Assembly and operating instructions for the ASD-PK and ASD-275 Sealcoating Spray Systems

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The ASD 275 and ASD Pump Kit both utilize the same pump and hose assemble, however the ASD275 System includes a 275 gallon Tote where the ASD-PK System is shipped without a tote, you are required to use your own tank.

If you ordered the ASD 275 system, you will receive three packages. The first package will contain your Pump assembly, the second package will contain your hose / Manifold kit and the third will be your Tote tank.

The ASD-PK will be shipped in two packages.

We ship your Tote with 2” NPT threads on the ball valve and a 2” 90 degree Cam-lock elbow which is shipped under the Fill Cap on the tank.

Remove the Tank Fill Cap, remove the 90 degree elbow and screw the elbow in the lid up-right, using Teflon tape.

Next, if necessary, remove the four bolts holding the Pump Discharge to the pump housing and rotate the Discharge so it faces the same direction as the Pump Suction. (This is an optional step depending on your style of pump and may not be necessary.)

Attach the hose coupling from the short suction hose, and then to the 2” valve on the bottom of the tank.

Attach the longer discharge hose coupling to the Pump discharge port and then to the 90 degree cam-lock elbow on top of the tank. (This hose will have the 2” ball valve installed)

Screw the 3/4” nipple with the valve shut-off into the “T” that you installed on the pump discharge.

Attach your 3/4” Spray Hose and Wand to the nipple that you just installed, tighten all hoses and hardware.

Refer to illustration below to familiarize yourself with all components of the system.

Remove the included pump strainer that came in the pump box and discard, you will use the strainer sent to you in your hose kit. (Tank strainer is an option and will be packed in your large hose box)

The above instructions apply to our Sterling, PowerMax and BlueMax Pumps. If you ordered a Honda Banjo pump, please use these instructions but use the two included 2” close nipples for hooking hoses to pump suction and discharge ports.

**System Operation**

*We highly suggest that you practice with water, checking for leaks before filling your system with sealcoat liquid.*

- Remove the black plastic Fill Plug located on top of the pump housing and fill housing with water, then replace plug.
- Fill engine crank case with SAE 30 weight motor oil to correct level.
- Add the desired amount of sealcoat to your storage tank.
- Open the Suction Valve (This valve will be located on the bottom of your tank if your using our ASD275) and open your Discharge Valve.
- Close your Spray Hose Valve.
- Start your Pump and Engine and allow it to recirculate for several minutes
- With the pump running, PARTIALLY close your Discharge Valve and open your Spray Hose Valve while holding your spray wand and begin opening the valve on your wand handle.
**IMPORTANT**

Never Completely Close the discharge valve with pump running. Closing the Discharge Valve 1/2 to 2/3 is sufficient to create enough pressure for spraying.

When finished, close all valves and flush with water before sealcoat is allowed to dry in system.

Your system plumbing should look like one of the below pictures when finished

NOTE: If you only can purchase undiluted sealer, **ALWAYS** add the correct amount of water to you tank **FIRST** creating a 30% mix, being 30% water and 70% sealer.

Typical assembly with different pump configurations
Please use the pictures below to assemble your 2” hoses to your tank (If your system included a tank) and assemble the tank strainer. Please note: The arrow on the bottom of strainer should point toward your pump.

Above picture is suction hose hooked to tank without optional strainer assembly.

Above picture is suction hose attached to optional tank strainer assembly