



MULTI-SPRAYER SYSTEMS™

The World's Greatest Sprayers



IDEAL FOR:

- Carpet & upholstery pre and after sprays
- Ceiling cleaning
- Janitorial sprays
- Carpet restoration applications
- Automotive detailing
- Wallpaper removal
- Car cleaning

ALSO SPRAYS:

Disinfectants, deodorizers, traffic lane cleaners, spotting agents, insecticides, garden agents & fertilizers, cleans ducts, ovens & siding

TC MODELS OWNERS MANUAL

CORDLESS — CHARGES IN VEHICLE BETWEEN JOBS

TC1

TC1CIG

TC2

TC2CIG

FOR PARTS & SERVICE CALL

MULTI-SPRAYER.COM

Thank you for purchasing the world's greatest sprayer. The Multi-Sprayer TC Series unit will replace your pump-up sprayers. The TC Multi-Sprayer is a tough, compact and versatile cordless sprayer, equipped with a SOLVENT COMPATIBLE VITON PUMP.

The "TC" was designed to be easily transported to the job taking up limited space. On the job, the cordless "TC" allows you to begin spraying immediately, without unwinding the cord looking for a plug in. After spraying, the "TC" can be charged in your vehicle on the way to the next job. When fully charged will allow for 90 minutes of continuous spray.

COMMON FEATURES: TC1 AND TC2 MODELS

- Tough polyethylene case
- 2 gallon quick change container capability
- 12 volt, 50 psi pump
- 10 Foot no wind up, coil spray hose
- Pump solvent with compatible, viton seals
- Spray trigger with viton seal; also QC
- One year warranty parts and labor

TC1 FEATURES

- 2 foot wand with stainless steel 8004 V-jet nozzle
- Weight 17 pounds empty

TC2 FEATURES

- Quick connect 2 foot wand with 8004 T-jet and a check valve/strainer to stop drips
- Quick connect 3" upholstery tool with brass 50015 T-jet and strainer/ check valve to stop drips
- Weight: 18 pounds empty

GETTING STARTED

Slant your 2 gallon container of solution into the multi-sprayer cap to the right. Connect the male/female cap quick connect system, and then push the container into the multi-sprayer. To remove container, push the silver tab on the female quick connect tip out of container and remove.

Turn on switch and squeeze trigger to spray.

IF YOU HAVE MODEL TC2 OR TC2CIG

PRIMING

1. Remove the 2 foot carpet wand or the upholstery tip, at the quick connect.
2. Squeeze the trigger, allowing the liquid to advance to near the trigger.
3. Re-connect the 2 foot carpet wand or upholstery tip and begin spraying. The check valve/strainers inhibit flow when starting but stop drips after spraying.

CHARGING INSTRUCTIONS

TC1 & TC2 charge with 8 Foot Cord # 8LEVCORD to a plug in, in the back of vehicle, # F-49. TC1CIG & TC2CIG charge with 16 foot cord # 16LEVCIG to cigarette lighter.

The "TC" charges only when the vehicle is running. Plugging in over night will not charge the "TC" battery. **The "TC" should be plugged in each time it is returned to the vehicle. The "TC" cannot be overcharged. The "TC" battery takes only the charge it needs.** The "TC" can be left plugged in with no time limit. 30 minutes of charge time will give 10-12 minutes more run time. **The #B924 battery is lead acid. Lead acid batteries do not want to be run down all the way before charging.** They do want to be charged after each use to last as long as possible. (You may use the battery all the way down, if you need to, on a big job, but if done every time, the life of the battery will be shortened.) The "TC" can be charged with a 1 to 2 amp hour/12 volt charger connected to the contacts in the charge plug. Large contact is positive, small is negative.

MAINTENANCE

At the end of the work period, a mild detergent solution followed by fresh water should be sprayed to clean the pump and hose.

When switching between water based and solvent solutions, a warm water flush after water base and a cold water flush after solvents is best for flushing the system.

The case cleans easily with a mild detergent and retains its luster with application of a plastic/vinyl product.

MULTI-SPRAYER PARTS

KEY	PART#	DESCRIPTION
5*	BST-1YSS	SS Female Coupler, 1/8"
6	6590	Brass/Viton Trigger
7	H14-2MUSBR	Compression and Strain Relief
8	FW-10	Urethane Coiled Spray Hose 10" 1/4 ID
9	SNP-2	Hose Clamp (Need 2)
11	N4MEB6	Elbow, Nylon (Need 2)
12	AQ12	12Volt, 50 psi Motor & Pump
13	LEV-M	Round TC Panel Connector
14*	216P-4-2	Brass Reducing Nipple, 1/4" / 1/8"
15	11375	Rubber Hose Grommet
	11532	Rubber Shoulder Grommet
16	6.5SS	Base Plate Retaining Rods (2 Needed)
17	12V1M9	Red Illuminated On/Off Switch
18	UR33	Urethane Suction Hose, 33", 1/4 ID
19	13862-50	Suction Hose Strainer, 50 mesh
21	B924	Battery, 12 Volt, 9 Amp Hour
22	2G	2 Gallon Solution Container
23	F17004LG	Female Jug QC
24	M22004LG	Male Jug QC, Cap and 90 Degree Barb
**	M22	Male QC
**	Cap & 90	Cap and 90 degree panel mount
25	UR12.5	Urethane Dip Tube, 12.5" 1/4 ID
26	Fuse Box	Plastic Box Containing #27, #28, #29 left to rt
27	MINF10	10 Amp Mini Fuse, burns out if pump bad
28	MINCB25	25 Amp Mini Cir. Brkr. Protects against shorts
29	MINDIO6	6 Amp Diode Current to Battery only
—	16LEVCORD	16' Cig. Charge Cord

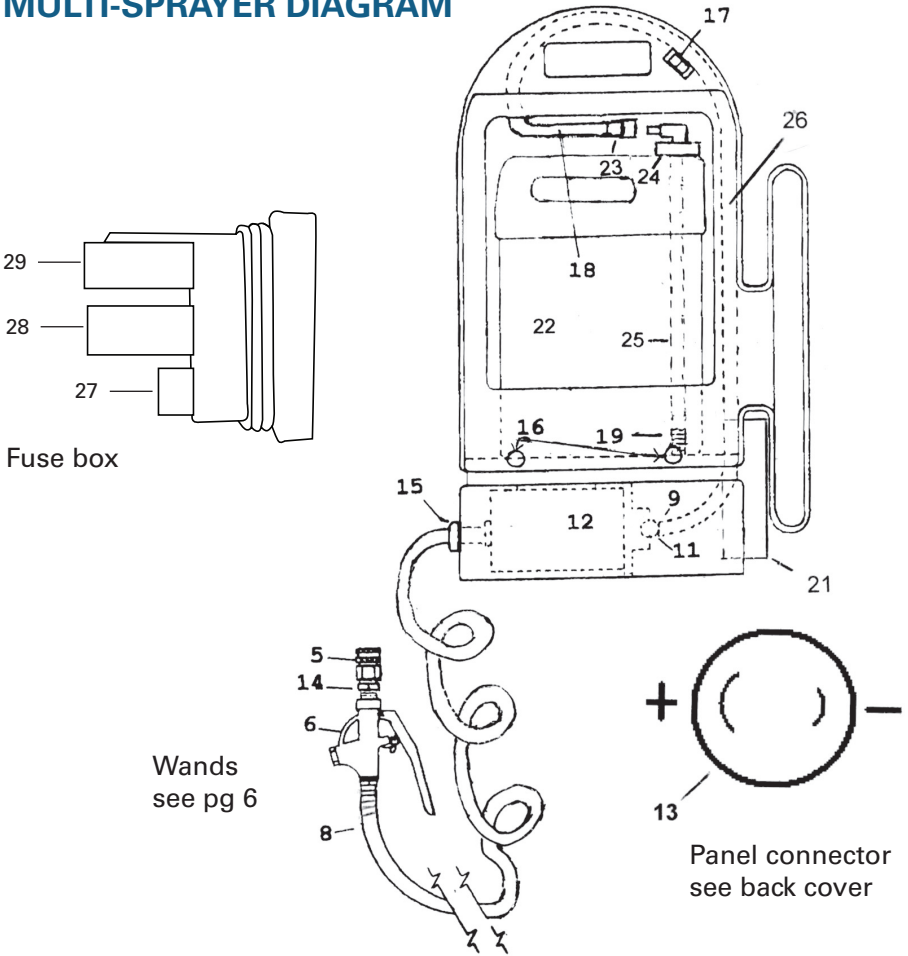
*#5 and #14 on TC2 model only

PUMP PARTS

AQ12	12 Volt Pump Parts
LHA	Lower Head Assembly, Triangular Diaphragm/CAM
VHA	Valve Assembly, 3 Inlet and 2 Outlet Valves
UHA-12	Black Poly Pump Head

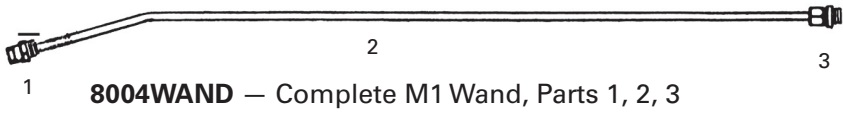
- If pump leaks from small triangle on black pump head, replace UHA
- If pump runs but does not pump, replace VHA and LHA
- When reassembling pump, tighten screws very firmly

MULTI-SPRAYER DIAGRAM



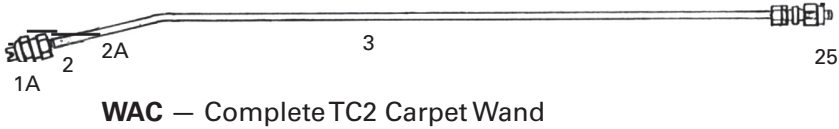
TC1 WAND

KEY	PART#	DESCRIPTION
1	H1/8DT-SS8004	Female Thread Stainless Steel V-Jet Nozzle
2	SS20	Threaded Stainless Steel Wand Tube
3	AB 110CA	Brass Hex Nipple, 1/4 Male 1/8 Female



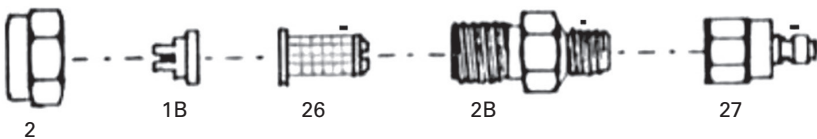
TC2 WAC WAND

KEY	PART#	DESCRIPTION
1A	TPU8004SS	Stainless Steel t-Jet Nozzle
2	CP1325	Brass Nozzle Cap
2A	CP1335	Brass Male Body
24	4193-A-10-50SS	Strainer W/Check Valve (inside 2A)
3	SS20	Stainless Steel Wand Tube
25	BST-N1SS	Stainless Steel Male Coupler



TC2 WACS WAND

KEY	PART#	DESCRIPTION
2	CP1325	Brass Nozzle Cap
1B	TPU50015	Brass T-Jet Nozzle
26	4193-A-20-50SS	Strainer W/Check Valve
2B	CP1336	Brass Male Bod
27	BST-N1	Brass Male Coupler

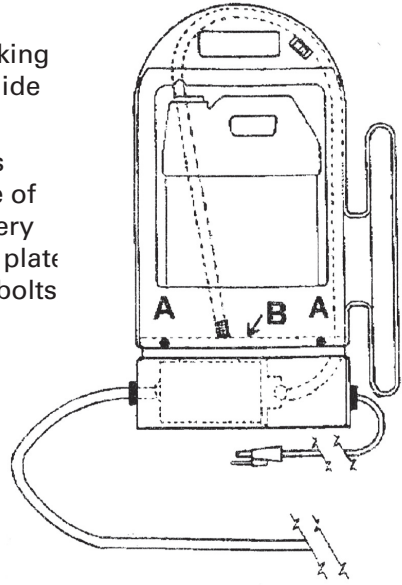


TO REMOVE PUMP

1. Remove the threaded rods, "A" by taking the nut off the end of each rod and slide the threaded rods out.
2. The pump is attached with steel bolts to the blue base plate. Hook the edge of the blue base plate "B" near the battery with a bent tool and pull up the base plate with pump attached. Do not remove bolts the pump will fall into the bottom of the sprayer.

TO CHANGE BATTERY

1. Lift pump as described above.
2. Remove the 2 screws from bottom of unit that hold the battery guide, which holds the battery in place inside on bottom of sprayer.
3. Disconnect battery leads of old battery by holding each side with pliers and rocking apart.
4. Take old battery out, replace with new battery and put battery guide back in place with 2 screws on bottom of unit.
5. Re-connect battery leads, make sure they are snug by squeezing the female leads slightly with a pliers.
6. The electrical leads should be visible in the jug cavity of the sprayer when you put the blue base plate back in place.



WARRANTY

Your multi-sprayer TC units carry a one year parts and labor warranty. The date of manufacture is stamped on the serial plate. Keep your receipt for exact date of ownership for warranty purposes.

FREEZING CAN DAMAGE THE MULTI-SPRAYER AND IS NOT COVERED BY THE WARRANTY.

Consult the chemical guide available from your distributor or manufacturer for chemical compatibility. Chemical damage to the pump is not covered by the warranty.

SAFETY PROCEDURES

RISK OF EXPLOSION — DO NOT SPRAY COMBUSTIBLE FLUIDS

APPROXIMATE RATE OF SPRAY

FROM T-JETS & V-JETS USING 50 PSI PUMP:

TIP SIZE	GAL per MIN	TIP SIZE	GAL per MIN
XX050	.055	XX04	.44
XX01	.11	XX05	.55
XX015	.16	XX06	.66
XX02	.22	XX08	.88
XX03	.33	XX10	1.10

TROUBLE SHOOTING

MOTOR OPERATES, BUT NO SPRAY:

- Male and/or female QC on jug failure
- If you have TC2 model, see “Getting Started” instructions on page 3 and on back of sprayer
- Restricted intake or discharge line. Clogged suction strainer, kinked suction or spray hose, clogged spray tip, broken or clogged trigger
- Air leak in suction hose
- Broken or worn pump parts; valve chamber, or diaphragm

MOTOR FAILS TO RUN:

- Switch defective or loose wiring connection
- Defective motor
- Frozen cam bearing

LOW PRESSURE AND PRESSURE:

- Partially clogged lines, strainers, tip or trigger
- Worn pump cam bearing (also excessive noise)
- Broken or worn pump parts; valve chamber or diaphragm
- Insufficient voltage

LEAKING:

- Hole in hose, cracked pump housing
- Loose or broken hose barb at pump inlet or outlet
- Loose or broken hose clamp at pump inlet or outlet

MULTI-SPRAYER SYSTEMS, INC.