SEALANT PUMP for 5 GALLON PAIL
ASSEMBLY, USE, and MAINTENANCE

ASSEMBLE THE PUMP

1. Remove contents from the box. The main components are: 1 - pump, 2 - red metal cover, 3 – hose, 4 - quick connector with quarter turn valve, 5 - valve stem/nut, 6 - "T" handle, 7 - locking collar, and 8 - plastic calibration spacer.
2. To attach the return valve (valve stem) to the red cover, locate the larger hole at the edge of the cover (note – the hole may need to be punched out) and insert the valve stem from the underside of the cover and tighten with the nut.
3. Insert the locking collar and then the plastic calibration spacer onto the pump shaft (it may be necessary to loosen the thumbscrew on the locking collar) and screw the handle onto the pump shaft. Tighten the locking collar against the shaft so that the calibration spacer is flush against the handle. Screw the hose assembly into the side of the handle. Screw quick connector with quarter turn valve onto the other end of the hose.
4. Remove the lid from the sealant pail and replace it with the red cover. Tighten the three thumbscrews to anchor the cover to the pail. Insert the pump through the clamping collar from topside of the cover and push the pump to the bottom of the pail and then pull up ~1/4". Tighten the machine screw and nut in the clamping collar. The pump is now ready to use.

SEALANT INSTALLATION USING THE PUMP

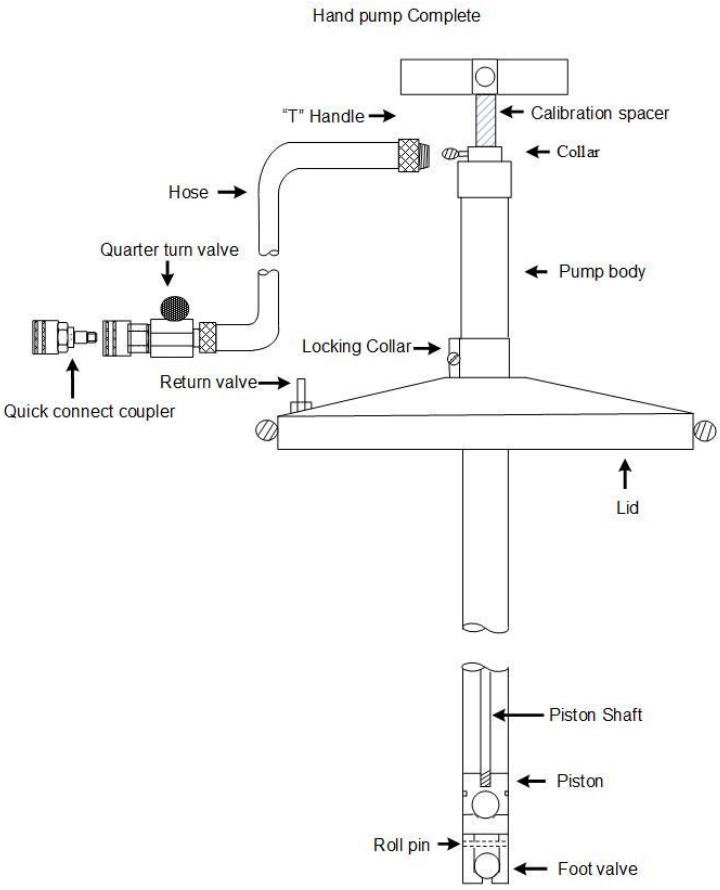
1. Always use eye protection when installing sealant.
2. Determine the recommended dosage of sealant for your tires (see application chart at multiseal.us). The pump is calibrated to inject ~8 ounces with each full pump stroke. Do not over-treat tires.
3. Prime the pump by: 1 - attaching the hose coupler to the return valve, 2 - open the quarter turn valve, 3 - pump the sealant until the hose is completely full and sealant is returning to the pail, and 4 - close the quarter turn valve.
4. Rotate the tire until the valve stem is between the 10 and 2 o'clock position. Reduce the air pressure in the tire to 35 psi max. Remove the valve core and quickly attach the coupler on the pump hose to the valve stem. Open the quarter turn valve. Pump the recommended quantity of sealant into the tire. Close the quarter turn valve (very important to minimize sealant spray!!!).
5. Place a rag over the coupler and valve stem while disconnecting to prevent any sealant remaining in the valve stem from spraying.
6. Replace the valve core quickly to minimize air loss and inflate the tire to manufacturer's recommended air pressure. Be sure to follow industry recommended safety practices for inflating tires.
7. Always identify the tire containing sealant to prevent double treatments.

TIPS FOR USING THE PUMP

1. Make sure the tire pressure has been lowered to 35 psi max (this will make installation easier). It is not necessary to completely deflate the tire.
2. Smooth, steady pump strokes work best. Avoid either slow or quick/jerky strokes.
3. Never try to force the pump handle down. Make sure the quarter turn valve is open and the valve core has been removed. If it still will not pump, follow the cleaning procedures listed in "Maintenance" section below.
4. After treating each tire, be sure to close the hose valve <u>before</u> disconnecting the pump.

MAINTENANCE

1) When properly maintained and cleaned, this pump should give years of good service:
   a) Scenario 1 – Frequent use: We recommend that you flush the pump on a regular basis (every 2-4 pails) with clean water to prevent build-up of fiber in the pump check valves. Please remember the sealant is designed to plug holes! Lightly spray all uncoated metal surfaces (inside and out) with WD-40® after flushing with water.
   b) Scenario 2 – Occasional use and sealant remaining in pail: It is ok to leave the pump submerged in the sealant. The corrosion inhibitors will protect the submerged metal. We recommend that the pump be stored in the "up" position. This will ensure the pump chamber is full of sealant so that the internal metal is also protected. All uncoated metal surfaces outside of the sealant should be lightly sprayed with WD-40®. If the sealant will not be used again for over 1 month, follow instructions for Scenario 3 and replace lid on sealant pail.
   c) Scenario 3 – No sealant and long term storage: Flush completely with clean water and dry thoroughly. All uncoated metal surfaces (inside and out) should be lightly sprayed with WD-40®. Lube O-ring with petroleum jelly.
2) If pump becomes fouled or clogged during use, immerse the bottom of the pump in a pail or other container of clean water and agitate with a stirring motion. This will usually dislodge the accumulation and the pump can be returned to service.
3) If the fouling material is too tightly packed, it will be necessary to disassemble the foot valve and piston. This can be accomplished as follows:
   a) Unscrew the foot valve from the pump body. *(CAUTION: The check ball and retainer pin are loose and can fall out and be easily lost.)* Wash any accumulated material from the inside of the foot valve.
   b) Unscrew the "T" handle from the pump rod and check for plugs (on rare occasions, a plug can form by the quarter turn valve). Unscrew the metal cap from the pump body and pull the piston and rod assembly through the top of the pump body.
   c) Unscrew the rod from the piston. *(CAUTION: The check ball is loose in the piston and can fall out easily. Do not lose the check ball.)*
   d) Look at the bottom end of the rod. Remove any fouling material from the lower end of the rod and from the inside of the piston.
   e) Re-assemble the pump in reverse order of disassembly. Assemble only to finger tightness. Do not over tighten.



SELLER MAKES NO IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR ANY PARTICULAR PURPOSE, and expressly disclaims any liability for consequential or incidental damages. Buyer's sole remedy shall be replacement of the pump with proof of purchase.