

Product	<b>Knapsack Power Sprayer</b>	KisanKraft Invoice Date	
Brand	<b>KisanKraft</b>	KisanKraft Invoice No.	
Model	<b>□ KK-JP-908</b>		
<b>WARRANTY PERIOD</b>	<b>6-MONTHS</b>	FOR THE SPECIFIED PERIOD FROM THE DATE OF SALE OR DELIVERY WHICHEVER IS EARLIER.	
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**KisanKraft Limited** (formerly known as KisanKraft Machine Tools P Ltd)

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✉: [info@kisankraft.com](mailto:info@kisankraft.com)

☎: +91.80.22178200

**Important:** (1) Normal maintenance and adjustments to the product is the responsibility of the customer. (2) Normal wear and tear is not covered under warranty (3) Rubber/plastic parts and consumables such as blades, clutch and clutch-bell, spark-plugs, nylon line, air-filters, fuel-filters, oil seals etc. are not covered under the warranty.

**No Warranty On Electrical Motor / Electrical Parts / Battery Etc.**

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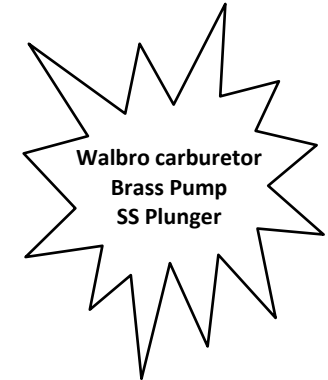
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# Operation Manual



## **KisanKraft Limited.**

Sri Huchhanna Tower, #4, 1<sup>st</sup> Main, 7-A Cross, Maruthi Layout, Dasarahalli, HAF Post, Hebbal, Bangalore 560024, Karnataka, INDIA

- ◆ Bangalore (HO) ◆ Ahmedabad ◆ Bhopal ◆ Bhubaneswar ◆ Coimbatore ◆
- ◆ Ernakulam ◆ Guwahati ◆ Hinudpur ◆ Hubli ◆ Hyderabad ◆ Jaipur ◆
- ◆ Karnal ◆ Kolkata ◆ Lucknow ◆ Nagpur ◆ Patna ◆ Pune ◆ Raipur ◆ Shimla ◆

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**Wide Range of Products for Every Need**



For more information give **MISSED CALL: 07676065555**



Many of our products have BIS: ISI certification.



KisanKraft has a large range of products to serve the farmers. A list of our products is given below:

<p><b>Brush Cutters and Accessories</b></p> <ul style="list-style-type: none"> <li>Brush Cutter/Power Weeder</li> <li>Backpack Brush Cutter</li> <li>Tea Pruner</li> <li>Pole pruner with Engine</li> <li>Reaper Attachment</li> <li>Blades-Circular</li> <li>Blades (2 &amp; 3 points)</li> <li>Baffle</li> <li>Nylon Rope</li> <li>Tap &amp; Go</li> </ul> <p><b>Chainsaws</b></p> <ul style="list-style-type: none"> <li>Petrol Chainsaw</li> <li>Electric Chainsaw</li> <li>Chain Sharpening Machine</li> </ul> <p><b>Engines and Water Pumps</b></p> <ul style="list-style-type: none"> <li>Engine –Diesel(Horizontal)</li> <li>Engine –Diesel(Vertical)</li> <li>Engine-Kerosene</li> <li>Water Pump with Petrol Engine</li> <li>Water Pump with Kerosene Engine</li> <li>Water Pump with Diesel Engine</li> </ul> <p><b>Hand Tools</b></p> <ul style="list-style-type: none"> <li>Secateurs</li> <li>Folding Saw</li> <li>Garden Rake</li> <li>Garden Shovel</li> <li>Hedge Shear</li> <li>Lopper</li> <li>Telescopic Hedge Shear</li> <li>Telescopic Lopping Shear</li> <li>Tree Pruner</li> <li>Telescopic Steel Pipe &amp; Fruit Picker Bag</li> <li>Sheep Shear</li> </ul> <p><b>Garden Tools</b></p> <ul style="list-style-type: none"> <li>Electric Pressure Washer</li> <li>Hedge Trimmer</li> <li>Lawn Mower (Electric, Petrol &amp; Manual)</li> <li>Leaf Blower</li> </ul>	<p><b>Cultivators and Accessories</b></p> <ul style="list-style-type: none"> <li>Petrol and Diesel</li> </ul> <p><b>Sprayers and Accessories</b></p> <ul style="list-style-type: none"> <li>Battery Sprayer</li> <li>Portable Power Sprayer</li> <li>Trolley Sprayer</li> <li>Manual Knapsack Sprayer</li> <li>Manual Pressure Sprayer</li> <li>Rose Cans</li> <li>Hose Crimping Machine</li> <li>HTP Sprayer</li> <li>HTP Delivery Hose</li> <li>HTP Hose Reel</li> <li>HTP Stand</li> <li>HTP Gun / Lance(Brass Rod)</li> <li>Knapsack Power Sprayer</li> <li>Mister / Duster / Granuel Spreader</li> <li>HTP Sprayer Set with Diesel Engine</li> <li>HTP Sprayer Set with Kerosene Engine</li> <li>Fogging Machine</li> </ul> <p><b>Milking Machine</b></p> <ul style="list-style-type: none"> <li>Wood Shredder</li> <li>Fodder Ensiling Chaff Cutter</li> <li>Fodder Grinder Chaff Cutter</li> <li>Fodder Mini Chaff Cutter</li> </ul> <p><b>Harvester</b></p> <ul style="list-style-type: none"> <li>Maize Sheller</li> <li>Maize Sheller + Dehusker</li> <li>Maize Combine Harvester</li> <li>Onion Digger Carlotti Italy</li> <li>Tea Leaf Harvester</li> <li>Sugarcane Combine Harvester</li> <li>Sugarcane Leaf Stripper</li> </ul> <p><b>Transplanter and Post Hole Digger</b></p> <ul style="list-style-type: none"> <li>Paddy Transplanter (2 &amp; 8 Rows)</li> <li>Transplanter-Vegetable &amp; Tobacco</li> <li>Post Hole Digger(4" to 14"Augers)</li> </ul>
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- ◆Cultivators and Accessories◆Sprayers and Accessories◆
- ◆Transplanter and Post Hole Digger ◆Milking Machines◆

Part No	Part Name	Part No	Part Name
E-33	Washer B (Clutch)	E-76	Screw M5x50 (Star)
E-34	Spring (Clutch)	E-77	Starter Assy
E-35	Clutch Shoe Assy	E-78	Choker
E-36	Washer A (Clutch)	E-79	Screw ST4.2x12
E-37	Clutch Bolt	E-80	Air Cleaner Sponge
E-38	Fan Cover	E-81	Air Cleaner outside Cover
E-39	Bolt M5x16 (HEX)	E-82	Screw (Air Filter)

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**GASOLINE ENGINE (2-STROKE)-PARTS LIST**

Part No	Part Name	Part No	Part Name
E-1	Screw M5x12 (Rope Real)	E-41	Needle Bearing (Piston Pin)
E-2	Washer (Rope Real)	E-42	Circlip (Piston Pin)
E-3	Rope Real	E-43	Piston
E-4	Starter Rope	E-44	Piston Pin
E-5	Recoil Spring	E-45	Gasket (Crankcase)
E-6	Recoil Starter Body	E-46	Piston Ring
E-7	Starter Handle	E-47	Gasket (Cylinder)
E-8	Gasket Starter Handle	E-48	Cylinder
E-9	Screw M4X16 (Star)	E-49	Screw M5x18 (Allen)
E-10	Washer 8	E-52	Guide Cover Assy
E-11	Nut M8	E-53	Spark Plug
E-12	Start Claw	E-54	Spring (Spark Plug)
E-13	Claw Spring	E-55	Dust Cap
E-14	Start Real	E-56	Cap (Spark Plug)
E-15	Stop Ring 4	E-57	Grommet (Plug Wire)
E-16	Oil Seal 12X22X7	E-58	Cover
E-17	Crank Case (Small)	E-59	Screw M5x20 (Star)
E-18	Bearing 6201/P6	E-60	Gasket (Muffler)
E-19	Crank Shaft	E-61	Muffler
E-20	Key 3x5x13 (Crank Shaft)	E-62	Screw M5x20 (Star)
E-21	Pin B4x10	E-63	Screw M5x12 (Star)
E-22	Crank Case (Big)	E-65	Bolt / Stud (Muffler)
E-23	Flash Pan	E-66	Nut M5
E-24	Pin B4x10	E-67	Muffler Cover
E-25	Screw M5x25 Star/Allen	E-68	Gasket (Insulator)
E-26	Fly Wheel	E-69	Insulator
E-27	Washer 8 (Plain)	E-70	Gasket (Carburetor)
E-28	Washer 8 (Spring)	E-71	Carburetor
E-29	Nut M8 (Hex)	E-72	Choker Handle
E-30	Ignition Coil	E-73	N/A
E-31	Cord Comp (Coil)	E-74	N/A
E-32	Bolt M5x20 (Hex)	E-75	Air Cleaner Inside Cover

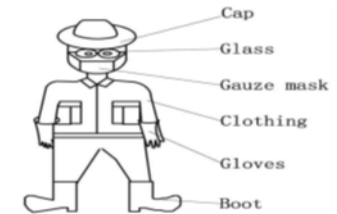
**BEFORE GETTING STARTED**

Please read and follow the instructions in this manual before using the machine. The user should be familiar with the safety notices, machine performance, and maintenance, etc. The operation manual will be used later in case of any repair, accessories replacement, and accessories procurement, so preserve it carefully.

**SAFETY INSTRUCTIONS**

- Using this machine with extra high pressure is prohibited ( $\leq 35 \text{kgf/cm}^2$ ) ;
- The rotating parts should have a safety protective device;
- Protective Clothing:

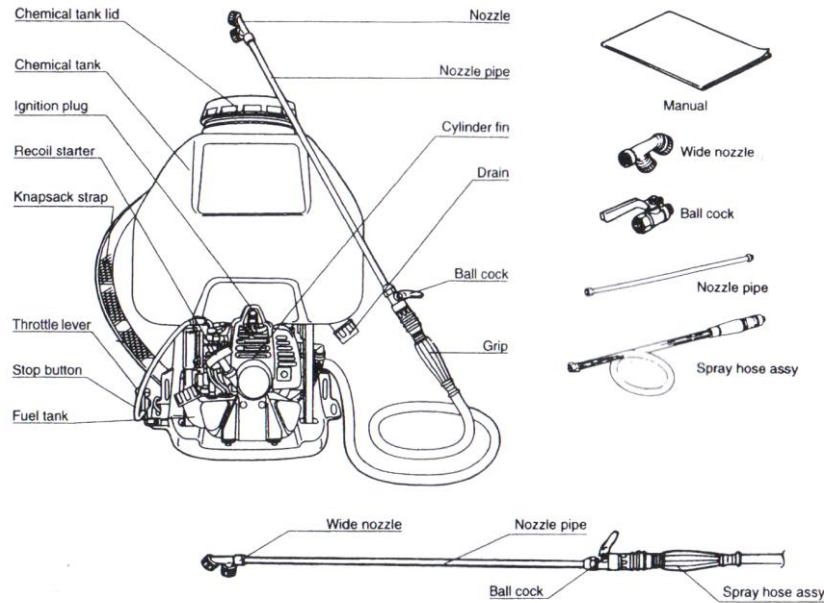
- Wear flange cap.
- Wear dirt/fog-proof glasses.
- Wear gauze mask.
- Wear long gloves.
- Wear coat guarding against poisons.
- Wear boots.



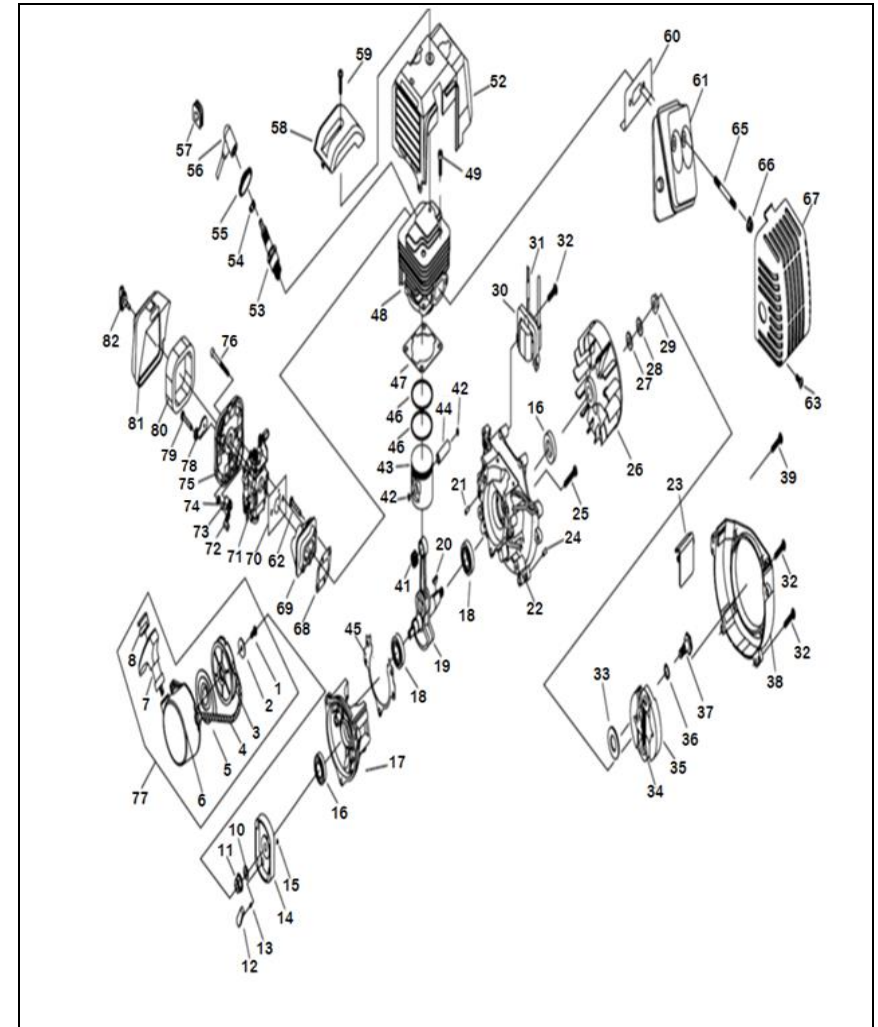
- Spraying towards personnel and working at the downwind position are prohibited;
- Running the machine without water or lubricating oil is prohibited;
- Using special working solutions as strong acid, strong alkali, etc. is prohibited
- Following personnel should not use the machine:
  - Mentally challenged.
  - Drunk.
  - Under the age of 18 or older people.
  - Person with no knowledge of the machine.
  - Tired person or patient and others who cannot operate the machine normally.
  - A person who has just exercised strenuously or has not slept enough. Women feeding breast milk to the baby or is pregnant.
- Spraying
  - It is fine to carry out an operation during cool weather with little wind. For example, early in the mornings or in the late afternoons as this can reduce the evaporation and drift of chemicals and improve the protective effect.
  - The operator should move windward.
  - If your mouth or eyes are spattered with chemicals, wash them with clean water and then visit a doctor.
  - If the operator has a headache or dizziness, should stop working at once and consult a doctor immediately.

- For the operator's safety, misting/dusting must be carried out strictly according to the instruction of the chemicals and agricultural requirements.
- Spray over, according to pesticide manual to clean out any residual spray mixture in chemical tank.
- After spraying always wash your hands and face thoroughly

**OVERVIEW OF COMPONENTS**



**GASOLINE ENGINE (2-STROKE)-PARTS DIAGRAM**





**Cleaning of fuel filter**

Using a piece of wire, or the likes, pull out the fuel filter and wash with clean white kerosene. When it is fouled heavily, replace the filter and also wash the tank inside.

**⚠** Use of fire is strictly prohibited

**Carbon removal**

Remove carbon from the muffler in-/outlet, cylinder and piston. This work requires engine servicing skill and some tools. Consult the dealer or nearest service center.

**⚠ CAUTIONS DURING INSPECTION**

- Disconnect the ignition plug wires before inspection or adjustment to prevent unexpected start of engine.
- Do not touch the engine immediately after operation to prevent burn.
- Use of fire is strictly prohibited when handling the fuel (gasoline).
- Make sure to clean spilled fuel sufficiently before using the engine.
- Do not wash the engine with water.
- Do not change the setting revolution speed carelessly. (Consult your dealer when changing the revolution speed.)

**STORAGE**

When releasing the engine from operation for more than 30 days, it must be serviced and stored as follows with care to prevent the starting trouble or malfunction due to degeneration of fuel.

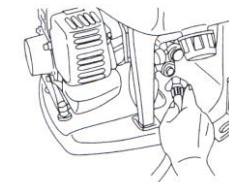
1. Drain the fuel from the fuel tank and start to run the engine till it is stopped due to use-up of fuel.
2. Wash the inside of fuel tank and fuel filter with white kerosene.
  - ⚠** Use of fire is strictly prohibited
3. Removing the ignition plug, inject a small quantity of new engine oil through the plughole. After idling slowly for few revolutions operating the recoil starter, install the ignition plug. Pull the recoil starter again and stop it at the position where it is felt heavy.
4. Clean the external surfaces with soft cloth and store it at a dry place free from fires.

**NOTE:** If the unit is left over without draining fuel, impurities in the fuel could clog the fuel passages such as the carburetor, fuel filter, or others, and cause engine troubles. Make sure to drain the fuel when storing the unit for a long period of time.

**⚠** Sufficient care must be taken not to use fires at the vicinity when handling the fuel.

**ASSEMBLY**

Attach the wide nozzle, the nozzle pipe, the bail cock in an order to the spray hose, and connect the other end of the hose to the spray outlet.

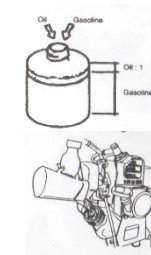


**OPERATING INSTRUCTIONS**

**Pre-Operation Preparation:**

**Oiling**

1. Make sure to use 2 cycle exclusive oil.
2. Make sure that the engine is stopped and cooled.
3. Neither overfill nor spill the fuel on the engine

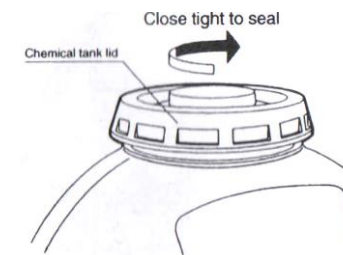
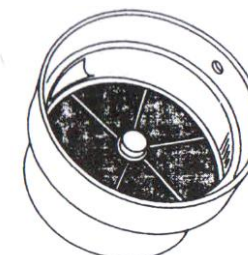


**Dilution of chemicals/Charging the chemical tank**

**Caution:** Agricultural chemicals are extremely dangerous, and must be handled with utmost care. Read the manual for the specific chemical carefully before use.

Dissolve water dispersible powder in a separate container before filling, be sure not to get foreign material into chemicals.

Always fill the chemical tank through the strainer so that contaminants are not mixed into the chemicals.



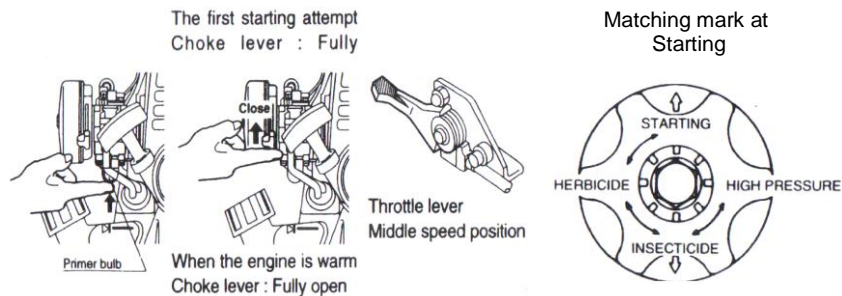
Open the air bleed nozzle, and bleed until the chemical is draining out, and then close the nozzle securely. Before spraying the agrochemical, be sure to put on suitable protective clothing to protect yourself against contact with and breathing it. Observe the following cautions for safe operation:

- Be sure to close the chemical tank cover securely.
- Check the spray hose and nozzle connections to make sure there are no leakage.
- Always stop the engine before refilling the fuel tank or changing the nozzle.
- When carrying a full chemical tank, be careful not to lose your balance.

### Starting the Engine:

**Important:** When starting the engine, be sure to fill the chemical tank with pure water or chemical liquid. Never run the engine when the chemical tank is empty.

- Pump the primer bulb until fuel can be seen flowing through the fuel return line, and pull the choke lever to full close. (During hot weather and when the engine is already warmed up, the choke lever may be set to either half open or full open).
- Set the throttle lever to the middle speed position (not necessarily to maximum).



- Pull the recoil starter lightly 2-3 times.
- Pull the recoil starter strongly to start the engine.
- If the engine stops after a few revolutions, set the choke to half open, and pull the recoil starter rope strongly again to restart it.

**Note:** If the engine does not catch even after the starter is pulled several times, set the choke lever to full open and pull the starter rope. Be sure not to pull the starter lever completely out. After the engine starts, open the choke lever slowly, move the throttle lever to the low-speed side, and let the sprayer warm up for 2-3 minutes.

### INSPECTION AND SERVICE

Table of regular inspections

Item \ Time	Before Each Operation	At Every 50-hours	At Every 100-hours	2 Years
Inspection and retightening of bolts, nuts	✓			
Inspection of fuel leakage	✓			
Inspection, cleaning of air cleaner	✓			
Cleaning at cooling air inlet, cooling fin and around muffler	✓			
Inspection, cleaning of ignition plug		✓		
Inspection, cleaning of fuel filter		✓		
Removal of carbon from muffler, cylinder		✓		
Cleaning of spark arresstor		✓		
Replacement of ignition plug			✓	
Replacement of fuel piping (fuel pipe and grommet)				✓

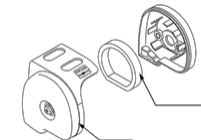
#### INSPECTION AND SERVICE BEFORE EACH OPERATION

##### Cleaning of air cleaner

Wash the element with white kerosene and then immerse it in engine oil. Squeeze it tightly with single hand.



**Use of fire is strictly prohibited**



Cleaning and service at respective sections

- Clean thoroughly around the muffler.
- Clean the cooling fins and the cooling air inlet.
- Inspect and retighten bolts and nuts.
- Inspect the fuel leakage.

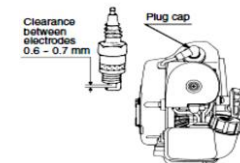
#### INSPECTION AND SERVICE AT EVERY 50-HOUR

##### Cleaning and adjustment of ignition plug

After removing carbon accumulated on the electrodes and the insulator, adjust the clearance between the electrodes at 0.6 ~ 0.7 mm



When mounting the plug cap, push it in securely



**ADJUSTING THE CARBURETOR**

**!** Engine revolution speed is adjusted at the optimum condition before shipping from the factory. It should be adjusted only when it fails to operate properly. (Consult your dealer when adjustment is necessary.)

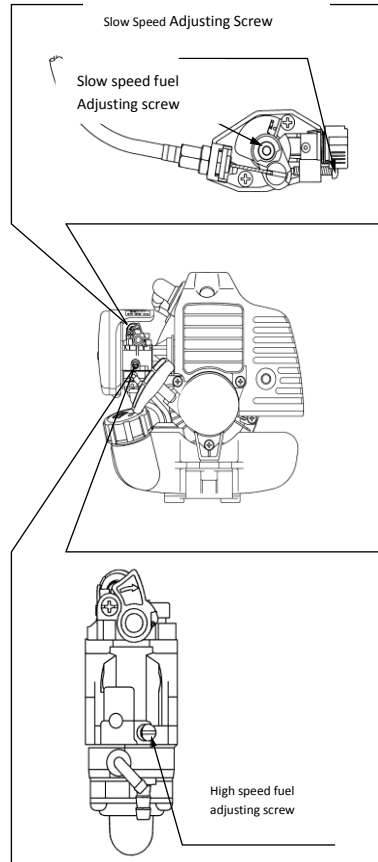
- Use the slow speed adjusting screw to adjust the slow speed revolutions.
  - Right turns: Increase the revolution speed.
  - Left turns: Slow down the revolution speed.

**!** Increasing the slow revolution excessively causes the driven equipment unable to stop even if the throttle lever is returned. The revolution speed should not be increased excessively.

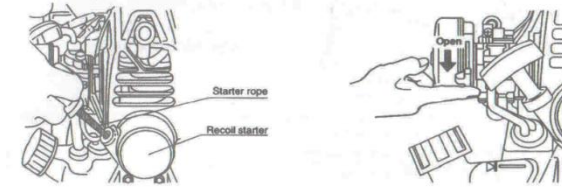
- In case with the slow speed fuel adjusting screw Normal position is where it is returned by one turn from the fully closed position (right turn).
  - Right turns: Increase the thickness of fuel.
  - Left turns: Decrease the thickness of fuel.
- In case with the high speed fuel adjustment screw
  - Right turns: Decrease the thickness of fuel.
  - Left turns: Increase the thickness of fuel.

**!** Fuel adjustment for the carburetor is completed at the optimum condition before shipping from the factory. When it is necessary to adjust, consult your dealer.

**!** Do not decrease the thickness of fuel too much. (It could result in the seizure trouble of engine.)

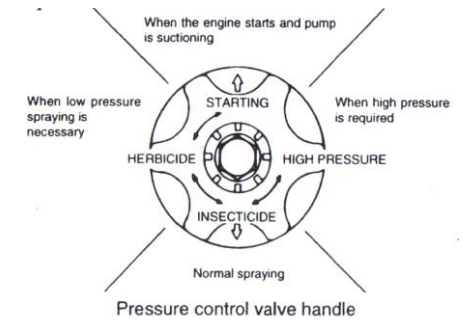


**Pull briskly:**

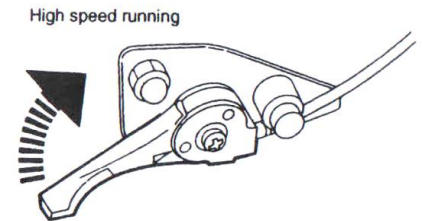


**Operation**

- Turn the handle of the control valve, and set it to the position for HERBICIDE, INSECTICIDE or HIGH PRESSURE to match the pressure of the operating conditions.



- Check the spraying conditions and the status of the equipment, then shoulder the equipment and set the throttle lever to the high speed position.



- When the nozzle cock is opened, chemicals will be atomized as they come out of the nozzle.

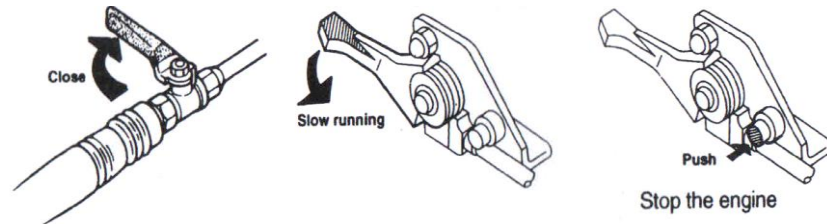
**IMPORTANT**

- When the pressure control valve is changed to INSECTICIDE or HERBICIDE, with the throttle being fully open at HIGH PRESSURE position of pressure control valve handle, the engine speed will become too high, corresponding to the extent of lowered pressure. Therefore, use the equipment with the throttle lever somewhat turned back from the fully opened condition, when the equipment is used at the position for INSECTICIDE or HERBICIDE.
- Be careful of the amount of fuel in the tank, and refill it when it becomes low.

**Stopping the engine:**

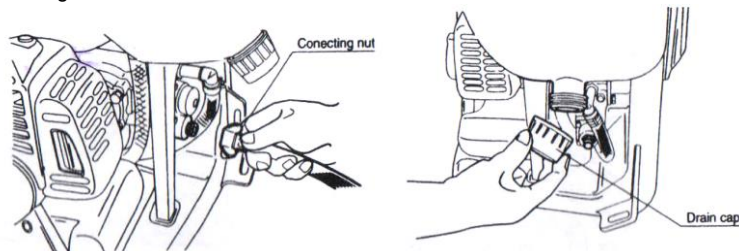
Temporary halt during operation:

1. Close the spray gun, and return the throttle lever to low speed.
2. Press the engine stop button.
3. After the engine stops, set the sprayer down and close the fuel cock.



Stopping the sprayer after completing spraying:

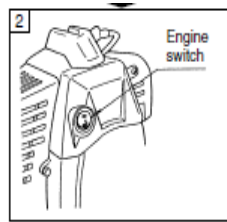
1. Remove the chemical tank drain cap, drain off all of the chemical
2. Fill the chemical tank with clean water, operate the engine, and clean the pump and hose interior by spraying the clean water. Drain off the remaining water through the drain.



Start the engine at just less than high speed for 15-20 seconds to spray out the water in the spray hose and nozzle. When water stops coming from the nozzle, turn off the engine at once.

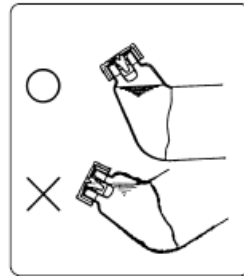
- Stop the engine immediately if it has been discovered any leakage of fuel or gas from the carburetor, muffler, fuel tank, crankcase, cylinder or mating face at respective sections. (Contact a dealer or service center for repair.)
- Do not change the setting revolution speed of engine unnecessarily.
- Be careful not to touch highly heated muffler or sections on the engine to avoid possible risk of burn.
- Do not operate the engine while withered grasses, leaves or other inflammable substances are sticking in or around the muffler cover.
- Do not touch the ignition plug cap or high-voltage cord during operation. (There is risk of electric shock or physical injury.)
- Do not operate the engine with the muffler or air cleaner cover removed

- Turn the engine switch to the "OFF" position. (Switch position may vary depending on the specifications. Refer to the instruction manual of driven equipment.)  
In chase of a push button type switch, keep pressing the push button till the engine stops completely.
  - Replenish the fuel before using up completely. It will make easier at the next starting.
  - When there is no subsequent work, drain the fuel from the fuel tank and restart the engine to use up the fuel remaining in the carburetor.



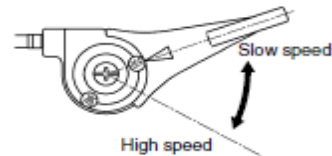
**CAUTION**

- Place the engine at a horizontal position when the driven equipment is not used at the rest time, or others, in summer season. (If the tank is tilted as much as the inside of fuel cap is submerged in the fuel, the fuel may leak.)
- Do not touch the engine body, especially the muffler, during or immediately after stopping the operation. (There is risk of burn.)



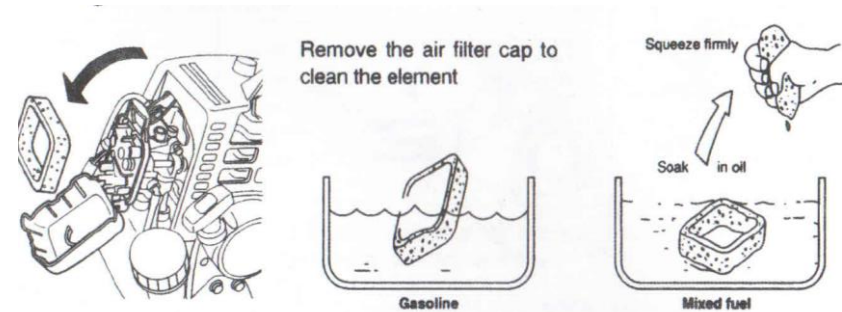
**PRECAUTIONS DURING OPERATION**

- After starting the engine, set the throttle lever at the slow speed position and warm up the engine for approx. 2~3 minute. As the engine warms up, the engine will be accelerated smoothly.
- Do not attempt to raise the engine speed abruptly immediately after the start because the lubrication oil may not be distributed at all over the engine.
- If the throttle lever is turned to the fully opened position, the revolution speed picks up to a considerably higher level, which could not only shorten the life of engine but also cause trouble. It should be avoided to race the engine at high speed under no load condition or raise the speed unnecessarily.
- Before starting operation, make sure to inspect the engine in accordance with the "Inspection before starting the engine".
- Do not operate the engine at the indoor or a place with poor ventilation. (Exhaust gas contains odorless and harmful carbon monoxide.)
- Do not insert in or approach hands or foot at the moving or rotating sections.

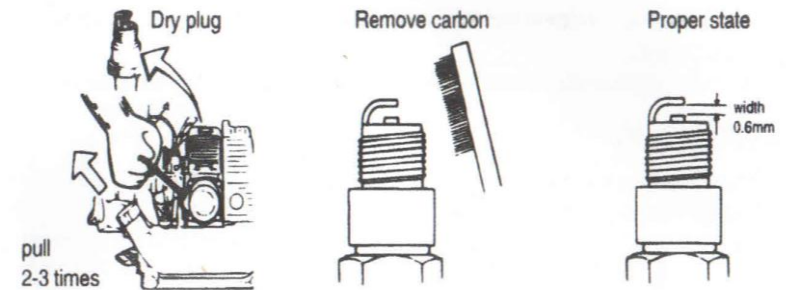


**MAINTENANCE AND STORAGE**

**Cleaning the air cleaner:**



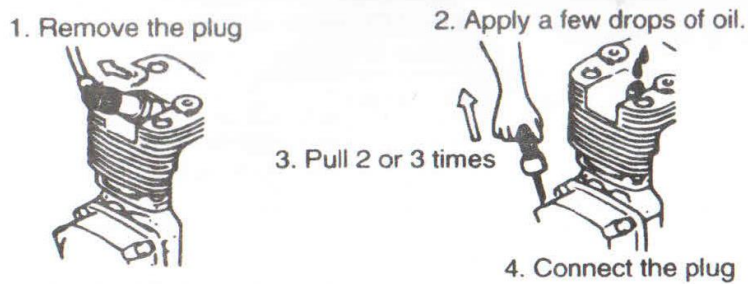
**Plug:**



**Storage:**

After using the sprayer for the season, store it until the next season of use as follows:

1. Drain off all fuel from the fuel tank and the carburetor.
2. Remove the spark plug and coat the cylinder with a small amount of oil. Pull the recoil starter lightly 2-3 times to spread the oil over the cylinder completely as shown in the figure below.



3. Pull the recoil starter out slightly and stop it in place where you feel the pull start (compression starts).
4. Clean the entire sprayer completely, cover it so it does not accumulate dirt and dust, and store it in a dry, cool location.

6. If you move the throttle lever to the high-speed side a little after the engine has started, the starter lever returns to the operating position. Continue the warm-up operation for 2 to 3 minutes in this condition. Observing the condition of the engine, move the throttle lever to a desired engine speed.

**START**

**⚠ CAUTION**

- Before starting the engine, confirm that the area of radius 15 m around the engine is completely evacuated.
- Do not operate the engine when any flammable material (gasoline, volatile chemicals, or others) is present around it.
- Driven equipment may start simultaneously with the start of engine. Carefully read the instruction manual of the equipment and start the engine carefully.
- When a class FC oil is used, a larger resistance may be felt when pulling the recoil starter grip under low temperature condition or at the initial operation at the next season. This is related to the characteristic of the oil and there is no problem on the engine. Once started, it will return to the normal condition

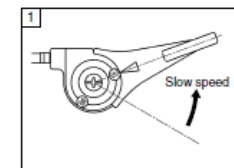
**Concerning New Start System**

It can start even if it is pulled slower than normal.

- If the rope is pulled (vigorously) till it will not come out any more, it could damage the recoil mechanism.
- Do not disassemble the recoil. It is dangerous to disassemble the inside of recoil. (Consult your dealer when it is necessary to replace related parts.)
- If the decompression slot of cylinder is clogged, the engine may start slower than normal. Clean the slot to restore the normal condition.

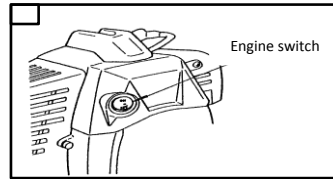
**STOP**

1. Set the throttle lever at the slow speed position.

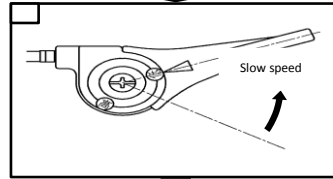


START (STARTER LEVER TYPE UNIT)

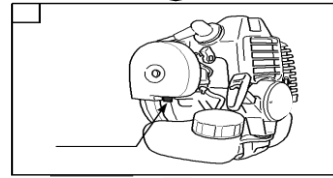
1. Turn the engine switch to the "ON" side.



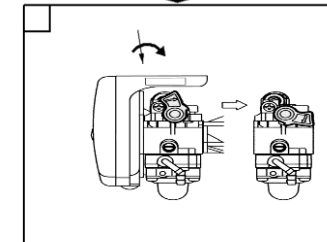
2. Set the throttle lever at the slowest speed position.



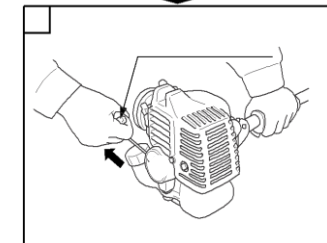
3. Push the priming button repeatedly with finger till it hits the top. (More than 10 times)  
Pressing the priming button is necessary to prime the fuel to facilitate the start-up. Since any excess amount of primed fuel returns to the tank, there is no problem of over-priming. Prime the fuel rather more than sufficiently to avoid starting trouble.



4. Turn down the starter lever of carburetor to set it at the start position.  
It is not necessary to operate the starter lever when the engine is warmed up (For about 15 minutes after stopping the engine.)  
(To be left in the operating position)  
Depending on specifications, the starter lever may be provided at the throttle wire side.



5. While holding down the engine firmly, grasp the recoil starter grip and pull vigorously



**CAUTION:**

- a) When the engine stops on the way after starting, or
- b) When the engine fails to start after trying the recoil operation for 7 to 8 times.

Return the starter lever to the operating position and try the recoil operation.

TECHNICAL SPECIFICATIONS

Model	KK - JP - 908
Rated Power	0.75kW(1hp)
Displacement	26 cc
Engine Type	2-stroke
RPM/Output Pressure	1800 (Pump RPM) / 6500(Engine RPM)
Carburetor	Walbro (Japanese)
Fuel Used	Petrol
Pump material	Brass
Plunger material	Stainless Steel (SS)
Fuel Tank Capacity	600ml
Chemical tank capacity(L)	20L
Oil (Mixing)	Engine oil 100ml(20W40)
Consumption/Out Put Capacity	500ml/hr
Accessories	3 feet gun, 3 hole lance

**TROUBLESHOOTING**

**Pump:**




Trouble	Cause	Remedy
No Suction	Hose is Loose	Tighten the hose carefully
	Suction hose is clogged with chemicals.	Disassemble and clean the hose.
	Worn piston packing.	Replace with a new piston
	Foreign object in valve parts.	Disassemble and clean the valve.
Poor spray quality	Worn piston packing	Replace with a new piston
	Flaw in cylinder inner surface	Replace with a new cylinder
	Flaw in exhaust valve	Replace with a new valve
	Worn pressure control valve handle	Replace with a new handle
	Foreign object in valve parts	Replace with a new
	Worn nozzle hole.	Replace with a new nozzle.
	Too many nozzle attached	Reduce number of nozzles or replace with nozzle of smaller holes.

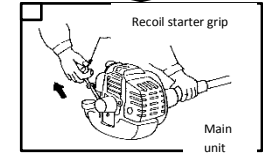
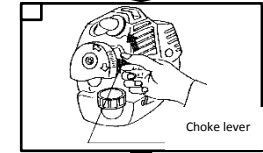
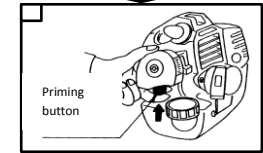
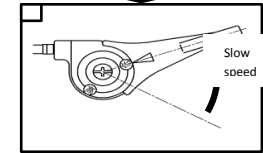
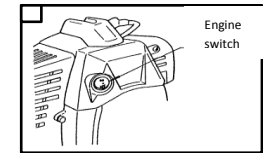
**When engine fails to start:**

Trouble	Cause	Remedy
There is fuel, but spark plugs fail to ignite.	There is power at the terminal.	Drawing too much fuel Tuning the carburetor
	No power at the terminal	Faulty spark plug gap. Adjust the spark plug gap
		Faulty spark plug insulation. Replace the spark plug
	No power at the terminal	Faulty TCI unit or broken wire Replace the ignition coil.
A break or short in the ignition coil.		
There is fuel and spark plug ignites	Compression is good	Bad Mixture Adjust the carburetor
	Compression is bad	Faulty packing Tighten the spark plug
		Spark plugs not tightened properly Tighten the spark plug
		Piston rings are sticking Replace the piston ring
No fuel in the carburetor	No fuel in the tank Fill the tank with fuel	
	Fuel valve is faulty or fuel tank air vent is plugged. Clear air vent hole	
	Lines are bent Replace lines	

**METHODS OF STARTING & STOPPING THE ENGINE**

**START (CHOKE TYPE UNIT):**

- Turn the engine switch to the "ON" side.
- Set the throttle lever at the slow speed position.
- Push the priming button repeatedly with finger till it hits the top. (More than 10 times) Pressing the priming button is necessary to prime the fuel to facilitate the start-up. Since any excess amount of primed fuel returns to the tank, there is no problem of over-priming. Prime the fuel rather more than sufficiently to avoid starting trouble.
- Turn the choke lever to the fully closed position (at the  Mark).  
When sufficient fuel is retained and the engine is warm, set the choke lever at the fully opened position (at the  mark)
- While holding down the engine firmly, grasp the recoil starter grip and pull vigorously
- When the engine has started, return the choke lever gradually to the fully opened position (at the  Mark).  
If only exploding sounds are heard, but it does not start, return the choke lever to the fully closed position and pull the starter grip vigorously once again.





**INSPECTION OF RESPECTIVE SECTIONS:**

Make sure to inspect these sections before operating the engine.

**Inspection of fuel**

- Is sufficient quantity of oil reserved?
- Is not the fuel degenerated?
- Use the proper fuel referring to the "Fuel" section.

**CAUTION**

- Sufficient care must be taken on the fire not only when replenishing but also handling fuel. It could cause fire or explosion.
- Securely close the oil tank cap. Fuel may leak if the cap is tightened aslant. It will never leak if the cap is tightened properly. (Excluding: TL tank cap breather type)

**Inspection of clogging**

- Check the cooling fins, around the muffler and cooling air inlet for trash or withered grasses trapped.
- Remove them if necessary

**Inspection of air cleaner**

- Is not fouled the air cleaner element?
- When the element is fouled or it is not impregnated with oil, inspect and service it in accordance with "Inspection and servicing before each operation"

**Inspection of screws and nuts**

- Check respective sections for loose or missing screws or nuts.
- Service them if necessary.

**Inspection of fuel pipes**

- Check for cracks or fissures on the fuel pipe and grommet, disconnection or fuel leakage from joints on the fuel tank and carburetor.

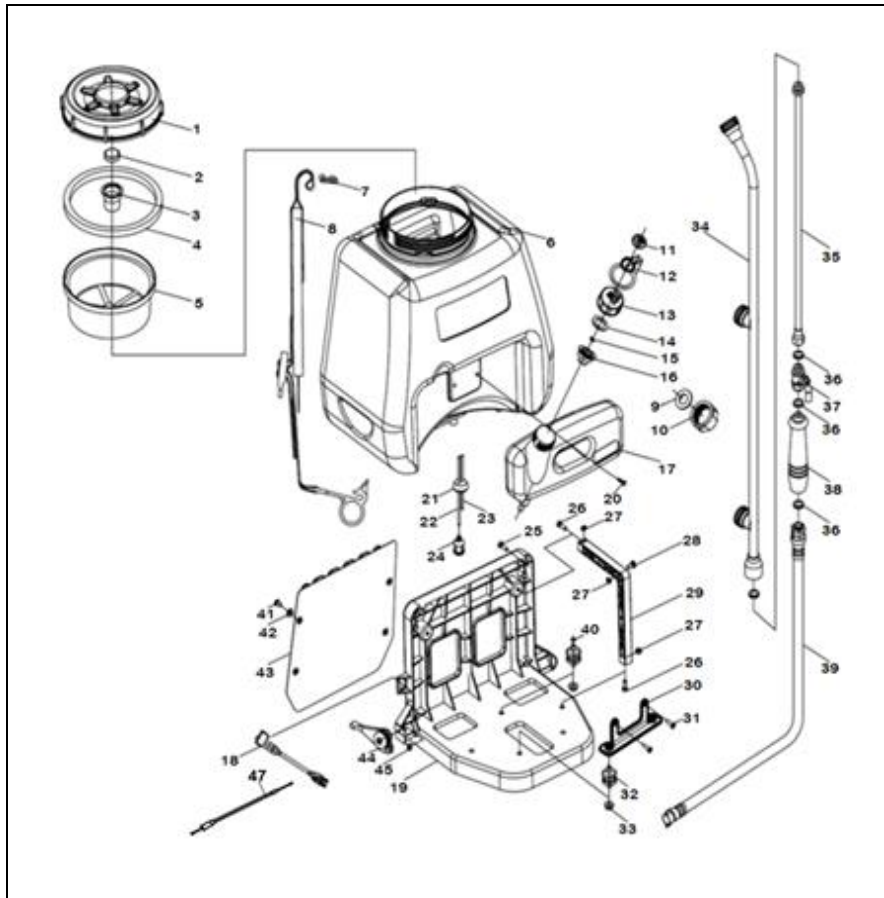
**CAUTION**

Cracks, fissures or disconnection from joints could cause fire or explosion by leaked fuel. Service or replace damaged fuel pipe and grommet.

**Engine fails to run smooth:**

Trouble		Cause	Remedy
No power	Compression is good and there is no misfire	Air cleaner element is plugged up.	Clean or replace air cleaner if necessary
		Air has entered fuel line joints.	Clear the fuel line
		Faulty choke lever	Replace choke lever
	Compression is bad	Carbon build up on cylinder muffler.	Clean the muffler
		Burnt spark plugs	Replace the spark plug
		Short in cable	Replace the cable
Engine overheated	Bad mixture or piston ring wear.	Replace the piston ring	
	Marks on cylinder. Cracks in the piston head	Replace the piston	
	Fuel is too low (mixture is too thin).	Engine over oiling.	
	Faulty mixture, not enough mixture.	Clear the lines	
Inaccurate explosion	Carbon piled up, overloaded operation.	Clean the carbon	
	Faulty spark plugs.	Replace the spark plugs	
	Plugged cylinder or coolant lines	Clean the coolant lines	
	Carburetor not adjusted properly.	Adjust the carburetor gap properly	
Engine doesn't sound right	Faulty spark plugs.	Replace the spark plug	
	Faulty magneto or internal short	Replace the magnet	
	Overheated cylinders	Replace the cylinder	
	Overload operation	Right quantities of petrol and oil should be mixed to enable proper lubrication	
Slow acceleration	Faulty mixture or incorrect ratio	Replace the necessary spares/contact service person	
	Internal engine damage	Replace the necessary spares/contact service person	
	Carburetor not adjusted properly or faulty compression	Adjust the carburetor gap properly	
	Poor gasoline oil quality	Use good quality gasoline-oil mixture.	
	Carbon pile up	Clean the carbon	

DIAGRAM-POWER SPRAYER



INSPECTION BEFORE OPERATING THE ENGINE

**FUEL:** Use mixed oil of ordinary regular gasoline for vehicle and special 2-cycle engine oil with the proportion as shown by the following table.

Mixing ratio (Volumetric ratio):

Gasoline : 2-cycle engine oil
40: 1

- Do not use degenerated oil (with sour smell).
- (It could cause engine trouble such as the starting error, insufficient output, etc.)
- Make sure to clean spilled fuel. It could foul clothes or cause fire.
- Do not use 4-cycle engine oil. (It could cause fouled plug, bound piston ring, clogged muffler, or other problem.)
- Take care while handling gasoline. (As there is a risk of explosion.)

**ADJUSTMENT OF THROTTLE WIRE:**

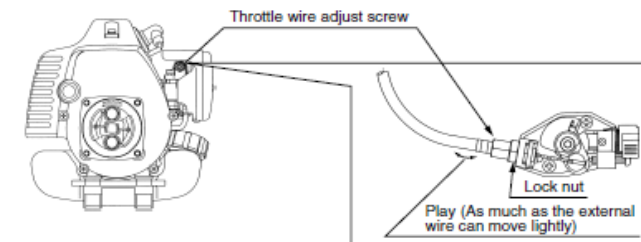
Adjust the play on the throttle wire to 0.5 ~ 1.0 mm.

**LARGER PLAY**

- It could cause the starting trouble.
- Revolution speed could rise unexpectedly when the external wire of throttle wire comes off from the position.

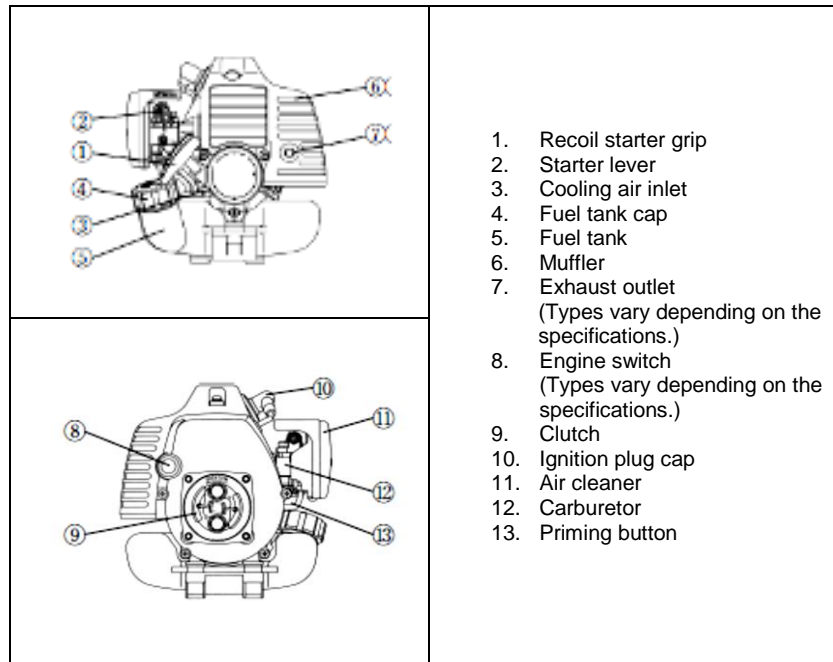
**NO PLAY**

- Driven equipment may fail to stop even if the throttle lever is returned.



**Note:** Important safety items quoted in this manual do not necessarily cover all situations or conditions that could occur. Although sufficient care has been taken to assure the safety of the engine, operators or service personnel must observe necessary precautions to operate it safely and protect themselves from possible dangers.

### COMPONENTS OVERVIEW



### PARTS LIST - POWER SPRAYER

Part no.	Part name (body)	Part no.	Part name (body)
B-1	Chemical Tank Lid	B-25	BOLT M6x12 (Hex)
B-2	BUY # B-1	B-26	BOLT M6x16 (Hex)
B-3	BUY # B-1	B-27	NUT M6
B-4	Gasket (Chemical Tank Lid)	B-28	BOLT M6x25 (Hex)
B-5	Strainer (Big) Chemical Tank	B-29	Support Stand L & R
B-6	Chemical Tank	B-30	Engine Stand
B-7	Clip (Shoulder Belt)	B-31	BOLT M5x16 (Star)
B-8	Shoulder Belt	B-32	Joint - S
B-9	Gasket (Drain Cap)	B-33	NUT M6
B-10	Drain Cap	B-34	Spray Rod
B-11	BUY # B-13	B-35	Nozzle (3 Hole)
B-12	BUY # B-13	B-36	Packing (Handle / Spray Rod)
B-13	Fuel Tank Cap	B-37	Ball Cock One Way
B-14	BUY # B-13	B-38	Handle (Hose Pipe)
B-15	BUY # B-13	B-39	High Pressure Hose (Big)
B-16	BUY # B-13	B-40	Spacer (Joint-L)
B-17	Fuel Tank	B-41	SCRW ST4.2x16
B-18	Switch On/Off	B-42	WASHER 5 (Plain)
B-19	Frame	B-43	Rubber Pad
B-20	BOLT M6x16 (Hex)	B-44	Flex Accelerator
B-21	Fuel Pipe Grommet	B-45	NUT M5
B-22	Fuel Pipe Long	B-46	Joint - L
B-23	Fuel Pipe Short	B-47	Throttle cable
B-24	Petrol Filter		

## 2 STROKE GASOLINE ENGINE- MANUAL



### BEFORE GETTING STARTED

This manual describes various cautions necessary to operate the engine properly. Before starting the engine, read the manual and understand the proper method of use. (Improper use of the engine could result in accident or injury.)

Use the engine after reading and understanding the manual of equipment

Keep the manual at a safe place where you can refer whenever needed

## SAFETY INSTRUCTIONS



You have to observe the descriptions indicated with this mark because they contain very important information to assure the safety

- No person who does not understand the content of this manual should be allowed to operate the engine.
- Engine should not be operated indoors or in places with poor ventilation. (Exhaust gas contains odorless and harmful carbon monoxide.)
- Do not insert in or approach hands or foot near the moving or revolving sections.
- Do not store, spill or use gasoline at the vicinity of fire, stove, furnace or devices using the pilot flame or sparks like water heater or others. (There is risk of explosion.)
- Do not refill the fuel indoors or at a place not well ventilated.
- Do not smoke while filling the fuel.
- Do not remove the fuel tank cap or refill the fuel while the engine is still running or immediately after operation when the engine is still hot. (Wait for more than 2 minutes after terminating the operation before refilling the fuel.)
- Do not operate the engine when gasoline has spilled, smell of gasoline is felt as there is a risk of explosion.
- Do not adjust the setting engine speed unnecessarily.
- Do not check sparks while the ignition plug is removed.
- Do not operate the engine with the muffler or air cleaner cover removed. (Inspect particularly the muffler at regular intervals for loose mounting screws, breakage or leakage, and repair or replace it if any abnormality is observed.)
- Do not operate the engine when grass, leaves or inflammable substances are sticking in or around the muffler.
- Do not touch parts of muffler or engine at high temperatures. (There is risk of burns.)
- Do not touch the ignition plug or high-voltage cord during operation. (There is risk of electric shock or physical injury.)
- Make sure to stop the engine whenever the work is interrupted or moving the engine to another place.
- Do not operate the engine alone. (It must be connected to the driven equipment when it is operated).
- Check frequently the parts used on the fuel line for cracks or leakage, and replace them if necessary.
- Remove dirt, grass or other trash from the cooling fins and the cooling air inlet. (Make sure to stop the engine and the driven equipment before the cleaning.)
- Make sure to use always new gasoline. (Old gasoline may cause sticky substance adhering at the inside of carburetor causing trouble in operation.)
- Before starting the engine, confirm that the area of radius 15 m around it is evacuated and no tank filled with fuel, or others are not left over.
- Use only genuine parts supplied from the manufacturer. Use of parts other than the genuine parts could cause engine trouble or premature abrasion.