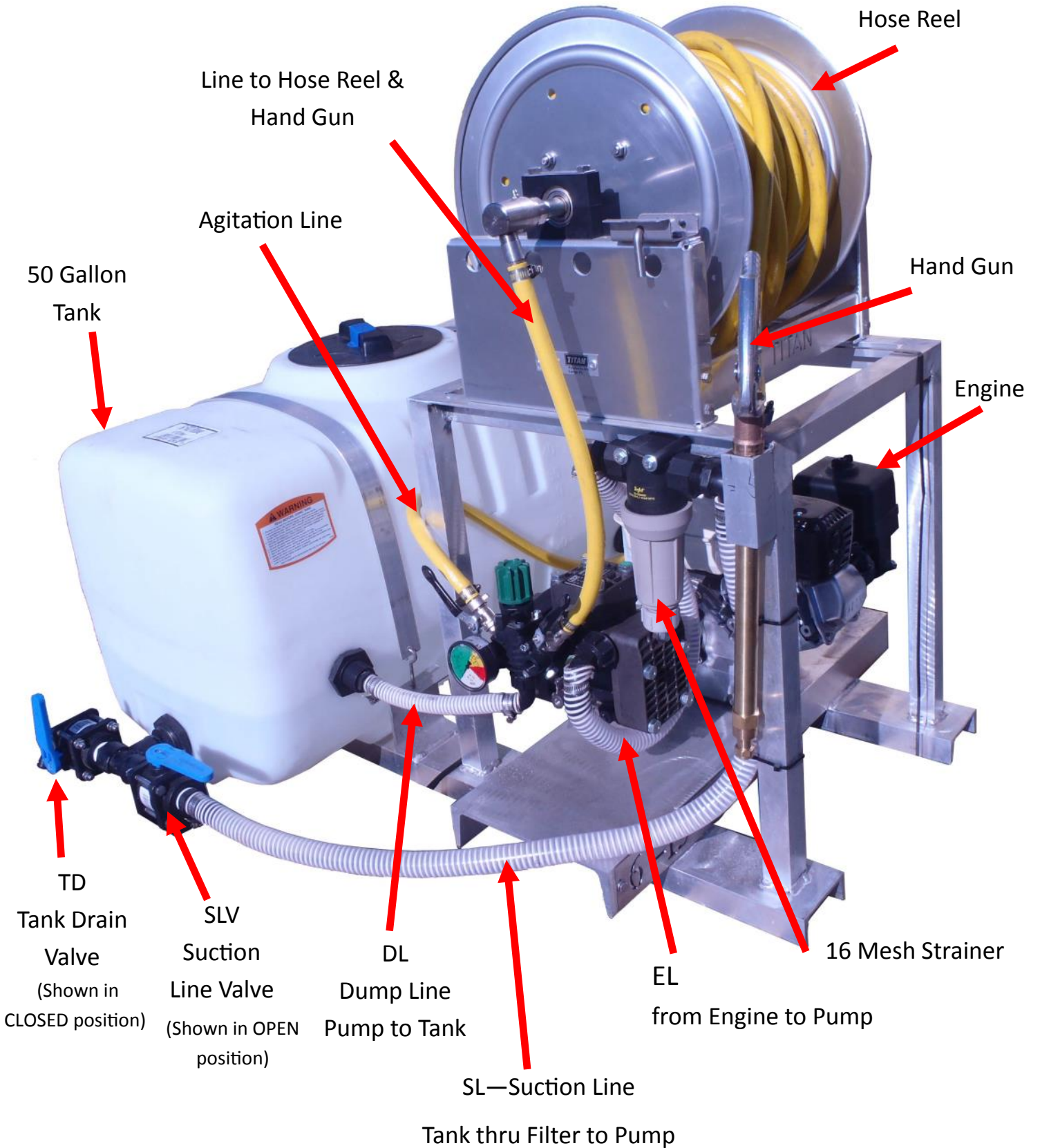
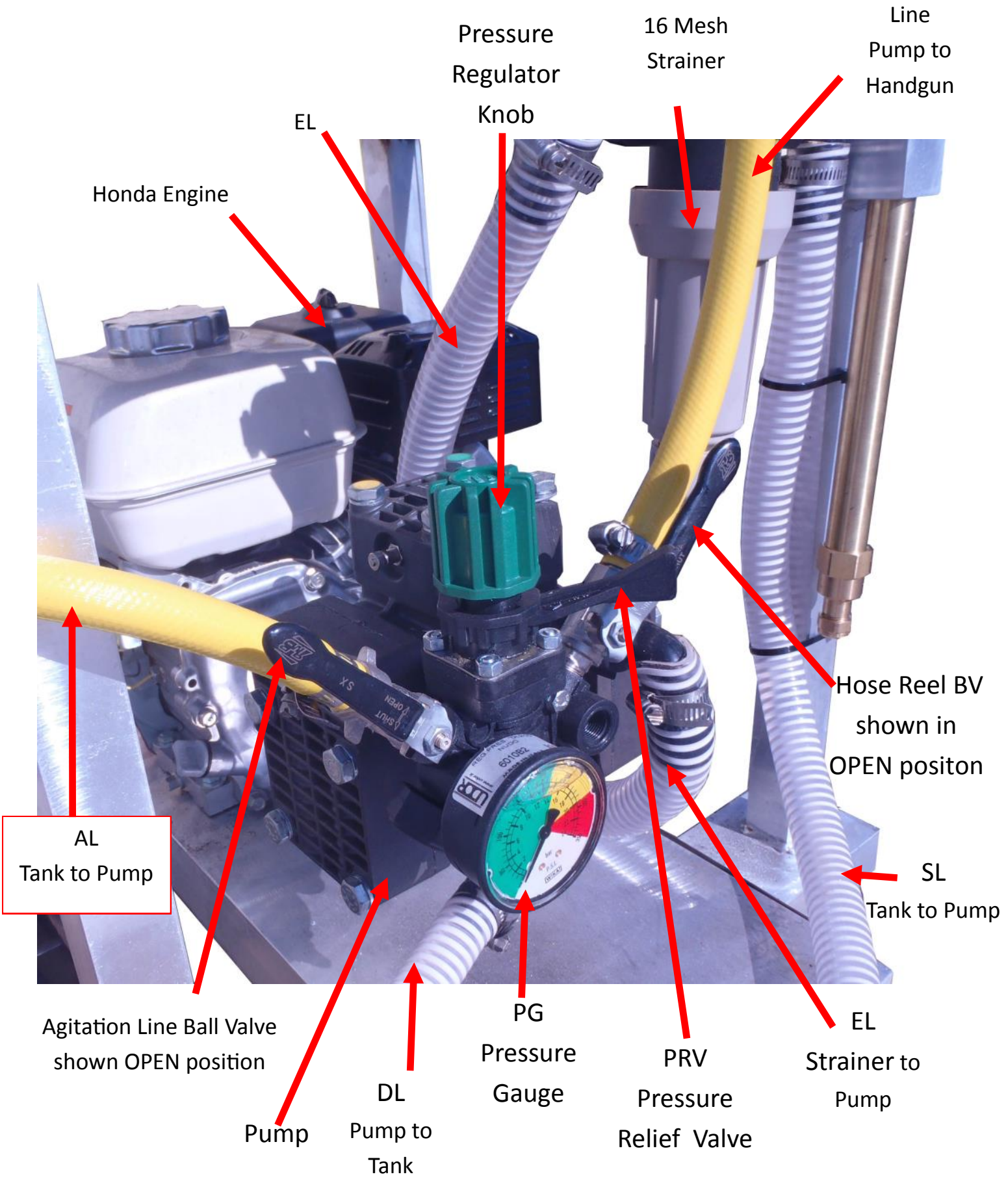


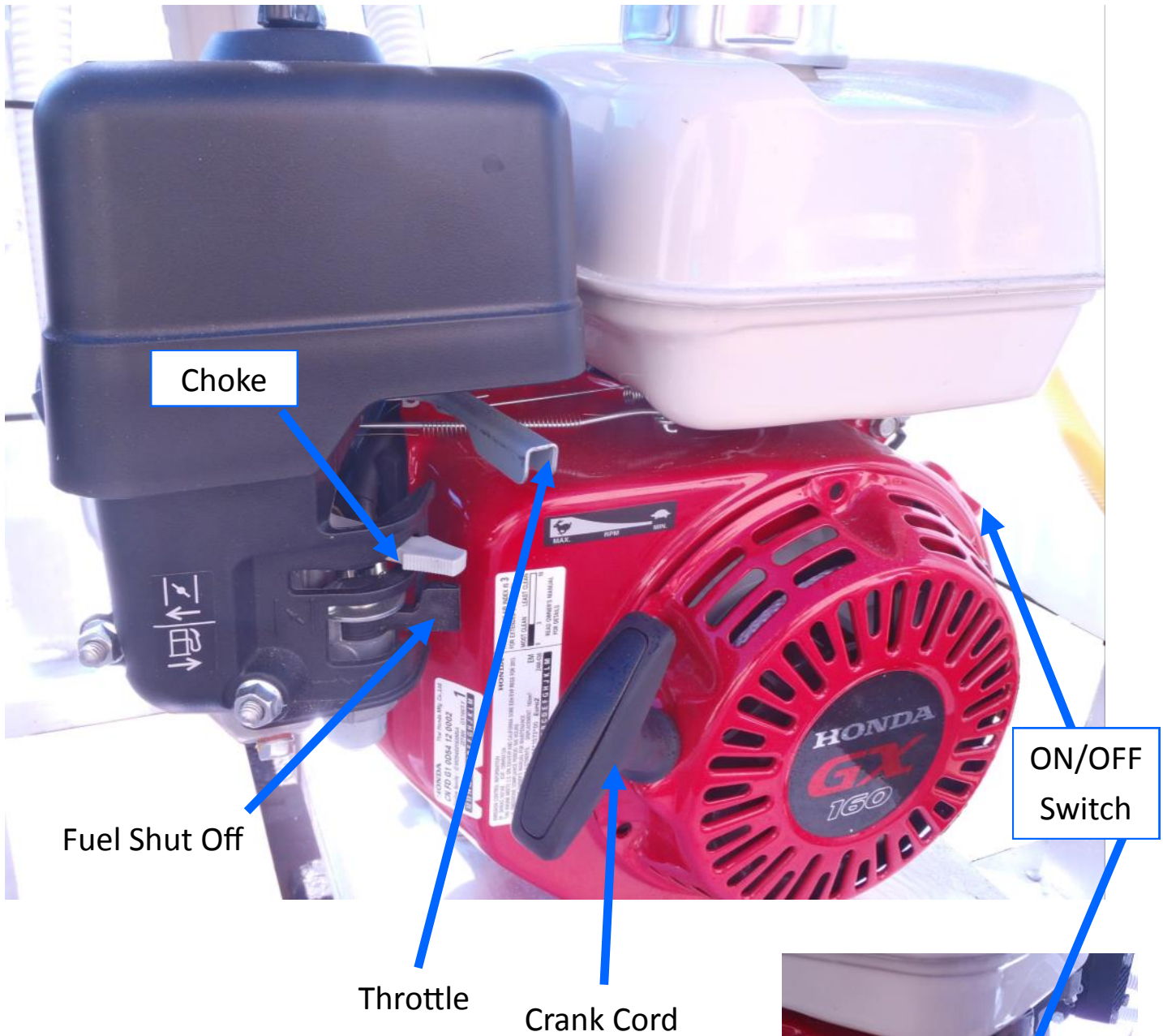
Skid Sprayer Parts



Plumbing Detail



Honda Engine Detail



Cranking the Engine

- Disengage the PRV Valve
- Turn Engine Switch ON
- Turn Fuel Shut Off to ON
- Set Choke to full ON
- Set Throttle approximately 1/2 ON
- Pull Crank Cord

Operating Your Skid Sprayer

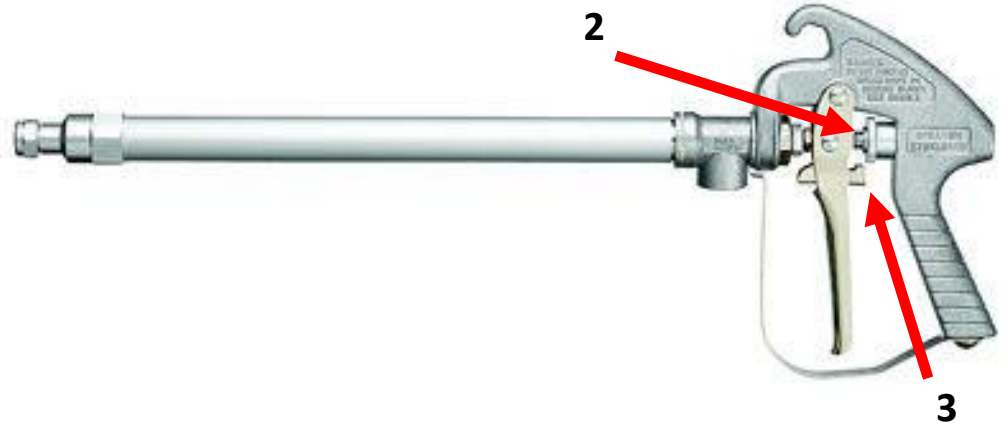
Spraying with Hand Gun

1. Pressure Relief Valve always starts in OFF position
2. Make sure Hose Reel BV is full OPEN
3. Make sure Agitation Line BV is full OPEN
4. Crank engine
5. After engine is cranked you move it to the pressure position with PRV, using pressure gauge to keep pressure at correct rate.
 - > To increase pressure, screw in the regulator knob valve
 - > To decrease pressure, screw the regulator knob out.

Your pressure should not go into the yellow or red areas of the gauge.

Using / Adjusting Hand Gun

1. Pull trigger back.
2. Using nut behind trigger, adjust the flow from spray to flow.
3. Gun can be locked in the ON position by using the clip behind the trigger.



TeeJet GunJet AA43H6 Specifications		Setting A				Setting C					
		40 psi		100 psi		200 psi		400 psi		800 psi	
Orifice Disc # D6	Performance	A	C	A	C	A	C	A	C	A	C
	Capacity— gpm	1.2	1.3	1.9	2.0	2.7	2.9	3.8	4.1	5.3	5.8
	Max Vert Throw in ft	—	31.5	—	33	—	34.5	—	36.5	—	38
	Max Horz Throw in ft	10	44	10	45	10.5	46	11	48	11	50

Different spray patterns can be achieved using a different Orifice Disc

Notes:

- Dump Line moves product back into tank when Hand Gun is not ON and must ALWAYS be unrestricted
- Tank Drain Valve must be CLOSED when spraying
- Suction Line Valve must be OPEN when spraying



ITEM	REGULAR SERVICE PERIOD (1)				
	Each use	First month or 20 hrs.	Every 3 months or 50 hrs.	Every 6 months or 100 hrs.	Every year or 300 hrs.
Engine oil	•	•	•	•	•
Reduction case oil (applicable types)	•	•	•	•	•
Air cleaner	•	•	• (2)	•	• (3)
Sediment cup	•	•	•	•	•
Spark plug	•	•	•	•	•
Spark arrester (applicable types)	•	•	•	• (5)	•
Idle speed	•	•	•	•	• (4)
Valve clearance	•	•	•	•	• (4)
Combustion chamber	•	•	•	•	•
Fuel tank and filter	•	•	•	•	•
Fuel tube	•	•	•	•	•

(1) For commercial use, log hours of operation to determine proper maintenance intervals.

(2) Service more frequently when used in dusty areas.

(3) Replace paper element type only.

(4) These items should be serviced by your servicing dealer, unless you have the proper tools and are mechanically proficient. Refer to Honda shop manual for servicing procedures.

(5) In Europe and other countries where the machinery directive 2006/42/EC is enforced, this cleaning should be done by your servicing dealer.

F **NONFLAMMABLE SOLVENT** **ENGINE OIL**

FOAM ELEMENT
Refer to the cleaning of foam element.

SQUEEZE THOROUGHLY

Excess oil will restrict air flow through the foam element and may transfer to the paper element, soaking and clogging it.

G **FOAM ELEMENT** **AIR CLEANER CASE**

<OIL BATH TYPE>
OIL LEVEL

Fill the air cleaner case to the level mark with the same oil that is recommended for the engine.
Air cleaner oil capacity: **60 cm³ (2.0 US oz)**

H **SIDE ELECTRODE**

Measure the plug gap with a wire-type feeler gauge.
If necessary, adjust the gap by bending the side electrode.

GAP: 0.7 - 0.8 mm

Standard spark plug:
BP6ES, BPR6ES (NGK)
W20EP-U, W20EPR-U (DENSO)

I **THROTTLE STOP SCREW**

Standard idle speed: **1,400 ± 150 rpm**

On some applications the engine speed is fixed and does not idle.
The standard idle speed may be different depending on the application.
Refer to the equipment manufacturer's instructions for specific idle speed setting.

J **TOP HOLE** **ALIGN**

TRIANGLE MARK

Set the piston at top dead center of the compression stroke (both valves fully closed).

K **FEELER GAUGE** **ROCKER ARM** **ROCKER ARM PIVOT LOCK NUT** **ROCKER ARM PIVOT**

Standard valve clearance:
0.15 mm ± 0.02 mm (IN)
0.20 mm ± 0.02 mm (EX)

L **WIRE BRUSH**

Remove any carbon deposits from the combustion chamber using a soft wire brush.

M **FUEL FILTER** **O-RING** **FUEL FILTER** **FUEL FILTER JOINT NUT** **FUEL TUBE**

Clean the fuel tank with nonflammable solvent and allow the fuel tank to dry thoroughly.
Clean the filter with nonflammable solvent.
Inspect for cracks or deterioration and replace if necessary.

A **OIL FILLER CAP/DIPSTICK**

Insert the dipstick in the oil filler neck, but do not screw it in. Remove the dipstick and check the oil level.

B **SAE Viscosity Grades**

Engine oil capacity: **0.56 L (GX120)**
0.58 L (GX160), **0.6 L (GX200)**
Recommended oil: SAE 10W-30
API service category: SE or later

C **1/2 REDUCTION (CENTRIFUGAL CLUTCH TYPE)** **OIL FILLER CAP/DIPSTICK** **OIL DRAIN BOLT** **DIPSTICK** **UPPER LIMIT**

Oil capacity: **0.5 L**
Oil capacity: **0.15 L**

Use the same oil as used in the engine.

D **<DUAL ELEMENT TYPE>** **PAPER ELEMENT** **FOAM ELEMENT**

Paper element: Tap the element lightly several times on a hard surface to remove dirt, or blow compressed air (not exceeding 207 kPa, 2.1 kgf/cm², 30 psi) through the element from the inside. Never try to brush off dirt; brushing will force dirt into the paper fibers.

E **<LOW PROFILE TYPE>** **AIR FILTER ELEMENT**

Wash the element in a solution of household detergent and warm water, then rinse thoroughly, or wash in nonflammable or high flash point solvent.
Allow the element to dry thoroughly.
Soak the air filter element in clean engine oil and squeeze out the excess oil.

D **<CYCLONE TYPE>** **PAPER ELEMENT** **FOAM ELEMENT**

Remove the cyclone housing and air guide.
Wash the parts with water, dry them thoroughly and reassemble them.

Paper element: Tap the element lightly several times on a hard surface to remove dirt, or blow compressed air (not exceeding 207 kPa, 2.1 kgf/cm², 30 psi) through the element from the inside. Never try to brush off dirt; brushing will force dirt into the paper fibers.

C **1/2 REDUCTION (CENTRIFUGAL CLUTCH TYPE)** **OIL FILLER CAP/DIPSTICK** **OIL DRAIN BOLT** **DIPSTICK** **UPPER LIMIT**

Oil capacity: **0.5 L**
Oil capacity: **0.15 L**

Use the same oil as used in the engine.

DAILY CLEANING—At Spray Site

- Empty the spray tank at the end of each day, or at the end of the job.
- Partially fill the tank with water. Run this wash water through the spray system to clean hoses, pump, tank, valves, and nozzles. Spray on the target site until the tank has been emptied. Repeat this 3 times.
- Do NOT allow the pump to run "dry" for more than a few seconds.
- Hose off the sprayer at the treatment site to remove any chemical residue.
- Remove the strainer at the pump and open the ball valve so that the lines will drain. Open the drain on the spray pump so it will also drain.
- Drain down is especially important if the system is to remain unused for an extended period of time or if freezing conditions will occur. All low points in the system should be double-checked to make sure no water is left in them where possible.

Safety First



MAINTENANCE REQUIREMENTS

- Daily clean chemical strainer by washing with clean water. Check it at least every other fill.
- Daily (more often as necessary) check entire unit for loose, broken, missing, or out-of-adjustment parts. Repair or replace as necessary.

NCI keeps records for each spreader or sprayer manufactured.

- These records are stored by serial number and will have complete information on your equipment as built.
- It will not reflect any changes made by the purchaser or other alterations.
- There may be differences in replacement part numbers due to technical improvements or changes in vendors / vendor supplies.

