

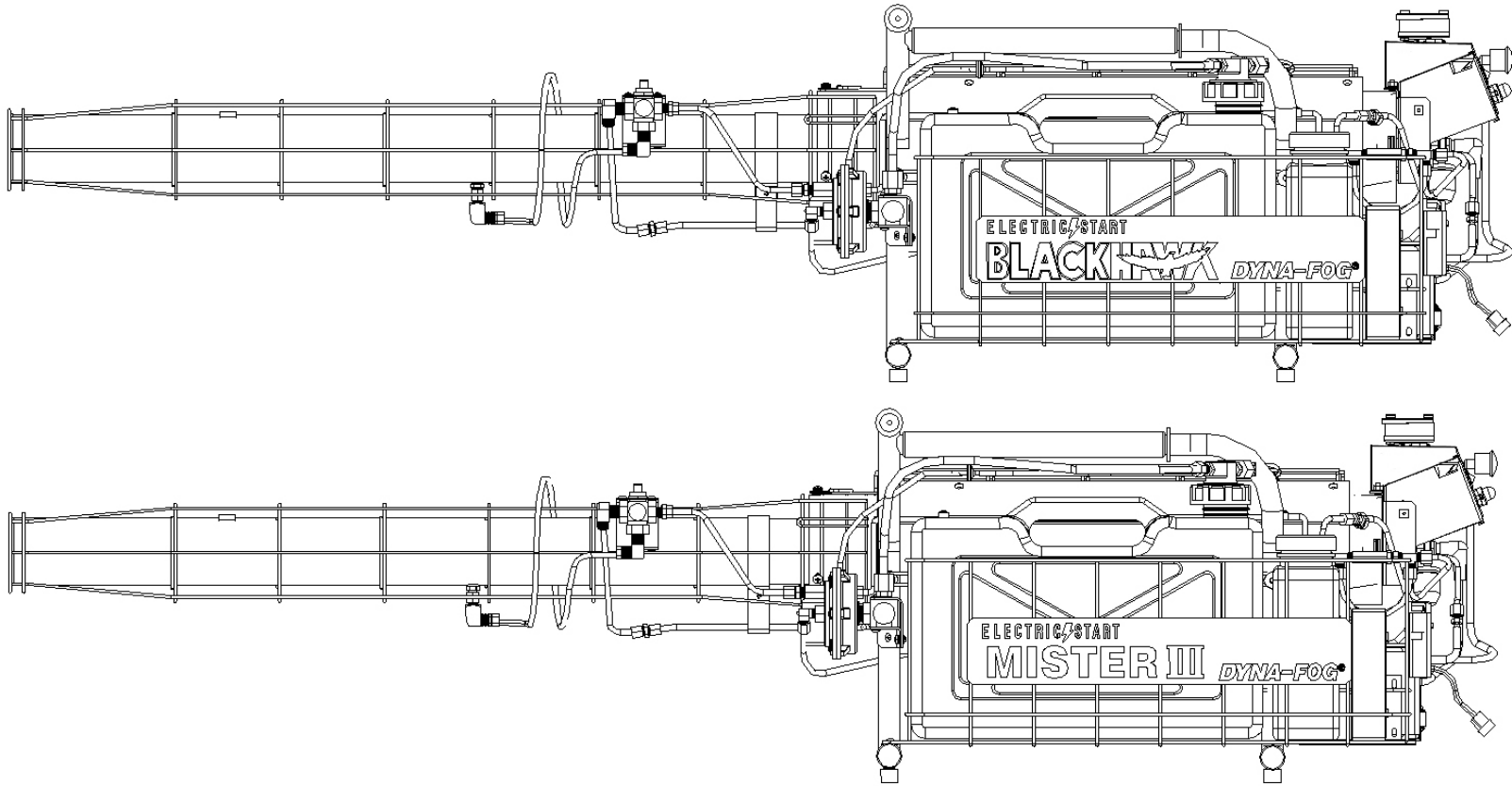
**CURTISDYNA-FOG** Ltd.

"Innovators of Spraying and Fogging Technology Since 1947"

www.dynafog.com

# **BLACKHAWK** **MISTER III**

**ELECTRIC START**



**MODEL 2620/2630**

**INSTRUCTION MANUAL FOR  
OPERATION, SERVICE AND MAINTENANCE**

**INSTRUCTION MANUAL  
FOR  
OPERATION, SERVICE AND MAINTENANCE**

**FOR**

**BLACKHAWK Model 2620, Series 2  
and  
MISTER III Model 2630, Series 3**

Trade-mark Reg. U.S. Patent Office  
INSECTICIDAL FOG GENERATOR

U.S. PATENTS: 2,715,390; 2,738,334; 2,857,332; 2,950,592; 2,970,430;  
3,052,094; 4,030,695; 3,151,454; 4,343,719; 4,811,901  
4,934.601

Canadian Patent: 762,939  
German Patent: 31-48-522  
Japanese Patent: 1,587,278  
Other U.S. and Foreign Patents Pending.

*Manufactured By*  
**CURTIS DYNA-FOG<sup>®</sup>, LTD.**  
**P.O. BOX 297**  
**Westfield, Indiana U.S.A.**

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# SPECIFICATIONS

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## BLACKHAWK SPECIFICATIONS

### Model Number 2620

Type.....thermal aerosol fog, resonant pulse principle  
Formulation Output..... 0-18 U.S. Gal/Hr. .... 0-68.4 liters /Hr.  
Engine Performance.....44 HP/Hr..... 33 Kw/hr..... 8,300 Kcal/Hr.  
Fuel Consumption..... 0.6 U.S. Gal/Hr ..... 2.3 Liters/Hr.  
Weight (Empty)..... 41 Lbs. ....18.6 Kg.  
Weight (Full)..... 75 Lbs. ....34.1 Kg.  
Fuel Tank Capacity..... 0.5 Gallons ..... 1.9 Liters  
Formulation Tank..... 3 U.S. Gallons ..... 11.4 Liters  
Power Supply.....(8) 1.5V "D" size alkaline batteries or  
a 12V DC automobile "cigarette  
lighter" adapter.  
Length..... 68.3 In. ....173.5 Cm.  
Width..... 15 In. ....38.1 Cm.  
Height..... 16.8 In. ....42.7 Cm.  
Fog Particle Size..... 0.5-50 Microns (mass median diameter)  
Shipping Data:  
L x W x H..... 70 x 18 x 18 (In.) ..... 177.8 x 45.7 x 45.7 (Cm.)  
Weight..... 66 Lbs. .... 30 Kg.  
Volume..... 13.1 Cu. Ft. .... 0.36 Cu. M.

## MISTER III SPECIFICATIONS

### Model Number 2630

Type.....Thermal aerosol fog, resonant pulse principle  
Formulation Output..... 0-12 U.S. Gal/Hr. .... 0-45.4 Liters/Hr.  
Engine Performance..... 44 HP/Hr. .... 33Kw/Hr..... 28,300 Kcal/Hr.  
Fuel Consumption..... 0.6 U.S. Gal/Hr. .... 2.3 Liters/Hr.  
Weight (Empty)..... 39 Lbs. .... 17.7 Kg.  
Weight (Full)..... 72 Lbs. .... 32.7 Kg.  
Fuel Tank Capacity..... 0.5 U.S. Gallons ..... 1.9 Liters  
Formulation Tank Capacity..... 3 U.S. Gallons ..... 11.4 Liters  
Power Supply..... (8) 1.5V "D" size alkaline batteries or  
a 12V DC automobile "cigarette  
lighter" receptacle  
Length..... 61.0 In. .... 154.9 Cm.  
Width..... 15 In. .... 38.1 Cm.  
Height..... 16.8 In. .... 42.7 Cm.  
Fog Particle Size..... 0.5-50 Microns (mass median diameter)  
Shipping Data:  
L x W x H.....63 x 18 x 18 (In.) ..... 160.0 x 45.7 x 45.7 (Cm)  
Weight.....73 Lbs. ....33.1 Kg.  
Volume.....11.8 Cu.Ft. ....0.33 cu. M.

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## **TO THE NEW OWNER**

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Your new DYNA-FOG<sup>®</sup> applicator represents one of the world's finest insecticide fog generators. With reasonable care and maintenance, this machine will provide many hours of trouble-free service. For best results, this fog generator must be operated and maintained in compliance with these instructions.

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## **CORRESPONDENCE**

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In all correspondence concerning the customer's machine and in ordering parts, the customer must refer to the model and serial numbers of this machine. This information is found on the nameplate attached to the machine.

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## **DESCRIPTION**

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This fog generator employs the resonant pulse principle to generate hot gases flowing at high velocity. The high velocity gases atomize the formulation instantly so that it is vaporized and condensed rapidly causing negligible formulation breakdown. The fog particle size is readily controllable from approximately 0.5 to 50 microns and greater. The smaller particle sizes correspond to the lower formulation flow rates and the larger particle sizes correspond to the higher formulation flow rates. This machine is intended for outdoor use and for enclosed spaces with volumes of more than 500 cubic feet (14 cubic meters). Use in more confined spaces may create a fire or explosion hazard.

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## **WORKING PRINCIPLE**

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The engine is essentially a tube with a combustion chamber, an intake valve, and a supply of combustible mixture of fuel and air. To begin, a negative pressure is created in the fuel tank by depressing a flexible priming bulb. This draws the fuel into the priming bulb, which is then forced into the antechamber and combustion chamber, where it is ignited by the spark plug. An explosion occurs in the combustion chamber driving the gases out the engine tube. The negative pressure created by the gas flow out the engine tube causes the intake valves to open, allowing more air to pass through the venturi of the carburetor. The air passing through the carburetor aspirates fuel from the carburetor in a combustible mixture. This mixture is ignited again and the cycle is repeated. The frequency of repeated explosions is many times per second.

The initial source of ignition is a spark plug powered by an electronic ignition system. After original ignition, the repeated cycles are sustained by a glow coil which is an integral and inseparable part of the engine tube assembly. A sample of the pressure pulses from the combustion chamber is routed to the carburetor where it operates a diaphragm fuel pump within the carburetor to pump additional fuel from the fuel tank to the carburetor. When the fuel pump operation has stabilized, further operation of the priming pump is not required.

The exhaust emission of a pulse jet engine is low in pollutant components due to the following basic design features: The combustion chamber and the length of the discharge (exhaust) tube attached to it operate at a bright red temperature approximating 1800° F., (982°C.). In addition, an amount of air (oxygen) in excess of that required for normal burning of fuel vapor is fed to the engine. Thus, combustion is quite complete and pollutants formed in other types of engines are actually burned to their non-pollutant end products in the pulse jet engine.

The formulation remains in the formulation tank under pressure until the formulation valve is opened. Then, the formulation is forced from the tank and delivered to the engine tube where it is injected into the high velocity pulsating flow of hot gases. The formulation is broken into small particles by the pulsating gases, and then discharged into the atmosphere.

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# SAFETY PRECAUTIONS

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## WARNING

### READ AND UNDERSTAND THESE SAFETY PRECAUTIONS BEFORE OPERATING MACHINE.

1. **Fuel.** This machine uses GASOLINE as the fuel and all precautions commonly applying to this volatile fuel should be observed. Be careful not to spill gasoline over the machine, but if this occurs, wipe it off and allow evaporation time before starting the machine. **GASOLINE ON THE MACHINE OR SPILLED IN THE IMMEDIATE AREA IS HAZARDOUS. DO NOT ATTEMPT TO PUT THE FUEL IN A HOT MACHINE.**

2. **Fogging Formulations: (Model 2620)** All thermal fogging formulations are **combustible**, that is, they all can be caused to burn. This is true, even of high flash point or “no” flash point formulations. A combustible liquid vapor can be ignited because it readily forms a uniform mixture with the air which contains the oxygen needed for combustion. However, fine particles of combustible liquids or solids suspended in the air very closely spaced are capable of propagating flame from one to another once ignition starts. A good analogy is the grain mill explosion. Although the fine particle dust in a grain mill has “no” flash point, the phenomena of the grain mill explosion is an all too common occurrence. While a high flashpoint or a “no” flashpoint liquid formulation will ignite far less readily than a low flashpoint liquid, and for this reason is strongly advocated, the high or “no” flashpoint formulation can ignite if the proper conditions exist. These conditions are basically two: 1) a sufficient volume of liquid in the form of fine particles suspended in the air; and 2) a sufficiently high energy source of ignition.

It is important to always employ a dry fog setting in a closed area to avoid depositing oil particles on combustible surfaces, thus creating a fire hazard. If a combustible atmosphere is established or a combustible deposit is laid down, a source of ignition may cause a fire. Even in open areas, care should be taken to avoid unnecessary accumulations of oil particles on objects within the fogging area. To avoid danger of fire or explosion in a closed space, the enclosed volume, fogging time and required formulation volume must be carefully calculated.

**(Model 2630).** This machine is intended for dispensing water based formulations only. Use of formulations having a flammable base such as diesel oil, kerosene, fuel oil, gasoline, benzene, or alcohol, may create hazardous conditions leading to a fire or explosion.

3. **Fog Concentration.** It has been fully established that an acceptable level of liquid in the atmosphere is one gallon (3.8 liters) for each 50,000 cubic feet (1400 cubic meters). There is a margin of safety of at least 5 to 1 in this figure. But, long before this concentration is reached, with the fine white particle fog that this machine generates, visibility within the fog is reduced to less than 15 inches (38 CM). Thus, an operator fogging within a closed area will not be able to see his way long before combustible atmosphere can be approached. However, if the operator is outside of the closed area, it is quite possible to over-fog, particularly if the area is small, i.e., crawl spaces under buildings or between ceiling and roof.

4. **Fog Ignition.** The greatest hazard of fog ignition is from an external source. This can be gas or oil pilot lights or sparks from electrical controls such as switches, relays, etc. Therefore, it is strongly recommended that all such sources be eliminated by extinguishing all pilot lights and turning off all electrical power before fogging.

The design of the machine is such that it is quite difficult to ignite the fog from an external source since the ignition must be positioned just at the proper distance from the discharge end to cause fog ignition and this distance is on the order of only 8-6 inches (7.6-5.2 CM). If an external source ignites the fog being discharged, it will produce a torching effect. Should this occur, quickly rotate the 30way selector valve to the purge position to stop the fog discharge. Never artificially wedge or block open the formulation automatic shut-off valve on the model 2620 Blackhawk.

On a dry fog setting, which must always be employed indoors and in confined areas, the ignition source must be continuous since the fog will not continue torching except briefly if the ignition source is removed. On a wet fog setting, it is possible for the fog to continue to torch after removal from the ignition source. Never use a wet fog setting indoors and in confined spaces. Extreme caution must be exercised when using a wet fog setting under any circumstances. A wet fog setting can leave a deposit of liquid on combustible surfaces creating a fire hazard should torching take place.

A second source of fog ignition can be the machine itself. If the machine stops running for any reason, including the exhaustion of fuel, the operator must quickly rotate the 3-way valve to the purge position to stop the fog discharge. If the engine stops, it is possible for some formulation to flow into the still hot engine tube where it will vaporize. Part of this vapor may then be drawn by natural thermal convection back through the annular cooling air space between the cooling duct and the engine tube, to the red hot engine combustion chamber. If the proportion of vapor to air is just right when this occurs, the vapor will ignite and flash back through the discharge end of the engine tube, igniting the small amount of formulation which may continue to flow very briefly. Burning formulation can then drip briefly from the discharge end of the cooling air duct. If this burning formulation comes into contact with an easily combustible material or a surface which has accumulated a substantial deposit of liquid formulation, a fire could result.

**5. Safety Equipment.** Many of the formulations which can be dispensed with this machine are highly toxic and require special safety equipment. The formulation label should specify all safety precautions with respect to the formulation. Read and observe the procedures, cautions and WARNINGS on the formulation label. Proper ear protection should also be worn when operating this machine.

**6. Improper Operation.** There is no substitute for good maintenance practices. An engine with excessive carbon deposits will run weakly and is likely to stop at any time. A weak running engine will also emit extremely wet fog at lower rates of formulation flow and this can result in surfaces rapidly becoming coated with the formulation, and thus help to feed a fire if ignition takes place as described above. Refer to the MAINTENANCE section for cleaning instructions.

**7. Improper Use.** Never place the discharge end too close to a wall or other obstruction. The engine is maintained at the proper temperature by cooling air aspirated (pumped) by hot gases flowing out the discharge (exhaust) end of the engine. If this cooling air flow is prevented, the machine will overheat and it can suffer permanent damage which could result in an explosion or fire. Maintain at least 24 inches (61 CM) clearance between the engine discharge (exhaust) and external objects.

**8. Machine Damage. Never operate a machine after it has been damaged.** A damaged machine can be a fire hazard.

**9. Wind.** Fogging during windy conditions is not usually practical because the formulation will drift out of the intended area. However, under no circumstances should fogging INTO the wind be attempted. Should the machine stop running for any reason, and a wind gust force vaporized formulation back against the hot combustion chamber, it could ignite and flash back causing momentary flaming from the discharge (exhaust) end of the machine.

**10. Children.** Many fogging operations are performed in residential areas commonly at dusk. This presents the operator with the problem of children who are attracted to the fog. Children have been observed running into and riding bicycles through the fog. Once in the fog, they cannot see or be seen. In some reported instances, a child has been injured by running into an object obscured by the fog. Also there is a possibility of fire should the machine briefly flame or become ignited from an external source. Still another possible hazard lies in the toxic effect of the formulation, the severity of which depends upon the chemical used, fog density, and the length of time of direct exposure.

**IT IS THE OPERATOR'S RESPONSIBILITY TO DISCOURAGE ANYONE FROM PLAYING IN THE FOG.**

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## OPERATION

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### CAUTION

Read this complete OPERATION Section and the Section on SAFETY PRECAUTIONS before starting the machine for the first time.

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### PREPARING THE ENGINE FOR OPERATION

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1. When operating this machine for the first time, move to an un-congested and well-ventilated work area in an open area away from flammable materials. Place the machine on a concrete pad or a stable workbench.
2. Remove Fuel Tank Cap and fill the fuel Tank with either regular or unleaded gasoline.

### CAUTION

**Gasoline with a minimum of 87 Octane should be used. Use clean gasoline. Dirty gasoline can promptly overload the fuel filter. Water in the gasoline can cause unexplained stops. Very old or stale gasoline has a detrimental effect on the rubber seals in the fuel system and causes hard starting because it vaporizes poorly.**

3. Place the Fuel Tank Cap on the fuel Tank and turn the cap firmly in the clockwise (CW) direction until the stop is reached.
4. Wipe any spilled gasoline from the machine and allow time for any unseen spills to evaporate.

### CAUTION

**Do not put any formulation in the machine until you have become familiar with starting and stopping the pulse jet engine.**

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## ENGINE OPERATION

---

### CAUTION

**Read the complete OPERATION section and the section on SAFETY PRECAUTIONS before operating the engine.**

### NOTE

*Abbreviated starting and clearing procedures are shown on the instruction label attached to the machine; however, these should be used as reference only after you are thoroughly familiar with the procedures. **CAUTIONS and WARNINGS** contained in this manual.*

These instructions are intended to be used only as an approximate guide for starting the pulse jet engine. Your starting procedure may vary slightly, depending on the density of the air where you are starting your engine. Altitude, atmospheric pressure, and temperature all interact to affect air density.



## NOTE

The method used for starting the engine will vary slightly depending on previous conditions of the machine. Regardless of which of the following conditions exist, the ignition switch must be depressed to restart the engine.

**DRY START:** (Applies when the machine is first placed in service; when the machine has been allowed to run completely out of fuel; or, when the machine has not been in recent use). When starting from the dry condition (all fuel drained, consumed or evaporated from the carburetor), additional actuation of the priming pump will be required to move fuel from the tank to the primer bulb.

**COLD START:** (Applies after the engine has been started initially; has been stopped before running out of fuel; and has been allowed to cool). Under these conditions, very little actuation of the priming pump is required, as some fuel will usually remain in the carburetor. One actuation of the priming pump is usually sufficient under these conditions.

**HOT START:** (Applies after the engine has been started initially; has been stopped before running out of fuel, and has not been allowed to cool before restarting). Under these conditions, actuating the priming pump is not usually required as some fuel will usually remain in the antechamber.

**FLOODED START:** (Applies after too much fuel has reached the antechamber by excessive operation of the priming pump). See section on STARTING A FLOODED ENGINE.

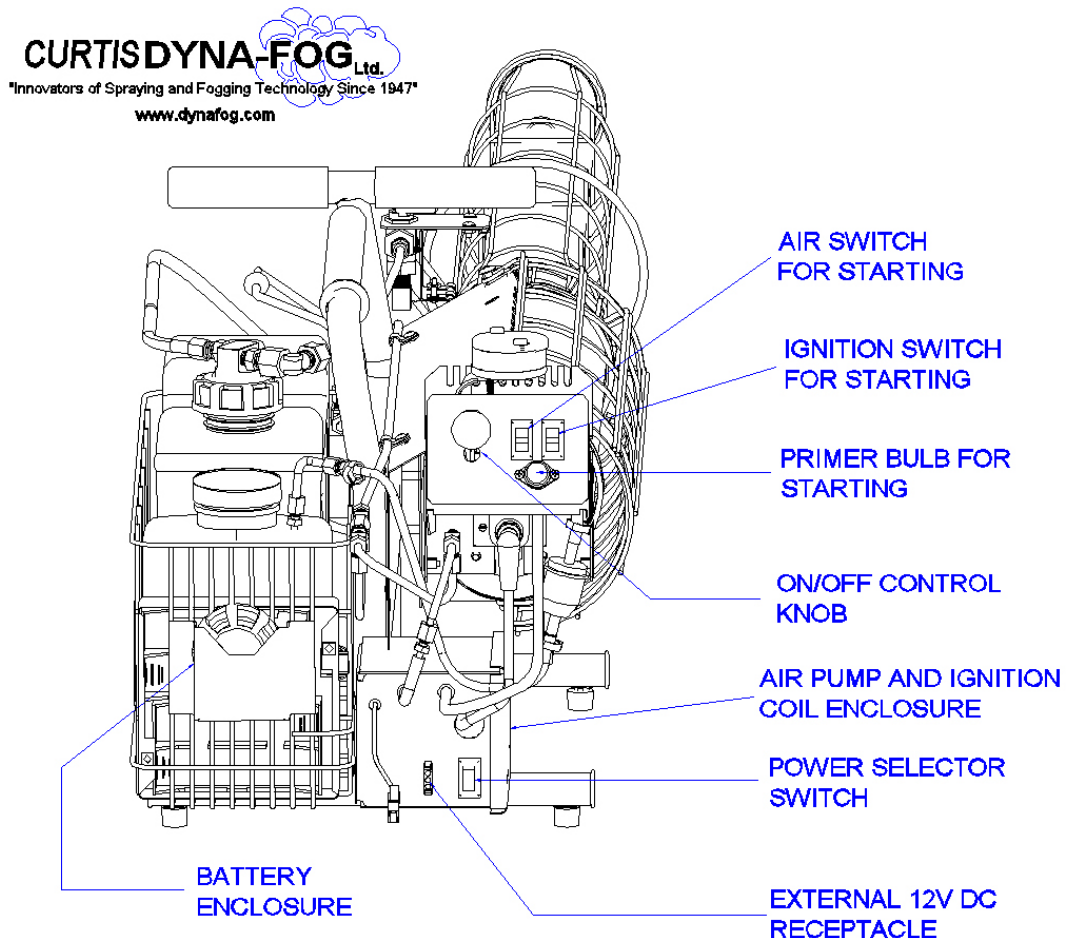


FIGURE 1

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## STARTING THE ENGINE

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1. Verify that the 3-way valve has been rotated to the purge position.
2. Lift the ON/OFF Control and place it in the “ON” position.

### WARNING

**DO NOT LEAVE THE MACHINE UNATTENDED WITH THE ON/OFF CONTROL IN THE ON POSITION, ESPECIALLY IF THE MACHINE HAS BEEN RUNNING. IF THE ENGINE IS HOT AND THE ON-OFF CONTROL IS IN THE ON POSITION, THE MACHINE MAY SELF-START.**

3. Press and hold the Ignition Switch and listen for the audible buzzing or clicking sound of the Electronic Ignition firing the Spark Plug.
4. Depress and release the “Primer Bulb” repeatedly until the fuel is visible in the Bulb. Once fuel reaches the Bulb, depress and release the Bulb (3) times for a “cold engine”, (1) time for restarting a “hot engine”. (See Page 9 for starting conditions.)

### CAUTION

**Excessively depressing the primer bulb will flood the engine.**

### WARNING

**FLOODING MAY RESULT IN A LOUD EXPLOSIVE SOUND AND CAUSE SOME SMALL AMOUNT OF FLAME TO BE EMITTED FROM THE DISCHARGE (EXHAUST) END OF THE ENGINE.**

### CAUTION

**If flame emits from the discharge (exhaust) end of the engine tube, the engine is flooded. STOP. See the following page on STARTING A FLOODED ENGINE.**

5. Simultaneously press and hold the Ignition and Air Switches until the Engine begins to start.
6. Once the engine starts, release the Air Switch and continue depressing the Ignition Switch, until the Engine runs smoothly.

If the Engine has not started within approximately 40 seconds, repeat steps 4,5,6.

If the Engine does not start, and the sound of the Electronic Ignition is not heard, release the IGNITION SWITCH and proceed to the TROUBLE SHOOTING section of the manual.

### NOTE

**“Flooded”**, means that the fuel-air mixture around the spark plug has become too rich (too much fuel for the amount of air available) to ignite.

---

## STARTING A FLOODED ENGINE

---

1. Verify that the 3-way selector valve has been rotated to the purge position.
2. Lift the ON-OFF Control and place it in the ON position.
3. Simultaneously depress the "ignition" and "air" switches.
4. If the engine has not started within approximately 40 seconds, repeat steps 4,5, and 6 of starting instructions on page 10.

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## STOPPING THE ENGINE

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1. To stop the engine, lift the ON-OFF Control and place it in the OFF position.

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## SELECTING A FORMULATION (MODEL 2620)

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Thermal fogging is an efficient and economical non-residual method of controlling insects. But, the fog machine cannot do the job alone. The proper insecticide, properly formulated is absolutely necessary. The machine will accept ineffective, poorly compounded solutions and the fog will appear no different from an efficient and well-formulated compound, but the killing power will be lacking. It requires insecticide to kill insects.

Improperly compounded formulations can promptly drop out of solution in the formulation system and give poor results. Your distributor is usually qualified to make recommendations and to furnish properly formulated insecticides; but, if you have any specific questions or doubts, feel free to contact the factory.

### CAUTION

**Use only formulations prepared for thermal fogging and for the specific job to be accomplished. This information should be found on the formulation label.**

### WARNING

**THIS DEVICE IS DESIGNED TO DISPENSE CHEMICAL SOLUTIONS IN A FOG. MOST OF THE CHEMICAL SOLUTIONS WHICH MAY BE DISPENSED WITH THIS MACHINE REQUIRE REGISTRATION WITH OR APPROVAL BY VARIOUS GOVERNMENT AGENCIES. USE OF SOME OF THESE SOLUTIONS MAY BE RESTRICTED, REGULATED, OR PROHIBITED IN CERTAIN AREAS.**

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## FOGGING FOR INSECT CONTROL

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### CAUTION

Before placing any formulation in the Formulation Tank, the operator should be thoroughly familiar with starting and stopping the pulse jet engine. If you are operating the machine for the first time, start and stop the engine a few times. This is also a good idea for experienced operators who may be operating a new machine or who may be reactivating an old machine after repairs or after a period of inactivity. Refer to the appropriate sections for starting and stopping instructions.

### WARNING

**READ THE SECTION ON SAFETY PRECAUTIONS BEFORE PREPARING TO DISPENSE FOG.**

**READ AND THOROUGHLY UNDERSTAND ALL INFORMATION, CAUTIONS AND WARNINGS ON THE FORMULATION LABEL WHICH MAY AFFECT PERSONAL SAFETY. KNOW ANY DANGERS OF THE SOLUTION USED AND KNOW WHAT TO DO IN CASE OF AN ACCIDENT INVOLVING THE SOLUTION.**

**ALWAYS USE THE APPROPRIATE SAFETY EQUIPMENT AND DRESS ACCORDING TO THE CHEMICAL FORMULATION WHICH IS BEING USED.**

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## SELECTING A FORMULATION (MODEL 2630)

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**OBSERVE AND FOLLOW ALL CAUTIONS AND WARNINGS LISTED ABOVE.**

The 2630 is designed to dispense liquids and mixtures of a nonflammable nature. See CAUTIONS and WARNINGS on the machine in this Manual.

When beginning to fog with the 2630, liquids or mixtures of liquid and powder are forced to the injection point by air pressure in the Formulation Tank.

At the injection point, the liquid is sprayed at a right angle to the flow of air from the Pulse Jet Engine. As the liquid emerges from the Spray Tube, it is sheared into droplets by the air flow. These droplets are further reduced in size by shock waves created by explosions and the turbulent air-flow.

Since the liquid is exposed to the heat of the engine for a very short period of time, no significant damage is done to the powders or chemicals suspended in the liquid carrier.

It is important that wettable powder mixtures be applied as soon after mixing as practical to avoid powders settling out of suspension and causing clogging of the formulation system. The tendency of wettable powders to settle out may be decreased by use of an appropriate additive. Consult your formulation distributor or the formulation label concerning the availability of additives for the particular active ingredient in the mixture you intend to use.

It is a good idea to put only as much formulation in the tank as is necessary to do a particular job. Thus, the Formulation Tank will be empty when the job is finished. Leaving formulation mixtures in the tank can lead to clogging of lines and orifices.

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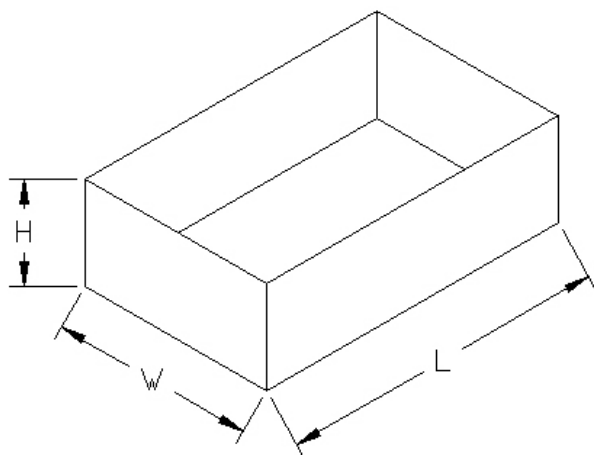
## CALCULATING FOGGING TIME AND FORMULATION VOLUME USING YOUR MODEL 2620 BLACKHAWK

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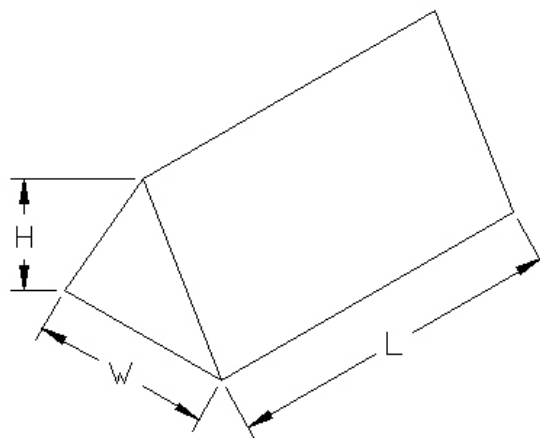
### FOGGING WITHIN ENCLOSED SPACES:

When intending to fog within enclosed spaces such as buildings, crawl spaces, and spaces between ceiling and roof, “dry” fog must be used. The enclosed space volume, formulation volume, and fogging time must be carefully calculated to avoid over-fogging.

Volume formulas for simple shapes usually found in structures are shown below:



$$V = L \times W \times H$$



$$V = \frac{L \times W \times H}{2}$$

### BEFORE FOGGING:

1. Determine the volume of the enclosed space to be fogged in cubic feet or cubic meters, as applicable.

Read the formulation label and determine the normal usage rate of the formulation. This usually varies from 1 fluid ounce (oz.) per 1000 cubic feet, (approximately 100 milliliters per 100 cubic meters) to 1 ounce per 3000 cubic feet (approximately 100 milliliters per 300 cubic meters).

2. Determine the Formulation Volume.

3. Determine the fogging time.

### NOTE

**Tables 1 and 2 are provided as a quick reference for determining fogging time. As a “rule of thumb”, the operator must maintain at least fifteen (15) feet of clearance between the discharge end of the machine and the target being fogged.**

**Example: (Using English System Units)**

**STEP 1:** Let's assume the attic space on the previous page has a base (W) of 26 feet, and a height (H) of 7 feet and a length (L) of 43 feet. The volume (V) may be determined as:

$$V = \frac{26 \times 7 \times 43}{2} = 3913 = 3900 \text{ cubic feet}$$

Let's also assume that the formulation label specifies a normal usage rate of 1 ounce per 3000 cubic feet. (Table 2)

Knowing the usage rate from the formulation label and the volume of space to be fogged, the formulation volume and fogging time can be calculated as shown below.

**STEP #2:** The normal required formulation volume is:

$$\frac{(3900 \text{ cu. ft.}) \times (1 \text{ oz.})}{3000 \text{ cu. ft.}} = \boxed{1.3 \text{ ounces}}$$

**STEP #3** The normal time to fog 1.3 ounces is:

$$\frac{(1.3 \text{ oz.})}{(t \text{ seconds})} \times \frac{(10 \text{ oz.})}{(60 \text{ seconds})}$$

Where t = normal time to fog, and 10 oz. is the average machine flow-rate to achieve a "dry fog".

$$t \text{ seconds} = \frac{(60 \text{ seconds}) (1.3 \text{ oz.})}{10 \text{ oz.}} = \boxed{8 \text{ seconds}}$$

**FOGGING OUTDOORS:** Read and follow all cautions and warnings for "Dispensing Fog" on pages 13 and 14. Read and follow the instructions for thermal fogging on the chemical solution label.

**THESE TABLES APPLY TO THE MODEL 2620 ONLY:  
ENCLOSED SPACE VOLUME VS FORMULATION VOLUME AND FOGGING TIME**

Based on formulation label application rate of: 1 fluid ounce (oz) per 1000 cubic feet (cu. Ft)  
100 milliliters (ml) per 100 cubic meters (cu. m)

Volume of Enclosed Space Cu. Ft (Cu. meters)		Average Flow Rate* to achieve "DRY" Fog Oz/Min (MI/Min)		Fogging Time (Seconds)
1000	( 30)	10	(296)	6
2000	( 60)	10	(296)	12
3000	( 90)	10	(296)	18
5000	( 140)	10	(296)	30
10000	( 280)	10	(296)	60
20000	( 560)	10	(296)	120
30000	( 840)	10	(296)	180
40000	(1120)	10	(296)	240
50000	(1400)	10	(296)	300

TABLE 1

**ENCLOSED SPACE VOLUME vs FORMULATION VOLUME AND FOGGING TIME**

Based on formulation label application rate of: 1 fluid ounce (oz) per 3000 cubic feet (cu. ft.)  
100 milliliters (ml) per 300 cubic meters (cu. m)

Volume of Enclosed Space Cu. Ft (Cu. meters)		Average Flow Rate* to achieve "DRY" Fog Oz/Min (MI/Min)		Fogging Time (Seconds)
1000	( 30)	10	(296)	2
2000	( 60)	10	(296)	4
3000	( 90)	11	(296)	6
5000	( 140)	11	(296)	10
10000	( 280)	11	(296)	20
20000	( 560)	11	(296)	40
30000	( 840)	11	(296)	60
40000	(1120)	10	(296)	80
50000	(1400)	10	(296)	100

TABLE 2

\*This flow rate is an average. Your actual flow rate required to produce a "dry" fog may vary depending on: the viscosity of the formulation to be fogged, the formulation tank pressure, and the operating characteristic of the engine. A "dry" fog must be used when fogging in an enclosed area. See "Dispensing FOG WARNING" on page 16. to test the fog to verify that it is "dry", see "Caution" on page 17.

**WARNING**

**IF YOUR FLOW RATE REQUIRED TO ACHIEVE A "DRY" FOG IS GREATER OR LESS THAN THE AVERAGE FLOW RATE GIVEN IN THE TABLES 1 AND 2, FOGGING TIME FOR THE ENCLOSED SPACE WILL BE DIFFERENT THAN THE TIME SHOWN. (SEE STEP 3 ON PREVIOUS PAGE TO DETERMINE FOGGING TIME.)**

---

# DISPENSING FOG

## Model 2620 Blackhawk and Model 2630 Mister III

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### NOTE

*It is a good idea to put only as much formulation in the tank as is necessary to do a particular job. Thus, the formulation tank will be empty when the fogging job is finished.*

*The Formulation Tank must be air tight for the machine to operate properly.*

### WARNING

**READ THE ENTIRE OPERATION SECTION AND THE SECTION ON SAFETY PRECAUTIONS BEFORE STARTING THE MACHINE FOR THE PURPOSE OF DISPENSING FOG.**

**DO NOT USE ANY SUBSTANCES FROM UNMARKED CONTAINERS OR FROM CONTAINERS WITH OBVIOUSLY ALTERED LABELS.**

**READ AND FOLLOW THE INSTRUCTIONS ON THE CHEMICAL SOLUTION LABEL FOR THERMAL FOGGING OF THE SOLUTION.**

**DO NOT, UNDER ANY CIRCUMSTANCES, USE A WET FOG IN A CLOSED AREA.**

**DO NOT FOG ANY ENCLOSED SPACE OF LESS THAN 500 CUBIC FEET (14 CUBIC METERS) WITH THIS MACHINE.**

**DO NOT FOG AN ENCLOSED SPACE FOR MORE THAN (4) SECONDS FOR EACH 1000 CUBIC FEET (28 CUBIC METERS) OF ENCLOSED SPACE WITH YOUR MACHINE SET AT MAXIMUM OUTPUT. (MODEL 2620 ONLY.)**

**EXTINGUISH ALL OIL AND GAS PILOT LIGHTS AND TURN OFF ALL ELECTRICAL POWER IN A CLOSED AREA BEFORE FOGGING.**

**DO NOT FOG NEAR AN OPEN FLAME OR HOT MATERIALS. THIS INCLUDES LIGHTED MATCHES, CIGARETTES, ETC.**

**DO NOT WEDGE OR BLOCK OPEN THE FORMULATION ON-OFF BUTTON OR LEAVE THE MACHINE UNATTENDED.**

**IF THE ENGINE STOPS FOR ANY REASON, ROTATE THE 3-WAY VALVE TO THE PURGE POSITION.**

**IF AN EXTERNAL SOURCE IGNITES OR TORCHES THE FOG, ROTATE THE 3-WAY VALVE TO THE PURGE POSITION.**

**DO NOT, AT ANY TIME, PLACE THE MACHINE ON ITS SIDE.**

**DO NOT PLACE THE DISCHARGE (EXHAUST) END OF AN OPERATING MACHINE CLOSER THAN 24 INCHES (61 CM) TO A WALL OR OTHER OBSTRUCTION. THIS CAN CAUSE THE ENGINE TO OVERHEAT AND CAUSE THE MACHINE TO SUFFER PERMANENT DAMAGE, LEADING TO A FIRE OR EXPLOSION.**

**DO NOT TOUCH THE HOT ENGINE TUBE. ALLOW SUFFICIENT COOLING-TIME AFTER OPERATION, BEFORE ATTEMPTING ADJUSTMENT, REPAIR, OR MAINTENANCE.**

**DO NOT LOOK INTO THE ENGINE DISCHARGE (EXHAUST) TUBE.**



**DO NOT FOG INTO THE WIND.**

**DO NOT LEAVE THE FOG CONTINUOUSLY DIRECTED AT THE SAME AREA OR OBJECT. THIS MAY CAUSE A BUILD-UP OF A FLAMMABLE SUBSTANCE OR LEAVE UNDESIRABLE DEPOSITS ON WALLS, FURNITURE, ETC.**

The formulation output of your machine is controlled by the injection orifice you choose to install at the injection point of the engine tube. The model 2620 Blackhawk is shipped with 4 different orifices and the model 2630 Mister III is shipped with five. The “orifice number” is stamped on the side of each orifice body and the approximate flow rates for each orifice size are shown in the table below:

**TABLE 3**

<b>Model</b>	<b>Orifice Part Number</b>	<b>Flow Rate gph (lt./hr.)</b>
2620	86610-39 (Dry Fog)	5 (18.9)
	86610-60	9.5 (36)
	86610-79	13 (49.2)
	441789 none*	18 (68.1)
2630	86700-39	2.5 (9.6)
	86700-49*	4.1 (15.5)
	86700-60	5.7 (21.6)
	86700-79	8.7 (32.9)
	63054 none	12 (45.4)

\*Designates orifice number that is installed in machine at factory.

**NOTE**

*The above flow rates are considered an average and may vary depending on: the viscosity of the formulation to be fogged, the formulation tank pressure, and the operating characteristics of the engine. These flow rates are based on a formulation having the same viscosity as ordinary tap water. (1 centipoise)*

**CAUTION**

**When it is intended to fog in a closed area, the operator should first test the fog to verify that it is dry, before entering the closed area. To test the fog quality, pass a dark piece of paper or a shiny object through the fog at a distance of approximately 24 inches (61 CM) from the discharge (exhaust) end of the machine. If there is any visual accumulation on the paper or object, the fog must be considered wet and the formulation metering orifice changed to a smaller size. Give yourself a margin of safety in selecting the formulation output orifice for a dry setting.**

---

## START FOGGING

---

1. Start the engine as specified in the section STARTING THE ENGINE.
2. Verify that the formulation Tank Cap is tight.
3. When the engine is running smooth:

**Model 2620** – (1) Pull open the automatic shutoff - valve stem.

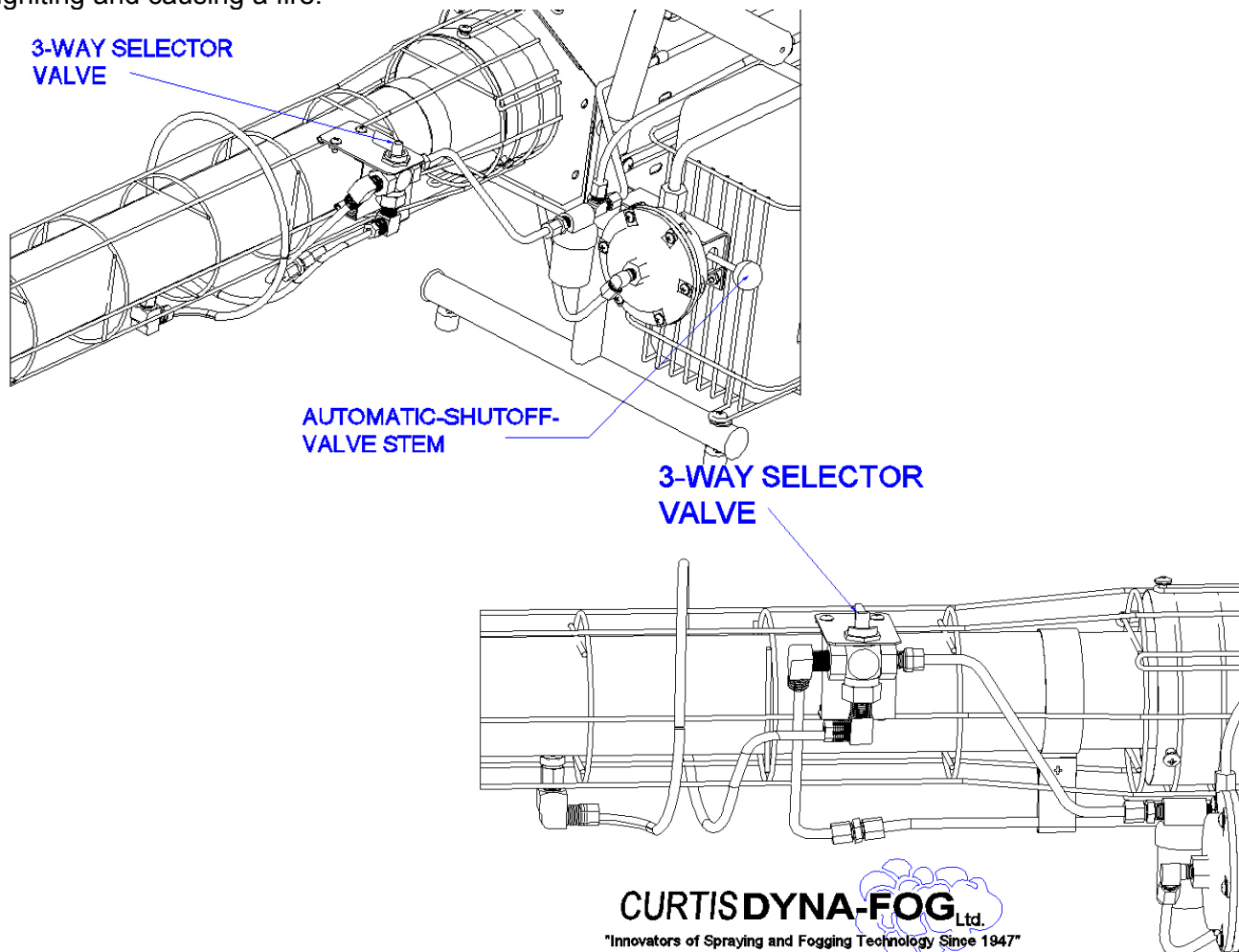
(2) Rotate the 3-way selector valve lever to the fog position.

**Model 2630** – Rotate the 3-way selector valve lever to the fog position.

4. Once these conditions have been met, the fog can be started and stopped by rotating the 3-way selector valve lever to the fog and purge positions.

As a safety feature, the model 2620 Blackhawk is equipped with an automatic formulation shut-off valve. If the machine stops running for any reason, including running out of fuel, the shut-off valve will instantly close, preventing formulation from being forced into the engine tube by the air pressure in the formulation tank.

After fogging, always adjust the 3-way valve to the flush position. This will help prevent the formulation line from clogging, and help prevent any formulation that may remain in the lines from igniting and causing a fire.



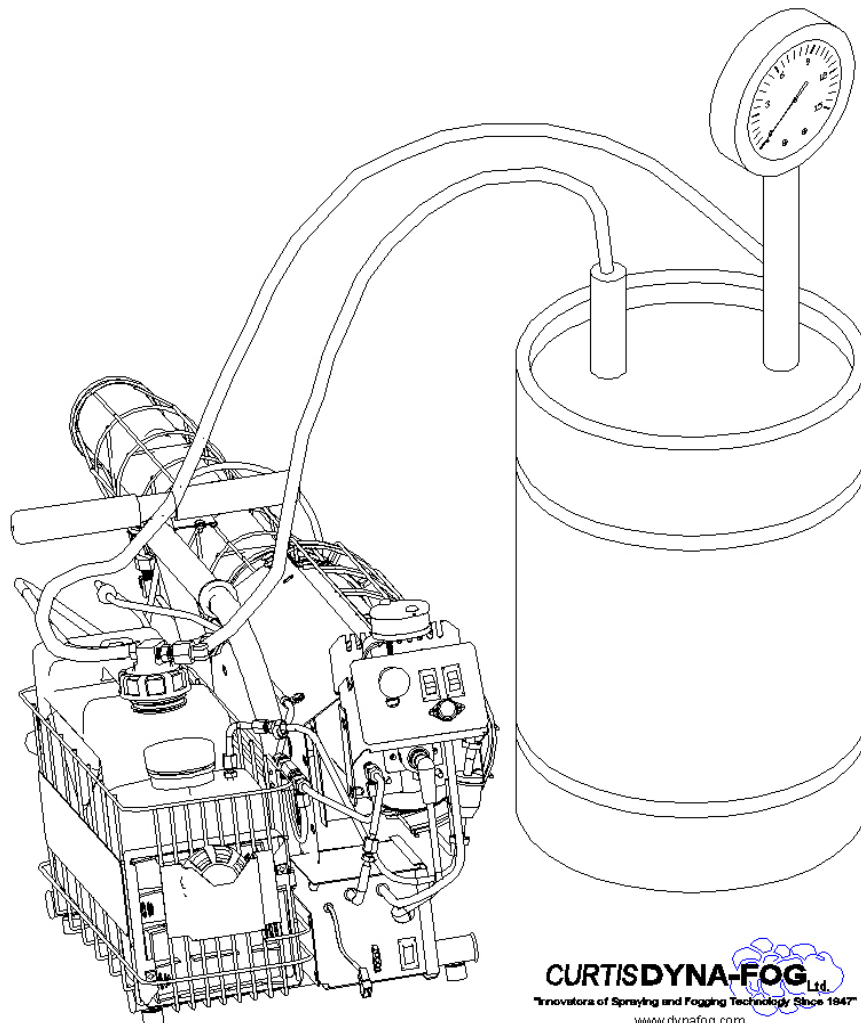
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## MODEL 2620 & 2630 OPTIONAL FEATURE

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As an additional feature, Curtis Dyna-Fog, Ltd. offers a kit that enables you to fog from a 30 or 55 U.S. gallon drum for large area fogging applications.

Kit Part Number	Description
86708	Model 2620 Blackhawk
86739	Model 2630 Mister III



**MODEL 2620 BLACKHAWK SHOWN CONNECTED TO A 55 GALLON DRUM**

---

## CLEANUP

---

1. Drain any unused Formulation from the tank into its original container for proper storage.

### **NOTE**

*Many formulations will release residue that can settle in the formulation tank. If this residue is left to collect in the Formulation Tank, it will eventually be carried through the formulation system forming sludge in the system. This sludge can completely block the formulation system making fogging impossible.*

### **CAUTION**

**Store all formulations where they are not accessible to children or other persons who may not be aware of potential dangers involved.**

**Do not store formulations in unmarked or otherwise improper containers.**

**Do not re-use empty formulation containers for other purposes. Dispose of empty formulation containers in accordance with the formulation label instructions.**

**Because the machine may still have gasoline in its tank, the machine should be stored between uses under conditions applicable to gasoline containers generally, i.e., store in a cool, dry, and well ventilated place away from sources of ignition.**

2. After properly storing the formulation, perform the "AFTER EACH USE" maintenance operations under the MAINTENANCE section of this manual.
3. If preparing the machine for a long-term storage or shipment, refer to the section marked STORAGE AND SHIPMENT.

---

# MAINTENANCE

---

## NOTE

A successful maintenance program begins after the first use of the machine and not after the machine has ceased to function.

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## FLUSH FORMULATION SYSTEM

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ALL CAUTIONS AND WARNINGS APPLICABLE TO OPERATION AND FOGGING ARE APPLICABLE TO THIS FLUSHING PROCEDURE.

### MODEL 2620 BLACKHAWK

1. Drain the Formulation Tank.
2. Pour one pint of kerosene, No. 2 Fuel Oil, or Diesel Fuel into the Formulation Tank and agitate thoroughly inside the tank.
3. Start the engine in accordance with the OPERATION section and fog out all the liquid in the tank.

### CAUTION

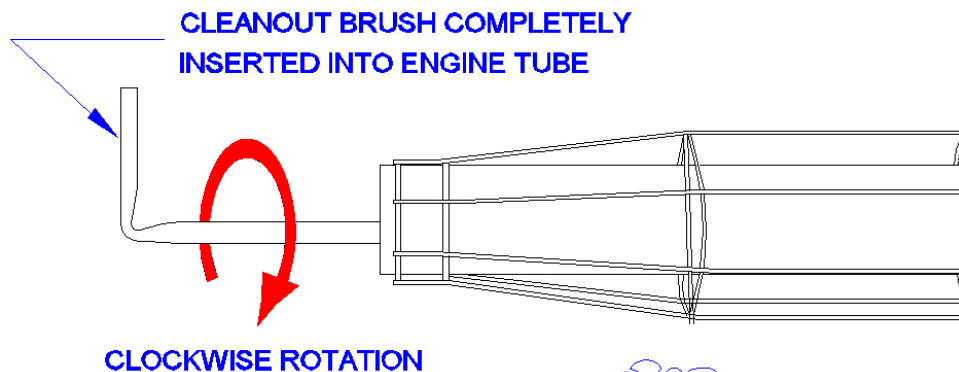
Store the formulation properly. See the cautions under clean up.

---

## AFTER EVERY FOUR (4) HOURS OPERATION

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1. Using the Cleanout Tool provided, insert the brush end into the engine discharge (exhaust) tube and rotate it clockwise (CW) as you push the tool into the tube as far as the handle permits.



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[www.dynafog.com](http://www.dynafog.com)

FIGURE 2

2. Continue rotating the tool in the same direction and pull back and remove the brush from the tube.

### NOTE

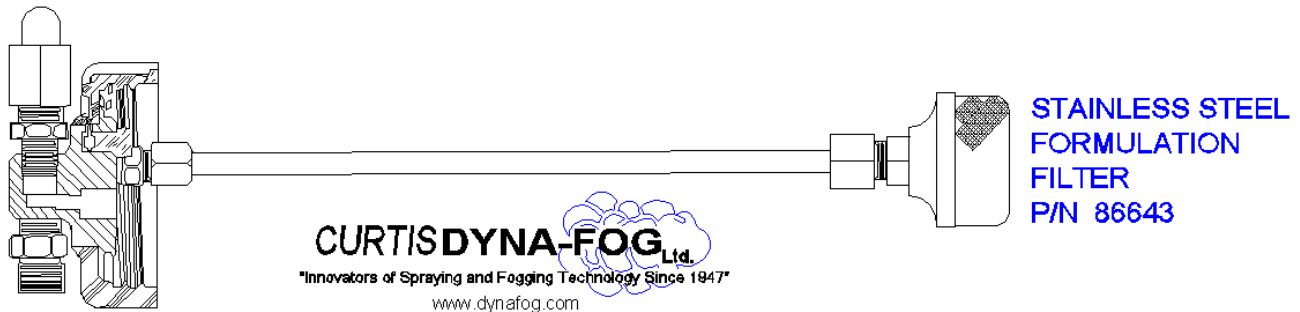
It is not normally necessary to push and pull hard on the brush handle; however, if the engine tube is not cleaned regularly, it becomes increasingly difficult to clean. Push and pull gently and continue rotating.

Loose carbon will be removed from the tube when the engine is next started.

## AFTER EVERY EIGHT (8) HOURS OPERATION

### \*CLEAN THE FORMULATION FILTER

1. Remove the FORMULATION FILTER and clean it with detergent and water.



**FIGURE 3**  
**MODEL 2620 CAP ASSEMBLY**

2. If the filter has deposits that soap and water will not remove, clean the filter using automotive carburetor cleaner.
3. Thoroughly dry the filter and re-install.

### \*CLEAN THE ENGINE NECK

#### **CAUTION**

**EXTREME CARE MUST BE TAKEN TO PREVENT DAMAGING THE GLOW COIL IN THE COMBUSTION CHAMBER. ANY TOOL USED SHOULD BE SHORT ENOUGH TO PREVENT THE TIP OF THE TOOL FROM REACHING AND DAMAGING THE GLOW COIL.**

**A DAMAGED OR OUT OF POSITION GLOW COIL WILL CAUSE POOR ENGINE STARTING AND OPERATION.**

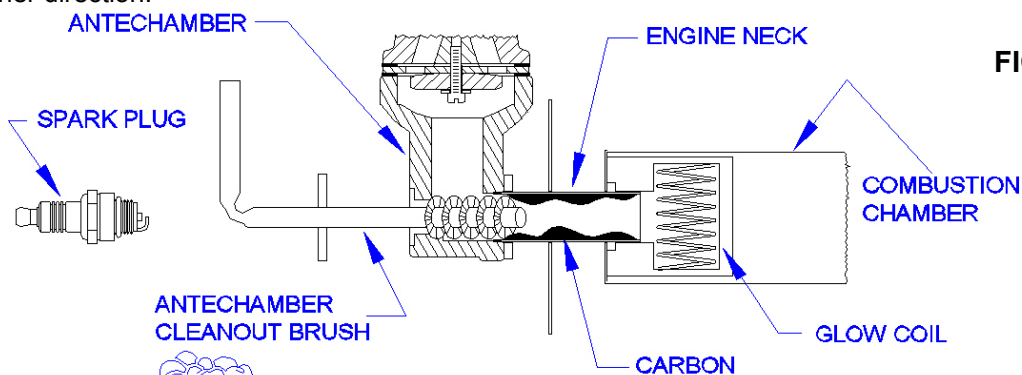
**ACCUMULATION OF CARBON IN THE ENGINE NECK WILL ULTIMATELY RESULT IN HARD STARTING AND POOR PERFORMANCE.**

### \*EXAMINE THE SPARK PLUG

In general, the only time the spark plug goes bad is if the white porcelain becomes cracked or broken. Occasionally carbon will form on the electrodes. When this happens, rub the carbon off with a piece of steel wool. The spark plug is gapped at 0.060" or slightly less than the thickness of a United States nickel. Always install the spark plug with your fingers. NEVER USE A WRENCH TO TIGHTEN THE SPARK PLUG.

### \*ADJUST THE ON-OFF CONTROL

1. If the On-Off Control linkage does not rotate the linkage stop from full open to full closed, (see figure 7), then the linkage should be adjusted.
2. To adjust the linkage, loosen the Jam Nut and twist the Control Wire into the Control Linkage in the direction needed. When properly functioning, the On-Off Control should rotate the Linkage Plate as far as it will go in either direction.



**FIGURE 4**

---

## AFTER EVERY TWELVE (12) HOURS OF OPERATION

---

### \*CLEAN THE FORMULATION INJECTION ORIFICE

1. **For the Model 2620**, disconnect the formulation-injection-line (Fig. 12, Ref. 1) at the injection end and remove the elbow assembly.

**For the Model 2630**, disconnect the flexible tubing from the bottom fitting of the 3-way selector valve and remove the elbow assembly.

2. For the model 2620, insert a wire through the coupling (Fig. 12, Ref. 5) into the engine tube to remove carbon deposits.

3. Clean the orifice in the elbow assembly and reinstall elbow assembly.

### \*CHECK THE FUEL FILTER

Remove the fuel filter (Fig. 20, Ref. 5) from the fuel line. If it is dirty, install a replacement and check the filter within the carburetor. (See carburetor section)

### \*BATTERIES – USE ALKALINE BATTERIES ONLY

No set period of time can be established for the replacement of the “D” size batteries, but the spark intensity should be checked whenever the machine does not function normally. See the section on TROUBLE ISOLATION AND CORRECTION concerning the testing of the electronic ignition.

The nominal voltage of fully charged batteries should be at least 12 volts D.C. This voltage will vary slightly with battery age and with the ambient temperature conditions. Under some circumstances, it may vary as much as  $\pm 2$  Volts.



### WARNING

**• IMPROPER USE OF BATTERIES MAY CAUSE LEAKAGE AND EXPLOSION, THEREFORE, STRICTLY OBSERVE THE FOLLOWING PRECAUTIONS.**

(1) INSTALL THE BATTERIES WITH THE POSITIVE (+) AND NEGATIVE (-) POLARITIES IN THE PROPER DIRECTION.

(2) DO NOT USE NEW AND OLD BATTERIES TOGETHER.

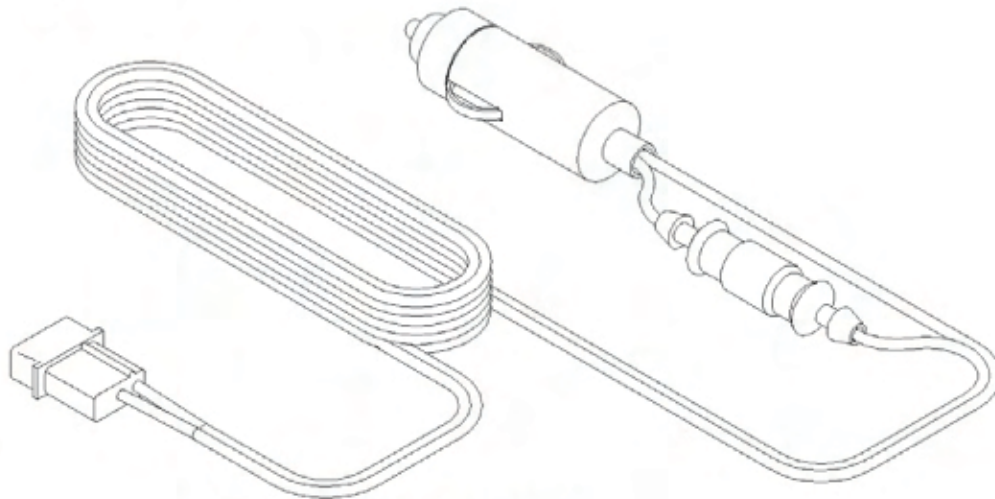
(3) DO NOT USE CYLINDRICAL ALKALINE BATTERIES WITH OTHER TYPES OF BATTERIES.

(4) NEVER ATTEMPT TO SHORT-CIRCUIT, DISASSEMBLE, OR HEAT BATTERIES. DO NOT THROW BATTERIES IN FIRE.

**•CYLINDRICAL ALKALINE BATTERIES ARE NOT RECHARGEABLE. IF RECHARGED THEY MAY LEAK AND EXPLODE.**



## AUXILIARY START BATTERY CABLE



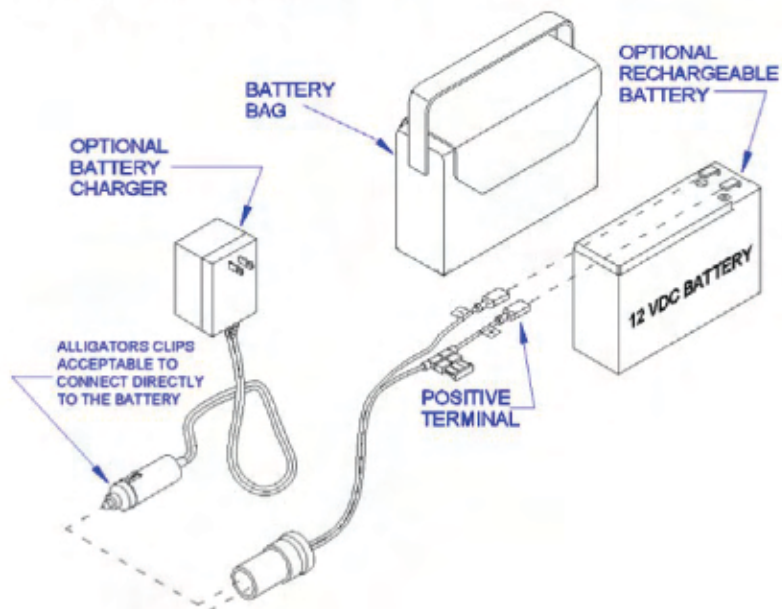
**FIGURE 5**

Each machine is equipped with an auxiliary-start battery cable to enable you to select from a choice of battery supplies to start your machine.

To use your auxiliary cable:

1. Place your Power Selector Switch located on the rear panel of the pump enclosure assembly, (Fig. 20, Ref. 7) in the auxiliary position.
2. Connect one end of your cable to the External 12 Volt DC Power Receptacle located next to the Power Selector Switch.
3. Connect the other end of the cable to a 12 Volt DC "cigarette lighter" receptacle.
4. Disconnect the cable once the machine has been started.

As an additional feature, Curtis Dyna-Fog® offers a rechargeable, 12 volt DC, 5 amp-hour lead acid battery for starting your machine.



**FIGURE 6**



## \*CARBURETOR

The Carburetor on this machine does not need frequent adjustment or servicing. **(However, a change in air density will have an affect on the carburetor setting. Altitude, atmospheric pressure, and temperature, all interact to affect air density. A “rule of thumb” is: as temperature decreases, the amount of fuel needed for the engine to operate increases.)** Careful attention to putting only clean gasoline in the machine will significantly reduce trouble with the Carburetor. The Carburetor idle-needle is pre-set at the factory for the correct fuel at an altitude of approximately 1000 feet (305 meters). Minor adjustment of the needle may be required for high altitude. When the Carburetor is set at the nominal setting, as explained below, performance difficulties will usually be found to be caused by sources other than the carburetor. For example, if the engine dies or runs rough, carbon build-up in the engine neck will often be found to be the cause. Scheduled cleaning as detailed in MAINTENANCE will eliminate this cause.

## \*IDLE NEEDLE ADJUSTMENT

### NOTE

*Read the entire CARBURETOR section before performing the idle needle adjustment.*

1. Drain any formulation remaining in the Formulation Tank.
2. Add approximately 1 quart (1 liter) of flushing solution or water, instead of fuel oil, to the Formulation Tank.
3. Make sure the Fuel Tank has gasoline in it and the 3-way selector valve is in the purge position.
4. With the engine stopped, turn the idle-needle screw gently clockwise (CW) until the needle seats.

### CAUTION

**Do not over-tighten the idle-needle. Over-tightening may damage the carburetor.**

5. After the needle seats, turn the idle-needle screw counterclockwise (CCW) one-half (1/2) of one revolution.

### WARNING

**IF THE MIXTURE IS TOO LEAN, THE ENGINE MAY DIE AT THIS POINT. UPON RESTARTING, FLAME MAY MOMENTARILY SHOOT OUT THE DISCHARGE TUBE.**

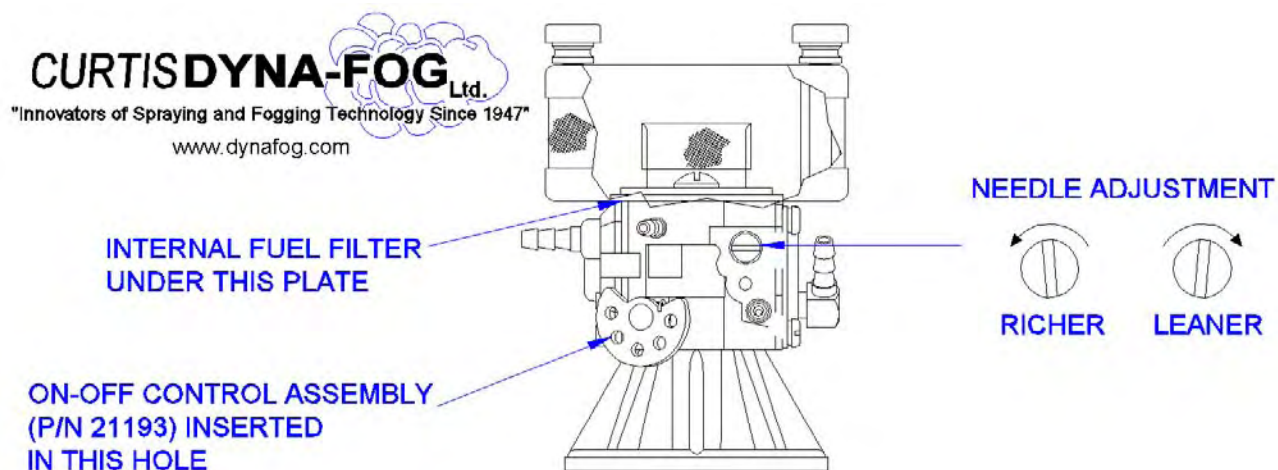


FIGURE 7

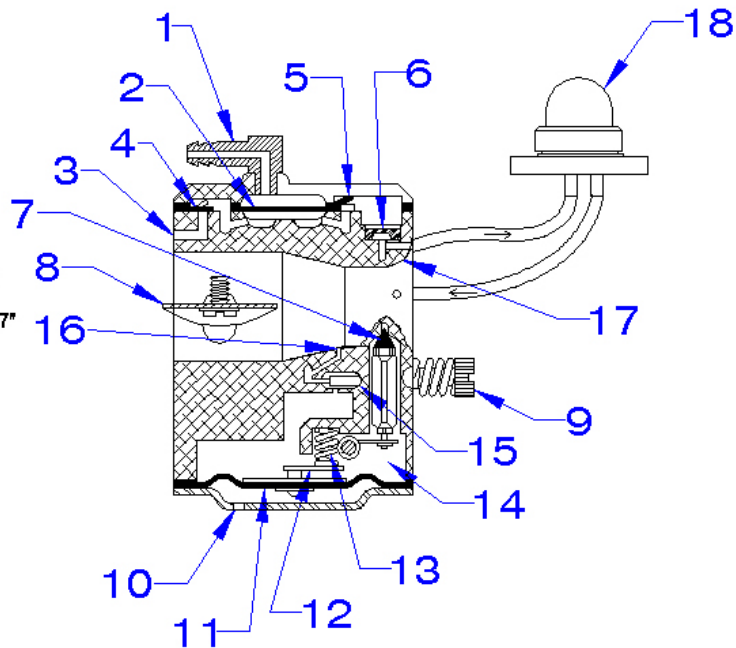
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# CARBURETOR

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## NOTE

*This section outlines the operating systems in the Carburetor. Refer to "The Starting System Diagram" and the "Carburetor System Diagram" for a pictorial representation of all systems and names. The end of this section contains procedures for all possible Carburetor adjustments. (See Pages 25 & 30)*



**FIGURE 8**  
**Carburetor Systems Diagram**

### Operating Functions

1. Engine Impulse: Actuates Fuel Pump Diaphragm alternating pressure-vacuum pulses.
2. Fuel Pump Diaphragm: Fluctuates in response to engine impulse. Transfers fuel through Fuel Pump Valves.
3. Fuel Inlet: Fuel drawn from tank.
4. Inlet Valve: Responds to Fuel Pump Diaphragm. Opens during vacuum pulse. Closes during pressure pulse.
5. Outlet Valve: Closes during vacuum pulse. Opens during pressure pulse.
6. Filter Screen: Filters fuel on route to Metering Chamber.
7. Inlet Needle Valve: Lifts off seat to allow fuel entry into Metering Chamber.
8. Butterfly Valve: Shuts off air-flow stopping engine.
9. Fuel Needle: Adjusts fuel richness.
10. Atmosphere Vent: Allows air passage against the Metering Diaphragm.
11. Metering Diaphragm: Drawn up by vacuum while engine is running to activate Metering Lever.
12. Metering Lever.
13. Metering Lever Spring: Transmits force to Metering Lever. Closes Inlet Valve as Metering chamber fills.
14. Metering Chamber: Fuel reservoir.
15. Nozzle Well: Fuel is drawn in from Metering Chamber at high speed.
16. Nozzle: Increases fuel discharge at high speed.
17. Venturi: Increases air velocity at Nozzle, creating a suction to draw fuel into Throttle bore.
18. Priming Pump: Used to supply fuel to antechamber for starting.

The purpose of the Carburetor is to supply a combustible mixture of fuel and air to the Pulse Jet Engines. The Carburetor uses four systems to create this mixture. These systems are:

1. A Venturi
2. A Metering Chamber
3. A Fuel Pump
4. A Fuel Needle

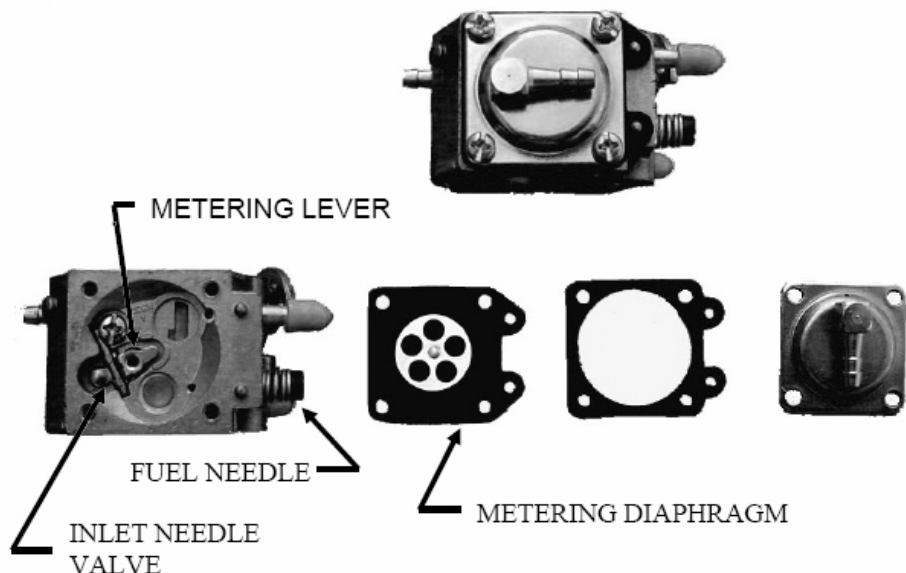
The Venturi is the air passage through the Carburetor. When air moves through a Venturi a partial vacuum is created. The strength of the vacuum varies proportionately to the amount of air flowing through the Venturi. When a constant volume of gasoline is connected to the Venturi, the vacuum created by the Venturi will draw an amount of gasoline proportional to the air flow past the Venturi and disperse the gasoline in the airflow. This arrangement allows the Carburetor to always supply the correct ration of fuel and air to the engine.

The Metering Chamber maintains a constant volume of gasoline for the Venturi and prevents gasoline from leaking out through the Carburetor should the machine be overturned. As gasoline enters and begins to fill the Metering Chamber, it presses out on the Metering Diaphragm allowing the spring under the Metering Lever to push out on the lever, closing the Inlet Needle Valve. When the air flowing through the Venturi draws gasoline from the Metering Chamber, the Metering Diaphragm moves in pressing in the Metering Lever and opening the Inlet Needle Valve, thereby allowing the Metering Chamber to fill with gasoline again. When the engine is not running, vacuum is not created in the Venturi to move the Metering Diaphragm, so the Metering Diaphragm does not move in and out. In this condition the spring beneath the Metering Lever holds the Inlet Needle Valve closed preventing gasoline from leaking through the Carburetor if the machine is overturned.

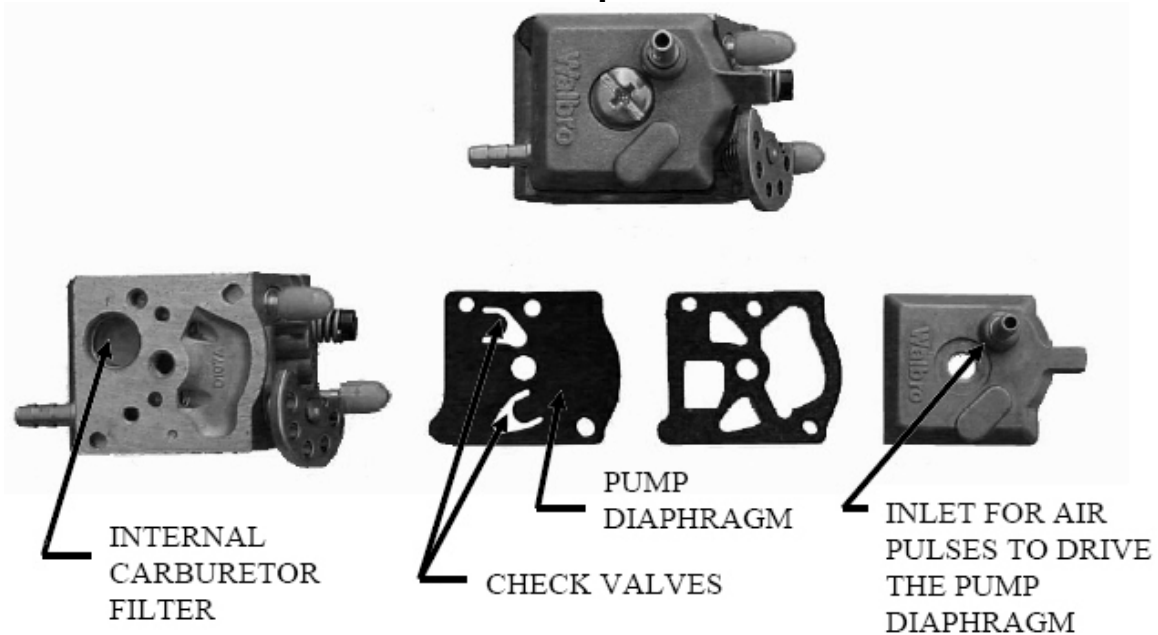
The purpose of the Internal Fuel Pump is to deliver the gasoline to the Carburetor and be capable of delivering at least the maximum amount of gasoline the Pulse Jet Engine would ever require. The Fuel Pump Diaphragm is driven by the alternating positive and negative air pressure from the engine's intake-explosion-discharge cycle. Movements of the Pump Diaphragm draw gasoline through a series of check-valves and push the gasoline toward the Metering Chamber.

The Fuel Needle fine tunes the fuel-air mixture allowing for small differences in engines and Venturis.

#### CARBURETOR – METERING CHAMBER SIDE



## Carburetor – Pump Chamber Side



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## CARBURETOR ADJUSTMENT

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### NOTE

*If clean fresh gasoline with Dyna-Fog® Fuel Stabilizer additive is used, the Carburetor will almost never require servicing. Usually most operational problems involve carbon build-up, weak spark, or excessive priming, causing the engine to flood. All of these possibilities should be checked before working on the Carburetor.*

*An out of adjustment Carburetor will cause the following symptoms. Note that all of these can also be caused by a weak battery and/or carbon build-up.*

Symptom: #1

Machine is hard to start (too much gasoline).

Cause:

1. Inlet Needle Valve wedged open.
2. Fuel Needle set too far open.
3. Metering Lever set too far out.

Symptom: #2

Machine is hard to start (not enough gasoline).

Cause:

1. Carburetor is clogged.
2. Fuel needle stuck to its seat.
3. Metering lever set too far in.

Symptom: #3

Machine runs, but dies when beginning to fog.

Cause:

Fuel-air mixture is too lean or too rich.

---

## ADJUSTING THE FUEL NEEDLE

---

The engine must be running in order to adjust the Fuel Needle.

If the engine will not run and the Fuel Needle is set between  $\frac{1}{2}$  - 1 turn out, the Fuel Needle setting is not likely to be the problem.

If the engine will not run and the Fuel Needle is not set between  $\frac{1}{2}$  - 1 turn out, set the Needle to this setting. The machine should start in this range.

Once the machine is running, proceed as follows:

1. With water or Flushing Solution in the Formulation Tank, move the machine where it can be fogged briefly with safety.
2. Start the machine and pull open the automatic-shutoff-valve stem. (Model 2620 only)

### CAUTION

**If the machine is running too lean or too rich, the next step may cause the engine to stop and a small amount of flame may exit the engine discharge.**

### NOTE

*A Pulse Jet Engine which has lean fuel-air mixture will not carry fog. A Pulse Jet Engine, if running rich will run rough or sputter frequently.*

### WARNING

**WHEN ADJUSTING THE FUEL NEEDLE DO NOT TOUCH THE ENGINE HOUSING. THE HOUSING HEATS UP QUICKLY TO A TEMPERATURE WHICH CAN CAUSE SERIOUS BURNS IF TOUCHED.**

3. Using a small regular tip screwdriver, slowly rotate the Fuel Needle clockwise, then counter-clockwise. Listen to the sound of the engine and adjust the Carburetor Fuel Needle to the setting where the engine is running smoothest and strongest. This setting should be the correct Fuel Needle setting.
4. Rotate the 3-way selector valve to the fog position.
5. If the engine stops or hesitates, immediately rotate the valve lever to the purge position and adjust the Fuel Needle counter-clockwise  $\frac{1}{16}$ <sup>th</sup> turn or less. Repeat steps 4 and 5 until the engine no longer hesitates or stops when beginning to fog.

---

## ADJUSTING THE METERING LEVER

---

The Metering Lever setting affects how easy the machine is to start. When the Metering Lever is properly set, it allows the proper amount of gasoline to flow through the Carburetor for starting. However, if the Metering Lever is not set properly, the Metering Diaphragm may push too far or too little on the Metering Lever allowing too much or too little gasoline into the engine.

If the Metering Lever is set too far in, the movement of the Metering Diaphragm will not be sufficient to open the Inlet Needle Valve the required amount. This will make the engine hard to start because it will not be getting enough gasoline.

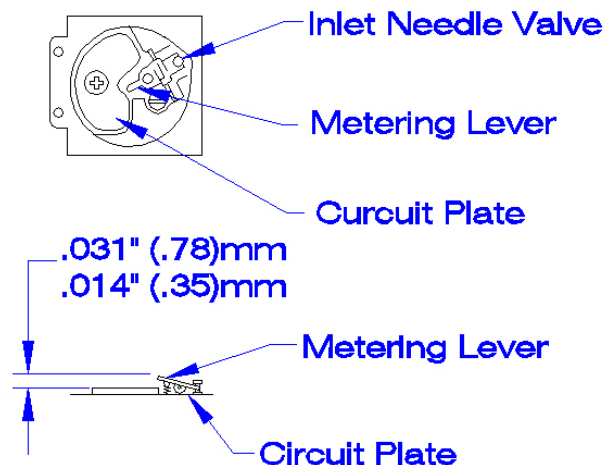
If the Metering Lever is set too far out, the movement of the Metering Diaphragm will open the Inlet Needle Valve too far. This will make the engine hard to start because it will be getting too much gasoline.

A Metering Lever set too low will decrease the volume of gasoline held in the Metering Chamber. This will force the Fuel Needle to be set more than 1 turn from STOP to compensate for less gasoline in the Metering Chamber.

A Metering Lever set too far out will increase the volume of gasoline held in the Metering Chamber. This will force the Fuel Needle to be set at less than  $\frac{3}{4}$  turn from STOP.

If the internal Carburetor parts are replaced or removed, it is a good idea to check the Metering Lever adjustment. The Metering Lever is adjusted in relationship to the circuit plate as shown in the Metering Lever Adjustment Diagram (Fig. 9).

Be careful that the Metering Lever tip is not set farther out than 0.031" (0.787mm), since this will cause the gasoline passageway through the Carburetor to remain open all the time. A setting of more than 0.031" will cause the machine to flood and be impossible to clear. After adjusting the Metering Lever, be sure to readjust the Fuel Needle.

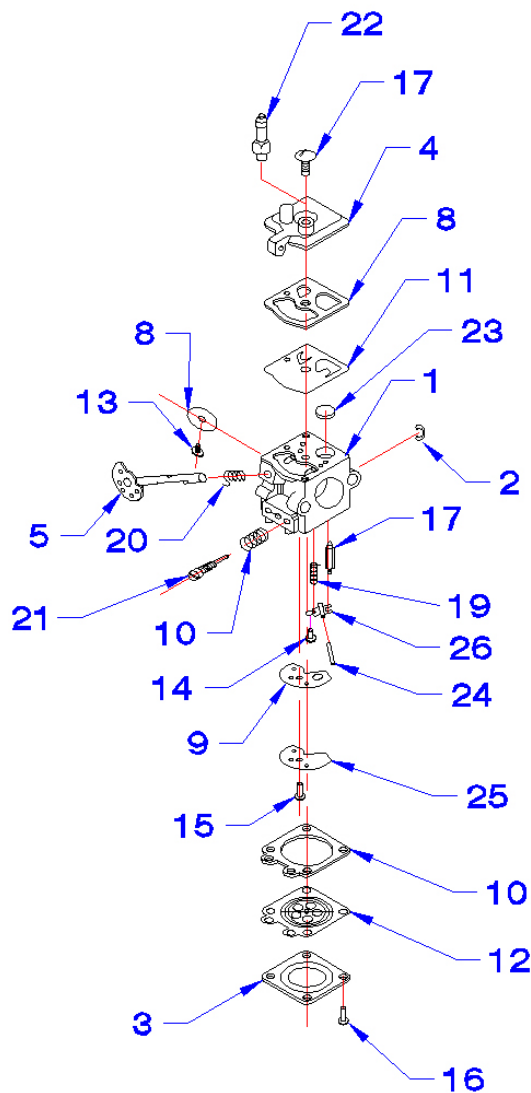


**Metering Lever Adjustment**

**FIGURE 9**

To clean the CARBURETOR filter, proceed as follows:

1. Remove the plate, pump diaphragm, and gaskets from the Carburetor. See diagram and illustrations.
2. Gently remove the filter screen taking care not to deform or spread the wire mesh.
3. Clean the screen in fresh gasoline.
4. Re-assemble the parts as illustrated in the Carburetor breakdown.



REF. NO.	PART NAME
1	Body Assembly – Carburetor
2	Ring – Throttle Retainer
3	Cover – Metering Diaphragm
4	Cover – Fuel Pump
5	Shaft Assembly – Throttle
6	Valve – Throttle
7*	Valve – Inlet Needle
8**	Gasket – Fuel Pump
9**	Gasket – Circuit Plate
10**	Gasket – Metering Diaphragm
11**	Diaphragm – Fuel Pump
12**	Diaphragm Assembly – Metering
13*	Screw – Throttle Valve
14	Screw – Metering Lever Pin
15*	Screw – Circuit Plate
16	Screw Assembly – Metering Cover & Throttle Clip
17	Screw – Pump Cover
18	Spring – High Speed Needle
19*	Spring – Metering Lever
20	Spring – Throttle Return
21	Needle – Fuel
22	Fitting – Inlet
23*	Screen – Inlet
24*	Pin – Metering Lever
25	Plate – Circuit
26*	Lever – Metering
*	Contents in Repair Kit – PN (58237)
**	Contents in Gasket/Diaphragm Kit – PN (58238)

FIGURE 10

### Carburetor Assembly Diagram

---

## TROUBLE SHOOTING

---

Reduction of trouble begins with the performance of the prescribed maintenance actions. All maintenance actions should be performed before using this procedure. See the Systems Diagram (Page 34) for a schematic presentation of machine operation.

**Symptom:** The engine will not start.

Check:

1. The On-Off Control setting could be out of adjustment preventing starting air from reaching the engine. See the section on ADJUSTING THE ON-OFF CONTROL.
2. The machine could be out of gasoline or have very old and stale gasoline in the Fuel Tank. Use only fresh gasoline with Dyna-Fog<sup>®</sup> Fuel Stabilizer.
3. The Fuel Filter could be clogged.
4. Examine the starting air line to see if it is securely connected to the antechamber. Air should be pumped through the line when the air switch is pressed.
5. The spark plug may be weak or intermittent. If the spark plug is soaked with gas then the machine is flooded. Is the electrode gap correct? Refer to the MAINTENANCE section.
6. Remove the spark plug to see if gasoline reaches the spark plug. If the spark plug is not wet, then gasoline is not reaching the spark plug.

**Symptom:** There is no spark when the Ignition Switch is pressed.

Check:

1. The batteries may be too weak. Remember, batteries will go dead over a period of time whether they are used or not used.
2. Examine the wiring for loose connections. Is the spark plug boot firmly attached? Make sure the batteries are connected properly.
3. If the Ignition Switch begins to go bad, it may work in some positions, but not in others.
4. After 1, 2, and 3 are tried, then the only possible remaining source of problems is the Ignition Coil. However, recheck the above before replacing the Ignition Coil.

**Symptom:** Gasoline does not reach the Antechamber.

Check:

1. The Primer Bulb lines for leaks. By removing the air filter top cover, fuel should be visible when the primer is depressed.
2. The Fuel Filter may be clogged.
3. The Fuel Needle may be closed.
4. The machine may be out of gasoline.
5. The On-Off Control may not be properly located for starting the machine.



6. The Inlet Needle Valve may be stuck in its seat. This frequently occurs when stale gasoline is used, or when the machine is left setting for long periods of time. To solve this problem the Metering Diaphragm Cover and Metering Diaphragm may have to be removed and the Inlet Needle Valve manually broken loose. See the section on the CARBURETOR. Use Dyna-Fog<sup>®</sup> Fuel Stabilizer to reduce these types of problems.

---

## TROUBLE SHOOTING

---

**Symptom:** Machine floods easily.

Check:

1. Is the Fuel Needle properly set?
2. The spark plug gap must be properly set. If gap is too close, the gasoline will fill the gap and prevent spark from occurring.
3. Primer pump being depressed excessively.
4. Batteries may be weak.

**Symptom:** The engine runs weak.

Check:

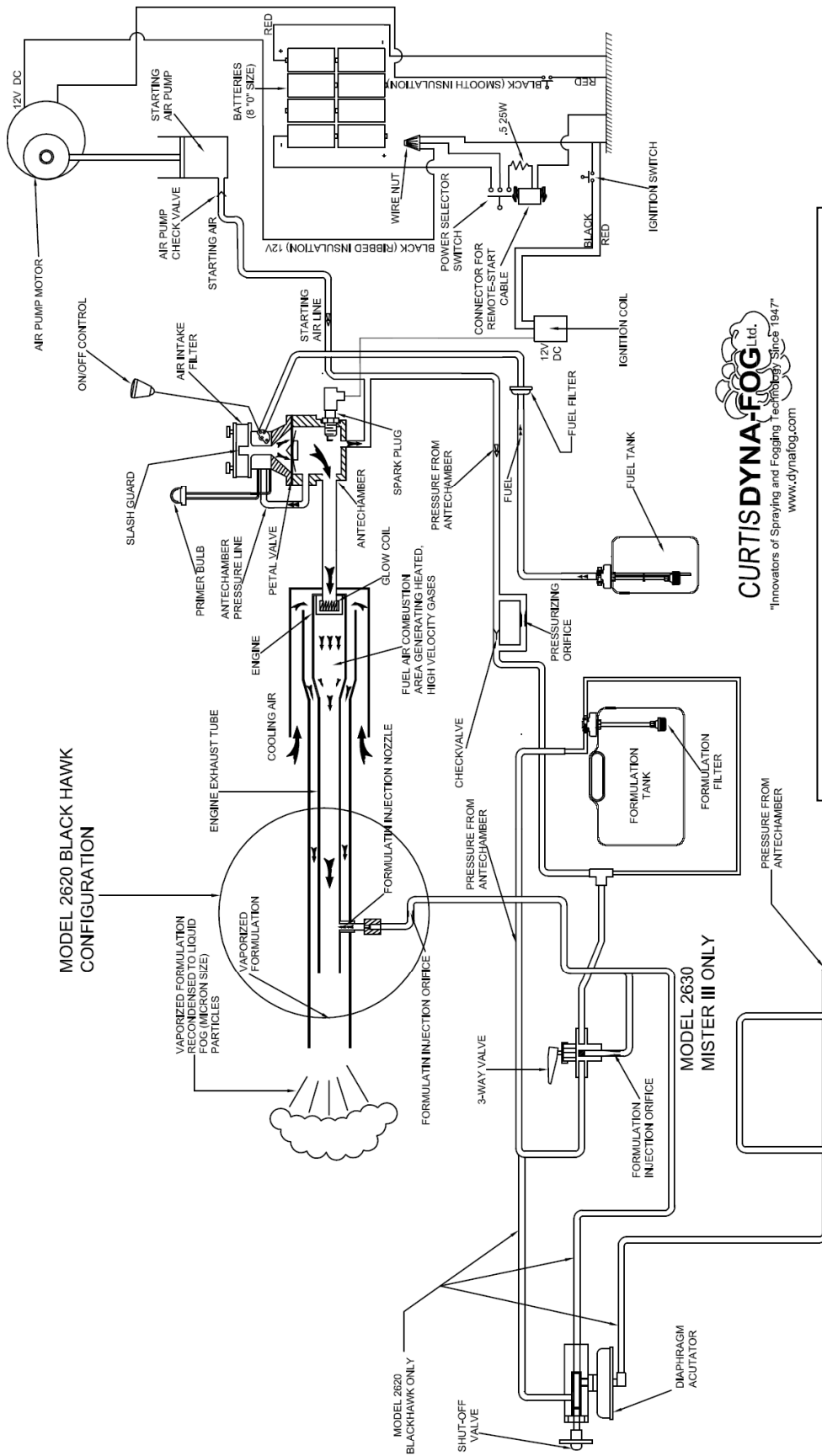
1. Make sure the On-Off Control linkage is properly set. Linkage wheel should rotate fully counterclockwise to STOP. If not, adjust linkage. See page 22.
2. Is there a carbon build-up? Check by looking with a flashlight. Refer to the MAINTENANCE section.
3. Is there an air leak at the bottom of the Carburetion Assembly?
4. Is the Fuel Needle out of adjustment causing the machine to run weak? See the CARBURETOR section.
5. Is the gasoline bad or dirty?
6. Are there large amounts of air in the gasoline line? Air bubbles make the machine run weak. Check the fuel line connections, including the two lines from the primer bulb to the Carburetor.

**Symptom:** The machine will not fog.

Check:

1. Is the Formulation Tank pressurized when the machine is running? If not, the pressurizing valve is bad or installed backwards.
2. Check the formulation delivery lines from the tank to the injection point on the engine to see if they are clogged.
3. Is the pressurizing valve in backwards? See the section on WORKING PRINCIPLES.
4. Check for carbon at the injection point. See MAINTENANCE section.
5. Does the Formulation Tank Cap leak?

# SYSTEM DIAGRAM FOR MODELS 2620/2 AND 2630/3 BLACKHAWK AND MISTER III



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**PATENTS:**

**United States:** 2,857,332;  
 2,738,334; 2,950,592;  
 2,970,430; 4,934,601;  
 3,052,094; 3,151,454;  
 4,030,695; 4,343,719;  
 4,811,901; 7,798,474;  
 8,006,959; 8,123,198;

**Canada:** 762,939

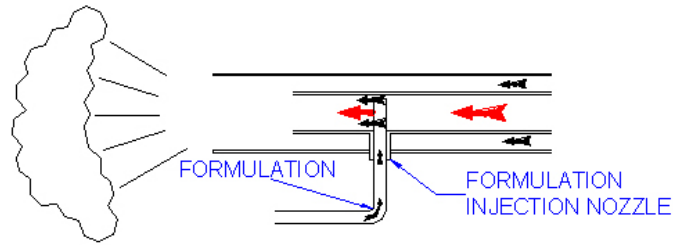
**Germany:** 31-48-522

**Japan:** 1,587,278

**South Korea:** 150,200

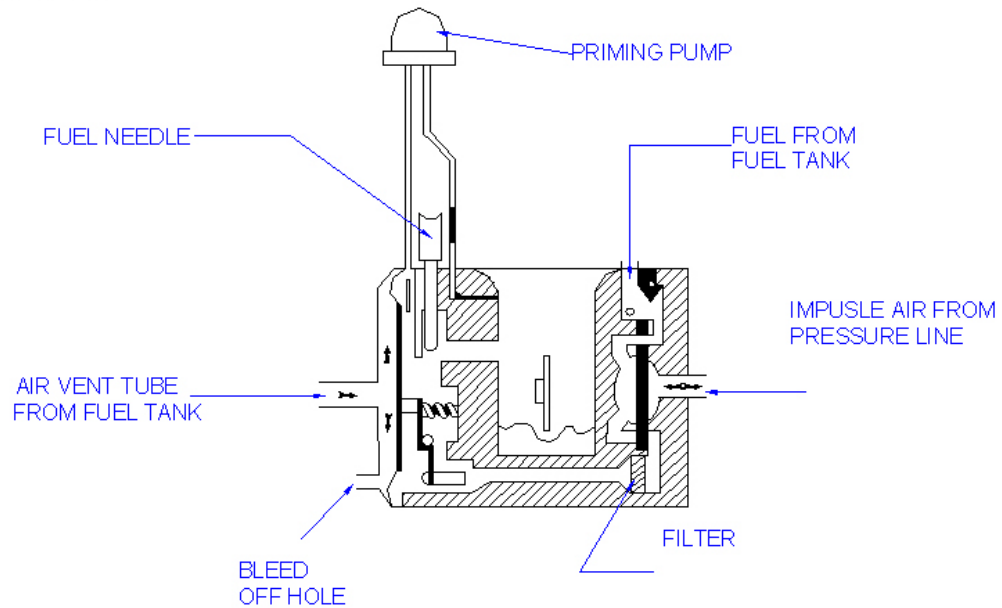
**Other Patents Pending**

**SYSTEM DIAGRAM FOR MODELS 2620/2 AND 2630/3  
BLACKHAWK AND MISTER III**



**MODEL 2630 MISTER III  
CONFIGURATION**

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**METERING DIAGRAM  
CARBURATOR DETAIL**

**PATENTS:**

**United States:** 2,715,390; 2,738,334; 2,857,332; 2,950,959; 2,970,430; 3,052,094; 4,030,695; 3,151,454; 4,343,719; 4,811,901; 4,934,601.

**Canada:** 762,939

Other U.S. and Foreign Patents Pending

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## STORAGE AND SHIPMENT

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### NOTE

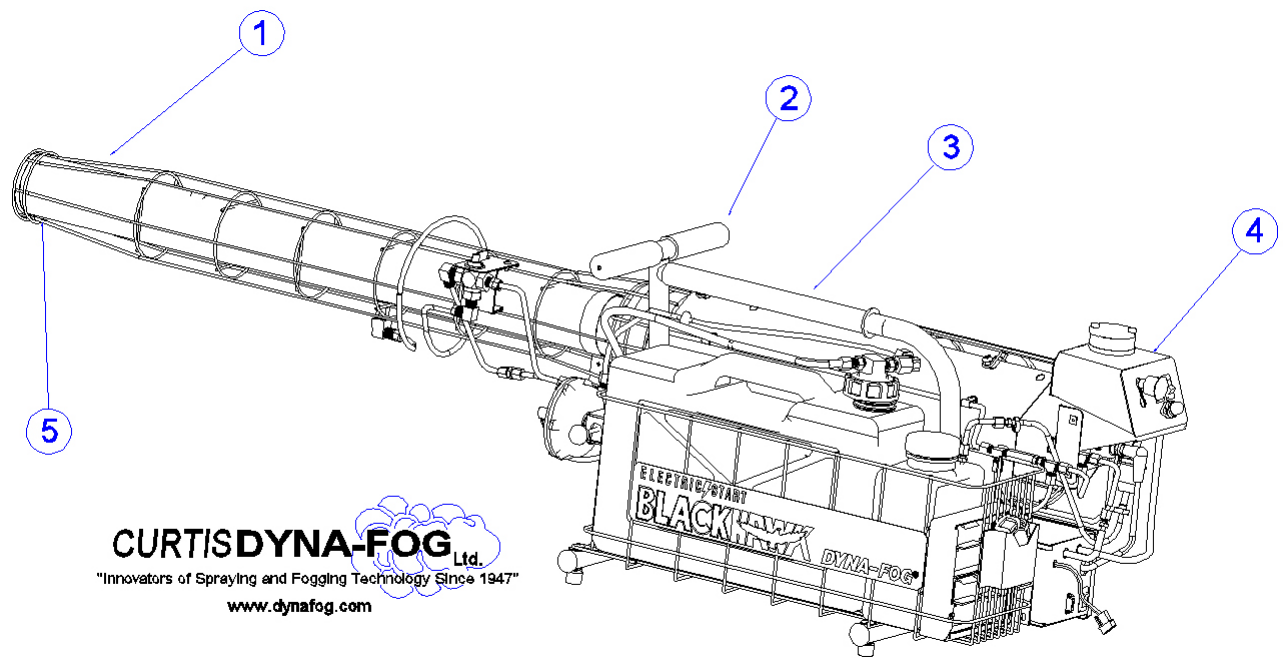
*It is a good idea to retain the original machine shipping carton as well as its inner packing and blocking materials for any storage and shipment which may be required.*

1. If the machine is functional, flush the formulation system in accordance with the instructions under MAINTENANCE. Drain the Formulation Tank by removing the Formulation Tank Cap (Fig. 14 ref. 1) from the tank neck, removing the Drain Plug from the bottom of the Formulation Tank and then tilting the machine using a rotary motion to cause all the formulation to be removed. Rinse the inside of the Formulation Tank using one of the liquids specified for FLUSHING under MAINTENANCE. When all the liquid has been removed from the Formulation Tank, re-install the Drain Plug and the Formulation Tank Cap.
2. Drain the Fuel Tank (Fig. 14 Ref. 3) by removing the Fuel Tank Cap carefully counterclockwise (CCW), removing the Fuel Tank Plug and tilting the machine using a rotary motion to cause all the fuel to be removed. Re-install the Fuel Tank Plug and the Fuel Tank Cap. Then PUMP repeatedly with the IGNITION SWITCH held on until no further firing occurs and no further fuel is observed in the Antechamber of the engine. This will clear out any fuel left in the lines or in the Fuel Valve.
3. Remove the Battery from the battery container and store the Battery in a cool dry place.
4. Store the machine in a cool dry place and if the original carton is not available, cover the machine to avoid any accumulation of dust or dirt.
5. When the original carton and its inner packing and blocking materials are not available and the machine is to be shipped long distances or by commercial carrier, considerable care must be taken in packaging to avoid damage in transit. The machine must be held against rocking, shifting, or bouncing in the carton.

### WARNING

**IT IS AGAINST FEDERAL LAW TO SHIP INSECTICIDES AND FLAMMABLE LIQUIDS IN AN UNMARKED, NON-D.O.T. APPROVED CONTAINER WITHOUT PROPER LABELING AND U.N. NUMBER.**

**IF FOR ANY REASON IT BECOMES NECESSARY TO RETURN YOUR MACHINE TO OUR FACTORY, MAKE CERTAIN THAT THE FORMULATION AND FUEL TANKS HAVE BEEN DRAINED AND FLUSHED, AS DESCRIBED ABOVE. IF A MACHINE IS RECEIVED THAT HAS NOT BEEN DRAINED AND FLUSHED, A SERVICE FEE WILL BE CHARGED FOR DOING SO.**



**FIGURE 11**

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## REPLACEMENT PARTS LIST

---

### MODEL 2620 BLACKHAWK

REF. NO.	CURTIS PART NO.	DESCRIPTION
1	86594	Guard, engine wire
2	86589	Grip, handle
3	86590	Grip, handle (long)
4	86667-1	Cover Ay., 2620 Carburetor
5	53010	Duct Ay., long air
6	53003	Engine Tube Ay., (2620)

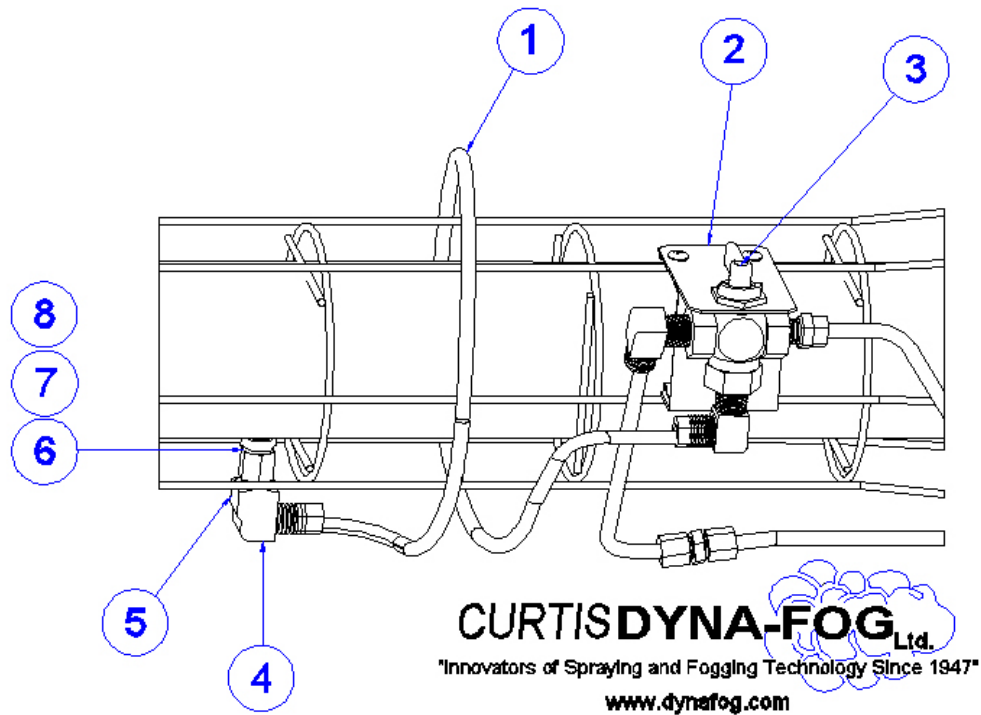
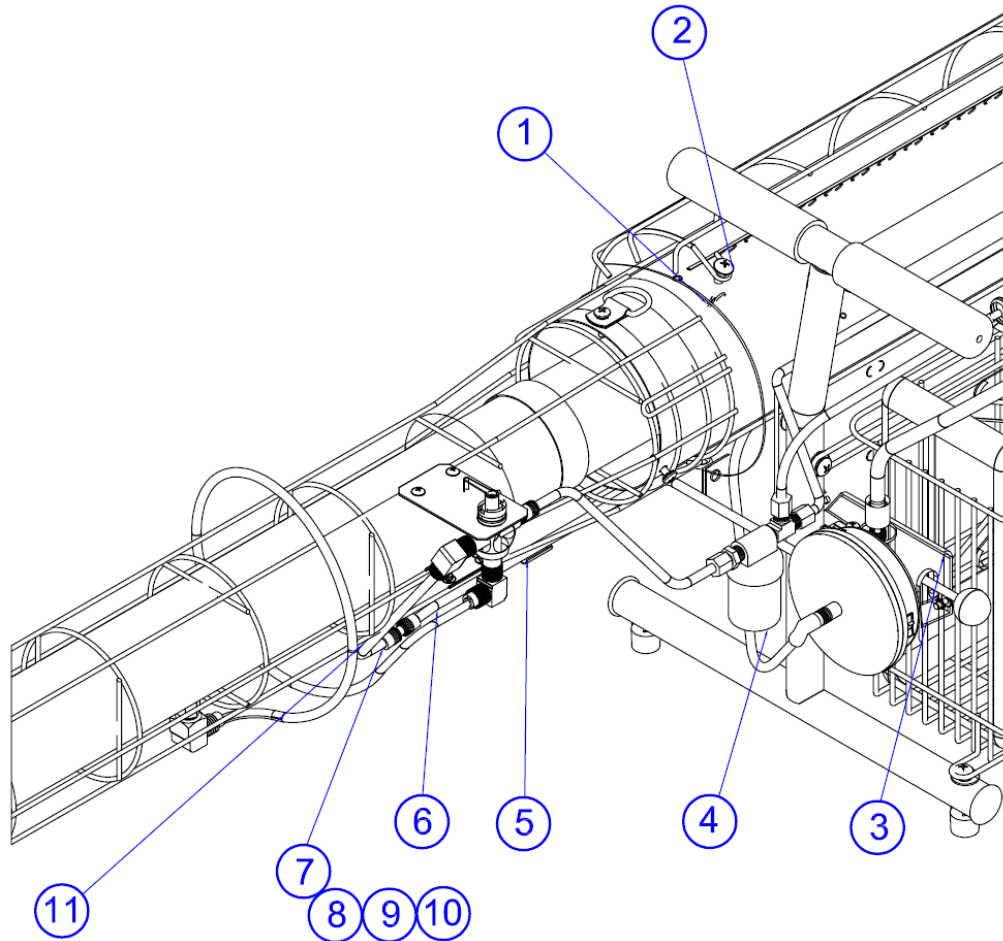


FIGURE 12 / MODEL 2620 BLACKHAWK (continued)

REF. NO.	CURTIS PART NO.	DESCRIPTION
1	86617	Injection Line, formulation
2	86563	Bracket, 3-way valve
3	86196	Valve, 3-way
4		See table 3, page 14
5	51057	Adapter
6	22141	Spring
7	85742	Nipple, 1/8 hex. pipe
8	53131	Washer, 1/8 FP-1/8 MP

## PARTS IDENTIFICATION MODEL 2620 (CONTINUED)

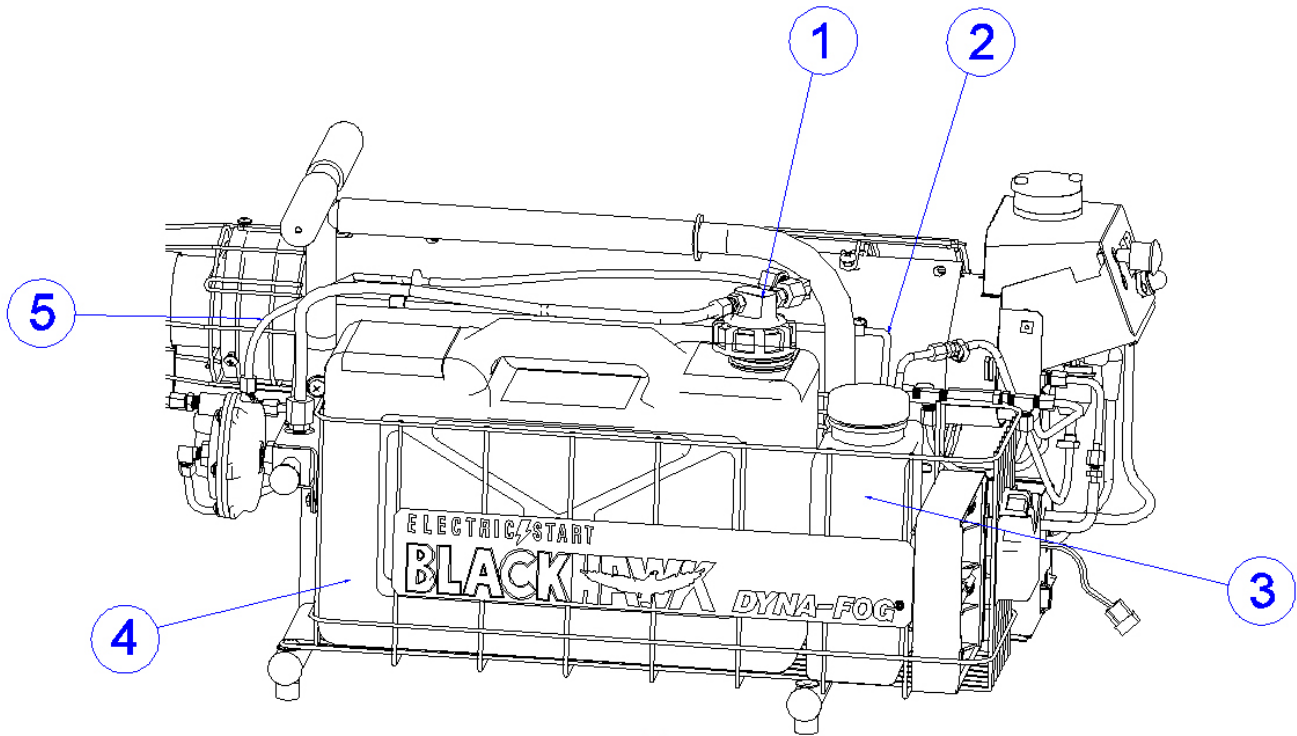


## REPLACEMENT PARTS LIST

### MODEL 2620 BLACKHAWK (continued)

REF. NO.	CURTIS PART NO.	DESCRIPTION
<b>FIGURE 13</b>		
1	86671	Line Ay., Tank/Trap (includes check-valve)
2	86581	Shield, Heat
3	86608	Bracket, valve mounting
4	29597-4	Trap AY., Fuel (Modified)
	22184	Tee, male run
5	86614	Tube, trap/valve
6	86664	Tube, valve outlet
7	145463	Nut, 1/4 tube
8	114628	Sleeve, 1/4 tube
9	58239	Insert, 1/4 tube
10	441703	Union, 1/4T - 1/4T
11	58212-13	Tube, nylon

## REPLACEMENT PARTS LIST



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REF. NO.	CURTIS PART NO.	DESCRIPTION
-------------	--------------------	-------------

### FIGURE 14 / MODEL 2620 BLACKHAWK (continued)

1	86747	Cap/insert Ay.
2	86611	Tube, pressurizing
3	86644	Tank Ay., fuel
	86646-1	Tank, fuel
	86646-2	Cap, fuel tank
	53132	Connector, 1/4T-barb
	86648	Standpipe, fuel
	10105	Connector, standpipe
	74288	Nut, 1/8 P lock
4	86231-1	Tank, formulation
5	86672	Line Ay., tank/asov



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## PARTS IDENTIFICATION MODEL 2620 (cont'd.)

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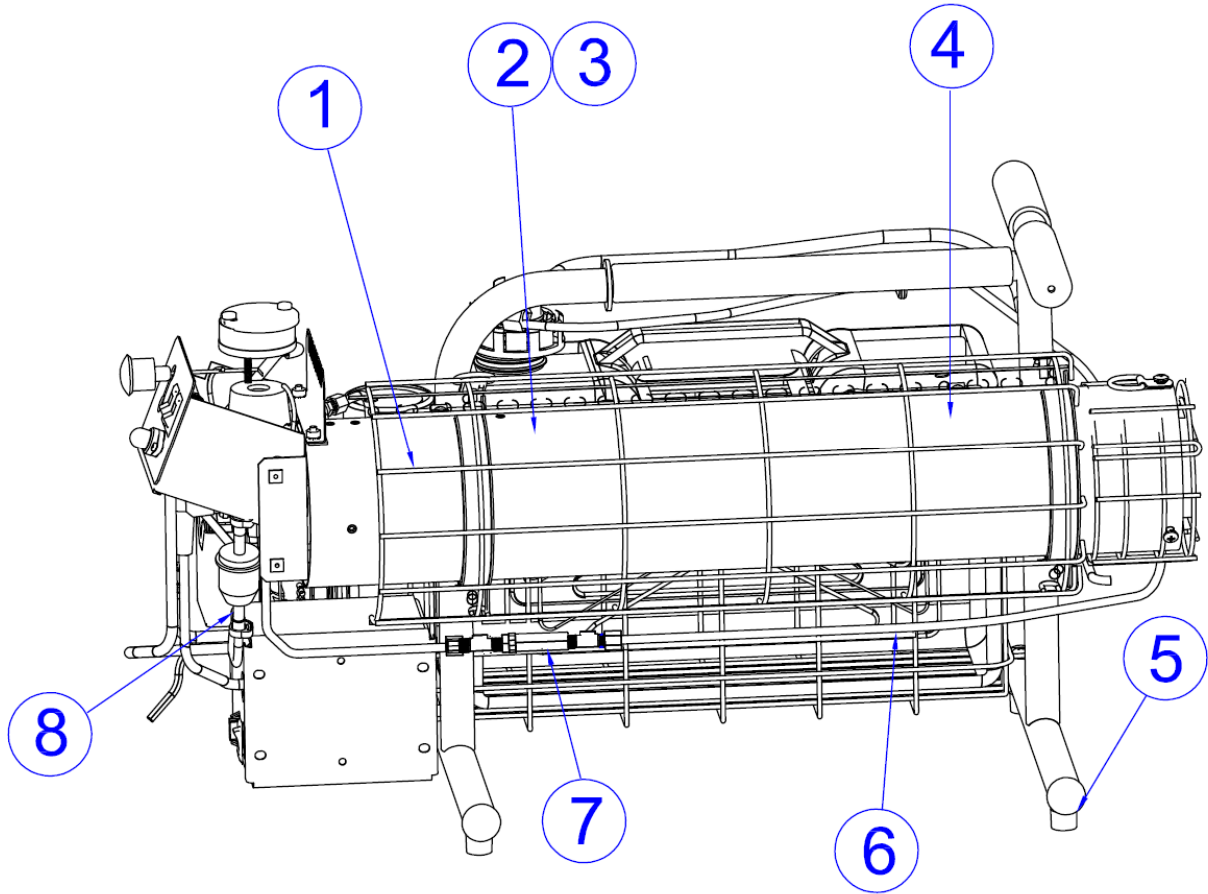


FIGURE 15

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### REPLACEMENT PARTS LIST

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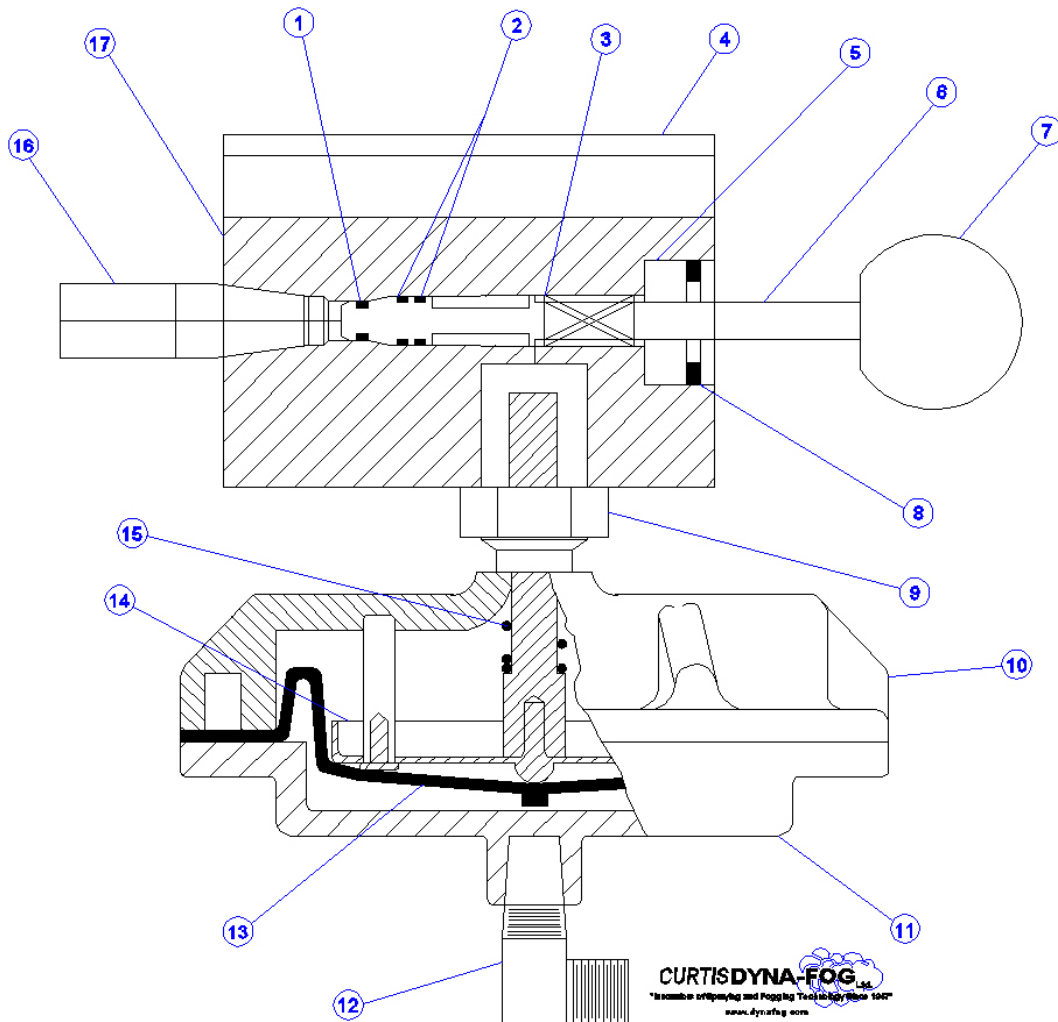
#### MODEL 2620 BLACKHAWK (continued)

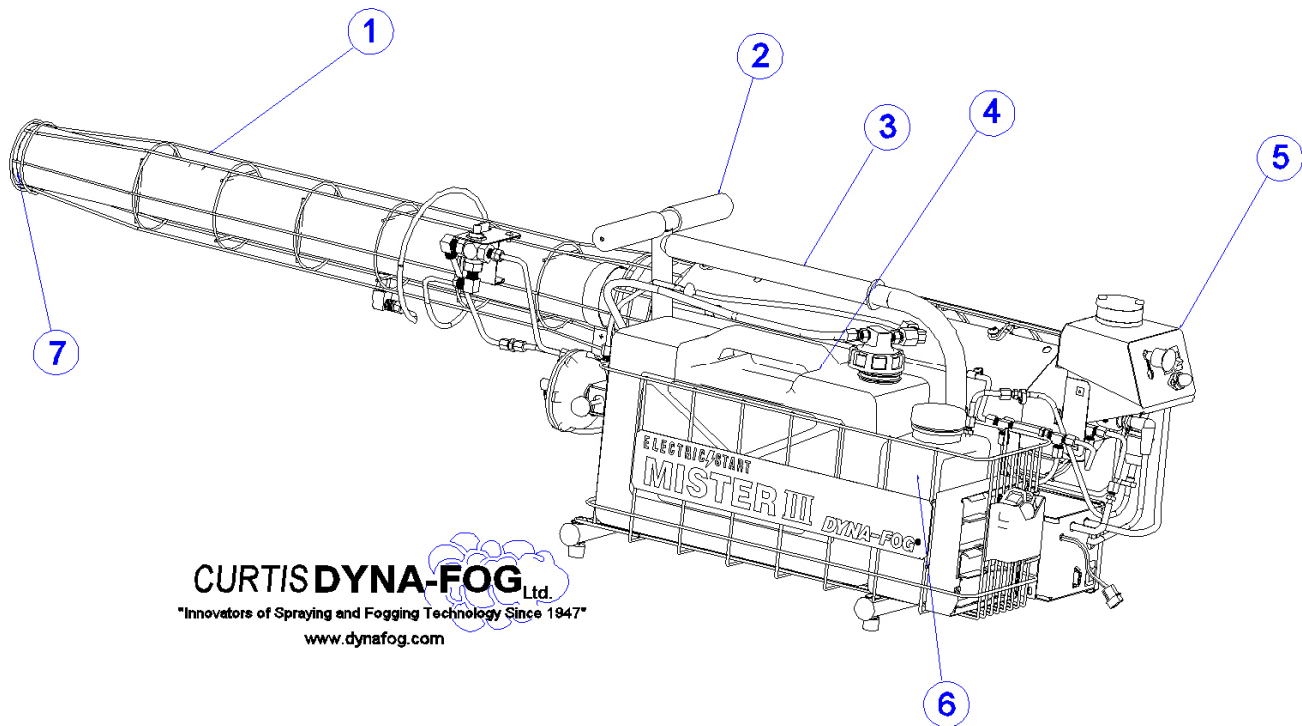
REF. NO.	CURTIS PART NO.	DESCRIPTION
		<b>FIGURE 15</b>
1	86578	Guard, short air duct
2	32809-4	Insulator
3	86633	Strap, duct mounting
4	86649	Duct Ay., Short air
5	58284	Foot, rubber
6	86635	Line Ay., diaphragm pressure
7	22185	Pressurization Ay.
8	86665	Line, antechamber/valve

REF. NO.	CURTIS PART NO.	DESCRIPTION
----------	-----------------	-------------

FIGURE 16 / MODEL 2620 BLACKHAWK (continued)

1	10100-7	O'ring, viton
2	10100-9	O'ring, viton
3	86583	Spring
4	86622	Plate, valve mounting
5	86172	Disk, backup
6	86625	Stem, shutoff
7	86556	Knob, phenolic
8	86170	Ring, retaining
9	85522	Nut, 3/4-16 Jam
10	86628	Housing, diaphragm/guide
11	86627	Plate Ay., diaphragm backup
12	85748	Elbow, 1/8P – 1/4T
13	86555	Diaphragm, pre-convoluted
14	86607	Pin/Plate ay.
15	86559	Spring
16	85748	Elbow, 1/8P – 1/4T
17	86609	Valve Body
18	21170	Connector, 1/8P – 3/8T
19	86672	Line Ay., Tank Cap/Valve





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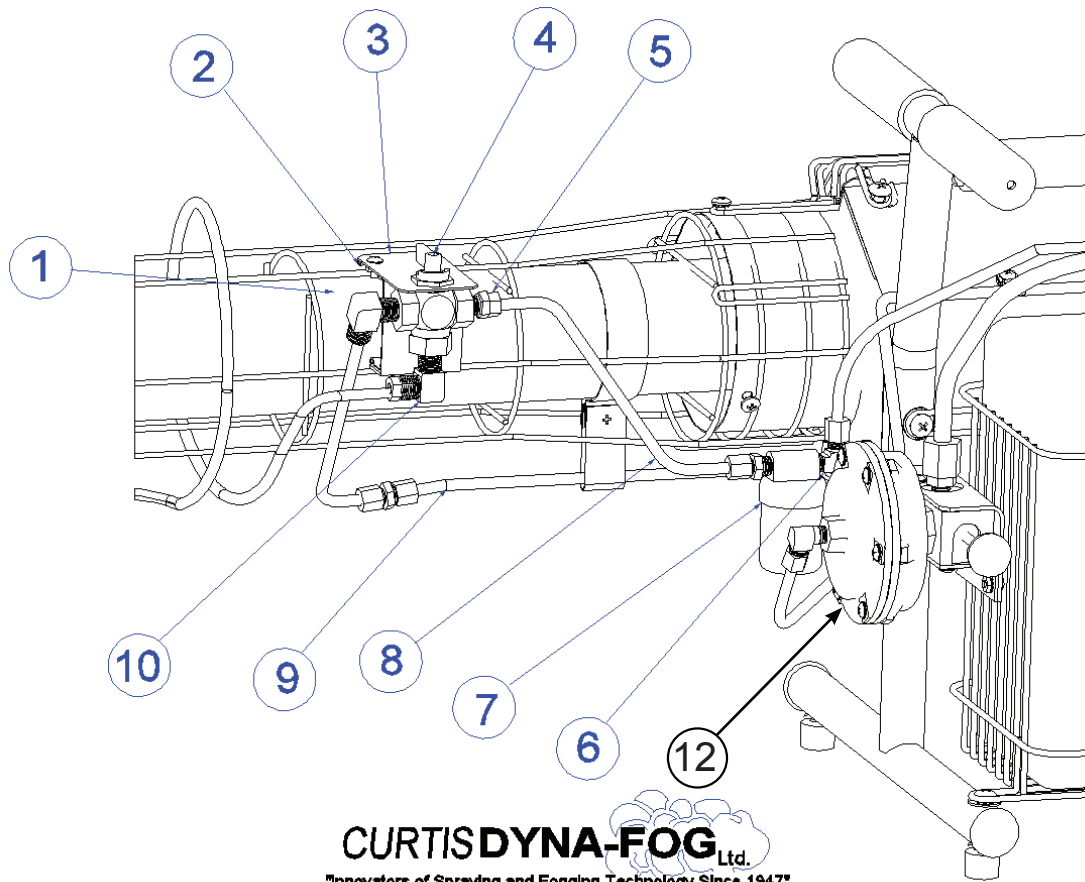
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## REPLACEMENT PARTS LIST

---

### MODEL 2630 MISTER III

REF. NO.	CURTIS PART NO.	DESCRIPTION
<b>FIGURE 17</b>		
1	86616	Wire-guard, engine
2	86589	Grip, handle
3	86590	Grip, handle, (long)
4	86231-1	Tank, formulation
5	86667-2	Cover Ay., carburetor
6	86646-1	Tank, fuel
	86646-2	Cap, fuel tank
7	21116	Duct Ay., Long air
8	21117	Engine Tube Ay., (2630)



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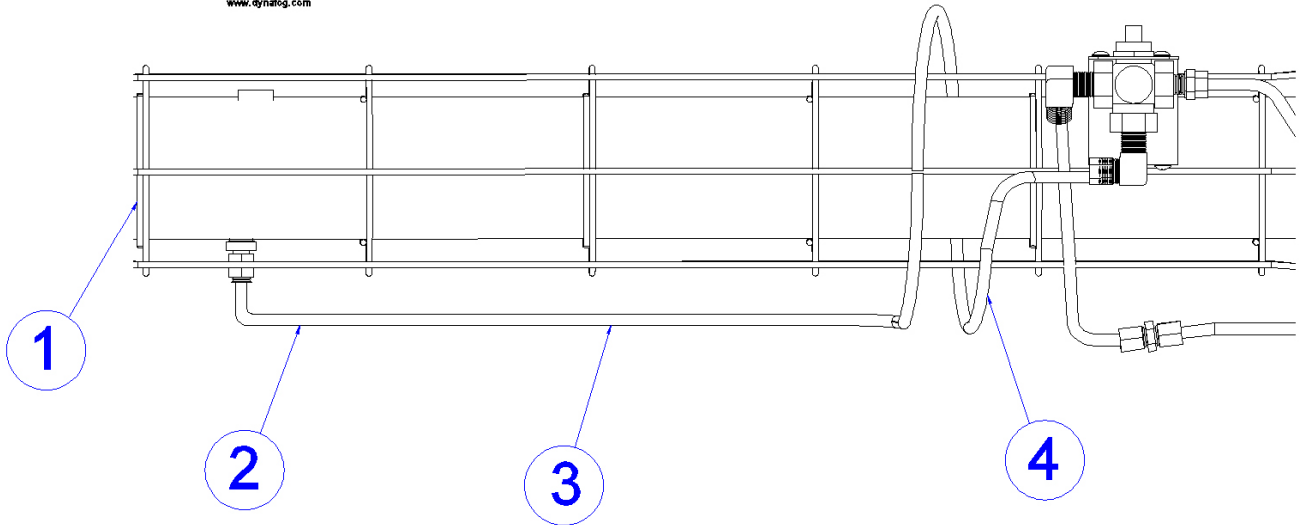
## REPLACEMENT PARTS LIST

### MODEL 2630 MISTER III

REF. NO.	CURTIS PART NO.	DESCRIPTION
<b>FIGURE 18</b>		
1	29578	Elbow 1/4P – 3/8T
2	86563	Bracket, 3-way valve
3	86196	Valve, 3-way
4	86689	Label, purge/fog
5	21032	Connector
6	86611	Tube, pressurizing
7	29597-4	Trap AY., Fuel (Modified)
	22184	Tee, male run
8	86614	Tube, valve/trap
9	86693	Tube, tank/3-way valve
10		See table 3, page 14
11	86744	Line Ay., tank/trap
	86745	Check-valve, mini
12	86629	ASOV Assembly

# PARTS IDENTIFICATION MODEL 2630 (cont'd.)

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**FIGURE 20**

## MODEL 2620 AND 2630 COMMON PARTS

### REPLACEMENT PARTS LIST

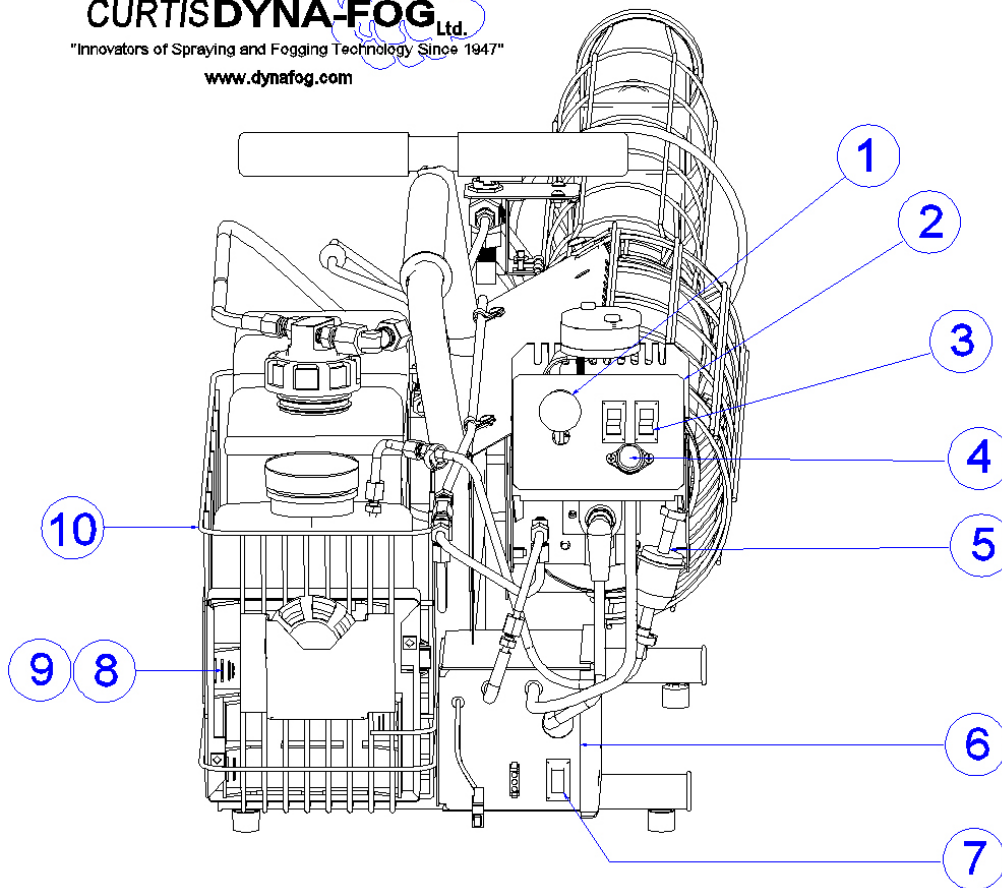
#### MODEL 2630 MISTER III

REF. NO.	CURTIS PART NO.	DESCRIPTION
1	21116	Duct Ay., Long air
2	22223	Spray tube
3	86701	Tube, extension
4	58212-7	Tube, vinyl

**FIGURE 19**

## PARTS IDENTIFICATION MODEL 2630 (cont'd.)

  
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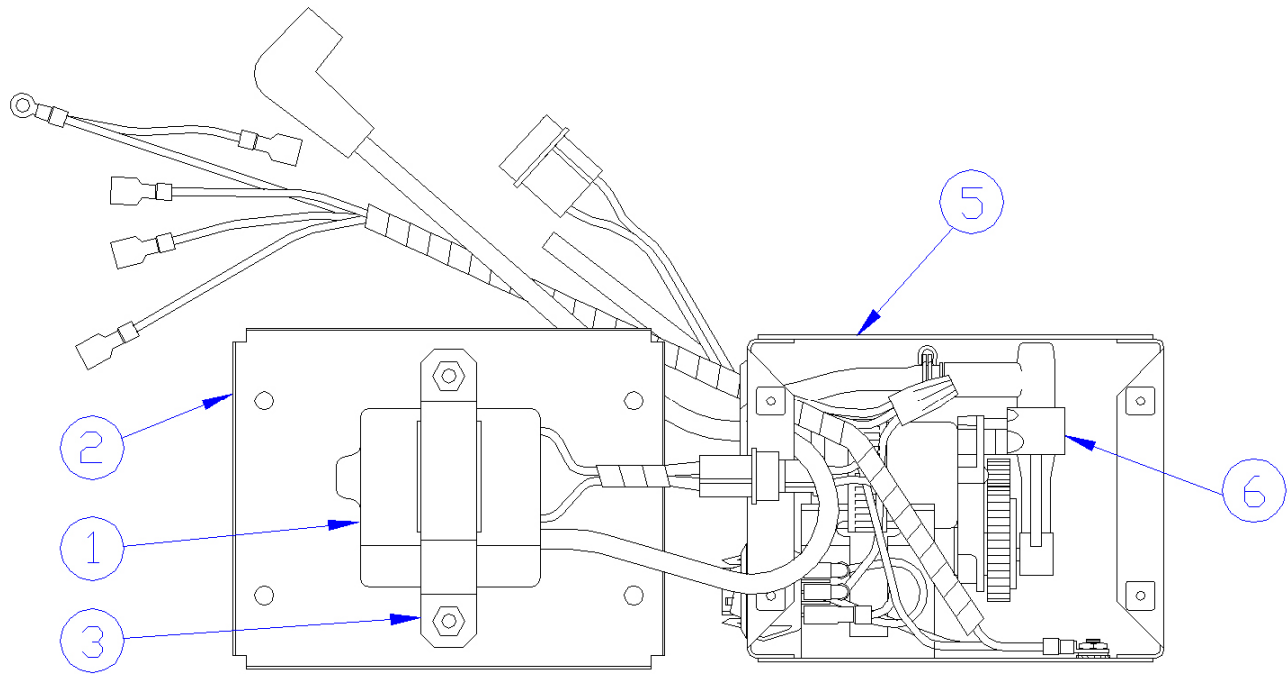
**FIGURE 20**

### MODEL 2620 AND 2630 COMMON PARTS

### REPLACEMENT PARTS LIST

#### MODEL 2630 MISTER III

REF. NO.	CURTIS PART NO.	DESCRIPTION
1	58272-1	Knob Ay., control
2	53123-3	Edging
3	58609	Switch, (ignition, air)
4	58534	Primer Bulb Ay.
5	86669	Line Ay., fuel
6	86654	Enclosure Ay., pump
7	58655	Switch, 3-position
8	86655	Holder Ay., battery
9	86600	Cover, battery box
10	86595-1	(2620) Wire Form, container
	86595-2	(2630) Wire Form, container
11	86618	Valve Pressurizing Assembly



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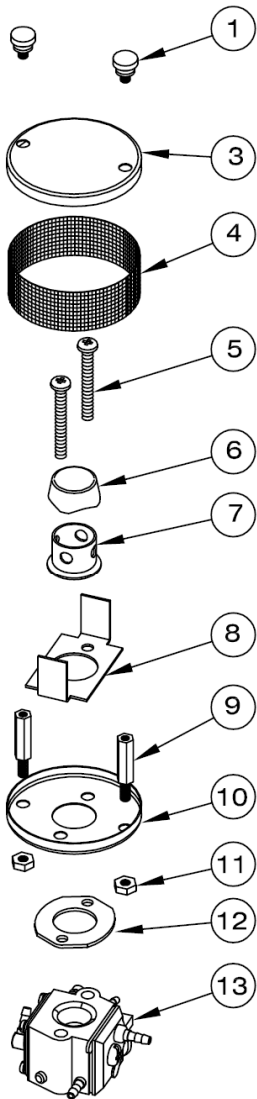
## REPLACEMENT PARTS LIST

### MODEL 2620 AND 2630 (continued)

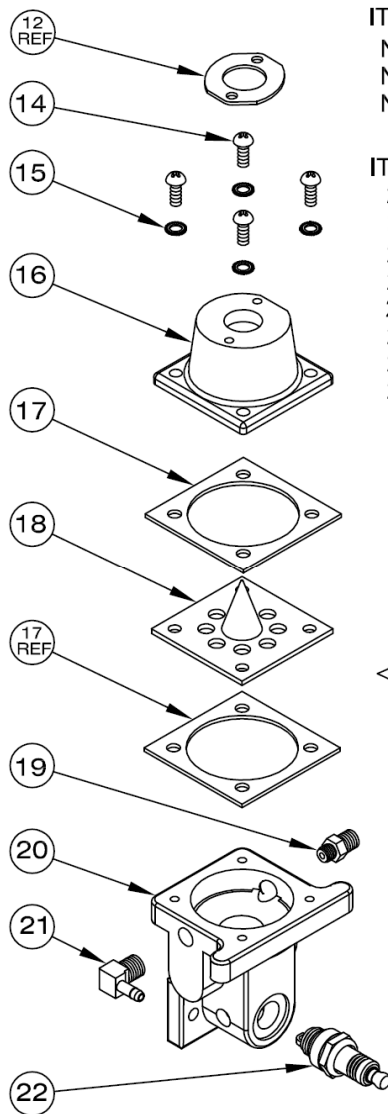
REF. NO.	CURTIS PART NO.	DESCRIPTION
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### FIGURE 21

1	86601	(Specify model #) Cover, pump
2	86659	Coil Ay., 12 volt
3	58570	Bracket, coil mounting
5	86683	Enclosure, pump
6	58517-1	Pump Ay., air

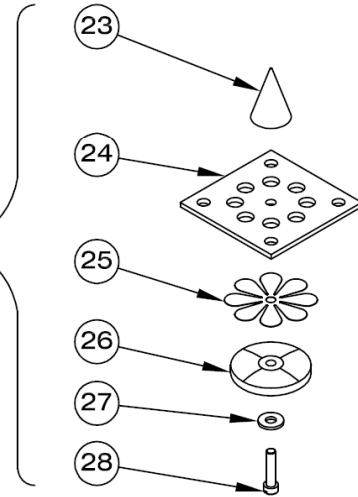


ITEM	P/N	DESCRIPTION
1	58593	SCREW,8-32 NYL.THUMB
3	53035-2	START AIR,HSG,BLACK
4	58531	SCREEN,AIR FILTER
5	132862	SCREW,10-24x1-1/2
6	58627	SCREEN,30-MESH (MOD.)
7	58674-1	SPLASH GUARD, 4 HOLES
8	58676	PLATE,SPLASHGUARD
9	58594	STANDOFF,8-32 THUMB
10	53035-1	START AIR,HSG,BLACK
11	58592	NUT,8-32 NYLON HEX.
12	58675	GASKET,CARBURETOR
13	86227-3	CARBURETOR AY.
14	159929	SCREW,10-24x5/8,PNCR
15	121801	SCREW,10-24x5/8,PNCR
16	53037	ADAPTOR,CARB.,BLACK
17	10168	GASKET
18	85603	PETAL VALVE AY.
19	441685	CONNECTOR
20	86638	ANTECHAMBER,MACHINED



ITEM	P/N	DESCRIPTION
N.S.	58636-1	TUBE,REINF. PVC
N.S.	80296-11	CLAMP, 2-WIRE
N.S.	80296-4	CLAMP,HOSE

ITEM	P/N	DESCRIPTION
21	85916	ELBOW
22	80082	SPARK PLUG AY.
23	85632	CONE NUT
24	10249	PORT PLATE
25	10037	VALVE
26	10089	BACKSTOP
27	131015	WASHER,FLAT
28	10091	SCREW



EXPLODED VIEW OF PETAL VALVE P/N 85603



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Figure 43



## MODEL 2620 AND 2630 COMMON PARTS

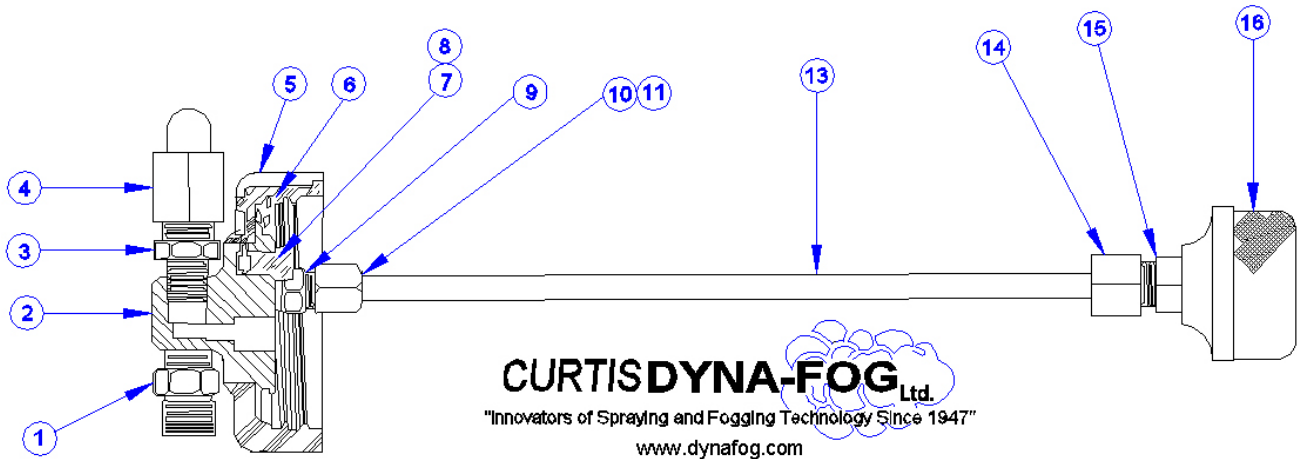


FIGURE 23

## REPLACEMENT PARTS LIST

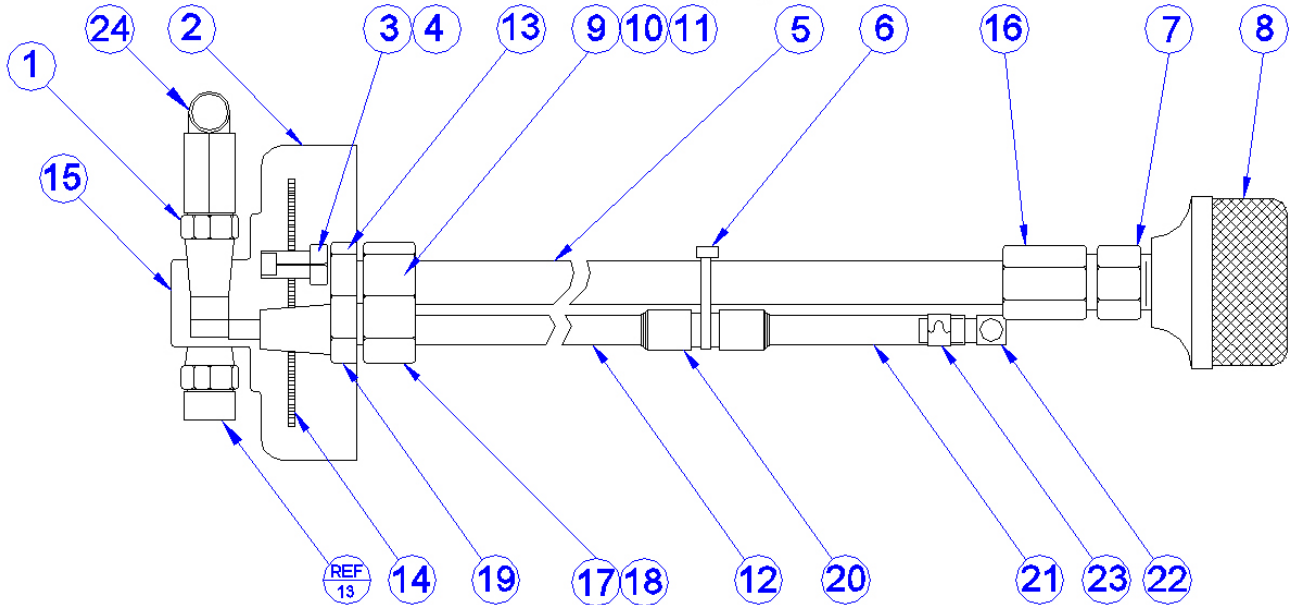
MODEL 2620 AND 2630 (continued)

REF. NO.	CURTIS PART NO.	DESCRIPTION
<b>FIGURE 23 (86747)</b>		
1	2	A-21170 Connector, 1/8P – 3/8T
2	1	B-43290 Cap insert
3	1	G-443986 Nipple, hex
4	1	B-62554-6 Elbow, CL, 1/4FP – 1/4T
5	1	B-21010 Cap, container
6	1	A-22232 Gasket, viton
7	1	A-43308-2 Screw, bleed (.033)
8	1	B-10100-8 O-Ring
9	2	G-441685 Connector, 1/8P - 1/4T
10	1	G-145463 Nut, 1/4T
11	1	G-114628 Sleeve, 1/4T
13	1	A-22244-1 Standpipe, formulation
14	1	B-62550-1 Nut, steel gripper, 1/4T
15	1	A-62573-1 Connector, male mod.
16	1	A-86643 Filter, 1/4 NPT

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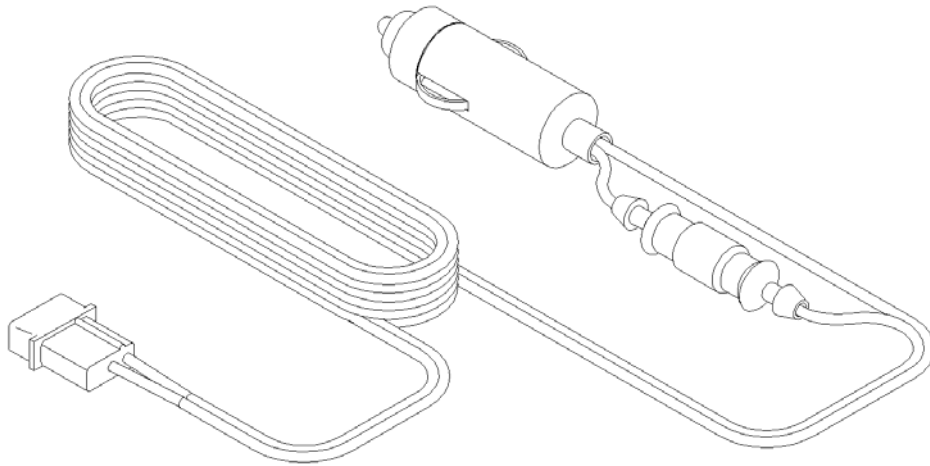


REF. NO.	CURTIS PART NO.	DESCRIPTION
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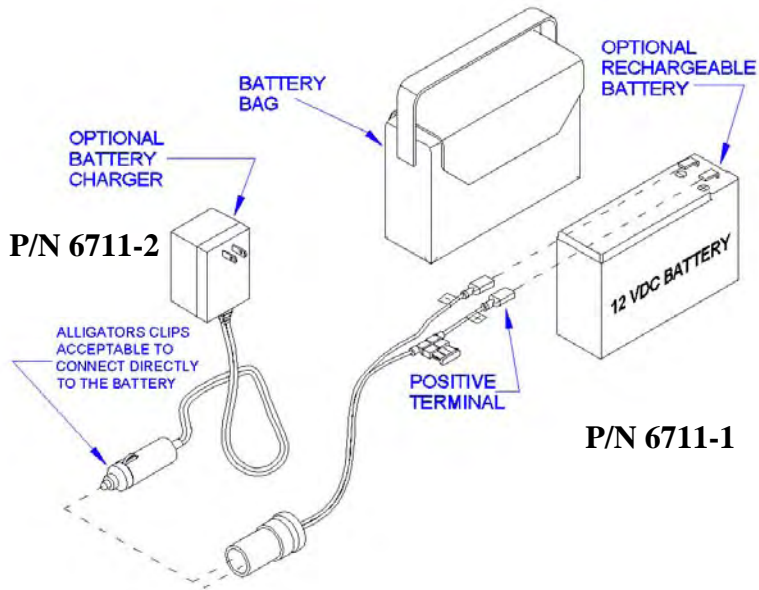
**FIGURE 24 (86746)**

1	1	G-443986	Nipple, hex
2	1	B-21010	Cap, container
3	1	A-43308-4	Screw, bleed, .041
4	1	B-10100-8	O-Ring, viton
5	1	N-43314-2	Tubing, nylon
6	1	A-20247	Cable Tie
7	1	A-64197	Connector, 1/4P – 3/8T (MOD)
8	1	A-86643	Filter, 1/4 NPT
9	1	A-45744	Nut, compr. 3/8T
10	1	A-45745	Sleeve, 3/8 brass
11	1	A-48116	Insert, brass 3/8T
12	1	B-86731-1	Tube, upper press.
13	2	A-21170	Connector, 1/8 – 3/8T
14	1	A-22232	Gasket, viton
15	1	B-43290	Cap Insert
16	1	B-62582-3	Nut, 3/8 plst. grip
17	1	G-145463	Nut, 1/4T
18	1	G-114628	Sleeve, 1/4T
19	1	G-441685	Connector, 1/8P – 1/4T
20	1	A-86706-1	Adaptor, 1/4 - 1/4T
21	1	B-58212-9	Tubing
22	1	A-86190	Union Tee (1/4TU)
23	1	A-80296-2	Clamp, hose, al. - .240
24	1	B-62554-6	Elbow, CL, 1/4FP – 1/4T

# EQUIPMENT OPTIONS

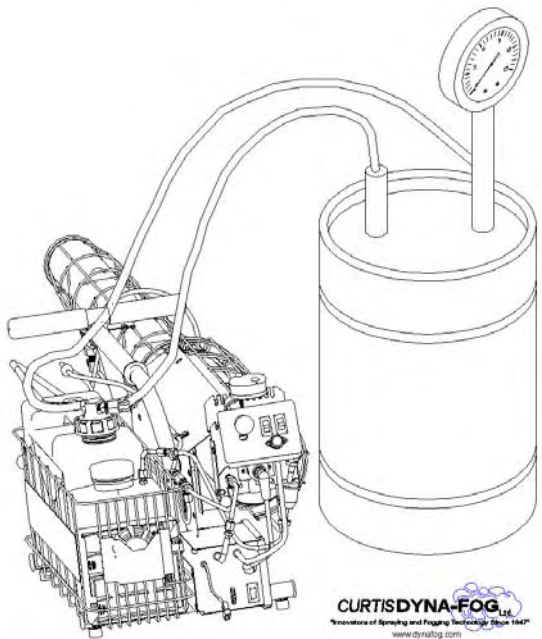


P/N 58672

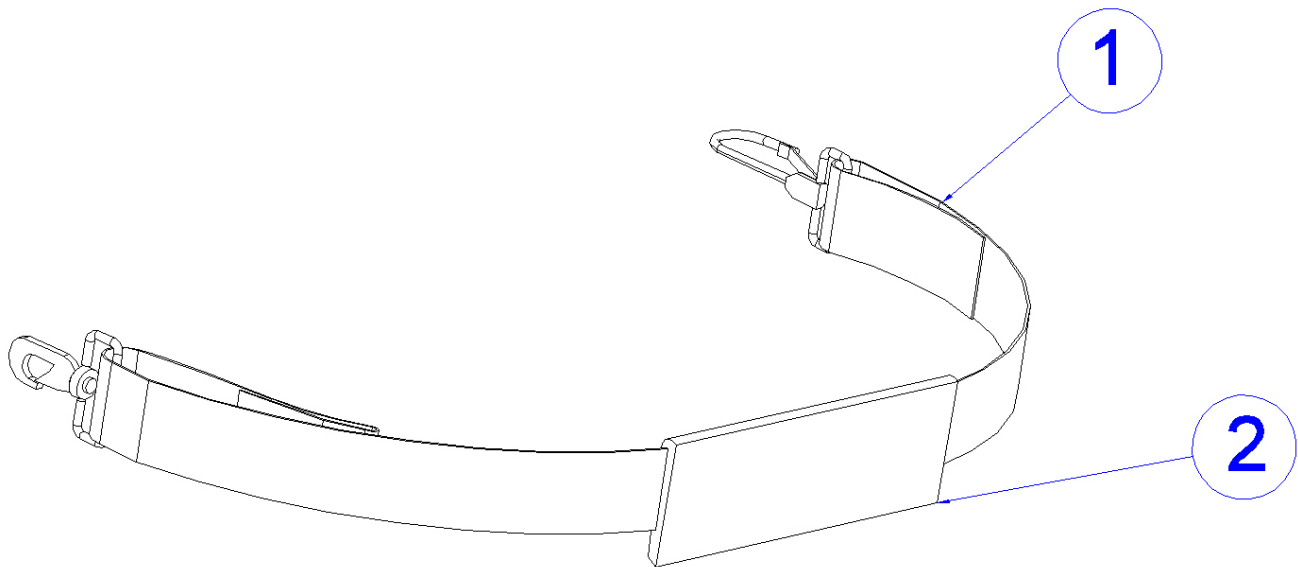


RECHARGEABLE 12 VOLT BATTERY

P/N 6711-1



30 OR 55 GALLON DRUM ATTACHMENT KIT (SEE PAGE 19)



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## REPLACEMENT PARTS LIST

FIGURE 25

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REF. NO.	CURTIS PART NO.	DESCRIPTION
1	85574	Strap, carry
2	86226	Pad, strap

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# MODEL 2620/2630 BLACKHAWK/MISTER III

Machine Serial No.: \_\_\_\_\_

Date Purchased: \_\_\_\_\_

Purchased From: \_\_\_\_\_

\_\_\_\_\_

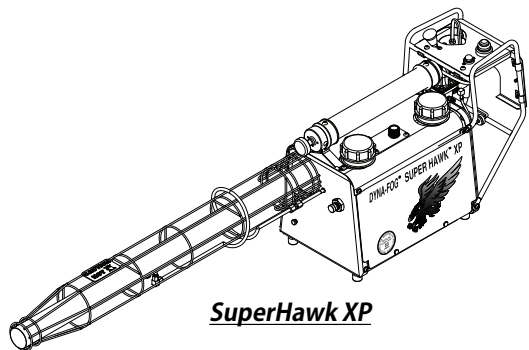
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\_\_\_\_\_

## HELPFUL CONVERSIONS

TO CONVERT	INTO	MULTIPLY BY
Ounces	Milliliters	29.57
Milliliters	Ounces	.034
U.S. Gallons	Liters	3.79
Liters	U. S. Gallons	.26
Pounds	Kilograms	.45
Kilograms	Pounds	2.2
Cubic Feet	Cubic Meters	.028
Cubic Meters	Cubic Feet	.36.2

# Dyna-Fog Offers a Complete Assortment of Sprayers and Foggers



**SuperHawk XP**

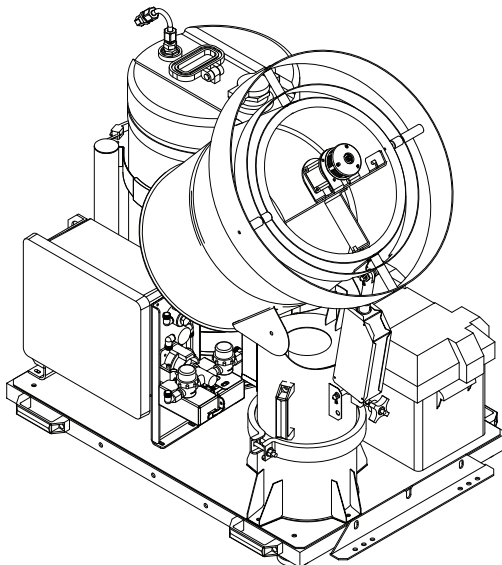
## PULSE-JET POWERED THERMAL FOGGERS:

From 0-120 GPH (0-453 LPH) output. Our complete line include different models like the Superhawk, Golden Eagle, Trailblazer, Falcon, Patriot, Blackhawk, Mister III, SilverCloud and Model 1200. Portable or Truck mounted machines. Different models are available for Oil base or Water base formulations.

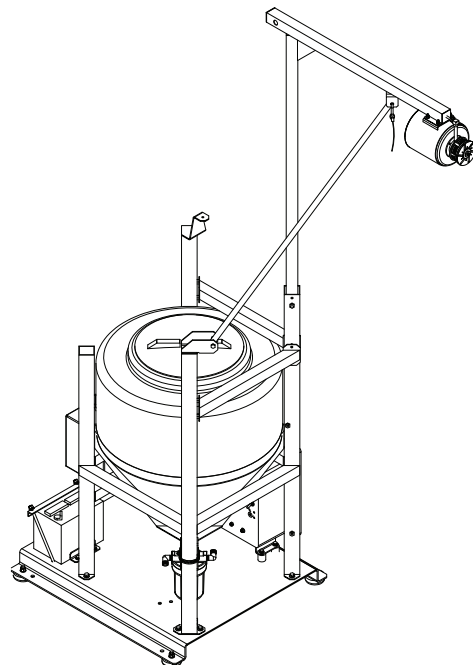
## ELECTRIC ROTARY ATOMIZERS:

**DYNA-JET L30:** State-of-the-Art, Electric Rotary Atomizer ULV Aerosol Generator. 12 VDC, Light Weight, Truck mounted Machine with FMI pump. Optional Syncroflow Available.

**DYNA-JET L15:** Drift Sprayer for migratory pest control like Locust. Flow Rate from 0 to 2 L/ min. Optional Radar Syncroflow.



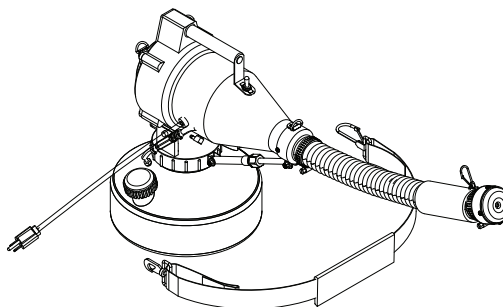
**Dyna-Jet L-30**



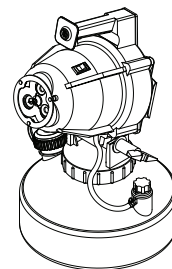
**Dyna-Jet L-15**

## ELECTRIC HAND-HELD ULV/MIST GENERATORS:

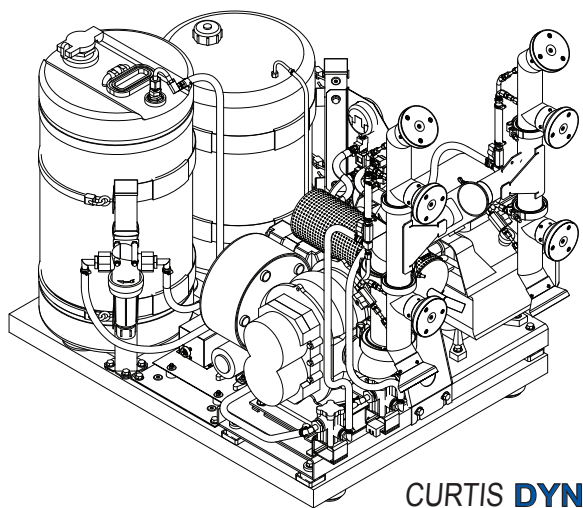
A Full line of electric cold fog applicators with 1-3 gallon tanks, available in 115 and 230 VAC.



**Cyclone Ultra-Flex**



**Hurricane ES**



**LV-8**

## COMBUSTION ENGINE DRIVEN ULV AEROSOL GENERATORS:

Truck mounted Units powered by 8, 9, 11, 18 and 20 HP four cycle, OHV Gasoline Engines. Diesel versions also available. One, two, four and eight nozzle configurations. Patented full remote control of boom functions (rotation of turntable and angle of nozzles) available on certain models. Your choice of Gear, Piston or Diaphragm pumping system. Pressurized system versions available for specific international markets. Optional Automatic flow control "Syncroflow" also available with Radar or GPS speed sensing. 25 cc and 40 cc two cycle portable models are also available.