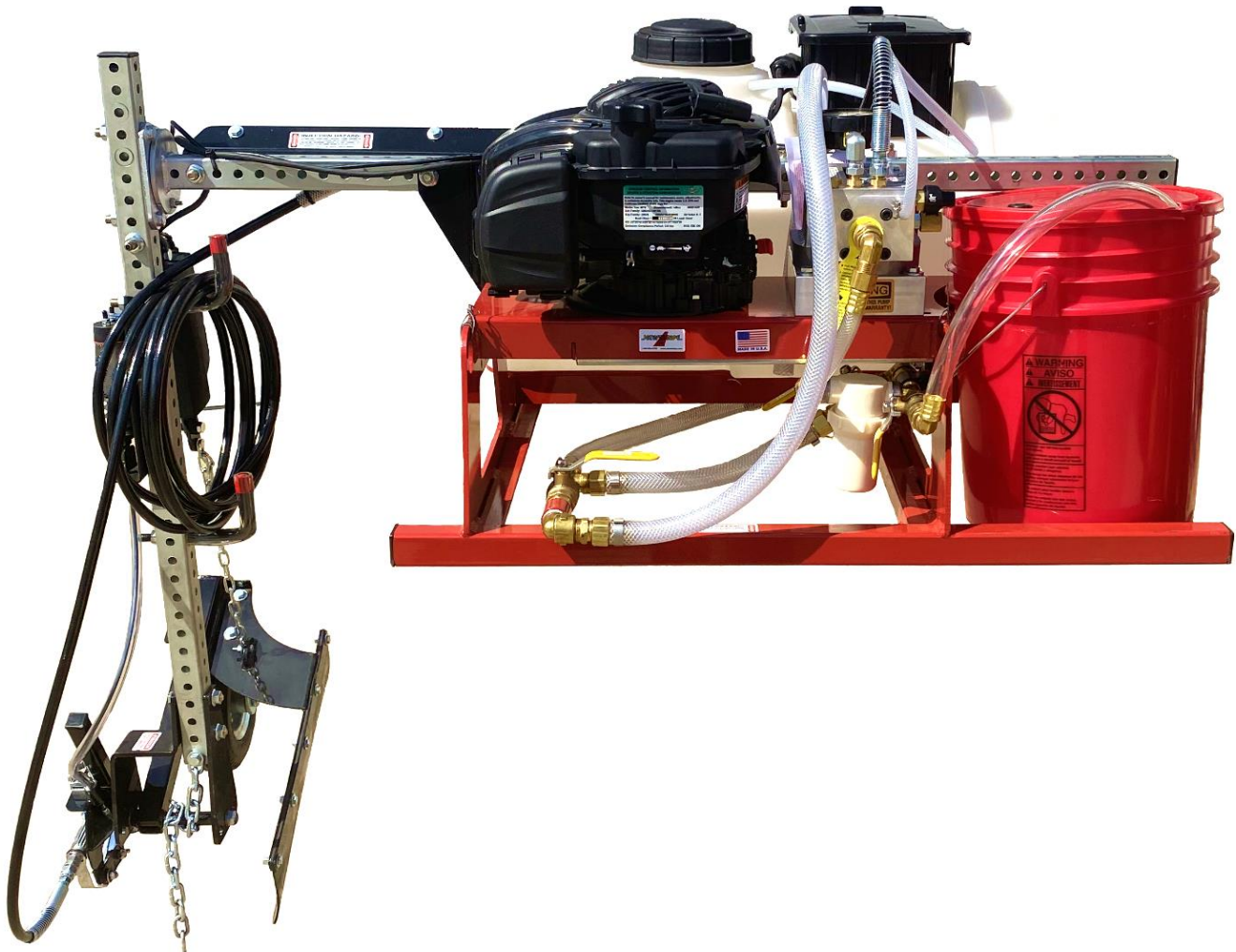


LineRider™ UTV Airless Field Line Painting System



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LineRider™ UTV Airless Field Line Painting System

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Thank you! For your purchase of the LineRider™ Airless Field Line Painting System.

Please read over the instructions and make sure you understand operating procedures before using the unit.

Please check the serial number on your unit. This Manual is for units with serial number 1024677 and above only. For units with serial numbers below 1024677, please contact Newstripe for the correct manual.



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ALWAYS wear safety goggles or protective eye-wear when operating the unit!



PRECAUTIONARY WARNING!

- Please read and understand all operation instructions as detailed in this manual. Failure to follow specified instructions may result in equipment damage or serious injury to personnel up to and including death!
- **Moving equipment can cause severe injury.** Make sure area is clear of all personnel or obstacles before operation.
- **ALWAYS** stay seated while vehicle is in motion.
- **ALWAYS** keep hands and feet inside the perimeter of the vehicle.
- **NEVER** operate any moving vehicle under the influence of drugs or alcohol.
- **Skin Injection Hazard:** High Pressure spray can inject toxins into blood stream. If injection occurs, seek emergency medical treatment.
- **ALWAYS** release pressure in the system before changing or cleaning the spray tip.
- **ALWAYS** use the nozzle tip guard.
- **ALWAYS** engage the **Trigger Lock on the spray gun** before removing the spray gun for hand operation.
- **NEVER** place your hands or any body parts in front of the spray gun.
- **NEVER** point the spray gun at or spray other persons or animals.
- **NEVER** clean the spray tip while it is attached to the spray gun. Remove the spray tip from the gun to clean the tip guard.
- **NEVER** remove spray tip while cleaning the pump.
- **NEVER** use pliers to tighten or loosen high pressure fittings on pump, spray gun (paint) hose, or spray gun.
- Use only in well-ventilated area.
- Always consult your Facility Safety and/or Personnel Department for specified safety protocols prior to operating this equipment.



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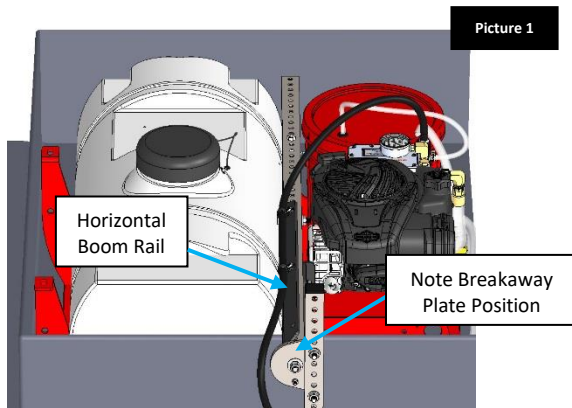
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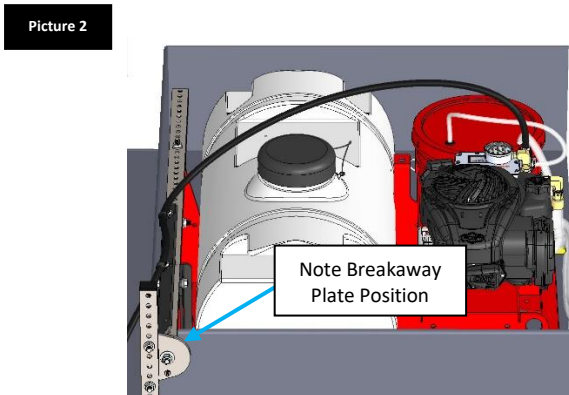
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ASSEMBLY

1. Check for any damage that may have occurred during shipment. Advise the factory immediately if you see any damage. Unpack the unit from the pallet by first removing any shipping cartons.
2. Remove the unit from the pallet, and then place it in the back of the vehicle that it is intended to be used with. Make sure that the unit is positioned square and as close to the left bed side of the vehicle as possible, with the horizontal boom rail centered on the rear axle for GPS type systems (Picture 1).

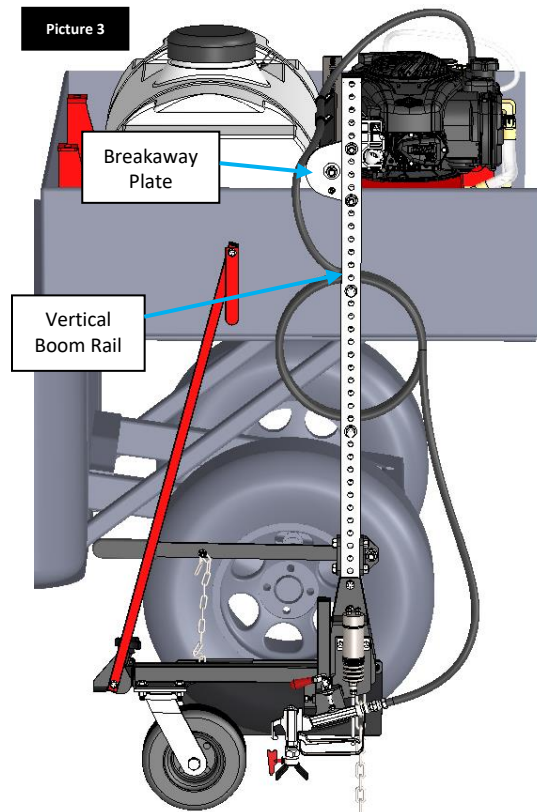


3. Note: For Manual type systems, the horizontal boom rail will be mounted to the forward rail provision of the skid with the vertical rail bolts to the front, so that the spray head is viewable from the driver's seat of the vehicle for control. Remove the breakaway plate from the horizontal rail and flip inside out to move the vertical rail bolts to the front. (Picture 2)



4. The LineRider is shipped without the vertical boom rail, spray head assembly installed.

5. Install the vertical boom rail on the breakaway plate with two 7/16" x 2-1/2" bolts, and two 7/16" flanged lock nuts. Note: Use the set of holes in the vertical boom that allows the spray head arm to ride as level as possible. Coil and hang the spray hose on the hose hooks. Clamp the spray gun in the gun mount as shown, with the actuator bar under the gun trigger. If the gun trigger will not move, release the gun clamp and slide gun forward or backward until you can push the trigger lock. NOTE: To release trigger lock push the lock in from the right side (inside) of the gun. (Picture 3)



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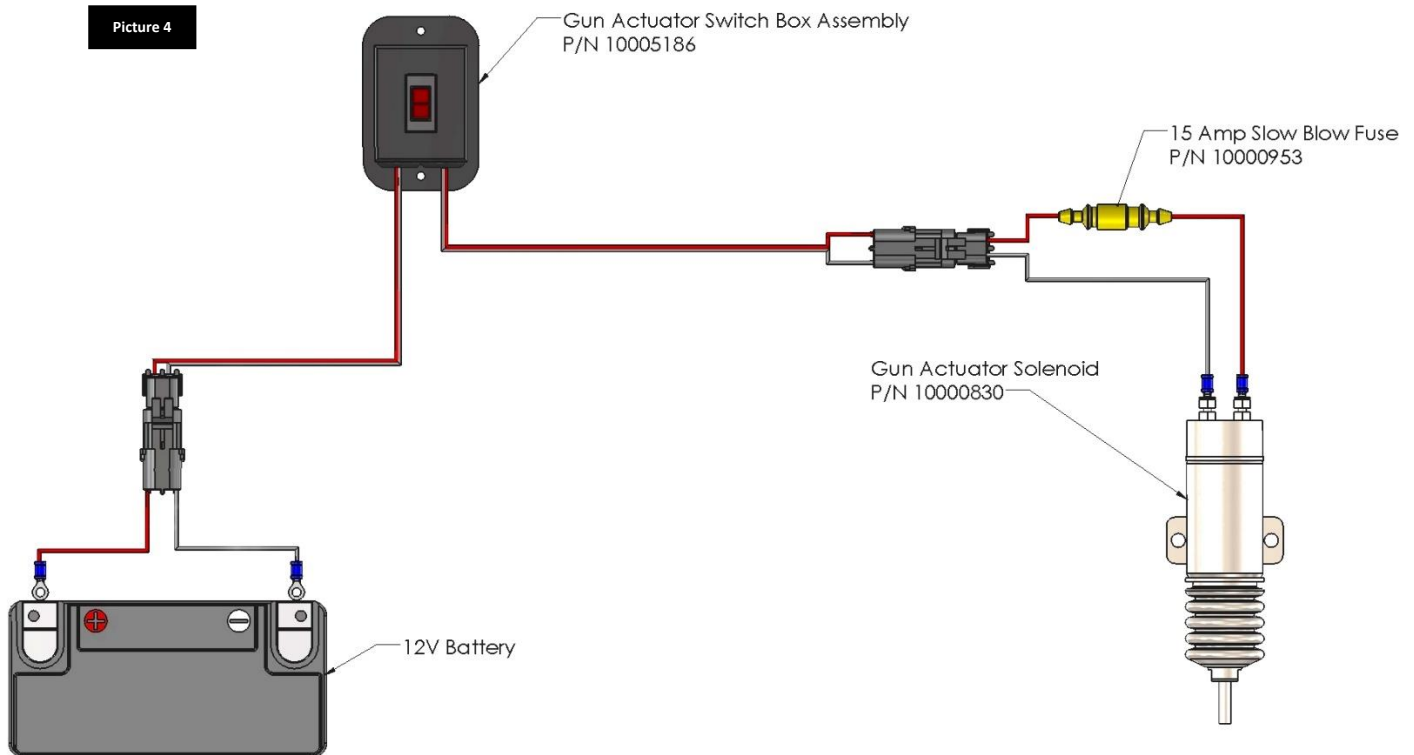
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ASSEMBLY (CONTINUED)

6. Connect the lift chain from the lift handle to the tab on the top of the spray head with the supplied ¼" bolt, flat washers, and nut. The chain should be connected so that it is long enough to allow the caster to travel downward through slight depressions in the turf surface, to keep the painted line consistent in width.
7. For manual systems connect the wire harnesses to the switch box and 12V battery as shown. (Picture 4)
8. For GPS systems, re-position the unit, so that the spray gun tip is centered on the axle of the vehicle. For more information on the positioning for GPS systems see Manual Line Marking to GPS Controlled Line Marking Addendum. For manual systems position the unit is as far forward as possible. The units also need to be square to the bed side of the vehicle. Once this is achieved, you may tie the unit down with the supplied straps, or for a more permanent mounting, you may bolt it to the bed of the vehicle.
9. Always check the oil level in the engine before starting. Engine capacity is 15 ounces of SAE 5W-30 Full Synthetic Motor Oil with a service grade of SF or higher.
10. Make sure the static grounding chain hanging from the bottom of the vertical boom rail is contacting the ground.
11. See your specific vehicle owner's manual for driving operations.

WARNING: The Gun actuator solenoid must never be energized if the gun trigger is locked. The solenoid must always be able to retract fully when energized or the solenoid will burn out in less than one minute. The circuit uses a 15 Amp MDL SLOW BLOW glass fuse. DO NOT USE A HIGHER AMP FUSE or you may cause damage to your system. Do not operate the solenoid without the vehicle engine running or you may deplete the charge on the battery and damage the solenoid.



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SPRAY OPERATIONS

First time use or after extended periods of not using the machine use water to test operations and settings. The LineRider™ System is designed to be used with water based athletic field marking paints.

ALWAYS STRAIN THE PAINT BEFORE USE!

1. Fill the fuel tank of the unit with unleaded gasoline. (87 or higher octane)
2. Ensure that the tank drain valve (located under the engine) is closed (handle crosswise to hose). Add 10 gallons of water to the spray tank and 1-2 gallons of water to the purge tank (pail).
Note: The purge tank/pail may be used for a second color of paint if desired. If used in this manner, pull the return hose from the hole in the neck of the tank and push it through the hole in the lid of the purge tank/pail when switching colors. Use the rubber plug on the lanyard affixed to the tank, to plug the return hole in the neck of the tank to keep paint from splashing out of it.
3. Push the outlet push button 3 times to ensure the outlet valve is moving. The push button is located on the bottom left corner of the pump under the inlet hose.
4. Turn the gold pressure control valve out (counter clockwise) several turns until it spins freely.
5. Turn the prime/spray valve to the prime position. (Circular arrow symbol in-line with arrow on the side of the pump.)
6. Ensure the spray gun trigger lock is disengaged.
7. Ensure the spray gun tip is in the spray position. (The arrow on the spray tip points toward the ground.)
8. Check that the tank feed valve (located under the pump, behind the white filter housing) is in the open position (handle in-line with hose) and the pail feed valve is in the closed position (handle crosswise to hose).
9. Start the engine and set to approximately $\frac{3}{4}$ of full throttle.
10. Turn the pressure control valve to high pressure (fully clockwise). DO NOT OVERTIGHTEN
11. With the prime/spray valve in the prime position, fluid should flow through the bypass hose back into the paint tank.
12. Let the pump run in the prime position for one minute or until air bubbles are not seen from the bypass hose.
13. Turn the prime/spray valve to the spray position. (Spray gun symbol in line with the arrow on the top of the pump block.) **NOTE:** A knocking sound should be present at the pump, indicating the pump is reaching the hydraulic relief pressure.
14. Activate the trigger switch and paint will spray from the gun. De-activate the trigger switch to stop the spray.
15. Adjust the pressure by turning the pressure valve knob counter clockwise until the spray pattern decreases, then increase the pressure by turning the knob clockwise just to where you get a good even spray pattern. Operating the pump at the lowest pressure while still producing a quality line can increase the life of the pump.
16. Adjust the spray gun height for the proper line width.
17. **When you are finished spraying or if the machine will be left unattended for any amount of time, turn the prime/spray valve to the prime position, and pull the spray trigger on the spray gun to release the pressure from the system.**



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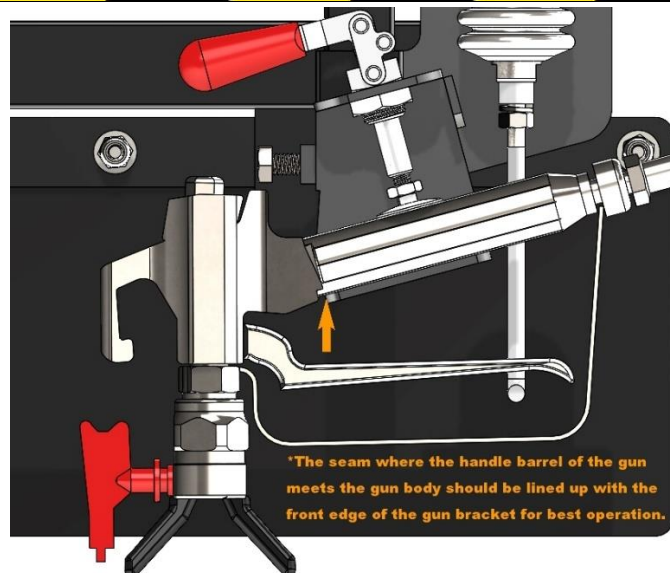
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OPERATIONAL NOTE!

- NEVER use paints or solvents containing halogenated hydrocarbons such as methyl bromine, carbon tetrachloride and ethyl iodine.
- NOTE: If the pump will not prime, or primes and air bubbles continue to appear in the hose after one minute, the suction hose fitting may not be tight enough or the rubber washer may be worn. Turn off the machine, turn the spray valve to the prime position and pull spray gun trigger to release the pressure on the system.
- Disconnect the inlet hose from the inlet of the pump, and depress inlet valve stem to make sure it is free. Inspect the inlet hose washer to make sure it is seated and in good condition. Re-connect the inlet hose, making sure that it is tight. You may have to snug it gently with pliers if you continue to get air bubbles. Start the engine and repeat the first steps for operation.
- If the pump will still not prime, back out the pressure control knob several turns until it spins freely, and then turn the prime/spray valve knob to the prime/re-circulate position. Push Outlet Prime Button three times (located on the bottom left corner of the pump under the inlet hose). Let the pump run for up to 10 minutes and then turn in the pressure control valve (clockwise) just until it stops. The pump should now prime. **If the pump will still not prime, PLEASE CALL THE FACTORY.**
- **WARNING: The Gun actuator solenoid must never be energized if the gun trigger is locked. The solenoid must always be able to retract fully when energized or the solenoid will burn out in less than one minute. The circuit uses a 15 Amp MDL SLOW BLOW glass fuse. DO NOT USE A HIGHER AMP FUSE or you may cause damage to your system. Do not operate the solenoid without the vehicle engine running or you may deplete the charge on the battery and damage the solenoid.**



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SPRAY TIP CLEANING DURING USE

1. Place the prime/spray valve in the prime position and pull the spray trigger on the spray gun to release the pressure on the system.
2. Reverse/turn the spray gun tip 180 degrees to the tip cleaning position. (The spray tip arrow pointed toward the gun.)
3. Turn the prime/spray valve to the spray position and trigger the spray gun. This should clear the spray gun of any blockages. Turn the prime/spray valve to the prime position and trigger the spray gun to release the pressure on the system.
4. Turn the spray gun tip back to the spray position (spray tip arrow pointed at the ground).
5. Turn the prime/spray valve to the spray position, and resume spraying.
6. If the spray tip appears to be clean and gun will not spray properly, release the pressure on the system as previously described and check the spray gun filter located in the spray gun handle. The filter can be cleaned with soap and water, however, if the filter is too clogged or dirty to clean, it must be replaced.
7. If the spray gun is still clogged, proceed to cleaning procedures below.

CLEANING PROCEDURE

1. The LineRider™ is equipped with an on-board purge tank/pail that holds up to 5 gallons of water.
 2. Turn the paint tank feed selector valve (located below the pump, behind the filter) to the closed position (handle crosswise to hose).
 3. Turn pail feed valve (located below the pump, in front of the filter) to the open position (handle in line with fittings).
 4. Turn the prime/spray valve to the prime position.
 5. Start the engine and watch until fluid returning to the tank runs clear.
 6. Turn the prime/spray valve to the spray position and trigger the gun until spray runs clear. When finished turn the prime/spray valve to the prime position and trigger the spray gun to relieve the system pressure.
 7. Clean spray tip if needed with a nylon bristle brush. **DO NOT** use brushes with metal bristles or any metal object to clean the spray tip of dried paint. Replace the tip if it cannot be cleaned.
 8. If the spray tip appears to be clean and the gun will still not spray, check the spray gun filter located in the handle of the spray gun. If the filter cannot be cleaned it must be replaced.
 9. Drain the paint tank of any unused paint. You may now rinse the inside of the paint tank.
- NOTE:** You may want to place the machine on a slight incline so the drain outlet of the tank is at the lowest point.
10. Disconnect the hose from the pump inlet valve and install the *Pump Defender* elbow fitting assembly (included with machine) on the pump inlet valve with the elbow facing upward. Fill the fitting assembly with *Pump Defender* to the top of the white elbow.
 11. Leave the engine off and the prime/spray valve in prime position. Pull the recoil start until you see *Pump Defender* appear in the return hose and until it is gone from the fitting elbow. You may now remove the fitting assembly and reconnect the pump feed hose.
 12. Check the in-line pump filter once each week. (White plastic filter under the pump). Turn all feed selector valves to the closed position (handles crosswise to hoses).
 13. Unscrew bottom half of filter. Clean the filter bowl and screen and re-install. **NOTE:** There is a gasket between the lower half of filter housing and the upper portion. Check that this is in-place when installing the bottom half of the filter. **Hand Tighten Only.**



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CLEANING FOR EXTENDED PERIODS OF NON-USE OR IN FREEZING CONDITIONS

1. Clean as instructed in Cleaning Procedures and empty the main tank, all lines, the purge tank/pail, and the filter bowl completely of water.
2. Make sure the return hose is into the purge tank/pail, and not the main tank, and that the valves are selected for the purge tank/pail. Hold the suction Hose from the purge tank/pail up and fill it and the filter with *Pump Defender*.
3. Place the prime/spray valve in the prime position and start the engine. Allow the pump to prime until you see *Pump Defender* in the bypass hose.
4. Place the prime/spray valve in the spray position and trigger the spray gun until you see *Pump Defender* liquid spray from the gun. Once liquid starts spraying from the gun quickly release the trigger.
5. Repeat the procedure with the *Pump Defender* if necessary. Return the prime/spray valve to the prime position and then shut off the engine.
6. Trigger the spray gun to release any pressure from the system.
7. Remove as much fuel from the engine gas tank as possible or add fuel stabilizer to fuel.
8. It is best to run engine until it runs out of fuel, or at least long enough (5-10 minutes) for the stabilized fuel to fill the carburetor.
9. Unit may now be stored in freezing temperatures.
10. Drain and change engine oil in the spring.



PRECAUTIONARY WARNING!

- **ALWAYS** release pressure in the system before changing or cleaning the spray tip. (Place the prime/spray valve in the prime position, turn off sprayer and squeeze spray trigger to release pressure)
- **NEVER** use fuels to clean the equipment
- **NEVER** use solvents containing halogenated hydrocarbons such as methyl bromine, carbon tetrachloride and ethyl iodine.
- **DO NOT** attempt to clean a clogged gun filter. You must replace it.
- **DO NOT** use brushes with metal bristles or any metal object to clean the spray tip of dried paint. Replace the tip if it cannot be cleaned.



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MAINTENANCE

| ITEM | CHECK | MAINTENANCE ACTION |
|---|--|---|
| Engine Oil 5W-30 Full Synthetic | Before each use | Change oil after first 20 hours of operation and then, every 100 hours |
| Spray Pump | Before and after each use | Use pump protector every time you store the machine |
| Pump Inlet Hose | Before each use | Replace if nicked or has cuts |
| Spray hose | Before each use | Replace if nicked or has cuts |
| Bypass (Recirculation) Hose | Before each use | Replace if nicked or has cuts |
| Spark Plug & Air Filter | Every 4 Months | Clean or change as needed |
| All pivot points | Before each use | Use a light machine oil to lubricate |
| Spray Tip | Before each use | Replace if spray pattern becomes uneven or if tip becomes worn |
| Inline Filter | Clean weekly | Replace screen if damaged or clogged Replace gasket if worn or damaged |
| Spray Gun Clamp and Cable | Check weekly | Lubricate both with a high quality dry lubricant |
| Vehicle Tires | Check weekly | Check and maintain proper air pressure |
| Spray Gun Filter | Check monthly | Replace if filter becomes clogged. Every 50-250 gallons |
| Engine Air Filter | Check monthly | Replace when dirty |
| Outlet Push button | Before each use | Replace every 1000-1500 gallons or if leaking (Replace with Outlet Valve) |
| Inlet Valve | If pump does not prime | Replace every 1000-1500 gallons or if bad |
| Pump Inlet Hose Washer or Purge Suction Hose Washer | Pump losing pressure or will not prime | Replace washer every 100-250 gallons or if damaged |
| Outlet Valve | If pump does not prime | Replace every 1000-1500 gallons or if bad |
| Prime/Spray valve | Before each use | Replace every 1000-1500 gallons or if stops working or leaking |
| General Cleaning | As needed | DO NOT use high pressure power washers. DO NOT use solvents. Soap and water only. |



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PARTS LIST

| <u>Item#</u> | <u>Description</u> | <u>Part Number</u> |
|--------------|--|--------------------|
| 1 | Briggs & Stratton 550EX Engine | 10004608 |
| Not Shown | Air Filter For Briggs & Stratton 550EX Engine | 10004969 |
| 2 | .44 GPM Airless Pump | 10000407 |
| 3 | 25 Gallon Paint Tank With Lid | 10004005 |
| 4 | Replacement Paint Tank Lid | 10004647 |
| 5 | Purge Tank/Pail | 10002838 |
| 6 | Purge Tank/Pail Lid Assembly | 10005205 |
| 7 | Hose Assembly, Pump Feed | 10005176 |
| 8 | Hose Assembly, Tank Outlet | 10005177 |
| 9 | Hose Assembly, Tank To Filter | 10005178 |
| 10 | Hose Assembly, Purge Tank/Pail Suction | 10005179 |
| 11 | Hose, Pump Return | 10005180 |
| 12 | Hose Assembly, Tank Drain | 10005181 |
| 13 | Hose, 25' Airless Spray | 10000458 |
| 14 | In-Line Filter | 10000369 |
| Not Shown | Screen For In-Line Filter | 10000100 |
| Not Shown | Gasket For In-Line Filter | 10001543 |
| 15 | ¾" Full Port Ball Valve (Tank Feed & Tank Drain) | 10000921 |
| 16 | ½" Full Port Ball Valve (Pail Feed) | 10004110 |
| 17 | Belt Guard | 10005172 |
| Not Shown | AX25 Notched V-Belt (Inside Belt Guard) | 10003940 |
| 18 | Horizontal Boom Rail | 10005173 |
| 19 | Vertical Boom Rail | 10005174 |
| 20 | Vertical Boom Rail Breakaway Plate With Hardware | 10005175 |
| 21 | Hose Hangar Hook With Protective Cover And Nut (2 Per Unit) | 10005164 |
| 22 | Gun Actuator Solenoid | 10000830 |
| Not Shown | Gun Actuator Solenoid Harness Assembly (Includes P/N 10000953 Fuse) | 10005204 |
| Not Shown | Gun Actuator Solenoid Fuse (15 Amp MDL Slow Blow 1-1/4" Glass Fuse) | 10000953 |
| 23 | Gun Lift Handle | 10005183 |
| 24a | Gun Lift Handle Mounting Bracket | 10005184 |
| 24b | Gun Lift Handle Catch | 10005185 |
| 25 | Gun Actuation Switch Box Assembly | 10005186 |
| 26 | Gun Mount Lift Chain | 10005187 |
| 27 | Grounding Chain | 10005188 |
| 28 | Spray Head | 10005161 |
| 29 | Spray Head Rigid Caster | 10000952 |
| 30 | Spray Head Overspray Flap | 10004967 |
| 31 | Gun Mount Assembly | 10002733 |
| 32 | Airless Gun Mount Clamp Assembly | 10005152 |
| 33 | Airless Spray Gun With 519 Spray Tip | 10005115 |
| 34 | Airless Spray Gun Tip Guard (Included With Gun) | 10005116 |
| 35 | 519 Airless Spray Gun Tip (Included With Gun) | 10004860 |
| 36 | Line Guide Shaft | 10005189 |
| 37 | Line Guide Bracket | 10005198 |
| 38 | Line Guide Dangle | 10005206 |



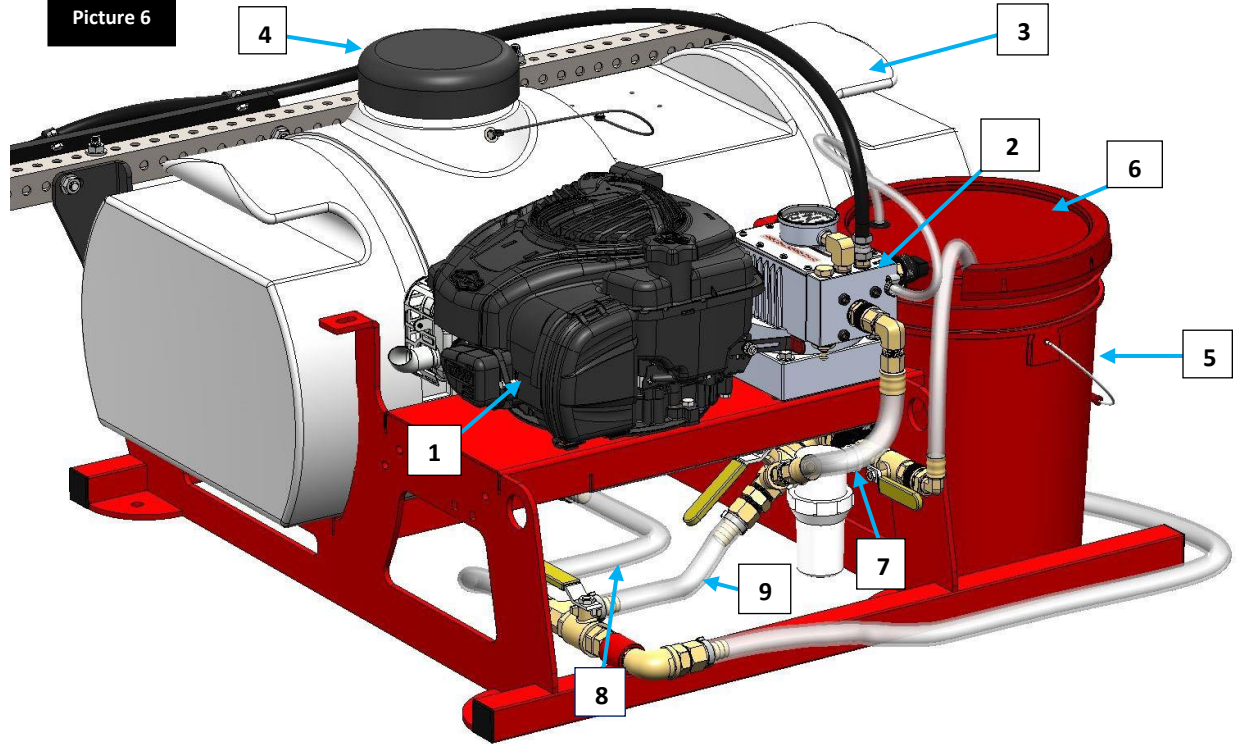
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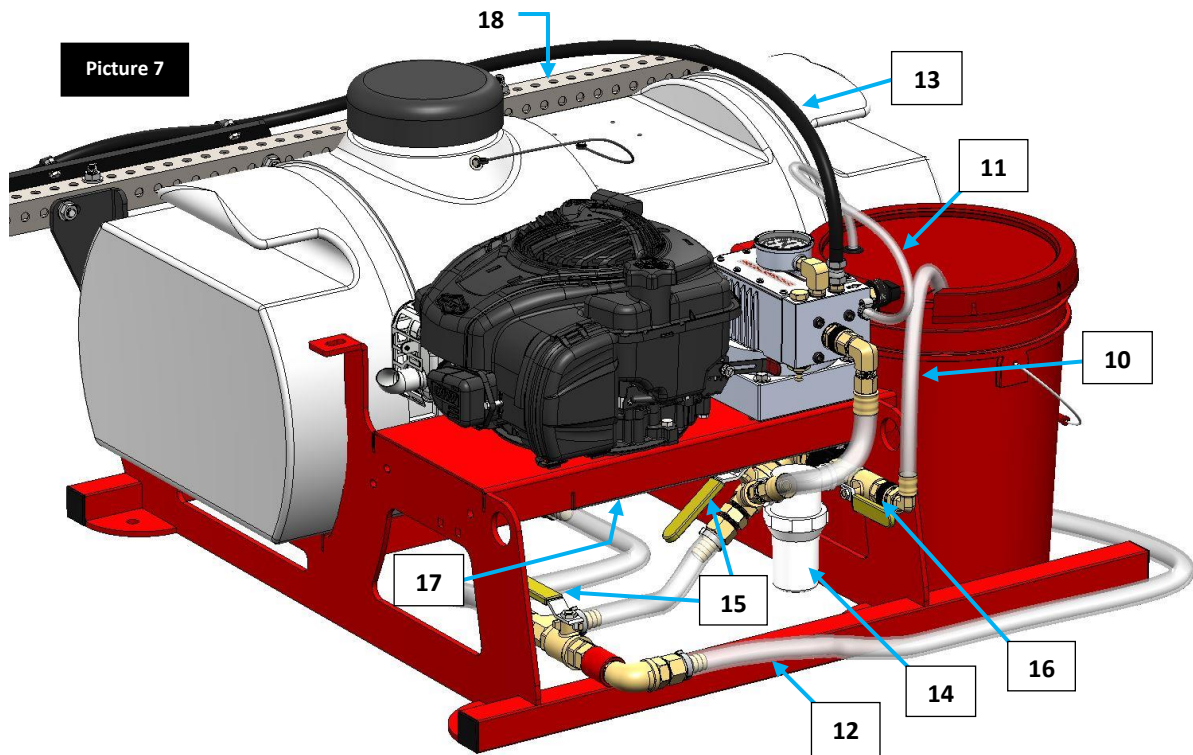
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Picture 6



Picture 7



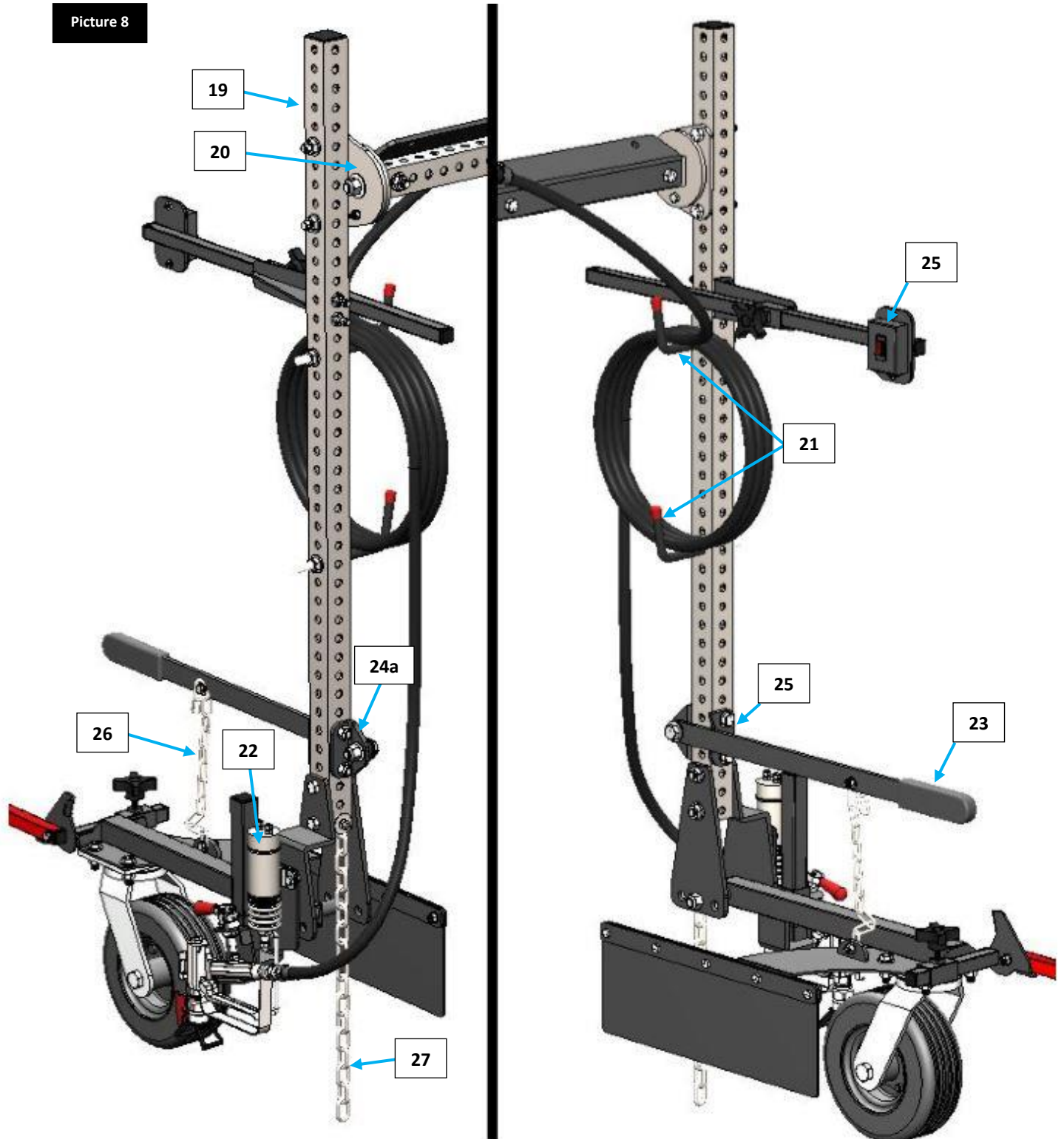
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Picture 8



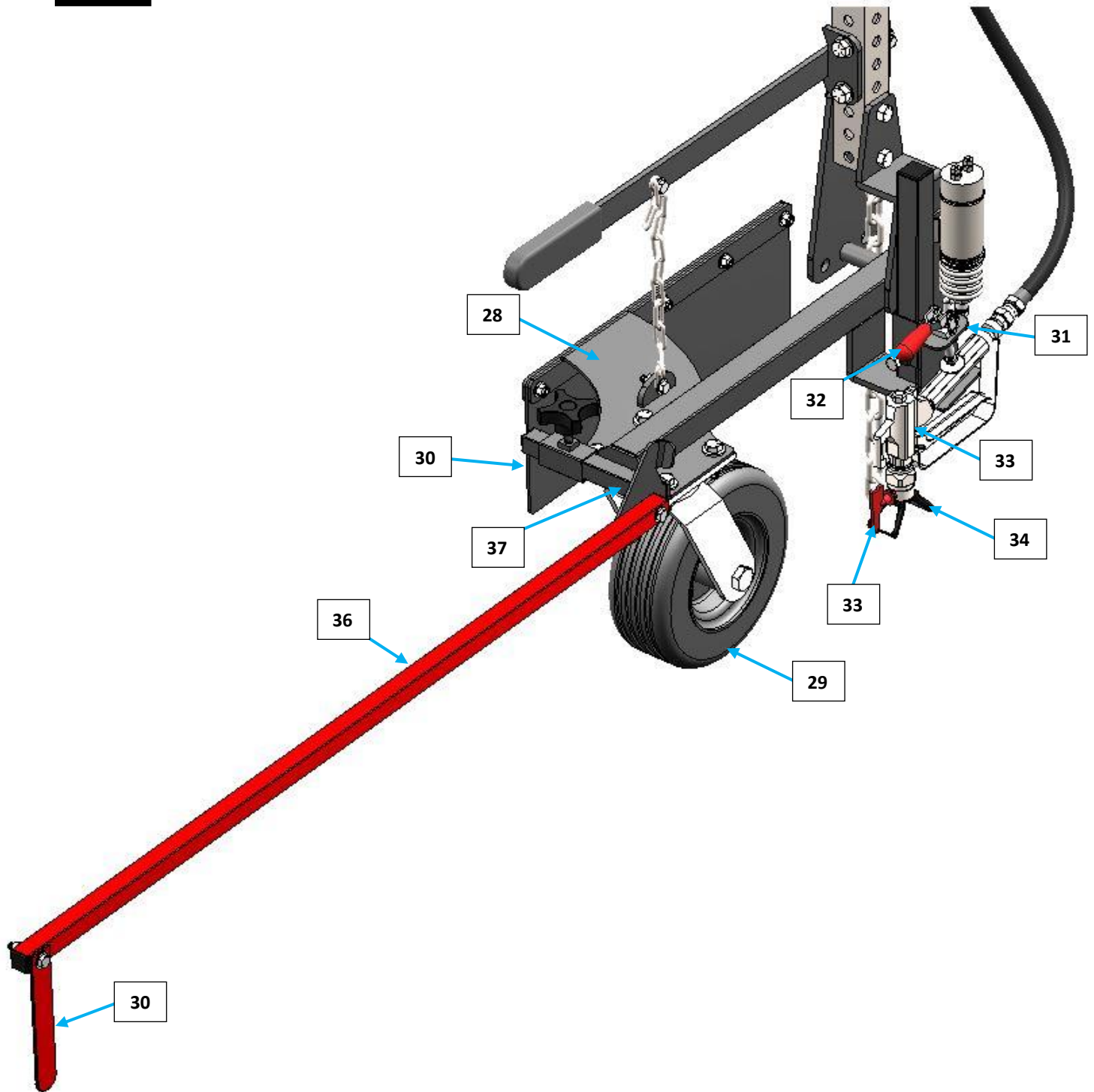
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Picture 9



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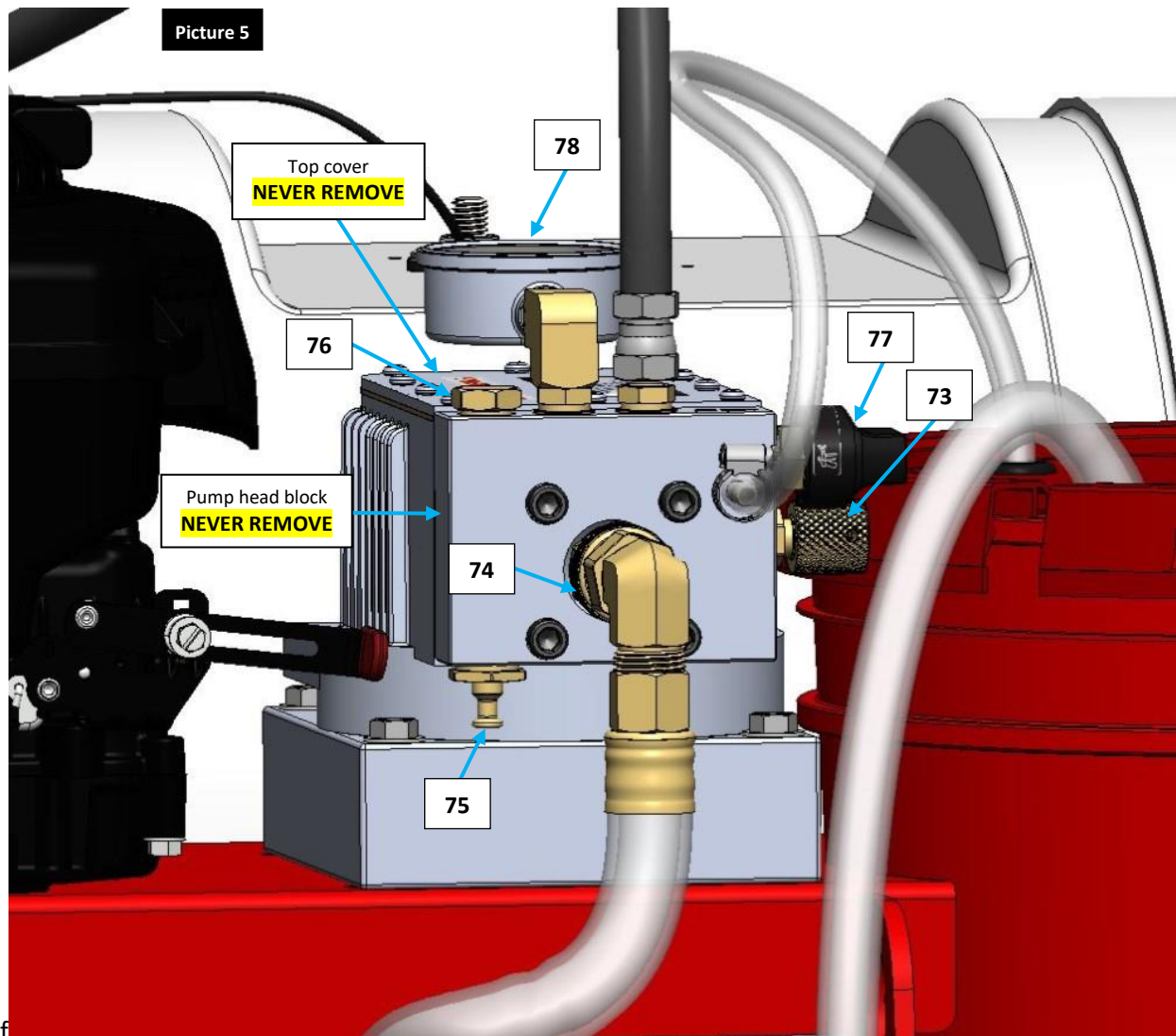
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AIRLESS PUMP PARTS

| <u>Item Number</u> | <u>Description</u> | <u>Part Number</u> |
|--------------------|--|--------------------|
| 2 | Spray Pump (Includes Below Parts) | 10000407 |
| 73 | Pressure Control Valve | 10000380 |
| 74 | Inlet Valve | 10002745 |
| 75* | Outlet Push Button *Available in Outlet Valve & Push Button Kit ONLY | 10005102 |
| 76* | Outlet Valve *Available in Outlet Valve & Push Button Kit ONLY | 10005102 |
| 77 | Prime Spray Valve | 10004000 |
| 78 | Gauge, 0-5000 psi | 10003883 |



NEVER REMOVE TOP COVER, PRESSURE CONTROL VALVE, OR THE PUMP HEAD BLOCK.
THIS WILL VOID THE WARRANTY.
CALL THE FACTORY IF THESE ITEMS REQUIRE SERVICE.



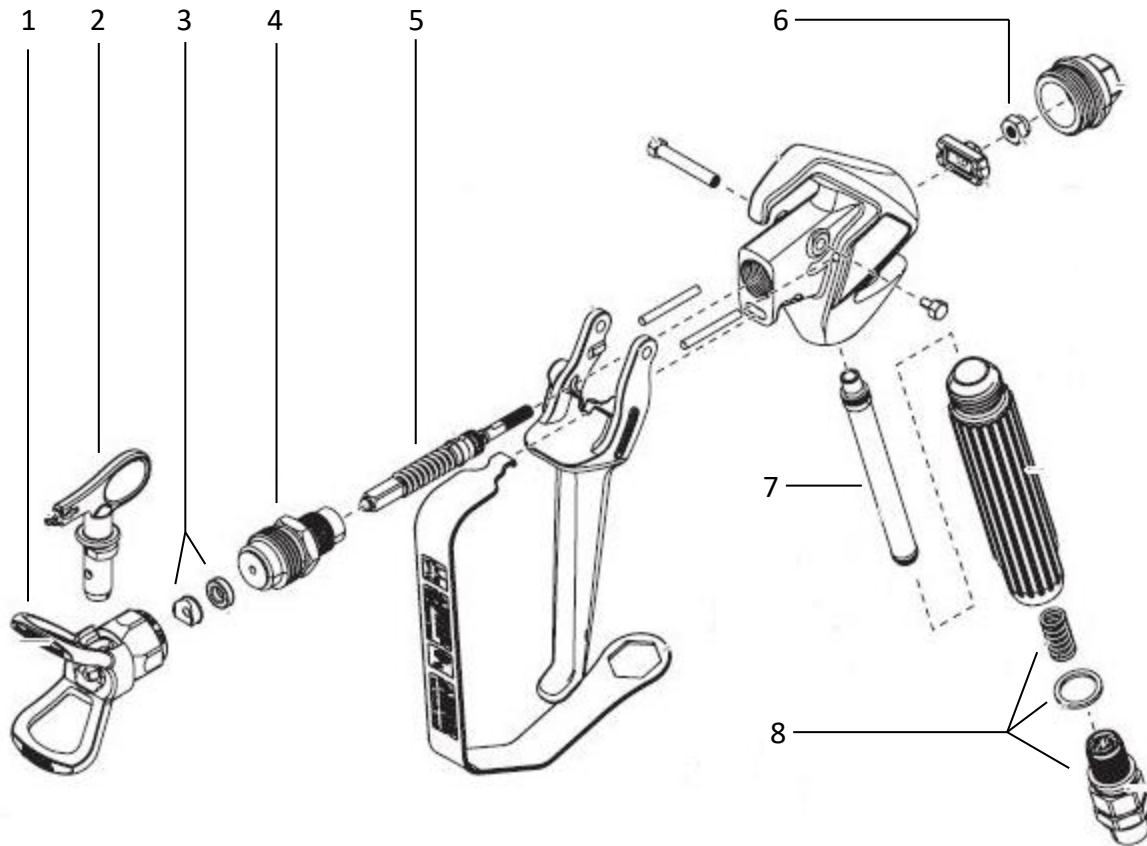
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AIRLESS SPRAY GUN DETAIL



| # | Part Number | Description |
|---|-------------|--|
| 1 | 10005116 | SPRAY TIP GUARD |
| 2 | 10002103 | 319 SPRAY TIP - STANDARD FOR GPS AND SKID MOUNTED STRIPERS |
| | 10000508 | 517 SPRAY TIP - STANDARD FOR WALK BEHIND STRIPERS |
| | 10004860 | 519 SPRAY TIP - STANDARD TIP FOR RIDE ON STRIPERS |
| | 10003824 | 619 SPRAY TIP - ALLOWS FOR WIDER LINES THAN 517 & 519 SPRAY TIPS |
| 3 | 10005119 | TIP SEAL KIT, PACKAGE OF 5 |
| 4 | SEE # 9 | 7/8" DIFFUSER |
| 5 | SEE # 9 | SEAL NEEDLE ASSEMBLY |
| 6 | SEE # 9 | LOCK NUT |
| 7 | 10000641 | 50 MESH GUN FILTER - STANDARD FILTER FOR STRIPERS |
| | 10004384 | OPTIONAL 30 MESH COARSE GUN FILTER |
| 8 | 10005135 | SWIVEL FITTING KIT |
| 9 | 10005117 | AIRLESS SPRAY GUN REPAIR (Includes Item Numbers 4, 5, and 6) |



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LineRider UTV Airless Field Line Painting System Manual / 5171.0523

LineRider™ UTV Airless Field Line Painting System

ALWAYS wear safety goggles or protective eye-wear when operating the unit!

TROUBLESHOOTING GUIDE

| PROBLEM | REMEDY |
|--|--|
| Oil flows out at dipstick when checking the oil. | STOP! DO NOT START ENGINE. Call the factory immediately. Unit was tipped on its side or end, and fuel has drained into sump. |
| Engine will not start. | Check that there is fuel in the tank. Make sure the throttle lever is in the full position, and the choke is on. |
| Engine will still not start. | Call the factory for assistance. |
| Engine starts, but runs rough. | Check that the choke is turned off. |
| Choke is off but the engine still runs rough. | Check for proper fuel. Check the spark plug for fouling. If fouled, clean or replace the spark plug. Check the air filter. Clean or replace the air filter if it is dirty. |
| Pump will not prime. | Check that the prime/spray valve is in the prime position (circular arrows aligned with arrow on housing). |
| Prime/spray valve is in the prime position and still will not prime. | Check that the pressure control valve is in the high pressure position (pressure valve turned clockwise all the way). Do not over tighten! |
| Valves are set correct, still will not prime. | Push the outlet button 3 times (brass button). |
| Outlet button pushed, still will not prime. | Turn the prime/spray valve to the prime position, back out the Pressure control valve (counterclockwise several turns until loose) and let the pump run for one minute. Then turn pressure valve all the way in to high pressure. Do not over tighten! |
| Valves correct, button pushed, still will not prime. NOTE: A loose inlet fitting, worn or missing rubber washer on the inlet hose is the #1 reason for the pump failing to prime. | Remove the garden hose fitting from inlet of the pump. Depress inlet valve stem so it moves freely. Reconnect the inlet hose. MAKE SURE the rubber washer is present and in good condition and then tighten inlet hose fitting. Restart the engine & prime as above. |
| Pump will still not prime. | Call the factory for assistance. |
| Pump primes and is running, but the gun does not spray. | Check that the prime/spray valve is in spray position, and check that the pressure valve is turned to high pressure (clockwise until it stops). Do not over tighten! |
| Valves are set correctly, still does not spray. | Check that the trigger lock on spray gun is pushed to operating position. Check spray tip arrow is pointing towards ground. Check that lifting bar is operating gun trigger. |
| All of above correct, gun will still not spray. | Turn the prime/spray valve to the prime position, turn off the engine, and then pull the gun trigger to release the pressure. Check the spray gun filter, and replace it if plugged. Restart. |
| Gun will still not spray paint. | Call the factory for assistance. |
| Over spray or too much paint. | Lower the spray pressure. Turn the pressure control valve counter clockwise several turns, and then increase the pressure just until the spray pattern is the proper width. |
| Too little paint. | Increase the spray pressure. Paint may need to be thinned. Increase the spray tip to a larger size. |
| Uneven spray pattern or stringing | Increase the spray pressure. The spray tip may be chipped or clogged. Reverse tip and clean it, or replace it if it is chipped. |
| Pressure increased, tip is clean, spray still not correct. | Worn tip. (sprayed more than 100 gallons) Replace the tip. |
| Replaced tip, spray is still not correct. | Call the factory for assistance. |

Please call us! If you have any questions during setup, painting or cleaning. Your machine is designed to be simple and safe to operate: **1-800-624-6706**



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WARRANTY – 36 MONTH

NEWSTRIPE, INC., WARRANTS TO THE ORIGINAL PURCHASER, FOR 36 (THIRTY-SIX) MONTHS AFTER DATE OF PURCHASE, THAT THE EQUIPMENT* HEREBY SOLD SHALL BE FREE OF DEFECTS IN MATERIALS AND WORKMANSHIP. THIS WARRANTY DOES NOT EXTEND TO ANY DAMAGE OR MALFUNCTION RESULTING FROM MISUSE, NEGLIGENCE, ACCIDENT, IMPROPER OPERATION, OR NORMAL WEAR AND TEAR.

Damage incurred in shipment from Newstripe, Inc. to the customer is the total responsibility of the carrier. The CUSTOMER MUST NOTE DAMAGES on the Bill of Lading of Trucking Company or Railroad; and Newstripe, Inc. will furnish to the customer the cost or parts and labor. The customer can then bill the common carrier for the damages by placing his signature on the documents.

The Newstripe, Inc. obligation under this warranty and any implied warranties is limited to replacement or repair of defective parts of its manufacture without charge for 36 (THIRTY-SIX) months from date of purchase. For service under this warranty, buyer shall ship the defective part or parts of the equipment, transportation prepaid, to Newstripe, Inc. together with a written description of any claimed defect and proof of purchase date of the materials being returned. **Prior to retuning any part or machine, the CUSTOMER must obtain a Return Materials Authorization number. Call 1-800-624-6706.**

***Gasoline engines, compressors, pumps (including airless) and Transaxles are furnished with their respective manufacturer's warranties only. Such components are not covered by any warranty of Newstripe, Inc. Where Newstripe elects to extend manufacturers' warranties, the warranty shall be pro-rated as to cover 100% of the cost to replace or repair materials and parts for the first 12 months of ownership and 60% for the remaining 6 month period.**

The responsibilities described above are the only responsibilities of Newstripe, Inc. under this written warranty or any implied warranty, and may be exercised only within 36 (THIRTY-SIX) months from the date of purchase. In no event shall Newstripe, Inc. be liable for incidental or consequential damages and no person had any authority to bind it to any representation or warranty, not be responsible for work done, materials furnished or repairs made by others without its' specific written authorization.

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Sincerely,
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