






**TROUBLESHOOTING**

CONDITION	CAUSE	CORRECTION
<p><b>Heavy top or bottom pattern</b></p> 	<p>Horn holes plugged.</p> <p>Obstruction on top or bottom of fluid tip.</p> <p>Cap and/or tip seat dirty.</p>	<p>Clean. Ream with non-metallic point.</p> <p>Clean.</p> <p>Clean.</p>
<p><b>Heavy right or left side pattern</b></p> 	<p>Left or right side horn holes plugged.</p> <p>Dirt on left or right side of fluid tip.</p> <p>Remedies for the top-heavy, bottom-heavy, right-heavy and left-heavy patterns:                      1) Determine if the obstruction is on the air cap or the fluid tip. Do this by making a test spray pattern. Then, rotate the cap one-half turn and spray another pattern. If the defect is inverted, obstruction is on the air cap. Clean the air cap as previously instructed.                      2) If the defect is not inverted, it is on the fluid tip. Check for a fine burr on the edge of the fluid tip. Remove with #600 wet or dry sand paper.                      3) Check for dried paint just inside the opening. Remove paint by washing with solvent.</p>	<p>Clean. Ream with non-metallic point.</p> <p>Clean.</p>
<p><b>Heavy center pattern</b></p> 	<p>Fluid pressure too high for atomization air (pressure feed).</p> <p>Material flow exceeds air cap's capacity.</p> <p>Atomizing pressure too low.</p> <p>Material too thick.</p>	<p>Balance air and fluid pressure. Increase spray pattern width with spreader adjustment valve.</p> <p>Thin or lower fluid flow.</p> <p>Increase pressure.</p> <p>Thin to proper consistency.</p>
<p><b>Split spray pattern</b></p> 	<p>Fluid adjusting knob turned in too far.</p> <p>Atomization air pressure too high.</p> <p>Fluid pressure too low (pressure feed only).</p> <p>Spreader adjusting valve set too high.</p>	<p>Back out counterclockwise to achieve proper pattern.</p> <p>Reduce at air regulator.</p> <p>Increase fluid pressure.</p> <p>Adjust by turning in clockwise.</p>
<p><b>Jerky or fluttering spray</b></p> 	<p><b>Suction And Pressure Feed</b></p> <p>*Loose or damaged fluid tip/seat.</p> <p>Material level too low.</p> <p>Container tipped too far.</p> <p>Obstruction in fluid passage.</p> <p>Loose or broken fluid tube or fluid inlet nipple.</p> <p>Dry or loose fluid needle packing nut.</p>	<p>Tighten or replace.</p> <p>Refill.</p> <p>Hold more upright.</p> <p>Backflush with solvent.</p> <p>Tighten or replace.</p> <p>Lubricate or tighten.</p>

\*Most common problem.

CONDITION	CAUSE	CORRECTION
<b>Jerky or fluttering spray</b> <i>(continued)</i>	<b>Suction Feed Only</b> Material too heavy.  Container tipped too far.  Air vent in cup lid clogged.  Loose, damaged or dirty lid.  Dry or loose fluid needle packing.  Fluid tube resting on cup bottom.  Damaged gasket behind fluid tip.	Thin or replace.  Hold more upright.  Clear vent passage.  Tighten, replace or clean coupling nut.  Lubricate or tighten packing nut.  Tighten or shorten.  Replace gasket.
<b>Unable to get round spray</b>	Fan adjustment screw not seating properly.  Air cap retaining ring loose.	Clean or replace.  Tighten.
<b>Will not spray</b>	No air pressure at gun.  Internal mix or pressure feed air cap and tip used with suction feed.  Fluid pressure too low with internal mix cap and pressure tank.  Fluid needle adjusting screw not open enough.  Fluid too heavy for suction feed.	Check air supply and air lines.  Change to proper suction feed air cap and tip.  Increase fluid pressure at tank.  Open fluid needle adjusting screw.  Thin material or change to pressure feed.
<b>Starved spray pattern</b>	Inadequate material flow.  Low atomization air pressure (suction feed).	Back fluid adjusting screw out to first thread, or increase fluid pressure at tank.  Increase air pressure and re-balance gun.
<b>Excessive overspray</b>	Too much atomization air pressure  Gun too far from work surface.  Improper stroking (arcing, gun motion too fast).	Reduce pressure.  Adjust to proper distance.  Move at moderate pace, parallel to work surface.
<b>Excessive fog</b>	Too much, or too fast-drying thinner.  Too much atomization air pressure.	Remix properly.  Reduce pressure.

<b>CONDITION</b>	<b>CAUSE</b>	<b>CORRECTION</b>
<b>Dry Spray</b>	Air pressure too high. Material not properly reduced (suction feed). Gun tip too far from work surface. Gun motion too fast. Gun out of adjustment	Decrease air pressure. Reduce to proper consistency. Adjust to proper distance. Slow down. Adjust.
<b>Fluid leaking from packing nut</b>	Packing nut loose. Packing worn or dry	Tighten, do not bind needle. Replace or lubricate.
<b>Fluid leaking or dripping from front of pressure feed gun</b>	Packing nut too tight Dry packing. Fluid tip or needle worn or damaged Foreign matter in tip. Fluid needle spring missing or broken. Wrong size needle or tip. Needle bound by misaligned sprayhead (MBC guns only).	Adjust Lubricate. Replace tip & needle with matched sets. Clean. Replace. Replace. Tap sprayhead perimeter with a wooden mallet. Retighten lock bolt.
<b>Runs and sags</b>	Too much material flow. Material too thin. Gun tilted on an angle.	Adjust gun or reduce fluid pressure. Mix properly or apply light coats. Hold gun at right angle to work and adapt to proper gun technique.
<b>Thin, sandy coarse finish drying before it flows out</b>	Gun too far from surface. Too much air pressure. Improper thinner being used.	Check distance. Normally 6-8" - HVLP, 8-10" - conventional. Reduce air pressure and check spray pattern. Follow paint manufacturer's mixing instructions.
<b>Thick, dimpled finish "orange peel". Too much material coarsely atomized</b>	Gun too close to surface. Air pressure too low. Improper thinner being used. Material not properly mixed. Surface rough, oily, dirty.	Check distance. Normally 6-8" - HVLP, 8-10" - conventional. Increase air pressure or reduce fluid pressure. Follow paint manufacturer's mixing instructions. Follow paint manufacturer's mixing instructions. Properly clean and prepare.