

INSTRUCTIONS-PARTS LIST

805-075

Rev A

11 HORSEPOWER, GASOLINE-POWERED

AIRLESS PAINT SPRAYER / WASHER

PAINT PUMP: 3000 psi (207 bar) MAXIMUM WORKING PRESSURE

*WASHER: 3000 psi (207 bar) MAXIMUM OPERATING PRESSURE
3400 psi (234 bar) MAXIMUM WORKING PRESSURE*

Model 805-074, Series A

WARNING

Hazard of Using Fluids Containing Halogenated Hydrocarbons

Never use 1,1,1-trichloroethane, methylene chloride, other halogenated hydrocarbon solvents or fluids containing such solvents in this equipment. Such use could result in a serious chemical reaction, with the possibility of explosion, which could cause death, serious bodily injury and/or substantial property damage.

Consult your fluid suppliers to ensure that the fluids being used are compatible with aluminum and zinc parts.

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SAFETY WARNINGS

HIGH PRESSURE SPRAY CAN CAUSE SERIOUS INJURY.

For Professional Use Only. Observe All Warnings.

Read and understand all instruction manuals before operating equipment.

FLUID INJECTION HAZARD

General Safety

This equipment generates very high fluid pressure. Spray from the gun, leaks or ruptured components can inject fluid through your skin and into your body and cause extremely serious bodily injury, including the need for amputation. Also, fluid injected or splashed into the eyes or on the skin can cause serious damage.

NEVER point the spray gun at anyone or at any part of the body. NEVER put hand or fingers over the spray tip. NEVER try to “blow back” paint; this is NOT an air spray system.

ALWAYS have the tip guard in place on the spray gun when spraying paint.

ALWAYS follow the **PRESSURE RELIEF PROCEDURE**, on page 3, before cleaning or removing the spray tip or servicing any system equipment.

NEVER try to stop or deflect leaks with your hand or body.

Be sure equipment safety devices are operating properly before each use.

Medical Alert--Airless Spray Wounds

If any fluid appears to penetrate your skin, get **EMERGENCY MEDICAL CARE AT ONCE. DO NOT TREAT AS A SIMPLE CUT.** Tell the doctor exactly what fluid was injected.

Note to Physician: Injection in the skin is a traumatic injury. It is important to treat the injury surgically as soon as possible. Do not delay treatment to research toxicity. Toxicity is a concern with some exotic coatings injected directly into the blood stream. Consultation with a plastic surgeon or reconstructive hand surgeon may be advisable.

PAINT SIDE & WASHER SIDE-

Spray Gun Safety Devices

Be sure all gun safety devices are operating properly before each use. Do not remove or modify any part of the gun; this can cause a malfunction and result in serious bodily injury.

Safety Latch

Whenever you stop spraying, even for a moment, always set the gun safety latch in the closed or “safe” position, making the gun inoperative. Failure to set the safety latch can result in accidental triggering of the gun.

Trigger Guard

Always have the trigger guard in place on the gun when spraying to reduce the risk of accidentally triggering the gun if it is dropped or bumped.

Spray Tip Safety

Use extreme caution when cleaning or changing spray tips. If the spray tip clogs while spraying, engage the gun safety latch immediately. ALWAYS follow the **PRESSURE RELIEF PROCEDURE**, on page 3, and then remove the spray tip to clean it.

NEVER wipe off build-up around the spray tip until pressure is fully relieved and the gun safety latch is engaged.

PAINT SIDE (only)

Safety Devices

Diffuser

The gun diffuser breaks up spray and reduces the risk of fluid injection when the tip is not installed. Check diffuser operation regularly. Follow the **PRESSURE RELIEF PROCEDURE**, on page 3, then remove the spray tip. Aim the gun into a metal pail, holding the gun firmly to the pail. Using the lowest possible pressure, trigger the gun. If the fluid emitted is not diffused into an irregular stream, replace the diffuser immediately.

Tip Guard

ALWAYS have the tip guard in place on the spray gun while spraying. The tip guard alerts you to the fluid injection hazard and helps reduce, but does not prevent, the risk of accidentally placing your fingers or any part of your body close to the spray tip.

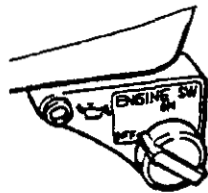
PRESSURE RELIEF PROCEDURE

To reduce the risk of serious bodily injury, including fluid injection, splashing fluid or solvent in the eyes or on the skin, or injury from moving parts or electric shock, always follow this procedure whenever you shut off the sprayer, when checking or servicing any part of the spray system, when installing, cleaning or changing spray tips, and whenever you stop spraying.

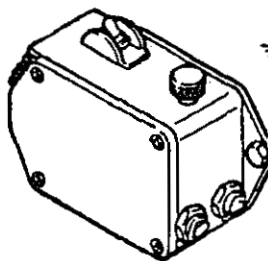
1. Engage the gun safety latch.
2. Turn the ON/OFF switch to OFF.
3. Flip the pressure control switch to OFF.
4. Disengage the gun safety latch. Hold a metal part of the gun firmly to the side of a grounded metal pail, and trigger the gun to relieve pressure.



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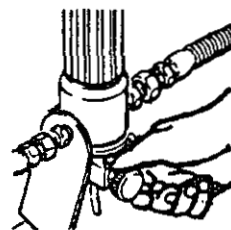
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5. Engage the gun safety latch.
6. Open the pressure drain valve, having a container ready to catch the drainage. Leave the valve open until you are ready to spray again.
7. Disconnect the spark plug cable.

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, wrap a rag around the tip guard retaining nut or hose end coupling and VERY SLOWLY loosen the part to relieve pressure gradually, then loosen completely. Now clear the tip or hose.

EQUIPMENT MISUSE HAZARD

General Safety

Any misuse of the spray equipment or accessories, such as overpressurizing, modifying parts, using incompatible chemicals and fluids, or using worn or damaged parts, can cause them to rupture and result in fluid injection, splashing in the eyes or on the skin, or other serious bodily injury, or fire, explosion or property damage.

NEVER alter or modify any part of this equipment; doing so could cause it to malfunction.

CHECK all spray equipment regularly and repair or replace worn or damaged parts immediately.

Always wear protective eyewear, gloves, clothing and respirator as recommended by the fluid and solvent manufacturer.

System Pressure

Be sure that all spray equipment and accessories used are rated to withstand the appropriate pressure. DO NOT exceed the maximum working pressure of any component or accessory used in the system.

Chemical Compatibility

BE SURE that all chemicals used in the chemical injector are compatible with the wetted parts of the hose, gun, wand and tip, as given in the **TECHNICAL DATA** on page 21 of this manual. Always read the chemical manufacturer's literature before using any chemical in this pressure washer.

If using a chemical injector, read and follow the chemical manufacturer's literature regarding the use of protective eyewear, clothing and equipment.

Fluid and Solvent Compatibility

BE SURE that all fluids and solvents used are chemically compatible with the wetted parts. Always read the fluid and solvent manufacturer's literature before using them in this sprayer.

HOSE SAFETY

High pressure fluid in the hoses can be very dangerous. If the hose develops a leak, split or rupture due to any kind of wear, damage or misuse, the high pressure spray emitted from it can cause a fluid injection injury or other serious bodily injury or property damage.

ALL FLUID HOSES MUST HAVE STRAIN RELIEFS ON BOTH ENDS! The strain reliefs help protect the hose from kinks or bends at or close to the coupling which can result in hose rupture.

TIGHTEN all fluid connections securely before each use. High pressure fluid can dislodge a loose coupling or allow high pressure spray to be emitted from the coupling.

NEVER use a damaged hose. Before each use, check the entire hose for cuts, leaks, abrasion, bulging cover, or damage or movement of the hose couplings. If any of these conditions exist, replace the hose immediately. DO NOT try to recouple high pressure hose or mend it with tape or any other device. A repaired hose cannot contain the high pressure fluid.

HANDLE AND ROUTE HOSES CAREFULLY. Do not pull on hoses to move equipment. Keep hoses clear of moving parts and hot surfaces of the pump and gas engine. Do not use fluids or solvents which are not compatible with the inner tube and cover of the hose.

Hose Grounding Continuity

Proper hose grounding continuity is essential to maintaining a grounded spray system. Check the electrical resistance of your fluid hoses at least once a week. If your hose does not have a tag on it which specifies the maximum electrical resistance, contact the hose supplier or manufacturer for the maximum resistance limits. Use a resistance meter in the appropriate range for your hose to check the resistance. If the resistance exceeds the recommended limits, replace it immediately. An ungrounded or poorly grounded hose can make your system hazardous. Also read **FIRE OR EXPLOSION HAZARD** on page 4.

FIRE OR EXPLOSION HAZARD

Static electricity is created by the flow of fluid through the pump and hose. If every part of the spray equipment is not properly grounded, sparking may occur, and the system may become hazardous. Sparking may also occur when plugging in or unplugging a power supply cord or using a gasoline engine. Sparks can ignite fumes from solvents and the fluid being sprayed, dust particles and other flammable substances, whether you are spraying indoors or outdoors, and can cause a fire or explosion and serious bodily injury and property damage.

If you experience any static sparking or even a slight shock while using this equipment, **STOP SPRAYING IMMEDIATELY**. Check the entire system for proper grounding. Do not use the system again until the problem has been identified and corrected.

Grounding

To reduce the risk of static sparking, ground the sprayer and all other spray equipment used or located in the spray area. CHECK your local electrical code for detailed grounding instructions for your area and type of equipment. BE SURE to ground all of this spray equipment:

1. *Sprayer*: connect a ground wire and clamp (supplied) to a true earth ground.

GASOLINE ENGINE HAZARD

NEVER fill the fuel tank while the engine is running or hot. Fuel spilled on a hot surface can ignite and cause a fire.

ALWAYS pour fuel in slowly to avoid spilling. Also read **FIRE OR EXPLOSION HAZARD**, above, and **FUELING** on page 6.

NEVER operate the engine in a closed building unless the engine exhaust is piped outside. The exhaust contains carbon monoxide, a poisonous, odorless and invisible gas which can cause serious illness and even death if inhaled.

2. *Fluid hoses*: use only grounded hoses with a maximum of 500 ft (150 m) combined hose length to ensure grounding continuity. See **Hose Grounding Continuity** on page 3.
3. *Spray gun*: obtain grounding through connection to a properly grounded fluid hose and sprayer.
4. *Object being sprayed*: according to local code.
5. *Fluid supply container*: according to local code.
6. *All solvent pails used when flushing*, according to local code. Use only metal pails, which are conductive. Do not place the pail on a non-conductive surface, such as paper or cardboard, which interrupts the grounding continuity.
7. *To maintain grounding continuity when flushing or relieving pressure*, always hold a metal part of the gun firmly to the side of a grounded metal pail, then trigger the gun.

Flushing Safety

Reduce the risk of fluid injection injury, static sparking, or splashing by following the flushing procedure given on page 11 of this manual. Follow the **PRESSURE RELIEF PROCEDURE** on page 3, and remove the spray tip before flushing. Hold a metal part of the gun firmly to the side of a grounded metal pail and use the lowest possible fluid pressure during flushing.

MOVING PARTS HAZARD

Moving parts can pinch or amputate your fingers or other body parts. KEEP CLEAR of moving parts when starting or operating the sprayer. Follow the **PRESSURE RELIEF PROCEDURE** on page 3 before checking or servicing any part of the sprayer, to prevent it from starting accidentally.

IMPORTANT

United States Government safety standards have been adopted under the Occupational Safety and Health Act. These standards - particularly the General Standards, Part 1910, and the Construction Standards, Part 1926 - should be consulted.

SETUP – PAINT SIDE

1. Connect Hose and Gun.

- Remove the plastic cap plug from the filter outlet nipple and screw the 50 ft (15.2 m) main fluid hose onto the nipple.
- Connect the whip hose between the fluid hose and the gun inlet connection.
- Don't use thread sealant, and don't install the spray tip yet!

WARNING

If you are supplying your own hoses and spray gun, be sure the hoses are electrically conductive, that the gun has a tip guard, and that each part is rated for at least 3000 *psi* (210 *bar*) Working Pressure. This is to reduce the risk of serious bodily injury caused by static sparking, fluid injection or over-pressurization and rupture of the hose or gun.

- Two Gun Hookup.** Remove the cap from the secondary hose outlet and attach an accessory hose and gun to the 1/4 npsm(m) nipple.

CAUTION

To avoid damaging the pressure control, which may result in poor equipment performance and component damage, follow these precautions:

- Always use nylon spray hose at least 50 ft (15.2 m) long.
- Never use a wire braid hose as it is too rigid to act as a pulsation dampener.
- Never install any shutoff device between the filter and the main hose.
- Always use the main filter outlet for one gun operation. Never plug this outlet.

- Fill Packing Nut/Wet-Cup.** Fill the packing nut/wet-cup 1/3 full with Graco Throat Seal Liquid (TSL), supplied.
- Check the Engine Oil Level.** Refer to the Honda engine manual, supplied. This is a summary of the information: Remove one of the oil fill plugs; the oil should be almost overflowing. Add oil as necessary.

Recommended lubrication oil. Use a high quality detergent oil, SAE 10W-40, classified "FOR SERVICE SE or SF", for regular use and for the breaking-in of a new engine.

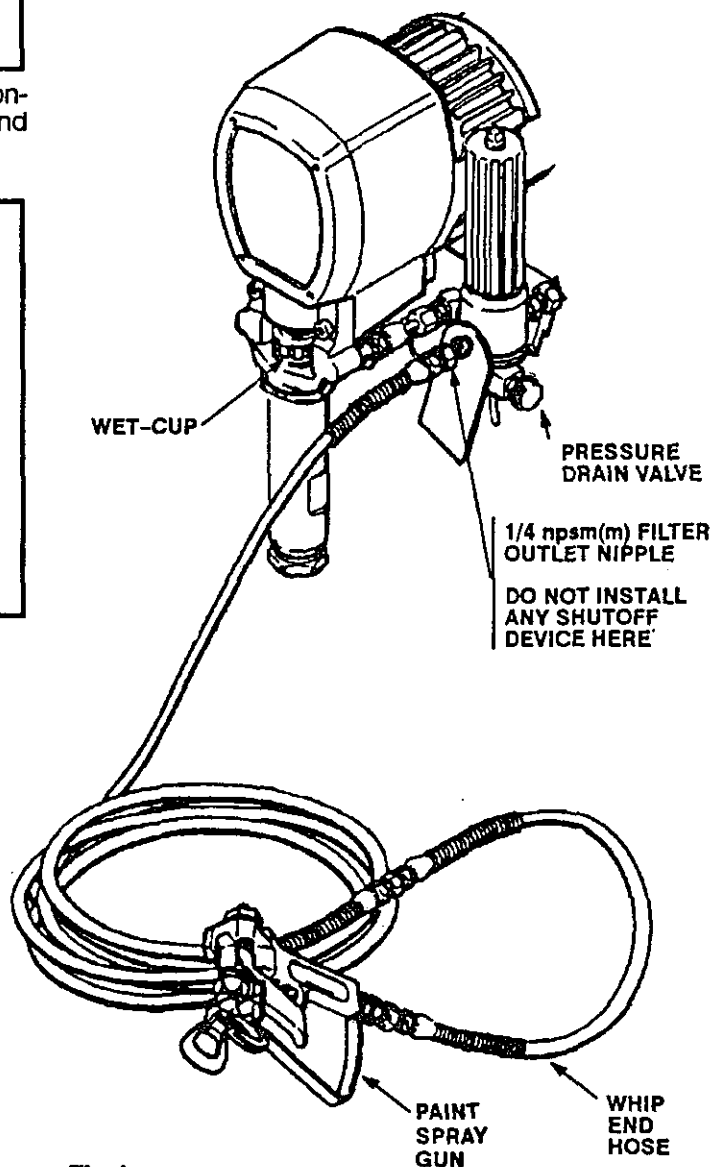


Fig 1

SETUP – PAINT SIDE

5. **Be sure your system is properly grounded before operating it.** Read and follow the warning section, **FIRE OR EXPLOSION HAZARD**, on page 4.
6. **Fill the gas tank.** See the **FUELING** section, below.
7. **Flush the pump** to remove the lightweight oil which was left in to protect pump parts after factory testing.
 - a. Before using water-base paint, flush with mineral spirits followed by soapy water, and then a clean water flush.
 - b. Before using oil-base paint, flush with mineral spirits only.
 - c. See **FLUSHING GUIDELINES** on page 11 for the flushing procedure.
8. **Prepare the paint** according to the manufacturer's recommendations.
 - a. Remove any skin that may have formed.
 - b. Stir the paint to mix pigments.
 - c. Strain the paint through a fine nylon mesh bag (available at most paint dealers) to remove particles that could clog the filter or spray tip. This is probably the most important step toward trouble-free spray painting.
9. **Keep the sprayer upright and level** during operation and whenever it is being moved.

FUELING

WARNING

Gasoline is extremely flammable and explosive under certain conditions.

Always shut off the engine before refueling.

Refuel in a well-ventilated area.

Do not smoke or allow flames or sparks in the area where the engine is refueled or where the gasoline is stored.

Do not overfill the tank. Make sure the filler cap is securely closed after refueling.

Be careful not to spill fuel when refueling. Fuel vapor or spilled fuel can ignite. If any fuel is spilled, make sure the area is dry before starting the engine.

1. **Fuel Specifications.** use automotive gasoline with a pump octane number $\left(\frac{R+M}{2}\right)$ of 86 or higher or a research octane number of 91 or higher. Unleaded fuel minimizes combustion chamber deposits.
2. **Gasolines containing alcohol (gasohol).** Do not use gasohol containing methanol if it contains no cosolvents and corrosion inhibitors for methanol. If it does contain such additives, still do not use it if it contains more than 5% methanol.

Do not use gasohol containing more than 10% ethanol.

Be sure the gasohol has octane ratings at least as high as stated in **Fuel Specifications**.
- NOTE: The Honda engine warranty does not cover damage resulting from the use of gasolines containing alcohol. See the HONDA engine manual for more information.
3. **General.** Do not use oil and gasoline mixtures or contaminated gasoline. Avoid getting dirt, dust or water in the fuel tank.
4. **Tank Capacity:** 1.72 gallons (6.5 liters). Always leave at least 1/2 in. (13 mm) at the top of the tank for fuel expansion.
5. **Shut off the engine before refueling.**
6. **After refueling, tighten the fuel tank cap firmly.**

SETUP - WASH SIDE

1. If you are using a chemical injector, install it between the unloader and the high pressure hose, using the quick couplers provided.
2. Connect the 50 ft (15 m) high pressure hose between the pump outlet and the gun inlet. Both of these connections are made with quick couplers.

CAUTION

Up to 100 ft (30 m) of high pressure hose may be used. Using longer hoses may affect sprayer performance, and chemical injector performance, if used.

3. Install the spray tip on the wand. See **Installing and Changing Spray Tips** on page 9. If you are using a sandblaster kit, see its separate manual for installation instructions.
4. Remove the plastic plugs from the top of the pump. Insert a dipstick.

NOTE: The plastic plugs may be reused to prevent splashing oil when transporting the sprayer in a vehicle. Be sure to reinstall the dipsticks before using the unit to allow proper ventilation.

5. Remove the plastic plug from the pump inlet. Check the water supply flow rate. Then connect a standard 3/4 in. garden hose threaded coupling to the pump inlet.

WATER SUPPLY

CAUTION

Before connecting the water supply to the pump, check your local plumbing code regarding cross-connection to the water supply.

A Backflow Preventor, part no. 801-133, is available to prevent the back flow of contaminated water into the fresh water supply. Install upstream from the pump.

Do not exceed 160°F (70°C) inlet water temperature. Higher temperatures will damage the pump packings.

1. Check the flow rate of the water supply. it must be at least 4 gpm or your pressure washer will not develop full pressure.
2. To check the flow rate, time how long it takes to fill a standard five gallon pail; it should take no longer than 1 minute and 15 seconds.

STARTUP - PAINT SIDE

Use this procedure each time you start the sprayer to help ensure the sprayer is ready to operate and that you start it safely.

NOTE: When starting a sprayer that IS NOT primed, remove the spray tip.

1. Check the gas tank. Open the fuel shutoff valve.
2. Check the engine oil level.

NOTE: The engine stops automatically if it is low on oil. If you try to start it again without adding more oil, a red light on the rear of the engine lights as you pull the starter rope.

3. If a secondary hose and gun is not installed, be sure the cap is securely plugging the nipple.
4. Place the suction tube into the paint container.
5. Flip the pressure control switch to OFF.
6. Open the fuel shutoff valve lever by pushing it in the direction of the arrow.
7. Be sure the spark plug cable is firmly pushed onto the plug.

CAUTION

Never attempt to start the engine unless fluid pressure is relieved and the pressure control ON/OFF switch is OFF. Trying to start the engine under load will damage the recoil system.

8. Set the pressure adjusting knob all the way counterclockwise to the lowest pressure setting.
9. Pull the throttle lever away from the fuel tank to the maximum position (fully left).
10. If the engine is cold, close the gray engine choke lever, located beneath the air cleaner.

If the engine is warm, close the choke only half way or not at all.
11. Turn the engine switch to ON.
12. Grasp the starter rope. Holding the frame with one hand, pull the rope rapidly and firmly. Continue holding the rope as you let it return. Pull and return the rope until the engine starts.

WARNING

Letting the rope return too fast may cause serious bodily injury if the rope hits someone. It could also jam the rope in the recoil assembly.

13. Open the choke. In cold weather you may have to leave the choke closed for 10 to 30 seconds before opening it to keep the engine running. Otherwise, open the choke as soon as the engine starts.

14. Disengage the gun safety latch.

15. To start the pump, open the filter pressure drain valve. Turn the pressure control switch to **ON PAINT** and slowly increase the pressure setting until the pump starts to cycle slowly. Cycle the pump slowly until the fluid is flowing smoothly from the pressure drain valve, indicating that the pump is fully primed. Close the pressure drain valve. Holding a metal part of the gun firmly against and aimed into a grounded metal container, squeeze the trigger until fluid is flowing smoothly from the gun. Release the trigger and engage the gun safety latch.

16. Install the spray tip in the gun. See the separate tip and gun instruction manuals.

WARNING

To reduce the risk of serious bodily injury from fluid injection, NEVER operate the spray gun with the tip guard removed.

17. Adjust the engine speed and pump pressure. First set the throttle lever to the maximum RPM setting (fully left). Trigger the gun onto a test paper to check the spray pattern and atomization. Adjust the pressure adjusting knob until you get a good pattern. Then slowly lower the throttle setting as far as you can without changing the spray pattern.

CAUTION

Always use the lowest possible pressure and throttle settings to increase the life of the sprayer. Higher settings cause excessive clutch cycling as well as tip and pump wear.

CAUTION

Close the fuel valve whenever you are transporting the sprayer to prevent fuel from flooding the engine.

Keep the sprayer upright and level when operating and when transporting it. This prevents crankcase oil from leaking into the combustion chamber, which makes startup very difficult.

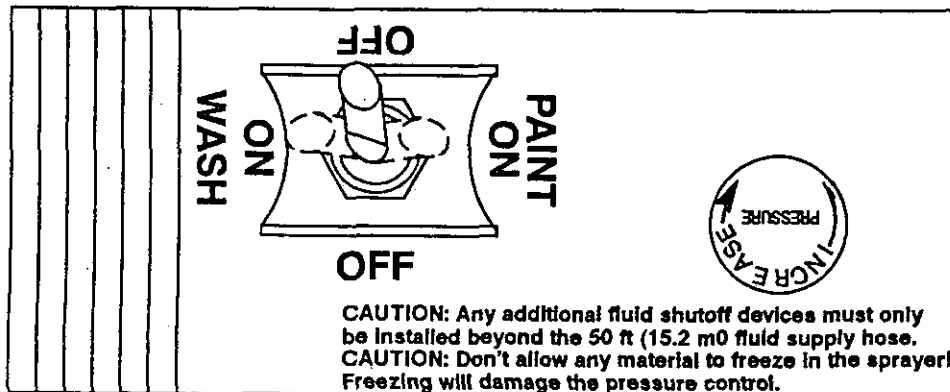


Fig 2

STARTUP - WASH SIDE

Use this procedure each time you start the pressure washer to help ensure that it is ready to operate and that you start it safely.

1. Check the Oil Level Indicator Window located on the side of the pump, and/or check the dipstick. Oil should be up to the red dot on the window. Add SAE 20 or 30 weight, non-detergent oil as necessary.
2. Turn the ON/OFF switch to OFF.

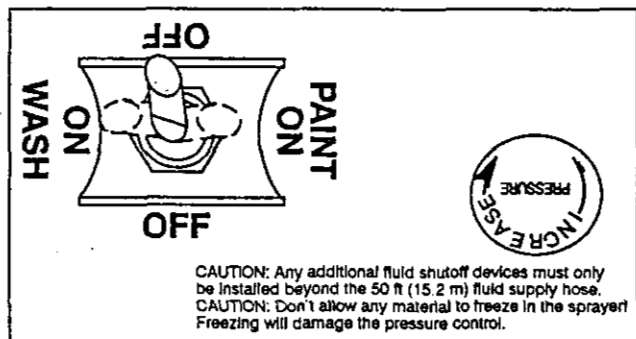


Fig 3

3. Turn on the water supply.
4. Trigger the gun until waste sprays from the tip and all air is purged from the system.
5. For proper engine operation, see **STARTUP - PAINT SIDE** on page 8 or the engine manual, supplied.
6. Turn the ON/OFF switch to ON WASH.
7. **ALWAYS** engage the gun's trigger safety latch whenever you stop spraying even for a moment, to reduce the risk of fluid injection or splashing in the eyes or on the skin if the gun is bumped or triggered accidentally.
8. Most pressure washer spraying is done at full pressure. To reduce pressure for special cleaning applications, turn the pressure control knob on the unloader *counterclockwise*, as needed.
9. Always observe the following **CAUTIONS** to help avoid costly damage to your pressure washer.

CAUTION

DO NOT allow the pressure washer to idle for more than 10 minutes. Doing so may cause the recirculating water to overheat and seriously damage the pump. Turn the pressure washer off if you are not spraying or cleaning at least every 10 minutes.

DO NOT run the pump dry, which will quickly damage the pump. Be sure the water supply is fully turned on before starting the pump.

DO NOT operate the pressure washer with the inlet water screen removed. This screen helps keep abrasive sediment out of the pump, which could clog or scratch the pump.

DO NOT pump caustic materials; such materials may corrode the pump components.

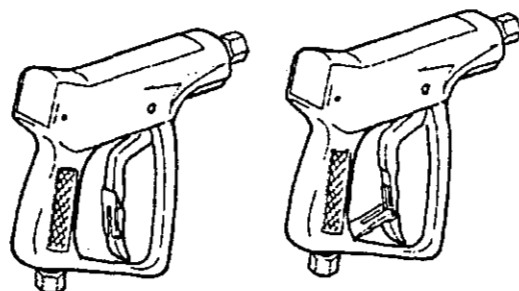
10. See the chemical injector or sandblaster kit manuals for detailed cleaning information, if these accessories are used.

Trigger Safety Latch

WARNING

To reduce the risk of serious bodily injury, including fluid injection, splashing in the eyes or on the skin, **ALWAYS** engage the trigger safety latch whenever you stop spraying, even for a moment.

In the engaged position, the trigger safety latch prevents the gun from being triggered accidentally by hand or if it is dropped or bumped. Be sure the latch is pushed fully down when engaging it or it cannot prevent the gun from being triggered.



TRIGGER SAFETY LATCH SHOWN DISENGAGED

TRIGGER SAFETY LATCH SHOWN ENGAGED

Installing and Changing Spray Tips

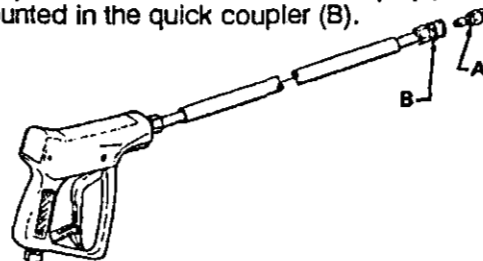
WARNING

To reduce the risk of serious bodily injury including fluid injection or splashing in the eyes or on the skin, use extreme caution when changing spray tips. **ALWAYS** follow the procedure below.

1. Follow the **Pressure Relief Procedure Warning** on page 11.
2. Point the gun and wand away from yourself and anyone else.
3. **Without** holding your hand over the spray tip (A), pull back the quick coupler ring (B). Remove the old tip and/or install a new one, and then release the ring.
4. Be sure the tip is secure before starting to spray again.
5. Four holes are provided on the chassis for holding spray tips.

CAUTION

To avoid blowing the o-ring out of the quick coupler due to high pressure in the system, never operate the pressure washer without a tip (A) securely mounted in the quick coupler (B).



MAINTENANCE

WARNING

To reduce the risk of serious bodily injury, including fluid injection or splashing in the eyes or on the skin, or injury from moving parts, always follow the **Pressure Relief Procedure Warning** on page 11 before checking, adjusting, cleaning and shutting down the sprayer. Disconnect the spark plug.

CAUTION

For detailed engine maintenance and specifications, refer to the separate engine manual, supplied.

Maintenance Interval	What To Do
Daily	Clean water inlet screen and filter
	Check water pump and engine oil levels. Fill as necessary.
	Check gasoline level. Fill as necessary.
Each 25 hours of operation	Change the engine oil. Drain the oil when warm.
After the first 50 hours of operation	Change the water pump break-in oil. Use SAE 20W or 30W <i>non-detergent</i> oil.
Each 100 hours of operation	Clean or replace the air cleaner. Replacement air filter elements can be purchased from your local HONDA dealer.
Each 500 hours of operation	Change water pump oil. Use SAE 20W or 30W <i>non-detergent</i> oil.
Weekly	Check the level of the TSL in the displacement pump packing nut. Fill it if necessary. Keeping TSL in the nut helps lubricate the packings.

SHUTDOWN and STORAGE

WARNING

To reduce the risk of serious bodily injury, including fluid injection or splashing in the eyes or on the skin, or injury from moving parts, always follow the **Pressure Relief Procedure Warning** on page 11 before checking, adjusting, cleaning and shutting down the sprayer. Disconnect the spark plug.

1. If the pressure washer will be exposed to freezing temperatures, drain all water out of the pump. If you must store the pressure washer in freezing temperatures, flush it with 50% anti-freeze solution. Relieve pressure. Flush the pressure washer before using it again to remove the anti-freeze.

CAUTION

If water does freeze in the pressure washer, thaw it in a warm room before trying to start it. **DO NOT** pour hot water on the pump; it may crack the ceramic plungers!

2. After each use, wipe all surfaces of the pressure washer with a clean, damp cloth.
3. Perform the appropriate maintenance (see the chart above).

NOTE: An Anti-Freeze Flush Kit, part no. 802-327, is available to making flushing easier.

PAINT SIDE - FLUSHING GUIDELINES

WARNING

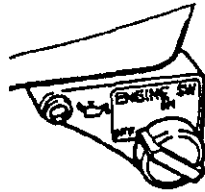
Pressure Relief Procedure

To reduce the risk of serious bodily injury, including fluid injection, splashing fluid or solvent in the eyes or on the skin, or injury from moving parts or electric shock, always follow this procedure whenever you shut off the sprayer, when checking or servicing any part of the spray system, when installing, cleaning or changing spray tips, and whenever you stop spraying.

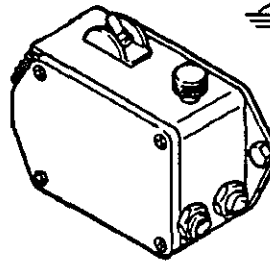
1. Engage the gun safety latch.
2. Turn the engine ON/OFF switch to OFF.
3. Flip the pressure control switch to OFF.



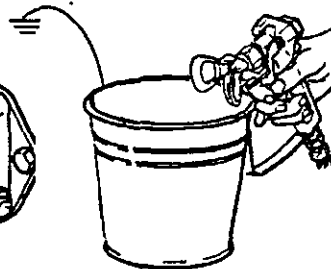
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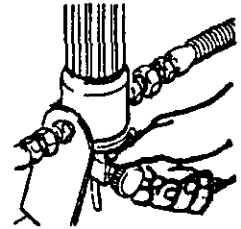
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4. Disengage the gun safety latch. Hold a metal part of the gun firmly to the side of a grounded metal pail, and trigger the gun to relieve pressure.
5. Engage the gun safety latch.
6. Open the pressure drain valve, having a container ready to catch the drainage. Leave the valve open until you are ready to spray again.
7. Disconnect the spark plug cable.

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, wrap a rag around the tip guard retaining nut or hose end coupling and VERY SLOWLY loosen the part to relieve pressure gradually, then loosen completely. Now clear the tip or hose.

When to Flush

1. **New Sprayer.** Your new sprayer was factory tested in lightweight oil which was left in to protect pump parts. *Before using water-base paint,* flush with mineral spirits followed by soapy water, and then a clean water flush. *Before using oil-base paint,* flush with mineral spirits only.
2. **Changing Colors.** Flush with a compatible solvent such as mineral spirits or water.
3. **Changing from water-base to oil-base paint.** Flush with warm, soapy water, then mineral spirits.
4. **Changing from oil-base to water-base paint.** Flush with mineral spirits, followed by warm, soapy water, then a clean water flush.
5. **Storage.**
Water-base paint: flush with water, then mineral spirits and leave the pump, hose and gun filled with mineral spirits. Shut off the sprayer, open the pressure drain valve to relieve pressure and leave it open.
Oil-base paint: flush with mineral spirits. Shut off the sprayer, open the pressure drain valve to relieve pressure and leave it open.

CAUTION

NEVER leave water in the sprayer if there is the slightest chance it could freeze. Push the water out with mineral spirits. Water left to freeze in the pressure control tube prevents the sprayer from being started and causes serious damage to the pressure control.

6. **Startup after storage.**

Before using water-base paint, flush out mineral spirits with soapy water and then a clean water flush. When using oil-base paint, flush out the mineral spirits with the paint to be sprayed and the sprayer is ready to use.

Continued on the next page

PAINT SIDE - FLUSHING GUIDELINES

How to Flush

1. Follow the **Pressure Relief Procedure Warning** on page 11.
2. If the sprayer has been used before, remove the filter bowl and screen; see manual 307-273, supplied. Clean the screen separately and install the bowl without the screen to flush it.

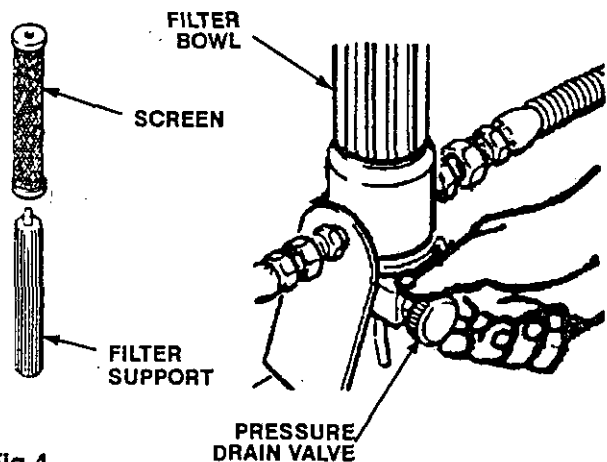


Fig 4

3. Close the pressure drain valve.
4. Pour one-half gallon (2 liters) of compatible solvent into a grounded metal pail. Put the suction tube in the pail.
5. Remove the spray tip from the gun, if it is installed.

WARNING

To reduce the risk of static sparking and splashing, always remove the spray tip from the gun, and hold a metal part of the gun firmly to the side of and aimed into a grounded metal pail when flushing.

6. Disengage the gun safety latch. Start the sprayer. Point the spray gun into a metal waste container and with a metal part of the gun firmly against a metal waste container, squeeze the trigger and slowly turn the pressure adjusting knob *clockwise* just until the pump starts. Keep the gun triggered until all air is forced out of the system and clean solvent flows freely from the gun. Release the trigger and engage the gun safety latch. *This procedure helps reduce the risk of static sparking and splashing.*

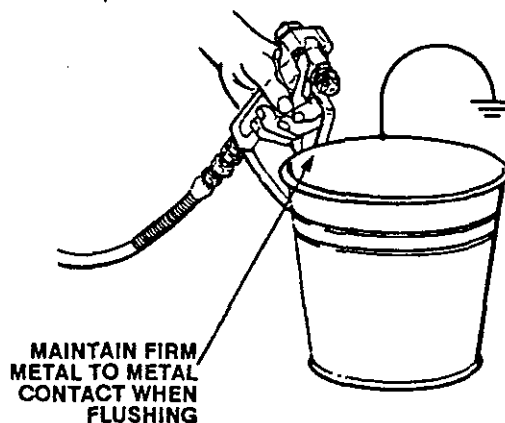


Fig 5

7. Check all fluid connections for leaks. If any leak, first follow the **Pressure Relief Procedure Warning** on page 11. Then tighten the connections, start the sprayer and recheck the connections for leaks.
8. Remove the suction tube from the pail. Disengage the gun safety latch and trigger the gun to force solvent from the hose. Do not let the pump run dry for more than 30 seconds to avoid damaging the pump packings! Then follow the **Pressure Relief Procedure Warning** on page 11.
9. Leave the pressure drain valve open until you are ready to use the sprayer again. If the screen was removed, unscrew the filter bowl and reinstall the clean screen. Reinstall the bowl, hand tight only.
10. If you flushed with mineral spirits and are going to use a water-base paint, flush with soapy water followed by a clean water flush. Then follow the **Pressure Relief Procedure Warning** on page 11.

TROUBLESHOOTING GUIDE

WARNING

To reduce the risk of serious bodily injury, including fluid injection, injury from splashing fluid or solvent in the eyes or on the skin, or moving parts, always follow the **Pressure Relief Procedure Warning** on page 11.

Check everything in the guide before disassembling the sprayer.

ENGINE

TYPE OF PROBLEM	CAUSE	SOLUTION
Engine/sprayer won't start or runs erratically <i>Red light flickers*</i>	Engine switch not ON	Turn ON.
	Pressure not relieved after last shut down	Trigger gun to relieve pressure. See information below.
	Engine oil level low	Try starting engine - If light on the rear of the engine glows, replenish oil
	Spark plug cable disconnected or spark plug bad	Connect the cable on the top of the engine or replace the spark plug
	Out of gas	Replenish
	Water frozen in pressure control	Return the pressure control to an authorized Graco dealer for repair
Engine kills during operation <i>Red light flickers*</i>	Excessive pressure buildup; Possible pressure control damage	See the information below this chart
Engine won't pull over.	Oil seepage into combustion chamber	Remove the spark plug; Pull the engine over 3 or 4 times; Clean and replace the spark plug; Try to start the engine; Keep the sprayer upright to avoid seepage

*If the red light flickers

The red light is located on the right end of the pressure control box. This light flickers when a sensor in the pressure control box detects an over-pressurized condition.

To reset the sensor

1. Turn the pressure control box switch to OFF. To relieve pressure, trigger the gun and open the fluid drain valve.
2. Turn the engine switch to ON. Turn the pressure control box switch to **ON PAINT**.
3. If the light flickers when the pressure builds up, follow step 1, above. Remove the pressure control box and return it to an authorized Graco dealer for repair. Do not attempt to operate the sprayer.

PAINT SIDE

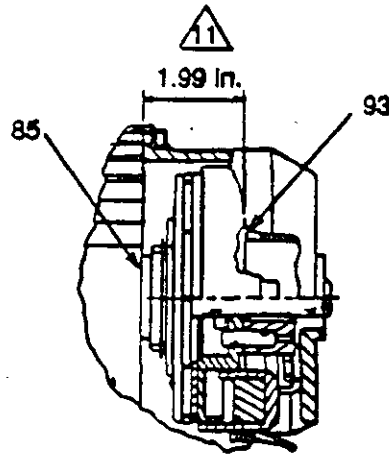
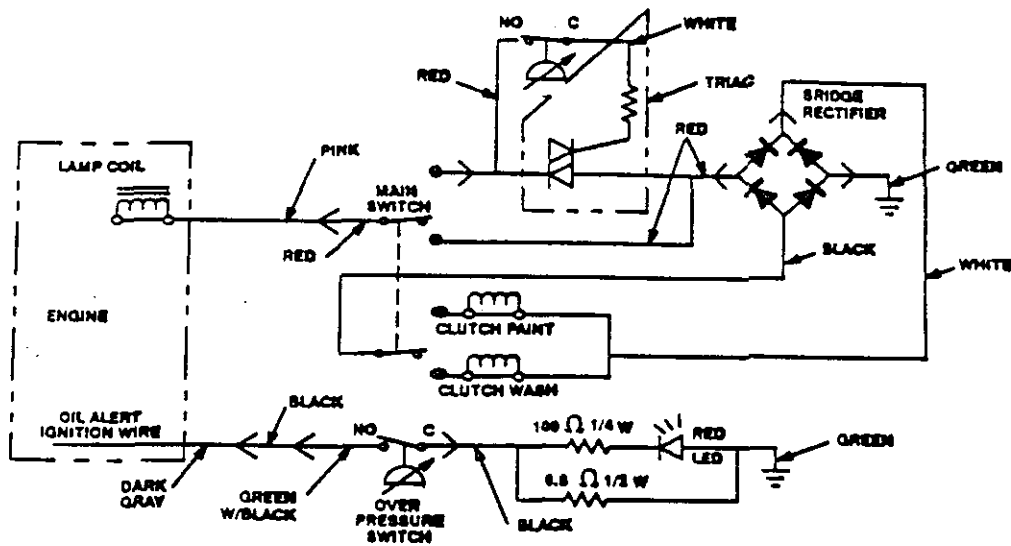
TYPE OF PROBLEM	CAUSE	SOLUTION
Gas engine operates but displacement pump doesn't operate	Pressure control switch turned OFF	Turn on.
	Pressure setting too low	Increase pressure.
	Displacement pump outlet dirty or clogged	Clean filter.
	Tip or tip filter clogged.	Clean tip or tip filter.
	Displacement pump rod seized by dry paint	Service pump. See manual 307-806.
	Connecting rod worn or damaged	Replace.
	Drive housing worn or damaged.	Replace.
	Electrical power not energizing field	Check wiring connections. With pressure control switch ON and pressure turned to MAXIMUM, use a test light to check continuity across black and white wires from pressure control. See the WIRING SCHEMATIC on page 18.
	Clutch worn or damaged	Service.
	Pinion assembly worn or damaged	Service.
Displacement pump output low on upstroke	Pump inlet screen clogged.	Clean.
	Piston ball check not seating	Service piston ball check.
	Piston packings worn or damaged	Replace packings.
	Displacement pump sleeve gasket worn or damaged	Replace
Displacement pump output low on downstroke or both strokes	Pump inlet screen clogged	Clean.
	Piston packings worn or damaged	Replace packings.
	Intake valve ball check not seating properly	Clean and service.
	Engine RPM too low	Increase throttle setting. See Startup - Paint Side , page 8
	Clutch worn or damaged	Replace.
Paint leaks into wet cup	Loose wet-cup	Tighten just enough to stop leakage.
	Throat packings worn or damaged	Replace. See manual 307-806.
	Displacement rod worn or damaged	Replace. See manual 307-806.
Low fluid delivery	Pump Inlet screen clogged	Clean.
	Pressure setting too low	Increase pressure. See Startup - Paint Side , page 8
	Engine RPM too low	Increase throttle setting. See Startup - Paint Side , page 8
	Dirty outlet filter, tip filter or tip	Clean.
	Large pressure drop in hose.	Use larger diameter hose.
Spitting from gun	Air in fluid pump or hose.	Check for loose connections at intake and tighten, then prime the pump. See Startup - Paint Side , page 8.
	Tip partially clogged.	Clear.
	Fluid supply is low or empty.	Refill and prime the pump. See Startup - Paint Side , page 8. Keep fluid supply full to prevent running dry.

WASHER SIDE

TYPE OF PROBLEM	CAUSE	SOLUTION
Low pressure and/or pump runs rough	Worn or wrong size tip	Replace with tip of proper size
	Inlet filter clogged.	Clean, Check more frequently.
	Worn packings, abrasives in water or natural wear	Check filter. Replace packings. See page 20.
	Inadequate water supply, causing pump cavitation	Check water flow rate to pump. See page 7.
	Fouled or dirty inlet or discharge valves. Even a very small particle may cause a valve to stick	Clean inlet and discharge valve assemblies (224). Check filter.
	Worn inlet or discharge valves. Leaky high pressure hose.	Replace worn valves (224).
	Restricted inlet	Check garden hose; may be collapsed or kinked. Check filter.
Water leakage from under manifold	Worn packings	Install new packings.
Water in pump crankcase	May be caused by humid air condensing into water inside the crankcase	Change oil as specified in MAINTENANCE on page 10.
	Worn packings	Replace packings.
	Oil seals leaking.	Replace seals (213).
Frequent or premature failure of the packing	Scored, damaged or worn plungers	Replace plungers (211).
	Abrasive material in the water being pumped	Install proper inlet filter.
	Inlet water temperature too high	Check inlet water temperature; don't exceed 160°F
	Over-pressurizing pump	Do not modify any factory-set adjustments
	Excessive pressure due to partially plugged or damaged tip	Clean or replace tip.
	Pump running too long without spraying or cleaning	Never run pump more than 10 minutes without spraying or cleaning
	Running pump dry.	Do not run pump without water.
Strong surging at the inlet and low pressure on the discharge side.	Foreign particles in the inlet or discharge valve, or worn inlet and/or discharge valves	Clean or replace valves (24).

PARTS DRAWING

WIRING SCHEMATIC



NOTES:

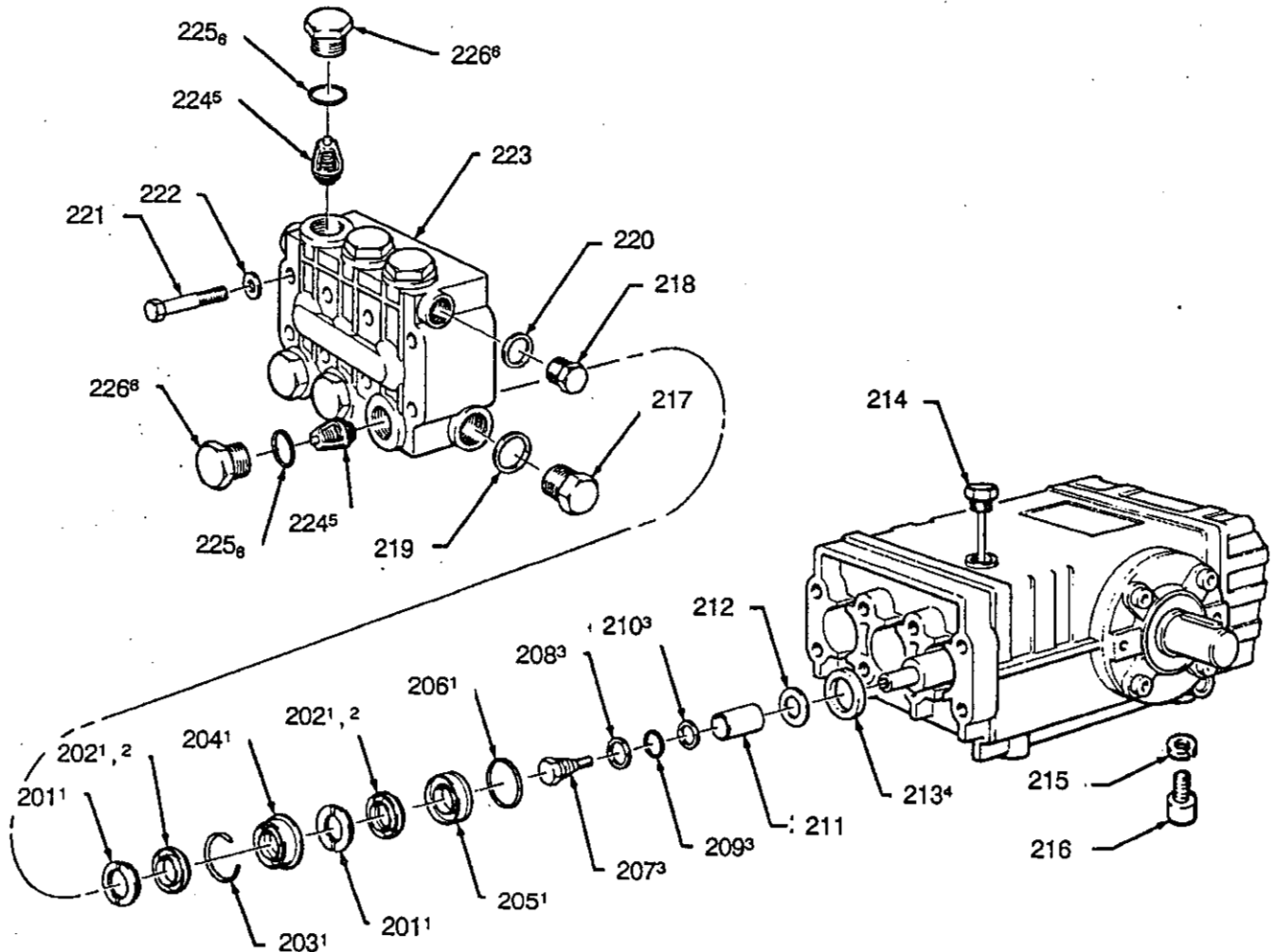
- 1 Use pipe sealant on all tapered pipe threads.
- 5 Spray molydisulfide lubricant on gear teeth.
- 8 Apply extreme pressure lithium grease to all gear teeth.
- 7 Fill square cavity of connecting rod with 10 weight oil.
- 8 Assemble pump flush within 0.06" to bearing housing.
- 11 Locate face of hub 1.99" from end of housing per clamp adjustment detail.
- 12 Torque to 65/75 ft-lb.
- 13 Torque to 6.5/7.5 ft-lb.
- 15 Torque to 280-320 in-lb.
- 16 Torque to 90-95 in-lb
- 17 Keep clutch face clean and free of all contaminants.
- 18 Assemble armature tight to retaining ring.
- 19 Torque setscrews evenly to 25/30 in-lb.
- 22 Apply adhesive loctite #271 or eqv.

PARTS LIST

Model 805-000, Series A

REF NO.	PART NO.	DESCRIPTION	QTY	REF NO.	PART NO.	DESCRIPTION	QTY
1	150-707	PLATE, DESIGNATION	1	67	801-571	HOSE, WATER, 50 FT (30 M)	1
2	102-558	RIVET, POP	2	68	801-569	QUICK DISCONNECT CPLR. (F)	2
3	221-031	CLUTCH ASSEMBLY	1	69	800-315	TIP, 15° W/QUICK DISCONNECT	1
4	183-400	FIELD	1	70	801-910	PLUG	1
5	NONE			71	800-113	FILTER	1
6	183-767	LABEL, WARNING	1	72	801-907	WASHER, ALUMINUM	1
7	100-214	LOCKWASHER, 5/16"	5	73	801-905	ADAPTER, G 3/8 BSP X 3/8 NPT	1
8	100-644	CAPSCREW, SCH; 1/4-20 UNC-3A X .75"	20	74	801-709	PLUG	1
9	105-510	LOCKWASHER, SPRING, 1/4"	17	75	801-603	NIPPLE, HEX; 3/8"	1
10	805-031	CAPSCREW, HEX HD; 5/16-24 X 1-3/4"	4	76	801-103	NIPPLE, HEX 3/8 X 1/4"	1
11	100-101	BOLT, HEX HD; 3/8-16 X 1"	8	77	100-469	CAPSCREW, HD 3/8-16 X 1/4"	1
12	102-471	CAPSCREW, HEX HD; 3/8-16 UNC-2A X 1"	1	78	802-124	BYPASS HOSE	1
13	108-803	CAPSCREW, HEX SCH; 1/4-28 X 1"	4	79	801-523	NIPPLE, 1/2 NPT(M)	1
14	220-919	GEAR REDUCER	1	80	801-622	CROSS, 1/2 NPT	1
15	220-920	PINION HOUSING	1	81	801-111	NUT, ADAPTER, GARDEN HOSE	1
16	220-879	DRIVE HOUSING	1	82	801-110	ADAPTER, GARDEN HOSE	1
17	220-639	BEARING HOUSING	1	83	801-112	SCREEN, INLET	1
18	220-640	CONNECTING ROD	1	84	800-115	VALVE	1
19	183-168	COVER, HOUSING	1	85	805-078	HUB, ROTOR	1
20	108-849	CAPSCREW, SCH; 1/4-20 UNC-3A X 3.0"	2	86	805-038	BOLT, HEX HD; 3/8-16 X 7-3/4	1
21	183-210	PIN, STRAIGHT, 3/8 X 1.125"	1	87	100-023	WASHER, FLAT; 3/8"	17
22	183-169	SPRING, RETAINING	1	88	179-811	WHEEL, SEMI-PNEUMATIC	2
23	183-170	NUT, HEX; 1.8-16 UN-2B	1	89	101-242	RING, RETAINING	2
24	220-872	DISPLACEMENT PUMP SEE 307-806 FOR PARTS	1	90	104-811	HUBCAP	2
25	222-011	GROUNDING CLAMP & SCREW	1	91	154-636	WASHER, 3/8"	2
26	100-078	SCREW, MACH; SLTD PNHD; NO. 8 X 5/16"	1	92	805-021	SWITCH, PRESSURE CONTROL	1
27	157-021	LOCKWASHER, INTERNAL, NO. 8	1	93	805-023	HOUSING, CLUTCH	1
28	216-062	FLUID FILTER, SEE 307-273 FOR PARTS	1	94	805-024	SPACER, PUMP PIVOT	1
29	221-077	VALVE, PRESSURE DRAIN	1	95	100-057	CAPSCREW, HEX HD; 5/16-18 X 3/4"	3
30	178-034	TAG, WARNING	1	96	103-110	ELBOW, MALE	1
31	220-285	CAP	1	97	805-062	HOSE, CPLD	1
32	162-453	NIPPLE, HEX; 1/4 NPSM X 1/4 NPT, 1-3/16" LONG	2	98	805-053	BRACKET, MOUNTING	1
33	100-840	ELBOW, STREET, 1/4-18 (M X F)	1	99	805-025	HANDLE, CART	1
34	100-188	NUT, HEAVY HEX; 5/16-18 UNC-2A	3	100	805-026	BUMPER, CART	1
35	106-075	SCREW, MACH; OVHD; THD FRMG; NO. 6-24 X 1/2", TYPE "C"	4	101	805-027	KEY, SQUARE 1/4" SQ X 1.25"	1
36	108-850	SCREW, MACH, FILH; 8-32 UNC-2A X 1/2"	4	102	805-028	RETAINER, CLUTCH	1
37	110-141	CAPSCREW, SCH; 3/8-16 UNC-3A X 1-1/2"	4	103	805-029	SPACER, THRUST, CLUTCH	1
38	106-115	LOCKWASHER, SPRING, 3/8"	4	104	805-030	SPACER, BRG. CLUTCH	1
39	183-995	COVER, PRESSURE CONTROL	1	105	220-980	HARNES, WIRING	1
40	100-133	LOCKWASHER, 3/8" SPLIT	17	106	805-049	GUARD, BELT	1
41	158-849	ADAPTER, 3/8 NPT (MBE) X 1/2"	1	107	177-144	LABEL, WARNING	2
42	108-860	SCREW, MACH, BOGH; 8-32 X .25"	2	108	801-524	LABEL, DESIGNATION	1
44	177-762	LABEL, WARNING	1	109	802-363	LABEL, CAUTION	1
45	103-801	CAP, PLUG	1	117	208-994	FLUID, TSL, 8 OZ.	1
46	805-078	KIT, ACCESSORY, SUCTION	1	118	805-064	TUBE, CONTROL, PRESSURE	1
48	100-040	PLUG, PIPE; 1/4 NPT	1	119	802-315	UNLOADER	1
49	101-885	CAPSCREW, HEX HD; 1/4-20 X 1-3/4"	2	120	805-041	SUPPORT, PIVOT, TRAY	1
50	181-867	LABEL, WARNING	1	121	805-046	BRACKET, FILTER	1
51	805-082	SCREW, SET, HEX HD	4	122	100-015	NUT, HEX, 1/4-20	9
52	100-307	NUT, HEX; 3/8-16	14	123	100-016	LOCKWASHER, SPLIT, 1/4"	11
53	805-051	LABEL, FRONT	1	124	109-059	PAD, RUBBER	2
54	805-002	SET, BELT, V	1	125	104-008	LOCKWASHER, SPLIT; 5/16"	4
55	805-003	LABEL, SIDE	1	127	802-276	CAPSCREW, HEX HD; 5/16-18 X 2"	2
56	805-004	FRAME, SPRAYER	1	128	801-024	NUT, HEX, 5/16-18	2
57	805-006	PLATE, MOUNTING, PUMP	1	129	805-052	CLAMP, CABLE	3
58	805-008	PULLEY	1	130	801-608	WASHER, PLAIN, 1/4"	5
59	805-073	ENGINE, GASOLINE, 11 HP	1	131	182-485	NIPPLE, ADAPTER; 3/8 NPT X 3/8 NPSM	1
60	805-008	ARMATURE ASSY	1	132	185-472	ELBOW, PIPE; 3/8 NPT(FBE)	1
61	805-011	FIELD	1	133	805-089	CONDUCTOR, ELECTRICAL	1
62	805-072	PUMP, WATER	1	134	110-037	SCREW, MACH; PNH; 10-24 UNC X 0.625"	4
63	805-013	BUSHING, PULLEY	1	137	801-548	GROMMET	4
64	800-130	GUN, ASSY, HYDRA-CLEAN	1	138	108-982	FITTING	1
65	801-603	NIPPLE, HEX	2	139	100-003	CAPSCREW, HEX HD; 3/8-16 X 1-1/2"	2
66	801-568	QUICK DISCONNECT CPLR, (M)	1	140	800-314	TIP, 0° W/QUICK DISCONNECT	1
				141	800-316	TIP, 25° W/QUICK DISCONNECT	1
				142	800-317	TIP, 40° W/QUICK DISCONNECT	1
				144	805-081	BUSHING	1
				145	805-083	STRIP, RUBBER	9.0 IN

PARTS DRAWING & LIST - WASHER PUMP ASSEMBLY



PUMP ASSEMBLY

Includes items 201 - 226.

In the KIT REF. column the small raised numbers refer to the kits to the left.

REF NO.	PART NO.	KIT REF.	DESCRIPTION	QTY
201		1	HEAD RING	6
202		1, 2	PACKING	6
203		1	LONG LIFE RING	3
204		1	INTERMEDIATE RING	3
205		1	RETAINER, PACKING	3
206		1	O-RING	3
207		3	RETAINER SCREW	3
208		3	WASHER	3
209		3	O-RING	3
210		3	BACKUP RING	3
211	801-490		PLUNGER	3
212	801-489		FLINGER	3
213		4	OIL SEAL	3
214	801-475		DIPSTICK	1
215	801-363		LOCKWASHER	2
216	802-305		SCREW	2
217	801-482		CAP, G 1/2 BSP	1
218	801-484		CAP, G 3/8 BSP	1
219	801-483		WASHER	1
220	801-485		WASHER	1
221	801-468		SCREW	8
222	801-469		WASHER	8
223	801-467		MANIFOLD	1
224		5	VALVE	6
225	801-470	6	O-RING	6
226		6	PLUG	6

1 Packing & Retainer Kit 801-487 Includes: <table border="1"> <thead> <tr><th>Ref No.</th><th>Qty</th></tr> </thead> <tbody> <tr><td>201</td><td>2</td></tr> <tr><td>202</td><td>2</td></tr> <tr><td>203</td><td>1</td></tr> <tr><td>204</td><td>1</td></tr> <tr><td>205</td><td>1</td></tr> <tr><td>206</td><td>1</td></tr> </tbody> </table>	Ref No.	Qty	201	2	202	2	203	1	204	1	205	1	206	1	4 Oil Seal Kit 801-473 Includes: <table border="1"> <thead> <tr><th>Ref No.</th><th>Qty</th></tr> </thead> <tbody> <tr><td>213</td><td>3</td></tr> </tbody> </table>	Ref No.	Qty	213	3
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2 V-Packing Kit 801-486 Includes: <table border="1"> <thead> <tr><th>Ref No.</th><th>Qty</th></tr> </thead> <tbody> <tr><td>202</td><td>6</td></tr> </tbody> </table>	Ref No.	Qty	202	6	5 Valve Kit 801-472 Includes: <table border="1"> <thead> <tr><th>Ref No.</th><th>Qty</th></tr> </thead> <tbody> <tr><td>224</td><td>6</td></tr> </tbody> </table>	Ref No.	Qty	224	6										
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3 Plunger Repair Kit 801-474 Includes: <table border="1"> <thead> <tr><th>Ref No.</th><th>Qty</th></tr> </thead> <tbody> <tr><td>207</td><td>3</td></tr> <tr><td>208</td><td>3</td></tr> <tr><td>209</td><td>3</td></tr> <tr><td>210</td><td>3</td></tr> </tbody> </table>	Ref No.	Qty	207	3	208	3	209	3	210	3	6 Valve Plug Kit 802-306 Includes: <table border="1"> <thead> <tr><th>Ref No.</th><th>Qty</th></tr> </thead> <tbody> <tr><td>225</td><td>6</td></tr> <tr><td>226</td><td>6</td></tr> </tbody> </table>	Ref No.	Qty	225	6	226	6		
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ACCESSORIES

Must be purchased separately.

FOR THE PAINT SPRAYER

DISPLACEMENT PUMP REPAIR KIT 220-877

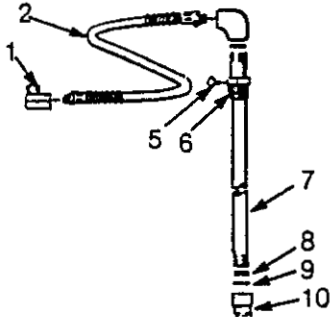
Repair instruction included with kit.

SUCTION TUBE KIT 208-259

55 gallon (200 liter) size

Includes:

REF NO.	PART NO.	DESCRIPTION	QTY
1	156-589	UNION, 90 DEG ADAPTER; 3/4 NPT(F) X 3/4 NPT(F) SW	1
2	214-961	HOSE, CPLD 3/4 NPT(MBE); 3/4 ID; NYLON; 6 FT (1.8 M); SPRING GUARD ONE END	1
3	156-591	ELBOW, 90 DEG; 3/4 NPT X 1-1/2 - 24 NS	1
4	156-593	PACKING, O-RING, NITRILE	1
5	100-220	THUMBSCREW, 5/16-18 X 1"	1
6	176-684	ADAPTER, BUNG	1
7	156-592	TUBE, RISER	1
8	159-100	RETAINER, SCREEN	1
9	161-377	SCREEN, FILTER	1
10	159-101	NUT, SCREEN RETAINER	1



PAINT GUN AND HOSE KIT 220-962

REF NO.	PART NO.	DESCRIPTION	QTY
1	210-541	HOSE, CPLD 3/8 NPT(MBE); 1/4 ID; NYLON; 50 FT (15 M); SPRING GUARD BOTH ENDS	1
2	214-701	HOSE, CPLD 3/8 NPT(MBE); 3/16" ID; NYLON; 3 FT (.9 M); SPRING GUARD BOTH ENDS	1
3	220-955	GUN, CONTRACTOR. INCLUDES TIP	1

FOR THE WASHER

CHEMICAL INJECTOR KIT 800-111

For injecting harsh cleaning chemicals downstream from the pump.

BACKFLOW PREVENTOR 801-133

Prevents back-up of contaminated water into fresh supply. Install upstream from pump.

WATER SANDBLASTER 800-120

For abrasive cleaning of stubborn dirt and paint. Requires 801-729 spray tip which is not included in kit.

SANDBLASTER SPRAY TIP 801-729

Use with Water Sandblaster, 800-120.

ANTI-FREEZE FLUSH KIT 802-327

For flushing system with a 50% anti-freeze solution before transporting or storing the pressure washer in below freezing temperatures.

WATER FILTER 800-113

Provides additional filtration of the inlet water to increase pump life.

TECHNICAL DATA

PAINT SIDE

Engine

Horsepower	11
RPM	3600 Max.
Oil Capacity	1.2 quarts (1.1 liters)
Gasoline Capacity	1.72 gallons (6.5 liters)
Maximum Working Pressure	3000 psi (210 bar)
Cycles/Gallon (liter)	200 (53)
Maximum Delivery	1.25 GPM (4.7 liter/min)
Maximum Tip Size	1 gun with 0.031 tip 2 guns with 0.021 tips
Inlet Paint Strainer	16 mesh (1190 micron) Stainless Steel Screen, reusable
Outlet Paint Filter	60 mesh (250 micron) Stainless Steel Screen, reusable
Pump Inlet Size	3/4 npt(m)
Fluid Outlet Size	1/4 npsm from fluid filter

Wetted Parts:

Displacement Pump . . . Carbon steel, Polyurethane, polyethylene, Delrin®, Leather
Filter Aluminum, Carbon steel, Stainless Steel,

NOTE: Delrin® and Teflon®

NOTE: For information on converting your sprayer to one that can safely pump fluids containing halogenated hydrocarbons, contact Graco Product Service at 1-800-543-0339.

WASH SIDE

Maximum Working Pressure	3000 psi (207 bar)
Maximum Delivery	4 GPM (15.1 liter/min)
Maximum Inlet Water Temp.	160°F (70°C)
Inlet Hose Connection Size	3/4" garden hose (f)
Engine Oil Capacity	1.4 quarts (1.3 liters)
Oil Capacity	40.6 ounces (1.2 liters)

Wetted Parts:

High Pressure Hose Acrylonitrile and Buna-N tube and cover
Bypass Hose Synthetic yarn, EPDM
Pressure Washer (including fitting) Anodized Aluminum, Aluminum or Bronze Alloys, Brass, Copper, NylonPTFE composite, Ceramic, Buna-N, Cotton Phenolic, 316, 303 & 304 Stainless Steel, Polymide-12 Thermo-plastic, PTFE Carbon Steel, Zinc or Yellow Chromate Plate

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THE GRACO WARRANTY AND DISCLAIMERS

WARRANTY

Graco warrants all equipment manufactured by it and bearing its name to be free from defects in material and workmanship on the date of sale by an authorized Graco distributor to the original purchaser for use. As purchaser's sole remedy for breach of this warranty, Graco will, for a period of twelve months from the date of sale, repair or replace any part of the equipment proven defective, with the exception of defects in parts on the drive train/gear box on EM and GM sprayers or power train on EH & GH sprayers, which will be repaired or replaced for twenty-four months from the date of sale for Gas-Hydraulic (GH) and Gas Mechanical (GM) sprayers and for thirty-six months from the date of sale for Electric-Mechanical (EM) and Electric-Hydraulic (EH) Sprayers. This warranty applies only when the equipment is installed, operated and maintained in accordance with Graco's written recommendations.

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

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

DISCLAIMERS AND LIMITATIONS

THE TERMS OF THIS WARRANTY CONSTITUTE PURCHASER'S SOLE AND EXCLUSIVE REMEDY AND ARE IN LIEU OF ANY OTHER WARRANTIES (EXPRESS OR IMPLIED), INCLUDING WARRANTY OF MERCHANTABILITY OR WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE, AND OF ANY NON-CONTRACTUAL LIABILITIES, INCLUDING PRODUCT LIABILITIES, BASED ON NEGLIGENCE OR STRICT LIABILITY. EVERY FORM OF LIABILITY FOR DIRECT, SPECIAL OR CONSEQUENTIAL DAMAGES OR LOSS IS EXPRESSLY EXCLUDED AND DENIED. IN NO CASE SHALL GRACO'S LIABILITY EXCEED THE AMOUNT OF THE PURCHASE PRICE. ANY ACTION FOR BREACH OF WARRANTY MUST BE BROUGHT WITHIN TWO (2) YEARS OF THE DATE OF SALE.

EQUIPMENT NOT COVERED BY GRACO WARRANTY

GRACO MAKES NO WARRANTY, AND DISCLAIMS ALL IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, WITH RESPECT TO ACCESSORIES, EQUIPMENT, MATERIALS, OR COMPONENTS SOLD BUT NOT MANUFACTURED BY GRACO. These items sold, but not manufactured by Graco (such as electric motor, switches, hose, etc.) are subject to the warranty, if any, of their manufacturer. Graco will provide purchaser with reasonable assistance in making any claim for breach of these warranties.

Factory Branches: Atlanta, Dallas, Detroit, Los Angeles, West Caldwell (N.J.)
Subsidiary and Affiliate Companies: Canada; England; Switzerland; France; Germany; Hong Kong; Japan

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