to start or fails.	a. Start-Stop switch on engine in stop position or faulty. b. Machine ON-Off switch located on remote control box in Off position or faulty. c. No fuel or contaminated fuel. d. clogged fuel filter. e. Spark plugs faulty. f. Fuel pump or carburetor defective. g. Terminals loose or wiring defective. h. Spark plug wire disconnected.	a. Place switch in start position, replace faulty switch. b. Place switch in ON position replace faulty switch. c. Add fuel or clean tank and refuel. d. Clean or replace fuel filter. e. Clean or replace plugs. f. Consult nearest engine service center. g. Tighten loose terminals, replace defective wiring. h. Connect spark plug wire.
3. Engine misses or runs erratically.	a. Spark plugs faulty. b. Spark plug wire disconnected. c. Contaminated fuel. d. Clogged fuel filter. e. Carburetor mounting gasket leaks. f. Cylinder head gasket leaks.	a. Clean or replace. b. Connect spark plug wire. c. Replace fuel. d. Clean or replace. e. Tighten bolts, replace gasket if necessary. f. Tighten cylinder head bolts.
4. Engine knocks or develops noise.	a. Crankcase oil low. b. Mufflers clogged. c. Flywheel loose.	a. Fill oil to proper level, after oil fill if noise continues, consult nearest engine service center. b. Clean or replace. c. Consult nearest engine service center.
5. Engine will not run smoothly.	a. Carburetor dirty or out of adjustment.	a. Clean or adjust carburetor.
6. Engine overheats.	a. Crankcase oil low. b. Air shroud clogged. c. Exhaust restricted.	a. Add oil to proper level. b. Clean or replace air shroud. c. Replace muffler.
7. Engine backfires.	a. Gasoline mixture too lean. b. Defective spark plugs. c. Inlet valves sticking.	a. Adjust carburetor. b. Clean, adjust and/or replace. c. Free, clean and adjust valve.
8. Engine compression low.	a. Valve clearance improper. b. Defective cylinder head. c. Defective valves or piston rings. d. Cylinder head gaskets leaks.	a. Adjust valve. b. Consult nearest engine service center. c. Consult nearest engine service center. d. Tighten head bolts or replace gasket.
9. Engine doesn't deliver full power.	a. Carburetor choke valve partly closed. b. Air cleaner dirty. c. Carburetor defective. d. Exhaust restricted.	a. Adjust choke. b. Service air cleaner. c. Clean, adjust or replace. d. Replace muffler.
10. Engine stops suddenly.	a. Ignition switch faulty. b. Fuel system has dirt, water or gum. c. Defective choke. d. Carburetor defective. e. Air pump locked up. f. Fuel pump defective. g. Faulty wiring. h. Remote control unplugged. i. Low oil level. j. Fuse blown.	a. Replace ignition switch. b. Clean fuel tank, line & check fuel filter. c. Inspect choke. d. Clean or replace. e. Inspect air pump for rotation. f. Clean or replace. g. Tighten loose terminal, replace defective wiring. h. Connect remote control. i. Fill oil to full mark. j. Replace Fuse.

X. TROUBLE SHOOTING (Continued)

X. TROUBLE SHOOTING (continued)

<u>Symptoms</u>	<u>Possible Cause</u>	<u>Corrective Action</u>
11. Output light not lit when output switch in ON position.	a. Machine not turned on. b. Defective switch. c. Lamp defective.	a. Turn on ignition switch. b. Replace switch. Switch may be temporarily shorted across terminals for test. c. Replace bulb.
12. Formulation pump runs but no output.	a. Leak in suction line. b. Out of formulation. c. Output solenoid not opening. d. Filter gasket pinched. e. Filter plugged. f. Pumped defective.	a. Check lines, tighten. b. Check that both formulation tank and flush tank have solution in them. c. Check voltage at connector which goes to solenoid. Should be 12 volts. If not, check voltage at control panel. d. Replace gasket. e. Clean or replace. f. Visually check pump for rotation and piston movement.
13. Formulation pump runs all the time.	a. Override switch in ON position.	a. Turn override switch to OFF position.
<u>Air Pump</u>		
14. Air pump will not operate while engine is running.	a. Shaft belt broken. b. Gears in blower damaged.	a. Replace belt. b. Consult factory.
15. Air pump makes excessive noise.		a. Consult factory.
16. No air flow.	a. Speed too low. b. Obstruction in piping.	a. Check engine RPM by tachometer. b. Check piping, screen, valves, silencer, to assure an open flow path.
17. Low capacity.	a. Speed too low. b. Excessive pressure. c. Obstruction in piping. d. Excessive slip.	a. Check engine RPM. b. Outlet obstructed see item 16b. c. See item 16b. d. Check inside of casing for worn or eroded surfaces causing excessive clearances. Consult factory.
18. Excessive power required.	a. Speed too high. b. Pressure too high. c. Impellers rubbing.	a. Check RPM. b. See item 17b. c. Inspect outside of cylinder and headplates for high temperature areas, then check for impeller contacts at these points. Correct blower counting, drive alignment.
19. Overheating of bearing or gears.	a. Inadequate lubrication. b. Excessive lubrication c. Excessive pressure rise. d. Belt misalignment. e. Speed too low.	a. Restore correct oil levels in gearbox and lubricate. b. Check gear oil level. if correct, drain and refill with clean oil of recommended grade. c. See item 17b. d. Check carefully. Realign if questionable. e. Speeds lower than the minimum recommended will overheat the entire blower.
20. Vibration	a. Belt misalignment. b. Impellers rubbing. c. Worn bearings/gears. d. Unbalanced or rubbing impellers. e. Driver or blower loose. f. Piping resonances.	a. See item 19d. b. See item 18c. c. Check gear backlash and condition of bearings. d. Scale or process material may build up on casing and impellers, or inside impellers. Remove build-up to restore original clearances and impeller balance. e. Tighten mounting bolts securely. f. Determine whether standing wave pressure pulsations are present in the piping. Consult factory.

IX. PREPARATION FOR STORAGE

1. GENERAL

If the unit is to be out of service for two or more months clean the entire machine with soapy water. Rinse and dry thoroughly.

2. BLOWER

When a blower is taken out service it may require internal protection against rusting or corrosion. The need for such protection must be a matter of judgment based on existing conditions as well as length of downtime. Under favorable conditions, protection will probably not be needed if shut-down is not longer than a month.

Under atmospheric conditions producing rapid corrosion or for storage periods longer than one month:

A. Remove the cover and screen on the air intake silencer. Start the engine and pour one pint of lubricating oil (SAE 40) in the blower intake. Shut the engine down immediately. Replace the cover and screen. The oil will coat the entire inner surface of the blower. This will prevent a coat of rust from forming in the blower.

B. Service drive end bearings, use a NLGI #2 premium grade, petroleum base grease with high temperature (300 degrees service temperature) and moisture resistance and good mechanical stability. Using a pressure gun, force new lubricant into each drive end bearing housing until traces of clean grease comes out of the relief fitting.

After a long shutdown, it is recommended that the grease relief fittings be removed, the old grease flushed out with kerosene or #10 lubricating oil, drained thoroughly, and bearings refilled with new grease. Be sure grease relief fittings are reinstalled.

C. Change gearbox oil per maintenance chart.

3. ENGINE

A. Add a fuel stabilizer to the fuel tank and run engine for 15 minutes, or run dry of gasoline to prevent gum buildup in the carb, or injectors.

B. Drain oil from crankcase while engine is still warm from operation. Refill engine to "F" mark on dipstick with proper viscosity oil.

C. Remove spark plug and add a tablespoon of engine oil into the spark plug hole. Install plug, but do not connect plug lead. Crank engine slowly 2 to 3 revolutions.

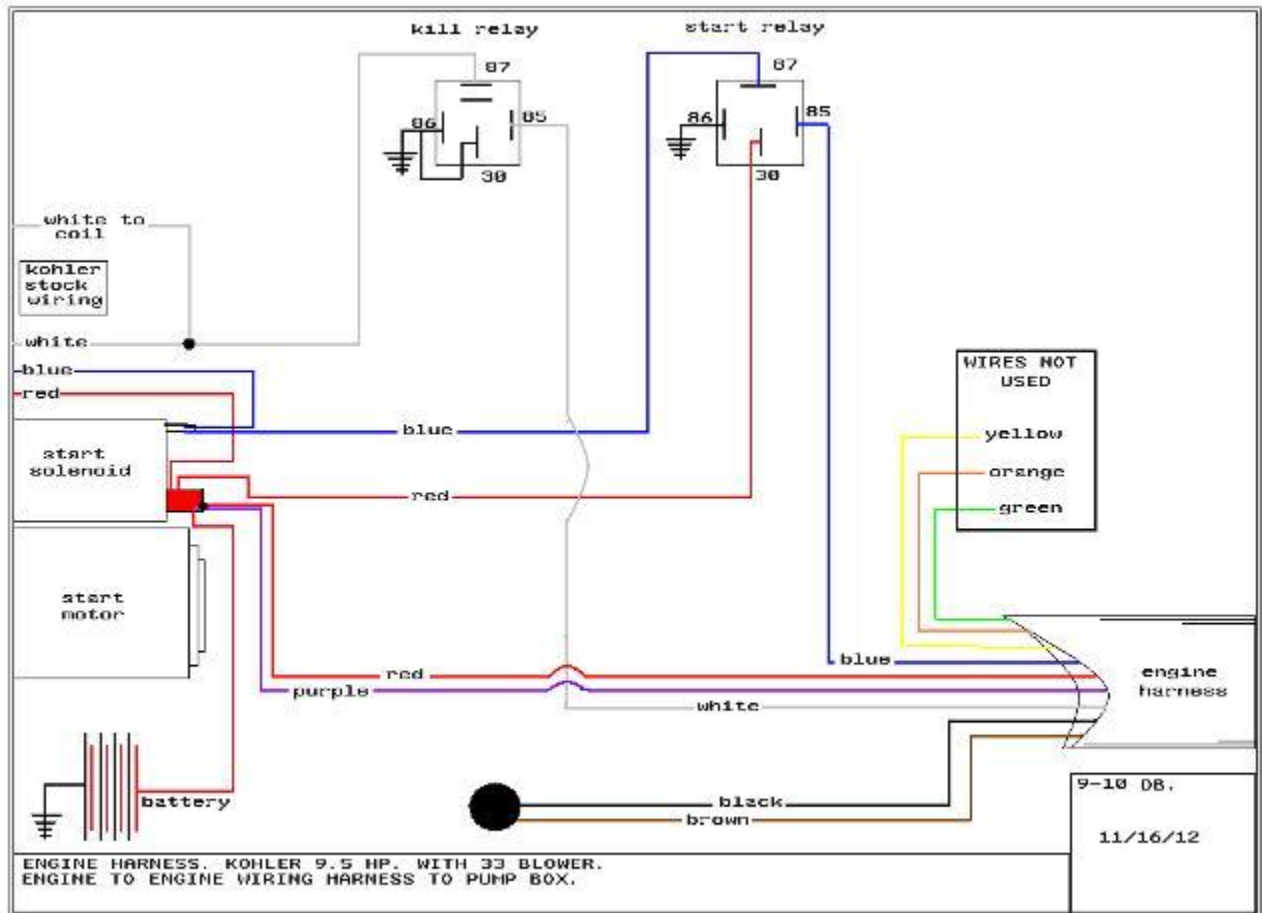
D. Spread a light film of oil over any exposed metal surfaces of engine to prevent rust.

4. STORAGE

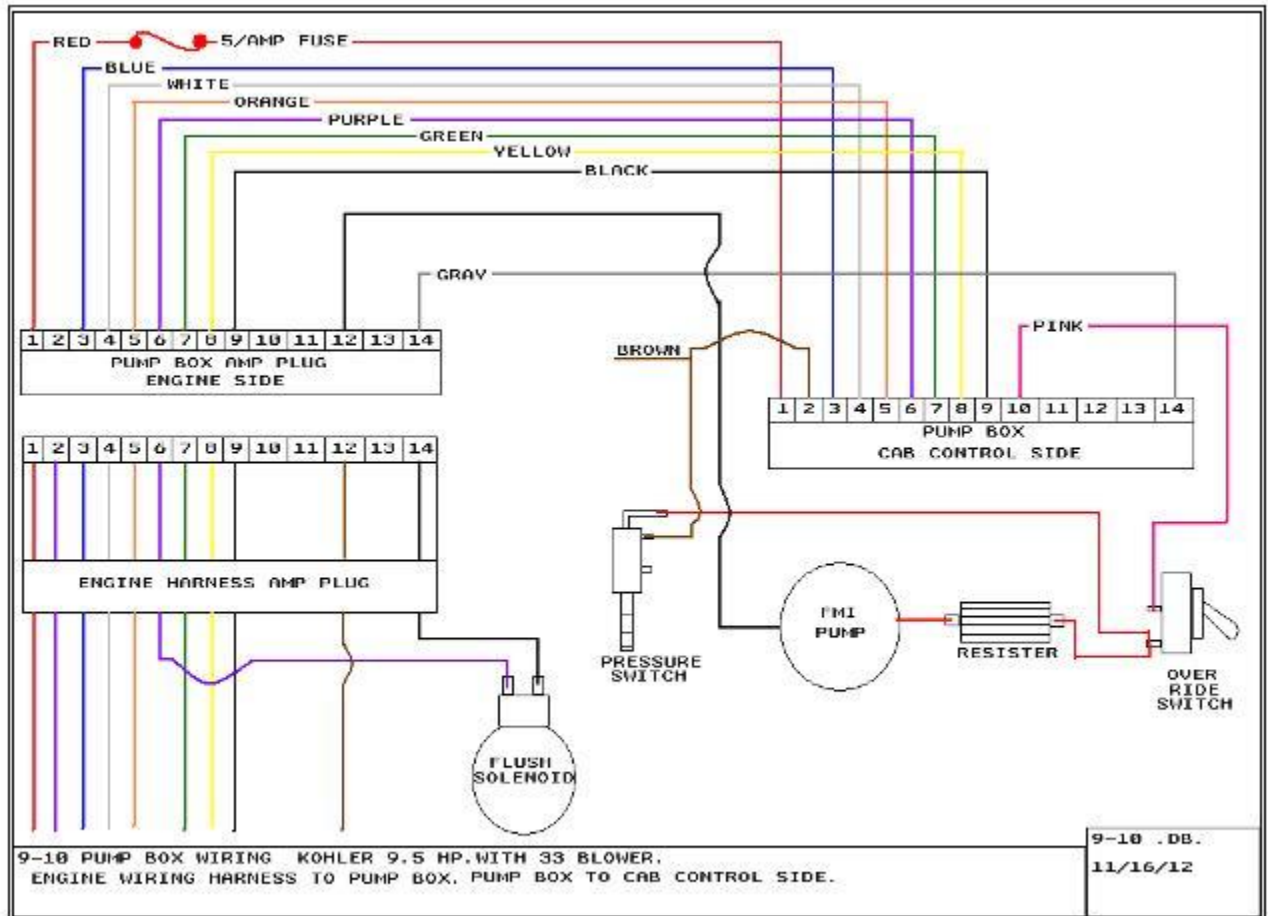
Store the unit in a clean, dry place.

9-10 WIRE DIAGRAMS

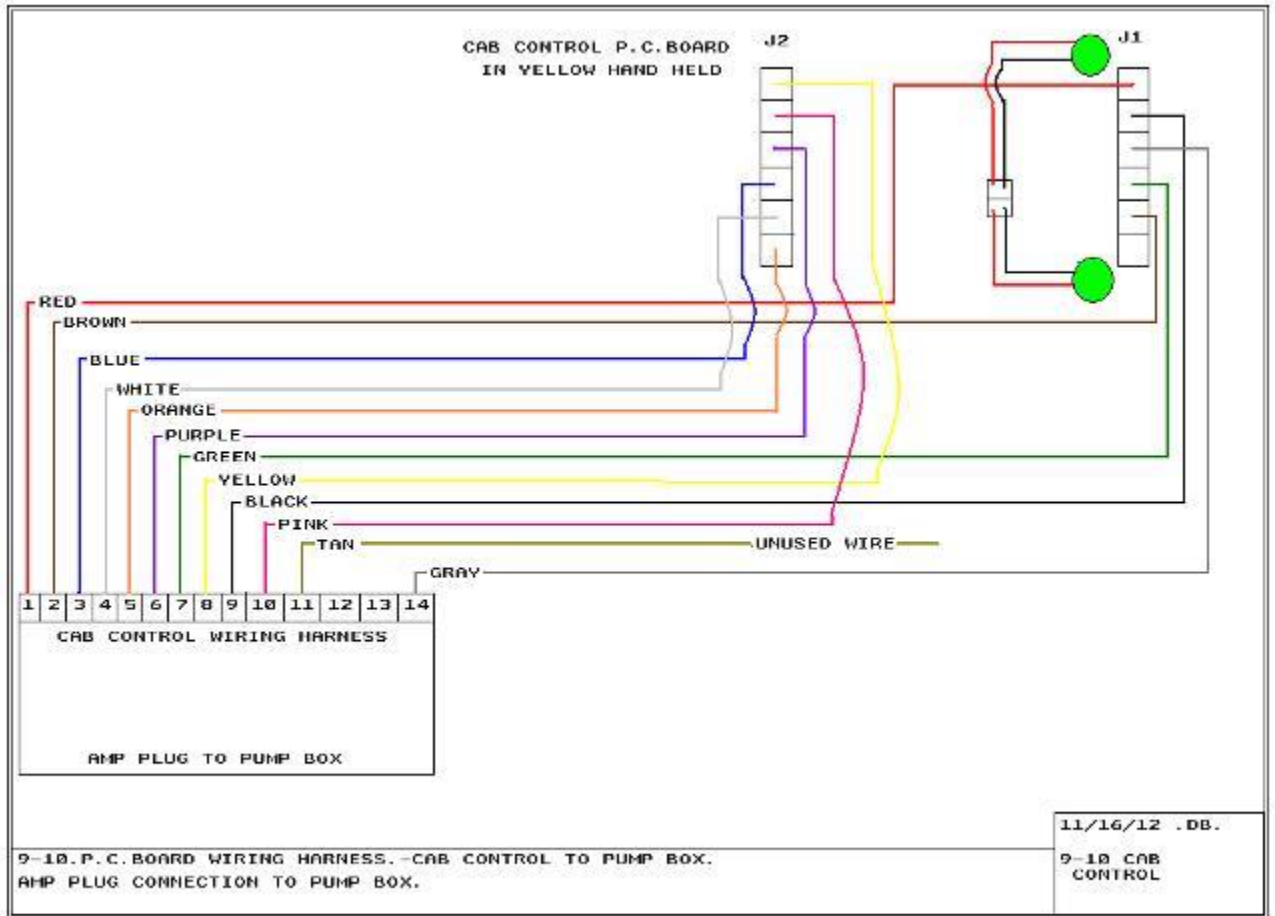
Engine Wire Diagram

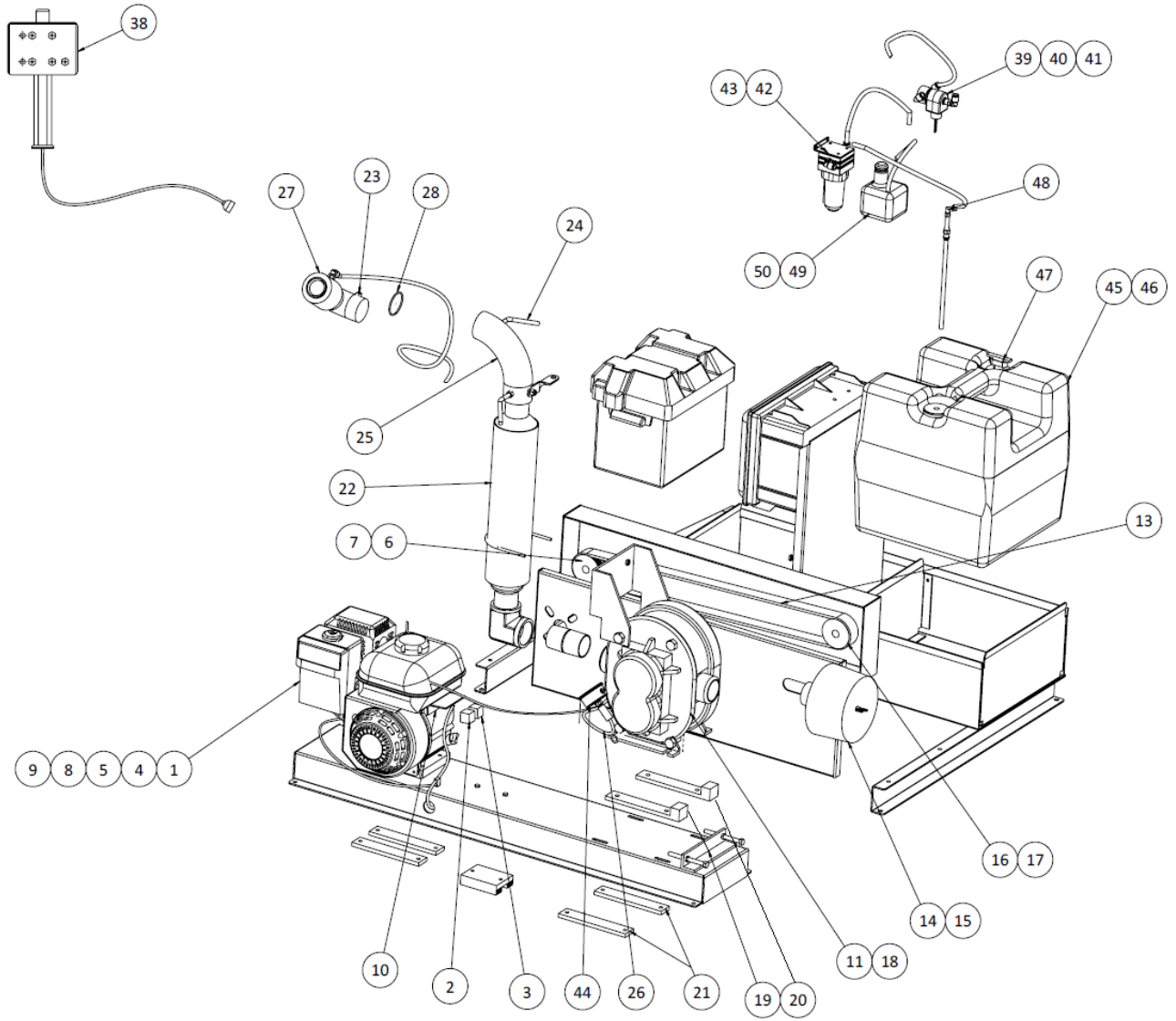


9-10 Pump Box Wire Diagram



9-10 Cab Control Wire Diagram





Item #	Part #	Description	Qty
		9-10 Parts Balloons	
1	2-100	Engine Assembly Complete Wired with Bushing	1
2	2-102	Relay 5 pin Kill Relay	1
3	2-103	Relay 4 pin Start Relay	1
4	2-105	Engine Wire Harness Complete (AMP)	1
5	2-106	10-30 Engine Oil	1.5
6	2-123	Engine Pulley (does not include pulley Bushing)	1
7	2-124	Engine Bushing (does not include Pulley)	1
8	2-137	Engine Air Filter /Pre Filter	1
9	2-138	Engine Spark Plugs	1
10	2-141	Fuse 30 AMP	1
11	2-200	Blower Assembly Complete w/ pulley	1
12	n/a	n/a	1
13	2-202	Triple V Belt 9-10	1
14	2-203	Engine Air Filter Complete Assy	1
15	2-204	Engine Air Filter Element Only *Part Only*	1
16	2-205	Blower Pulley (does not include Bushing)	1
17	2-206	Blower Pulley Bushing (pulley not included)	1
18	2-207	Mobil DTE OIL 13 Oz.	1
19	2-209	Belt Tensioner w/nut	1
20	2-210	Belt Tensioner w/o Nut	1
21	2-211	Blower Nut Plate	2
22	2-220	Silencer Tube Assembly	1
23	2-224	Safety Set Screw (to secure rotating nozzle)	2
24	2-225	Locking Handle (lock down rotating nzl. and elbow)	2
25	2-227	Swivel Elbow Assembly	1
26	2-230	Blower Pressure Hose Assy	1
27	2-300	Hoot Nozzle Assembly (w/ housing and fitting)	1
28	2-315	O-Ring qty 3 (nozzle 2, silencer tube 1)	2
29	2-501	Pump Box Only Black	1
30	2-550	Pump-F.M.I. 3/8 in Ceramic Piston with fittings	1
31	2-502	Pump Fitting, Jaco 1/4 x 3/8 male	1
32	2-503	Pump Fitting, Jaco 1/4 x 3/8 90 deg male	1
33	2-504	Pulse Dampener w/ Bracket and Hose Fittings Assy	1
34	2-507	Jaco, 1/4 x 3/8 90 deg female	2
35	2-509	Pressure Switch	1
36	2-513	Gold Resistor with Heat Sink Complete w/ connec	1
37	2-523	Rubber Vibration Mount (4 necessary)	1
38	2-575	Cab Control Yellow 9-10 Complete	1
39	2-600	Spray Flush Solenoid Viton Seals 9-10 Assy	1
40	2-602	90 Deg. Male Fitting Flush Solenoid 1/4 X 3/8	2
41	2-603	Flush Solenoid Jaco Straight Fitting 1/4 X 3/8	1
42	2-650	Filter Assembly Complete with Fittings	1
43	2-656	90 Deg. Male Jaco Formulation Filter	2
44	2-675	Pressure Gauge Complete Assy.	1
45	2-700	15 Gal Black Form Tank w/ pickup tube and fittings	1
46	2-701	15 Gallon Formulation Tank (Tank Only)	1
47	2-702	Formulation Tank Cap with Handle (non locking)	1
48	2-712	Stainless Steel Pickup Tube Complete with Fitting	1
49	2-725	Flush Tank Assembly w/ Cap	1
50	2-727	Flush Tank Cap Complete	1
51	1-527	Pulsation Dampner Gasket Green	1
52	2-512	Override Switch	1
53	2-515	5 Amp Fuse Pump Box Wire Harness	
54	2-508	Pump Box Wire Harness Complete	1
55	2-1003	Hose Kit 15 feet 3/8 inch Clear Poly Tubing	1
56	2-1004	Nylon Fitting Kit (included all 12 Jaco Fittings)	1
57	2-1005	Hose and Fitting Kit (Everything included)	1

