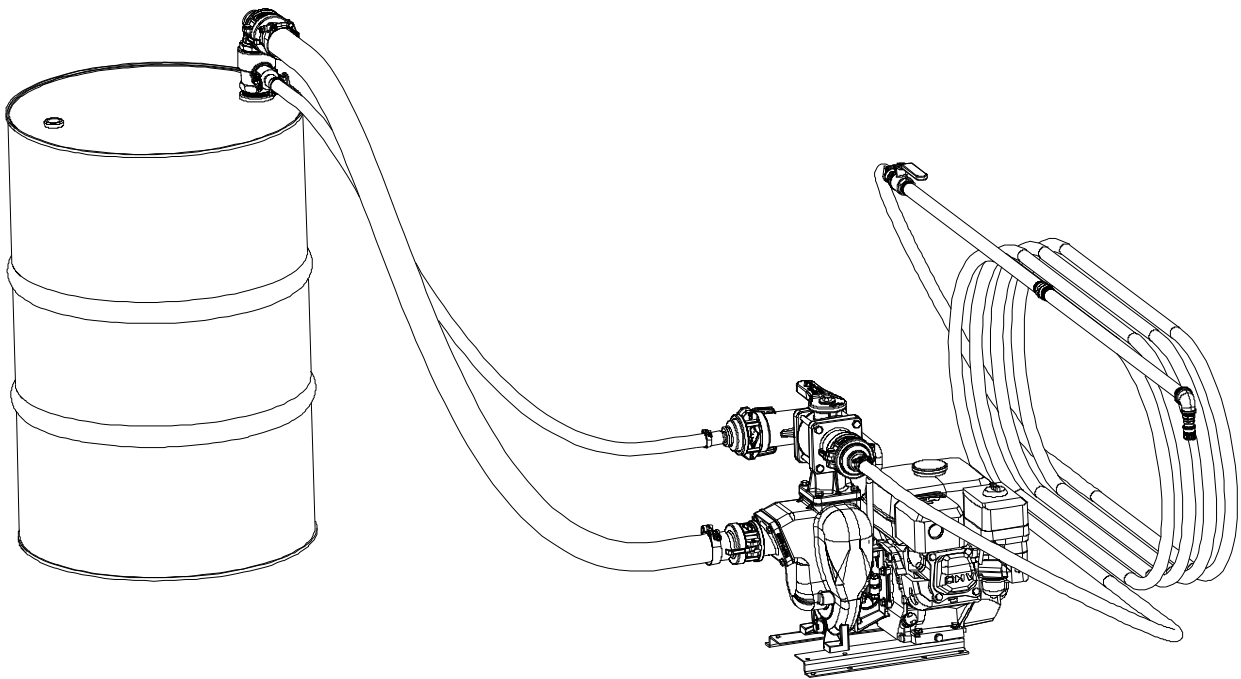


# Portable Sealcoating Spray Systems

## Operator's Manual










RA-SSY-0005  
RA-SSY-0004  
RA-SSY-0013

RA-SSY-0011  
RA-SSY-0003  
RA-SSY-0012

\* RA-SSY-0005 Pictured Above

# 1 SAFETY

## WARNING

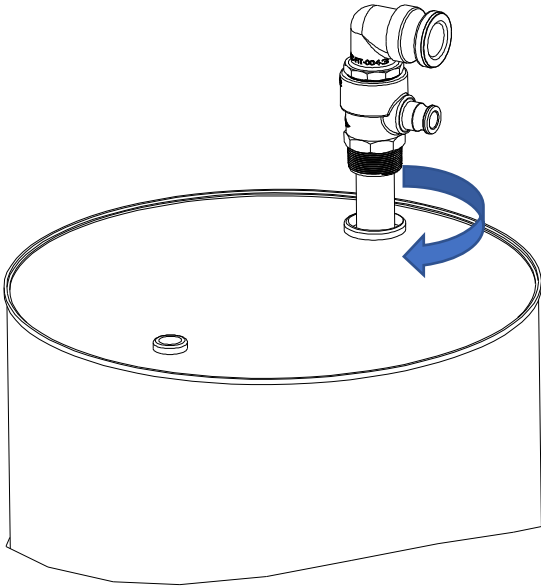
-  Read all instructions and warnings in this manual as well as the engine manufacturer's manual before operating this equipment.
-  Verify all seals and clamps for all connections are tightened before each use of this equipment.
-  This equipment is designed for outdoor use only.
-  Be sure to always wear personal protective equipment when operating this equipment.
-  Carefully read all Material Safety Data Sheets (MSDS) for sealer products being used before operating this equipment. Refined coal tar sealer can cause health risks if not properly handled.
-  Only genuine replacement parts should be used for any replacements or repairs. Do not attempt to modify or alter this product in any way.
-  This equipment should only be used to spray refined coal tar emulsion or asphalt emulsion sealer without additives such as: polymers, sand, or any other chemical agents.

## 2 ASSEMBLY

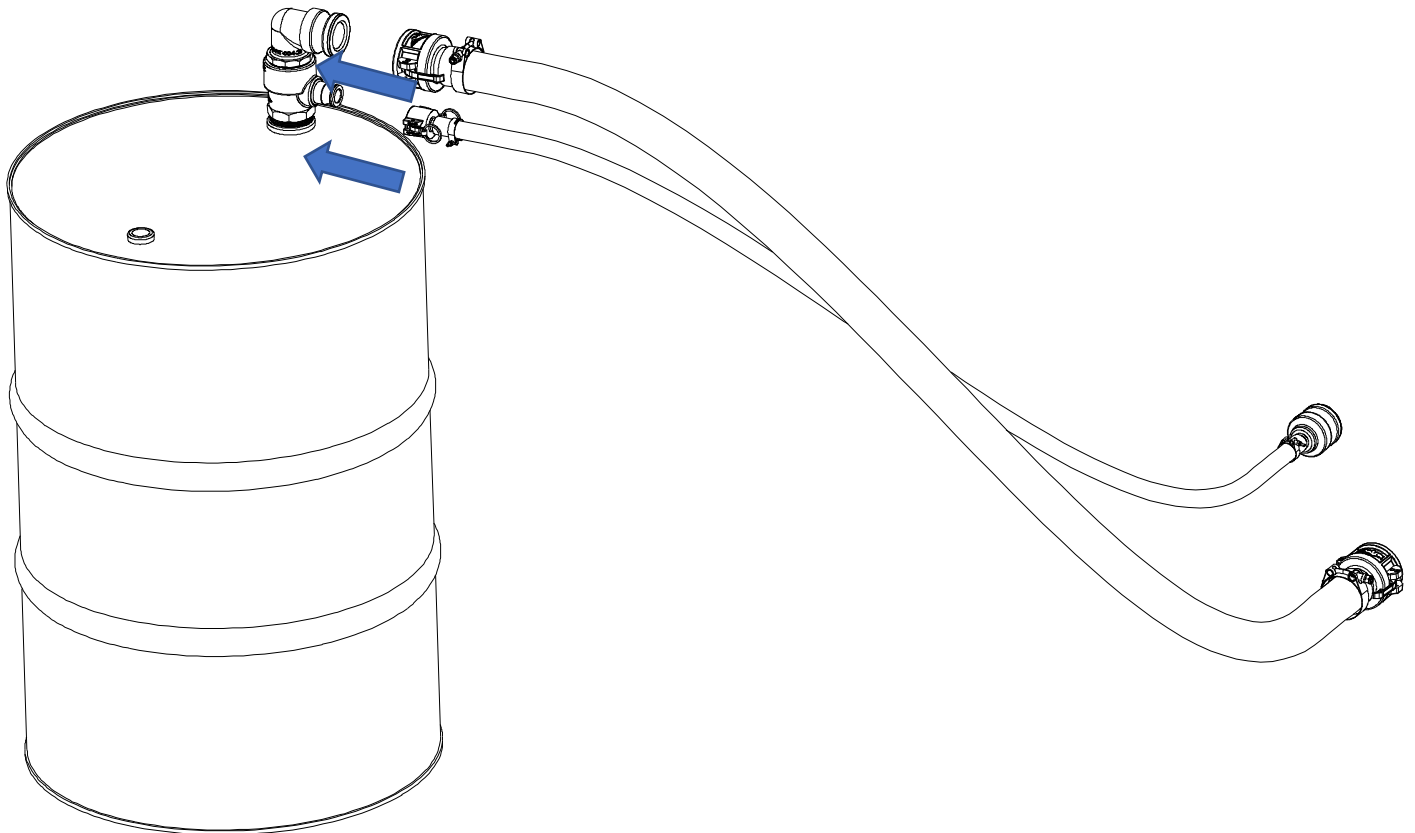
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### 2.1 BARREL SYSTEM ASSEMBLY

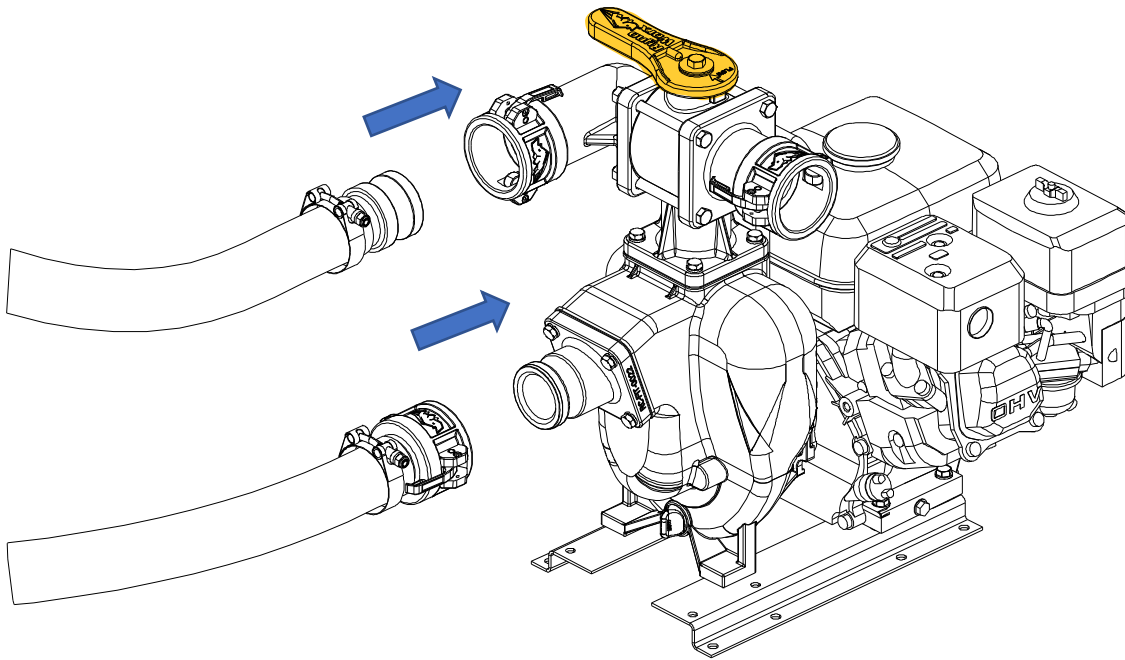
1. Thread the barrel adapter assembly into the 2" NPT opening in the barrel



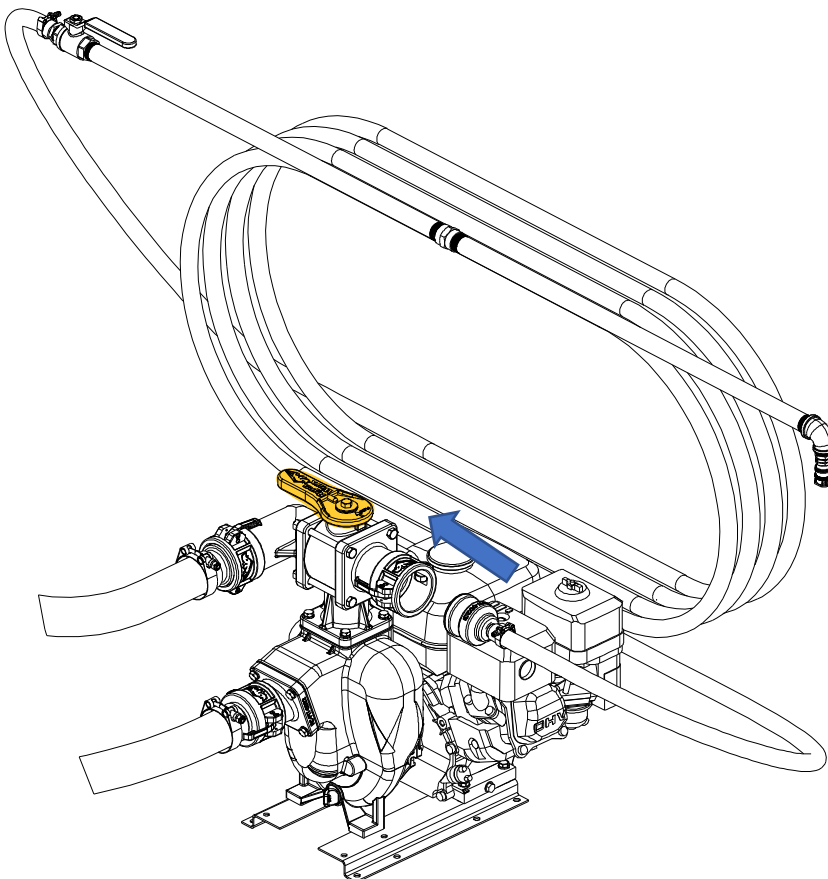
2. Connect the 2" and 3/4" female camlocks to the appropriate connections on the barrel adapter



3. Connect the 2" male camlock connection to the pump valve and the 2" female camlock connection to the pump intake.

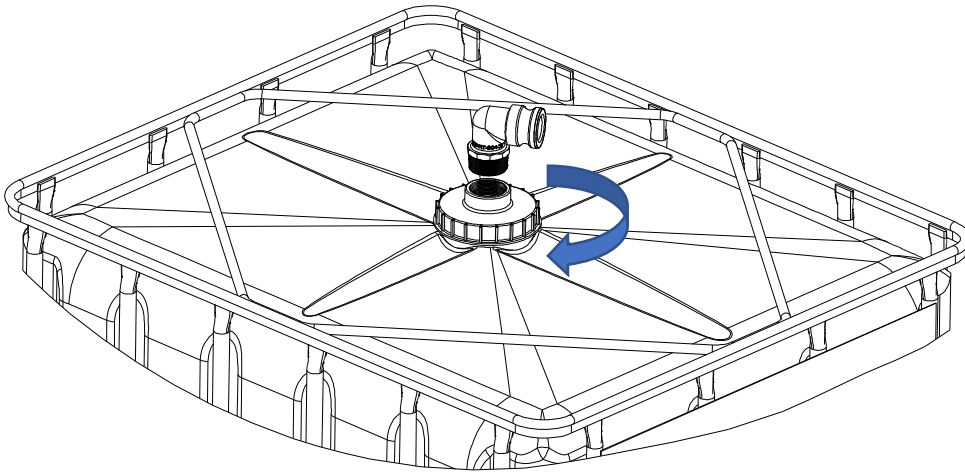


4. Connect the 2" male camlock connection from the spray wand assembly to the other side of the pump valve

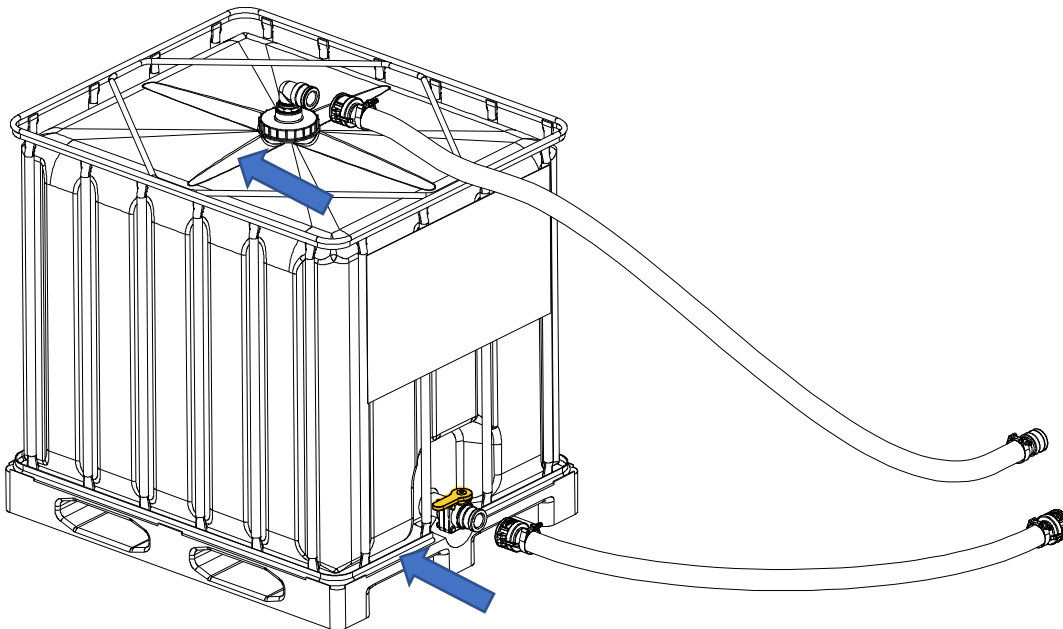


## 2.2 TOTE SYSTEM ASSEMBLY

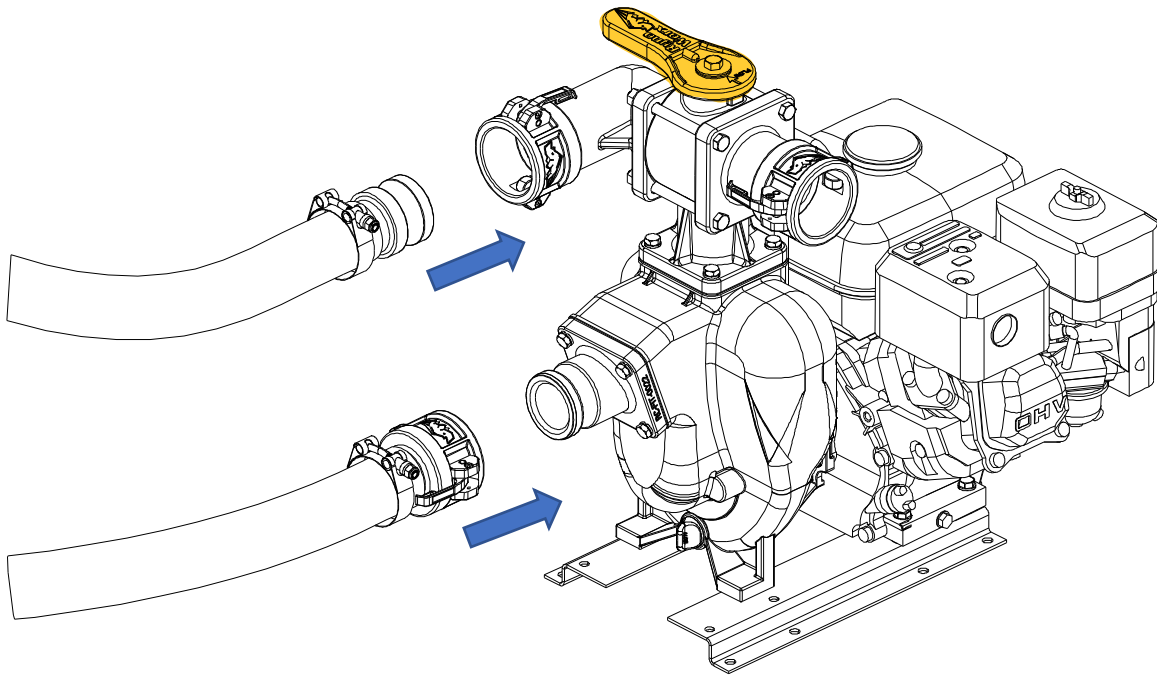
1. Thread the 90 ° 2" NPT to Male camlock fitting into the top of the tote lid



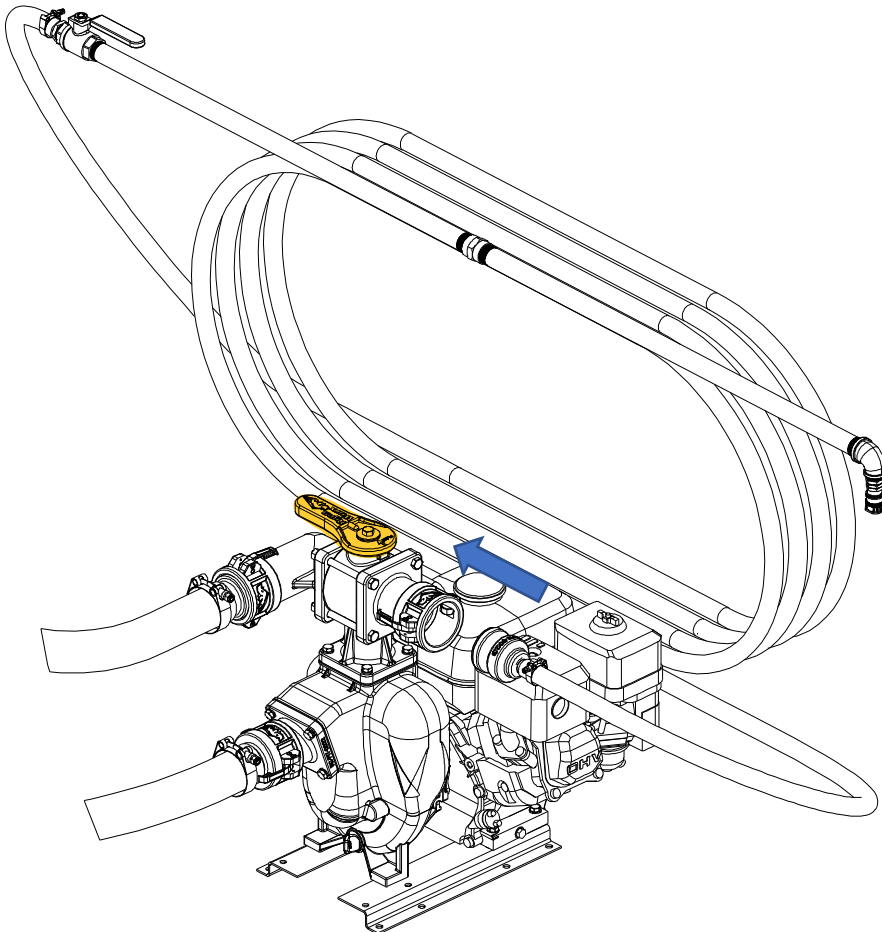
2. Connect the female camlock on the 10' hose to the male camlock on the top of the tote and the female camlock on the 5' hose to the male camlock on the tote outlet



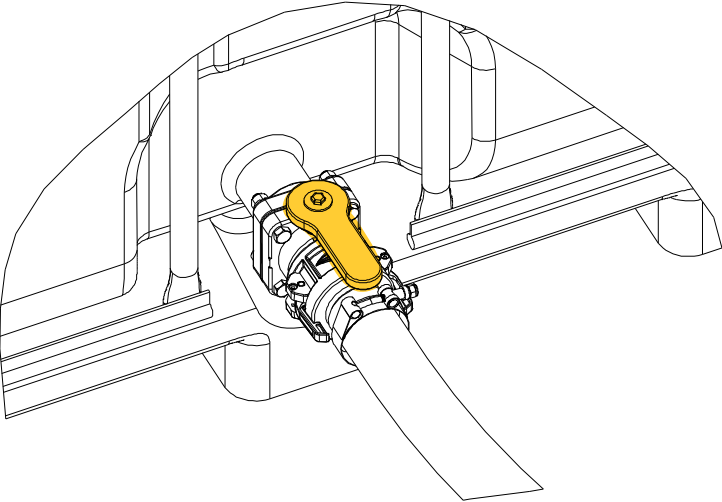
3. Connect the 2" male camlock connection to the pump valve and the 2" female camlock connection to the pump intake



4. Connect the 2" male camlock connection from the spray wand assembly to the other side of the pump valve.

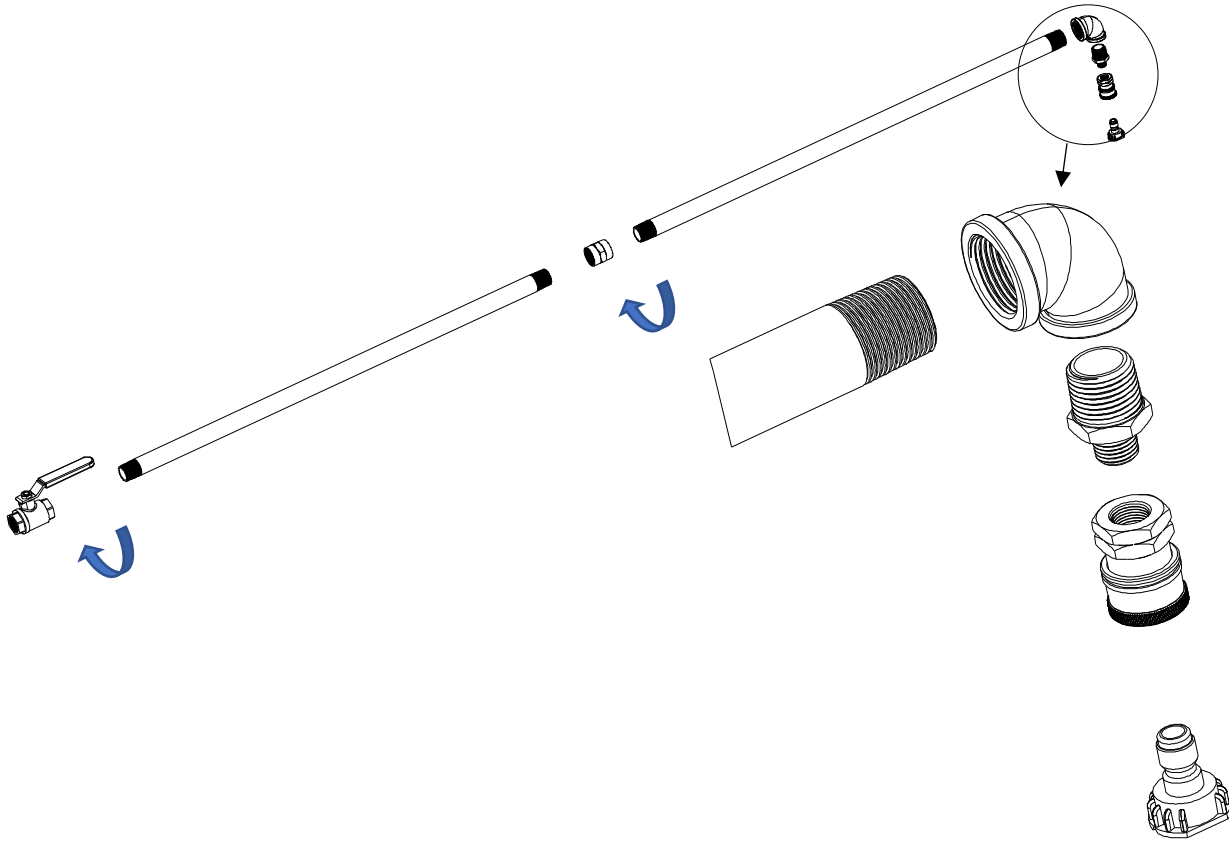


5. Open the valve on the tote outlet before beginning operation



## 2.3 SPRAY WAND ASSEMBLY

Please refer to the below diagram for the assembly order of the spray wand. Teflon tape should be used on all threaded connections to ensure a tight seal. Note that any of the three included spray tips can be used depending on the Gallons Per Minute (GPM) of sealer required for the task.

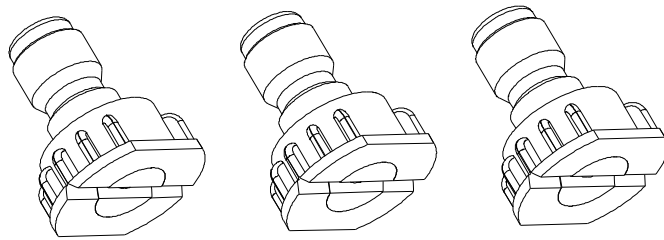


Set of 3 spray tips:

2 GPM

3 GPM

4 GPM





# 3 OPERATION

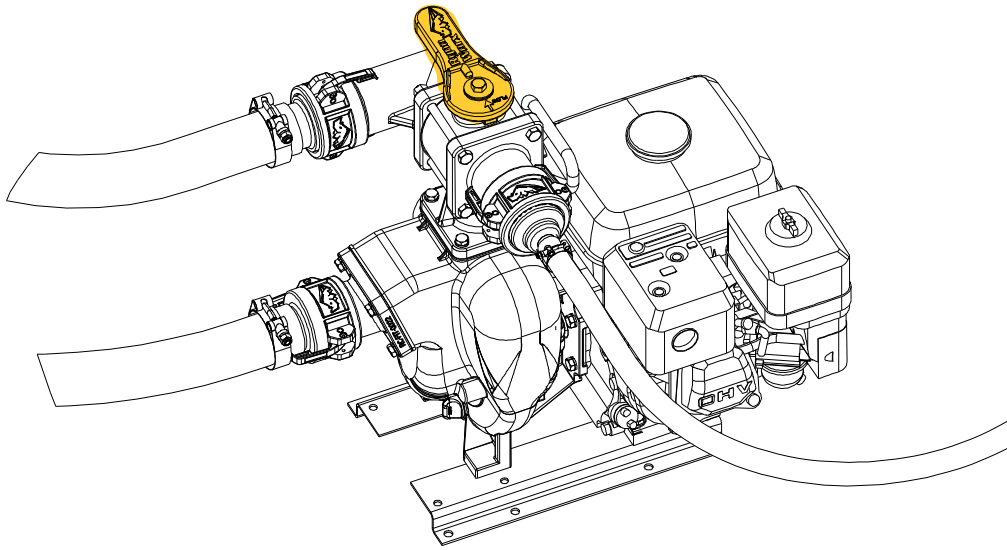
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## 3.1 PORTABLE SYSTEM OPERATION

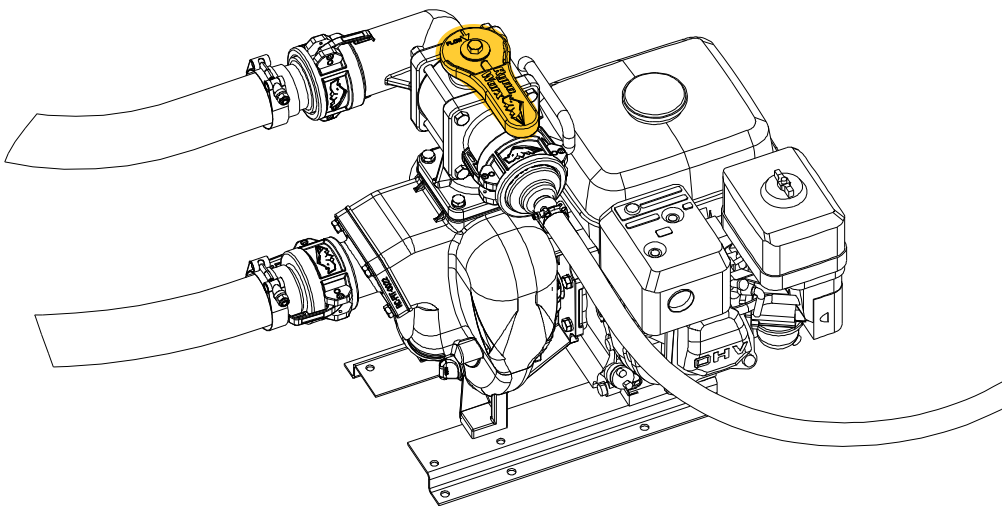
### 3.1.1 Spray Modes

The spray system can be easily switched between Agitation Mode and Spray Mode by rotating the yellow valve handle at the top of the system. The system should be turned to agitation mode whenever the pump is running, except when spraying sealer. This will ensure a long pump seal life. Please refer to the below diagrams for the valve handle position of the two operation modes.

#### Agitation Mode

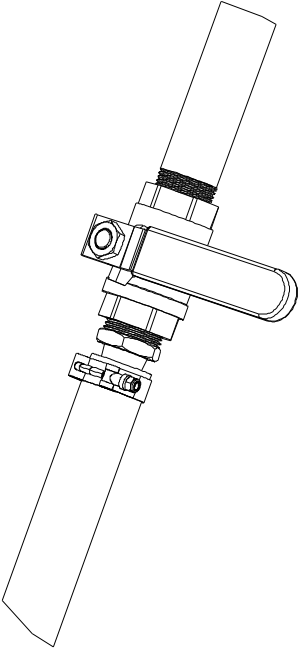


#### Spray Mode

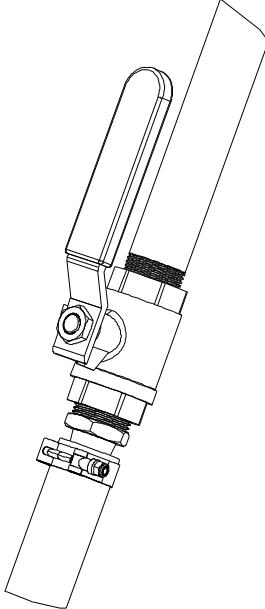


### 3.2 Spray Wand Operation

The spray wand included with this system has a ball valve handle to accurately control the flow of sealer. Please refer to the following diagram for the valve positions.



**Spray wand valve closed**



**Spray wand valve open**

## 4 MAINTENANCE

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Regular maintenance is crucial to ensure that this equipment will perform correctly on the job site. Please follow Table A as well as the maintenance schedule laid out in your engine manufacturer's manual to keep your machine operating at peak efficiency.

### 4.1 TABLE A: MAINTENANCE SCHEDULE

Maintenance Procedure	Before Each Use	Every 10 Hours	Every 50 Hours
Check all connections for all hoses, spray wands, and transfer kits.	X		
Check sealer consistency inside tank. Add water to compensate for evaporation.	X		
Use agitation cycle to circulate sealer for 2-3 minutes.	X		
Remove filter kit and clean strainer.		X	
Disassemble spray wand and flush with water to remove sealer buildup in connections and joints.		X	
Replace pump seals.			X

**Please see your engine manufacturer's engine manual for engine maintenance schedule.**

### 4.2 PREPARING THE SYSTEM FOR WINTER STORAGE

1. Drain the tank (if applicable).
2. Fill the tank with water and run the system in spray mode until only clear water is sprayed from the spray wand.
3. Refer to your engine manufacturer's manual for the procedure on storing the engine, such as using a gas stabilizer in the fuel tank.
4. Remove and clean the spray tips.
5. Drain the pump by removing the drain plug on the bottom. Store the plug in a safe place.

## 5 TROUBLESHOOTING

Please be sure to read the Operation and Maintenance sections of this manual. Some common questions are covered in Table B below.

### 5.1 TABLE B: TROUBLESHOOTING GUIDE

Description of Problem	Possible Causes	Solution Procedure
Sealer is leaking from connection of pump to engine.	Seals have worn out.	Disassemble pump housing and replace main seal.
Pump is not circulating sealer.	<ul style="list-style-type: none"> <li>a) Pump has lost prime due to low volume of sealer in tank.</li> <li>b) Settled sealer has created a blockage at bottom of tank.</li> </ul>	<ul style="list-style-type: none"> <li>a) Add sealer or water to tank.</li> <li>b) Add water and agitate sealer to mix.</li> </ul>
Low spray pressure.	<ul style="list-style-type: none"> <li>a) Pump has lost prime due to low volume of sealer in tank.</li> <li>b) Settled sealer has created a blockage at bottom of tank.</li> <li>c) Filter kit has a blockage.</li> <li>d) Spray wand or hose has a blockage.</li> <li>e) Incorrect type of sealer is being used with the system.</li> </ul>	<ul style="list-style-type: none"> <li>a) Add sealer or water to tank.</li> <li>b) Add water and agitate sealer to mix.</li> <li>c) Remove filter kit and clean strainer.</li> <li>d) Disconnect spray wand and hose, flush both with water.</li> <li>e) Verify that the sealer being used has no additives or polymers.</li> </ul>
Sealer is foaming during circulation.	<ul style="list-style-type: none"> <li>a) Circulation cycle is too long.</li> <li>b) Incorrect type of sealer is being used with the system.</li> </ul>	<ul style="list-style-type: none"> <li>a) Reduce circulation time to 2-3 minutes.</li> <li>b) Verify that the sealer being used has no additives or polymers.</li> </ul>