



HAND-HELD SYSTEM SETUP AND APPLICATION INSTRUCTIONS



HAND-HELD APPLICATION SYSTEM SETUP

AIR HOSE ATTACHMENT

Attach your air hose to the fitting on the base of the gun handle. The hand-held gun only requires 60-70 psi at 3-4 CFM to efficiently atomize the ACF-50.

NEEDLE VALVE ADJUSTMENT SCREW

The amount of product coming from the gun is controlled by regulating the amount of travel by the needle in the needle valve. Adjust the aluminum cap (E) on the rear of the gun in or out to control the length of travel. Adjust the flow so as to have a continuous fog coming from the rods when the trigger is pulled completely back. When you have the needle properly adjusted, lock the setting in place with the setnut.

Should you encounter a situation where the product seeps out the end of the gun when the trigger is released, you need to clear the needle valve. Simply unscrew the aluminum cap a few turns and pull the trigger all the way back for a couple of seconds to clear the seat. I suggest you do this into a jug or pail so as not to waste the product.

ADDING THE ACF-50

Now you're ready to add ACF-50 to the 1-liter reservoir. First, agitate the jug or pail of ACF-50 prior to filling the reservoir. Next, unscrew the cup from the gun, and using a funnel, pour the ACF-50 directly into the reservoir. It's always a good practice at the beginning of the day or the start of an ACF-50 application to agitate the ACF-50 already in the reservoir. This assures consistency from operation to operation. Incidentally, the Hand-Held ACF-50 system is relatively maintenance free and will provide years of excellent service.

APPLICATION INSTRUCTIONS

Now, let's turn our attention to the actual use of the system. You can save time by preparing the aircraft before actual spraying. By opening cockpit doors, removing access plates, wingtips, engine cowling, lowering flaps, and developing a shooting sequence to save time and energy.

The ACF-50 system comes with various wands or rods. Note that each wand has one or two kerfs at the delivery end. The location of these kerfs is indicated by the pin on the quick release fitting at the base of the wand. Obviously, this is the direction the product will be applied.

Let's begin with the fuselage, and specifically the engine and its compartment. Cover the dry vacuum pump inlet with plastic wrap. It won't be necessary to cover other engine components, but try to avoid spraying on any belts or filters. Begin treating the engine with short bursts and try to reach all areas. Moving to the other side of the engine, continue the process.

Let's now go to the nose gear and wheelwell. The amount of material used will vary, depending on the condition of the aircraft. Older aircraft will require more ACF-50 and additional attention to details. In order to determine the proper coverage, visually inspect the treated surfaces for a wet, shiny appearance.

When fogging the cockpit area, remember to leave the doors open. Doing so prevents material from settling on vinyl or fabric inside the cabin. First, fog the belly of the aircraft through the floor access plates. It's important to apply the material in short bursts, while at the same time turning the wand in various directions. It won't take long to get a kind of feel for this process.

To spray behind the cabin area of the fuselage, access will be through the tail stinger, using the 8 foot wand. Be sure, when beginning to corrosion proof this area, to cover oxygen tank fittings with plastic wrap. Also, special attention should be given to avoid spraying on the auto pilot servo. If you should inadvertently drench the auto pilot clutch with ACF-50, clean the clutch with an approved contact cleaner. Use the same method in spraying wheel wells and basically all components on the aircraft; grounding points, plugs, and micro-switches.

To spray the wing and tail assembly, remove the wing tips and place the 8 foot wand on the spray gun. Begin spraying with short bursts, extending the rod, usually through a lightning hole, as far into the wing as possible. Some trial and error is necessary here to find the exact route for the rod to reach all interior surfaces of the wing. The first pass will have the rod kerf in the forward direction. The second pass will have the kerf in the aft direction. Repeat this process in the aft lightning holes, making a total of four passes to thoroughly fog all areas. This is the basic method used for applying ACF-50 to the wing and tail sections using the fog effect. You can also find additional access through the inspection ports. To reach more inaccessible areas, locate a number 30 rivet hole and, using the flexible 4mm wand, fog these areas.

The entire aircraft should be treated, because all areas, such as flaps, rudder, ailerons, and stabilizer are all areas where corrosion will occur. Thoroughness counts. Think of the application process as a test of your ingenuity to find the best access to the internal structure of the aircraft.

Also, you'll need to determine if too much fogging or material is being used. The rule of thumb here is to look for excessive material coming through lap joints. If this happens, less time fogging in the structure should be performed. Or, you may be engaging the material supply trigger on your spray gun too often. Again, you will acquire a feel for this process and it is easy to learn. Also, it's advisable to delay applying ACF-50 if an aircraft if it is going to be painted within twelve months.

When you are through using the system, remember to bleed off the pressure. And last, you should wipe down the propeller or rotors with a rag saturated with ACF-50. Your efforts have extended the life of this aircraft and made maintenance much easier to perform.

If you have any questions about the system or the ACF-50 application process, please call 1-800-482-2223 or 707-206-5129.

Kevin Mawhinney
Regional Distributor

NOTICE:

Pacific Corrosion Control believes the information and recommendations contained herein to be accurate and reliable. Pacific Corrosion Control accepts no obligation or liability for use of materials and equipment in which it has no direct control. It is the buyer's responsibility to determine whether the products are appropriate for the buyers own use and to follow approved maintenance procedures as specified by the aircraft's manufacturer and appropriate governmental regulatory agencies.