



OPERATING AND SERVICE MANUAL

MODEL: AMZ JET AIR II

PART MANUAL - 90870

Rev. "C"

AMZ JET AIR II



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CRAFCO AMZ JET AIR II

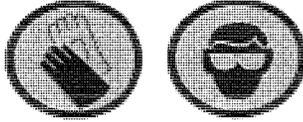
This manual is furnished with each new **CRAFCO AMZ JET AIR II**. The manual will help your machine operators learn to run the machine properly and understand its mechanical functions for trouble-free operation.

Your **CRAFCO AMZ JET AIR II** is designed to give excellent service and save maintenance expense. However, as with all specifically engineered equipment, you can get best results at minimum costs if:

- (1) You operate your machine as instructed in this manual, and
- (2) Maintain your machine regularly as stated in this manual.

SAFETY PRECAUTIONS

- High operating temperatures of sealant and machine require protective clothing and gloves be worn by operator.



- Always wear eye protection.

- Observe all **CAUTION AND WARNING** signs posted on machine.



- Avoid the entrance of water into any part of the machine. Water will displace heat transfer oil or sealant, which could be hazardous to personnel surrounding the machine when it reaches operating temperatures.

- Avoid bodily contact with hot sealant material or heat transfer oil, serious burns may result.

- Read Operator Manual thoroughly before operating machine.

- Make sure operator is familiar with machine operation.

- Do not operate in closed building or confined areas.

- Shut-down engine prior to refilling diesel tank.

- Keep hands, feet, and clothing away from all moving parts.

- Always keep a fire extinguisher near the unit. Maintain extinguisher properly and be familiar with its use.

- Calibrate temperature control prior to initial operation and each 50 hours of operation.

- Replace any hoses which show signs of wear, fraying, or splitting. Be sure all fittings and joints are tight and leak-proof.

- Precaution is the best insurance against accidents.

- The AMZ Jet Air II should not be left unattended when running.

- Tighten all bolts and screws after every 100 hours of operation.



- CRAFTCO, Inc. assumes no liability for an accident or injury incurred through improper use of the machine.

CRAFCO AMZ JET AIR II LIMITED WARRANTY

Crafco, Inc., through its authorized dealer, will replace for the original purchaser free of charge any parts found upon examination by the factory at Mesa, Arizona, to be defective in material or workmanship. This warranty is for a period within 90 days of purchase date, but excludes tires and battery as these items are subject to warranties issued by their manufacturers. Crafco, Inc. shall not be liable for parts that have been damaged by accident, alteration, abuse, improper lubrication/maintenance, normal wear, or other cause beyond our control.

After 90 days, Crafco, Inc., warrants the following parts or components for one year from purchase date: blower and coupling, circulating transfer fluid emulsion heating system, boom arm, air compressor and air feed system-excluding rubber discharge hose and nozzle, and metal aggregate feed screw and metal housing tube (Magnum model only).

After one year, Crafco, Inc. warrants the following parts or components for two years from purchase date: John Deere diesel engine (covered by John Deere), and machined venturi (Jetair II and T-250 models only.)

The warranty provided herein extends only to the repair and/or replacement of those components on the equipment covered above and does not cover labor costs. The warranty does not extend to incidental or consequential damages incurred as a result of any defect covered by this warranty. All transportation and labor cost incurred by the purchaser in submitting or repairing covered components must be borne by the purchaser. Crafco, Inc. specifically disavows any other representation, warranty, or liability related to the condition or use of the product.



WARNING: Use of replacement parts other than genuine Crafco parts may impair the safety or reliability of your equipment and nullifies any warranty.

WARRANTY CLAIM INSTRUCTIONS

Please follow the instructions stated below when calling in a Warranty Claim. Failure to follow these procedures may be cause to void the warranty.

1. Call your local CrafcO AMZ Dealer. If you do not know who your local distributor is, call a CrafcO Customer Service Representative, (Toll Free 1-800-528-8242) for name, location, and telephone number.
2. On contacting the dealer, be prepared to identify the machine type, model number, and serial number, also, the date of purchase if available.
3. Should the cause of the malfunction be a defective part, the distributor will advise you of the procedure to follow for a replacement.
4. The warranty is valid only for parts, which have been supplied or recommended by CrafcO, Inc.

If you have any additional questions regarding warranty repairs and parts, please do not hesitate to call toll free 1-800-528-8242.

CRAFCO, INCORPORATED
235 SOUTH HIBBERT DRIVE
MESA, AZ. 85210
480-655-8333
Toll Free 1-800-528-8242

CAUTIONS

1. NEVER OPERATE MACHINE WITHOUT ALL GUARDS IN PLACE.
2. DO NOT OPEN EMULSION TANK LID OR OPEN DIESEL FLUSH TANK FILL PORT WHEN EITHER TANK IS UNDER PRESSURE. RELIEVE PRESSURE ON EMULSION TANK USING PSI RELIEF VALVE. RELIEVE PRESSURE ON DIESEL FLUSH TANK USING PETCOCK ON THE SIDE OF THE DIESEL FLUSH TANK. GAUGE SHOULD READ "0" PRESSURE. NEVER RELIEVE PRESSURE IN ANY OTHER MANNER. VERY SERIOUS INJURY CAN RESULT.
3. Do not plug in emulsion tank heater unless emulsion is above the heating element enclosure inside the tank. This requires a minimum of 60 gallons in the tank.
4. Keep emulsion tank airtight when not in use.
5. Do not allow emulsion to freeze.
6. Do not put hands, feet, etc. near rear of truck screw conveyor.
7. Do not fill flush tank more than 2/3 full.
8. Do not point the nozzle at another person.
9. Do not operate near an open flame.
10. Do not use any type of flame to unclog the emulsion hose or spray ring if they should become clogged.
11. When shooting material out the nozzle, protective eye glasses should be worn.
12. Do not operate diesel engine above 1500 RPM MAX.
13. Do not place hand or fingers in the venturi eductor opening.
14. Do not touch the silencer as it can become very hot while the JETAIR is operating.

CRAFCO AMZ JET AIR II OPERATING INSTRUCTIONS

START UP SERVICING

The AMZ is fully serviced and tested prior to shipment. However, shipping regulations sometimes do not allow shipment of a fully serviced unit. The following should be checked prior to operation:

HYDRAULIC FLUID (Optional)

The AMZ JET AIR has an optional hydraulic system. If the AMZ JETAIR is purchased with a hydraulic system, the hydraulic fluid is contained in the hydraulic tank. Fill to level indicated on sight gauge. Use anti-wear type industrial hydraulic oils or automotive crankcase oils having letter designations SC, SD, SE or SF - SAE 10W meeting APF service classification MS.

DIESEL FLUSH TANK

Fill diesel flush tank 2/3 full with diesel fuel. Do not fill completely as this may cause diesel fuel to enter compressor.

DIESEL ENGINE FUEL TANK

Fill diesel tank located at rear of AMZ.

BLOWER

Check oil level. See blower operating manual in back of book. Re-check monthly.

AIR COMPRESSOR

Check oil sight gauge. Fill if required. See operating manual in back of book. Re-check daily.

ENGINE - 700 SERIES

Check oil level. See engine operating manual, in back of book. Re-check daily.

ENGINE AIR FILTER

Remove and clean. See engine operating manual, back of book. Re-check weekly.

EMULSION TANK

Fill emulsion tank with asphalt emulsion. Temperature must be between 160 and 175° F. prior to operation. If emulsion is not loaded above 160° F., fill tank 8 hours in advance of operation and plug in heating element to raise temperature to a minimum of 160° F.

THERMOSTAT

Set thermostat at 165°F. Temperature raises about 10°/hr.

GRAVITY FEED TAILGATE

Cut a hole in the tailgate of the dump truck to allow the mounting, either bolted or welded, of the 5" gravity flow feeding system. After the gravity feed box has been mounted, attach the 5" hose to the gravity feed box outlet. The hose should be cut to a length that allows the hose to come to the middle of the aggregate hopper about 4" above the hopper safety grid.

If the AMZ has a hydraulic tailgate, this step is not necessary.

CRAFCO AMZ JET AIR II

OPERATING INSTRUCTIONS

STARTING

1. The AMZ JET AIR has an optional hydraulic system. If the AMZ JETAIR is purchased with the optional hydraulic system connect quick disconnect hydraulic hoses on AMZ trailer to hydraulic motor quick connects and on truck tailgate screw conveyor.

If the AMZ JET AIR does not have a hydraulic system, then disregard and proceed to Step 2.

2. Close pressure release valve at center of emulsion tank.
3. Start engine and run at 1500 RPM MAX. to allow emulsion tank to pressurize. This occurs automatically. Tank pressure is set at the factor of 90 PSI. When the operating pressure is reached, the load genie will begin venting to atmosphere. This creates an intermittent popping sound, which is normal.
4. Add asphalt emulsion to line. Turn off engine. Turn emulsion valve to on position, located at the rear of the emulsion tank. Place nozzle in flush box and open emulsion valve to remove diesel fuel and thereby add asphalt into the asphalt emulsion line. This takes approximately 10 seconds. One quart of diesel fuel will be removed from the line and 1 quart of asphalt will have entered. It should be obvious when asphalt has entered the line.
5. Restart engine and run at 1500 RPM MAX.
6. If the JETAIR has a gravity feed system simply raise the truck bed and the stone will automatically flow into the aggregate hopper. It will flow until the hopper is approximately one-half to one-third full and will then stop automatically when the stone reaches a level where it touches the end of the tailgate aggregate feeding hose.

If the JETAIR has the hydraulic tailgate option, first start the engine and run at 1500 RPM MAX. Set the hydraulic flow control valve (truck tailgate screw control valve) to setting #4. Push the aggregate switch on the boom control panel. This will both activate the hydraulic tailgate feeding system and open the venturi eductor slide plate. This will start stone feeding into the aggregate hopper and into the venturi eductor system. The stone will continue to feed as long as the hydraulic system is on and the venturi eductor slide plate is open. Aggregate may accumulate in the hopper until the hopper is one-half to two-thirds full. If the aggregate hopper fills to over two-thirds of capacity, then the hydraulic flow control valve should be changed to a lower setting (#3 or #2) so that the hopper remains one-half to two-thirds full. The stone will only feed when the aggregate switch is pushed to the on position. The stone will stop flowing from the truck and the venturi eductor slide plate will close when switch is pushed to the off position.

6. Continued...

Note: Switch controls both the hydraulic tailgate and the venturi eductor slide plate. The hydraulic tailgate and the venturi eductor slide plate operate in tandem. When switch is "on" the hydraulic tailgate is in operation and the slide plate is open. When switch is in the "off" position, the tailgate stops feeding stone and slide plate is closed.

CLEANING

1. Start engine and throttle up to 1500 RPM MAX. Detach boom, 600 series, from the rear of the AMZ. Lower nozzle close to area to be repaired. This will blow out all dust, water and other debris.

SEALING

1. After cleaning the area, open the emulsion valve approximately half way and spray a tack coat of emulsion. Nozzle should then be held approximately 23" from area to be repaired.

FILLING AND COMPACTING

1. After tacking the area with emulsion aim the nozzle straight down (essential for compaction) at a height of approximately 23". Push switch on the control panel to open the venturi eductor slide plate, thereby starting the stone feeding into the venturi air stream.

If operating the AMZ JETAIR with the hydraulic option, push switch on the boom control panel. This will both open the venturi eductor slide plate and energize the tailgate hydraulic augers thereby starting the aggregate into the venturi eductor air stream.

2. As the aggregate begins to flow, the operator can increase or decrease the amount of the emulsion with the aggregate by adjusting the valve which controls the flow of emulsion. Stone should be lightly, but fully, coated with emulsion.
3. **Flow of aggregate from the gravity feed tailgate is controlled automatically (by the force of gravity) and once the aggregate in the hopper reaches a level where it touches the gravity feed tailgate hose it stops automatically. It then keeps the hopper filled to the proper level automatically.**

If the hydraulic tailgate option is used, the flow of aggregate from the truck to the hopper should be controlled so that the hopper is never more than half to three quarters full of aggregate. The operator can increase or decrease the aggregate output by adjusting the hydraulic flow control valve.

4. Operator fills area evenly.

5. When the area being repaired is finished, push switch on the boom control panel. This automatically closes the venturi eductor slide plate stopping the flow of aggregate into the venturi eductor air stream.

If the AMZ JETAIR has the hydraulic tailgate option, this action (pushing button) will shut off the hydraulic motor thereby stopping the flow of aggregate to the hopper and closing the venturi eductor slide plate.

6. When aggregate stops, close emulsion control valve.
7. Replace boom.
8. Turn off engine.

CLEANING INSTRUCTIONS

ASPHALT EMULSION LINE

The emulsion line should be flushed with diesel fuel, or solvent, when the time between repairs exceeds 20 minutes, and at the end of every day. To flush the line: Turn valve to flush and open valve. Flush into flush box. Flush only when engine is turned off. If the emulsion line ever becomes clogged do not attempt to unclog by applying any type of open flame to the emulsion line.

If some asphalt emulsion is spilled on machine it can be wiped off immediately with diesel fuel or solvent.

If asphalt emulsion has accumulated on the machine or hoses you should spray them with your diesel fuel, or asphalt solvent, let soak approximately 3 minutes and wash off with water or steam. This should be done weekly.

AGGREGATE FEED SYSTEM

The entire aggregate feed assembly (aggregate hopper, venturi eductor, and aggregate hose) should be cleaned daily. The aggregate feed system should be flushed with water for 10 minutes daily. Start the engine and run at 1500 RPM MAX. Then run water from a hose into the aggregate hopper and venturi eductor and blow the water out the aggregate hose and nozzle. For a more thorough cleaning, fill a 5 gallon bucket with water and dump the water into the aggregate hopper and venturi eductor and blow the water out the aggregate hopper and nozzle. Repeat two or three times. This will thoroughly clean the unit of any fines and aggregate buildup that may accumulate in the aggregate hopper, venturi eductor or aggregate hose and assure smooth operation and maximum AMZ JETAIR output. After cleaning, shut off the engine.

LUBRICATING AND MAINTENANCE INSTRUCTIONS

1. Engine - refer to separate manual in packet.
2. Blower - refer to separate manual in packet.
3. Compressor - check separate manual in packet.
4. Lubricate bearings at each end of screw conveyor on truck approximately every 75 hours.
5. Check hydraulic oil level every day.
6. Check drive belt on air compressor after 100 hours.
7. Check drive belts on hydraulic pump after 100 hours.
8. Check and tighten all bolts periodically, including axles (approximately 100 hours).
9. Remove and clean hydraulic oil filter in first 30 hours and then every 100 hours.
Replace return line filter the first 30 hours then every 100 hours.

TROUBLE SHOOTING

NO EMULSION

CHECK THE FOLLOWING:

1. Emulsion tank empty.
2. Emulsion line valve closed on tank.
3. Low P.S.I. in emulsion tank. Check gauge.
4. Spray ring plugged. Remove and clean.
5. Hose from emulsion tank to nozzle plugged. If equipped with heated hose start engine to allow heating and turn flush on. Do not attempt to unplug the emulsion hose by applying an open flame to the emulsion hose or spray ring.
6. Emulsion cold. Check temperature. Check to be sure thermostat and heating element are working.
7. Emulsion has separated and become lumpy. Check emulsion by placing a rod to the bottom to check for "bubble gum" like asphalt residue on the bottom. If separated, drain tank and flush with diesel fuel.

HYDRAULIC SYSTEM MALFUNCTION (OPTIONAL)

CHECK FOLLOWING:

1. Check oil in hydraulic reservoir.
2. Check belts on hydraulic pump.
3. Check switch for loose wire.
4. Check solenoid, 200 series. (To check: hold hand on solenoid and energize switch, you should be able to feel impulse in valve.)
5. Hydraulic system overload (PSI over 1,000 on hydraulic gauge).
 - A. Check augers in the tailgate. If too much stone is piled on top of the augers the weight of the stone may cause the augers to stop turning. Or if dirty, wet stone sits in the augers overnight it may harden thereby preventing the augers from turning. If either of these conditions exist, be sure engine is turned off, then remove stone from top of augers (Top of auger should be visible) and loosen any packing or buildup under the augers.

5.
 - B. Check tailgate feeder aggregate shoot. If stone is not free falling it will wedge at the top and create undue strain on the hydraulic system. Turn off the JETAIR engine, raise the dump bed, lower shoot or remove the obstruction from the shoot as required. Lower truck bed to appropriate height. Lower shoot, and increase angle of shoot in aggregate hopper so stone cannot "sit" on the shoot.

MOTOR WILL NOT START

CHECK THE FOLLOWING:

1. Refer to engine manual.

AGGREGATE NOT COMING THROUGH HOSE

CHECK THE FOLLOWING:

1. Aggregate hopper empty.
2. Check gravity feed tailgate to be sure stone is flowing down the dump body into the tailgate feeder hose.
3. Check hydraulic (optional) system.
4. Check engine R.P.M. - 1,500 MAX.
5. Aggregate hose plugged. Angle front section of hose and nozzle down and shake hose. If hose is still plugged, remove hose from air flow pipe, angle down and shake hose, then reattach hose to air flow pipe. If hose is still plugged, flush out with large amounts of water as described in aggregate feed system.
6. Nozzle plugged - remove and clean.
7. Check venturi eductor to be sure an unusually large rock or can has not gotten wedged in the venturi eductor air flow.

WIRING CODE FOR TAIL LIGHTS AND BRAKES

GD (Ground) - Black
LT (Left Turn) - Red
RT (Right Turn) - Green
S (Brakes) - White
TM (Running Lights) - Brown

CRAFCO AMZ JET AIR II

MATERIAL SPECIFICATIONS

Below are general specifications for the materials used in an AMZ. The materials are very common. This is not a complete list, as a variety of materials can be used and manufacturer trade names vary by locality. Please call if we can assist in any way.

STONE

General description: 3/8" or 1/4" preferably washed angular crushed stone. Round river rock also acceptable, crushed preferred.

GENERAL SIEVE ANALYSIS

100%	1/2 inch
90 - 100%	3/8 inch
20 - 100%	3/16 inch (#4 screen)
5 - 30%	1/8 inch (#8 screen)
0 - 10%	1/16 inch (#16 screen)

EMULSION

General description: Rapid setting asphalt emulsion, commonly referred to as RSII, CRSII and sometimes CMSII. Other trade names are used in some areas. Rapid setting high floats are also acceptable, and are preferable in cold weather (less than 32°F.) operation.

SPECIFICATIONS

	Min.	Max.
Viscosity, Saybolt Furol @ 122 degrees F. (50°C.), s	75	400
Settlement, 5-Day, %		5
Storage Stability, Test, 24-h, %		1
Demulsibility, 35 ml, 60	40	
Sieve test, %		0.10
Residue by distillation, %	63	
Penetration, 77°F. (25°C.)	100	
Ductility, 77°F. (25°C.), 5	40	
Solubility in trichloroethylene, %	97.5	

CRAFCO AMZ JET AIR II

TENSIONING V-BELT DRIVES

INSTRUCTIONS

GENERAL RULES OF TENSIONING

Ideal tension is the lowest tension at which the belt will not slip under peak load conditions.

Check tension frequently during the first 24 - 48 hours of operation.

Over tensioning shortens belt and bearing life.

Keep belts free from foreign material which may cause slip.

Make V-drive inspection on a periodic basis. Tension when slipping.

Never apply belt dressing as this will damage the belt and cause early failure.

AMZ SPECIFIC RULES FOR TENSIONING

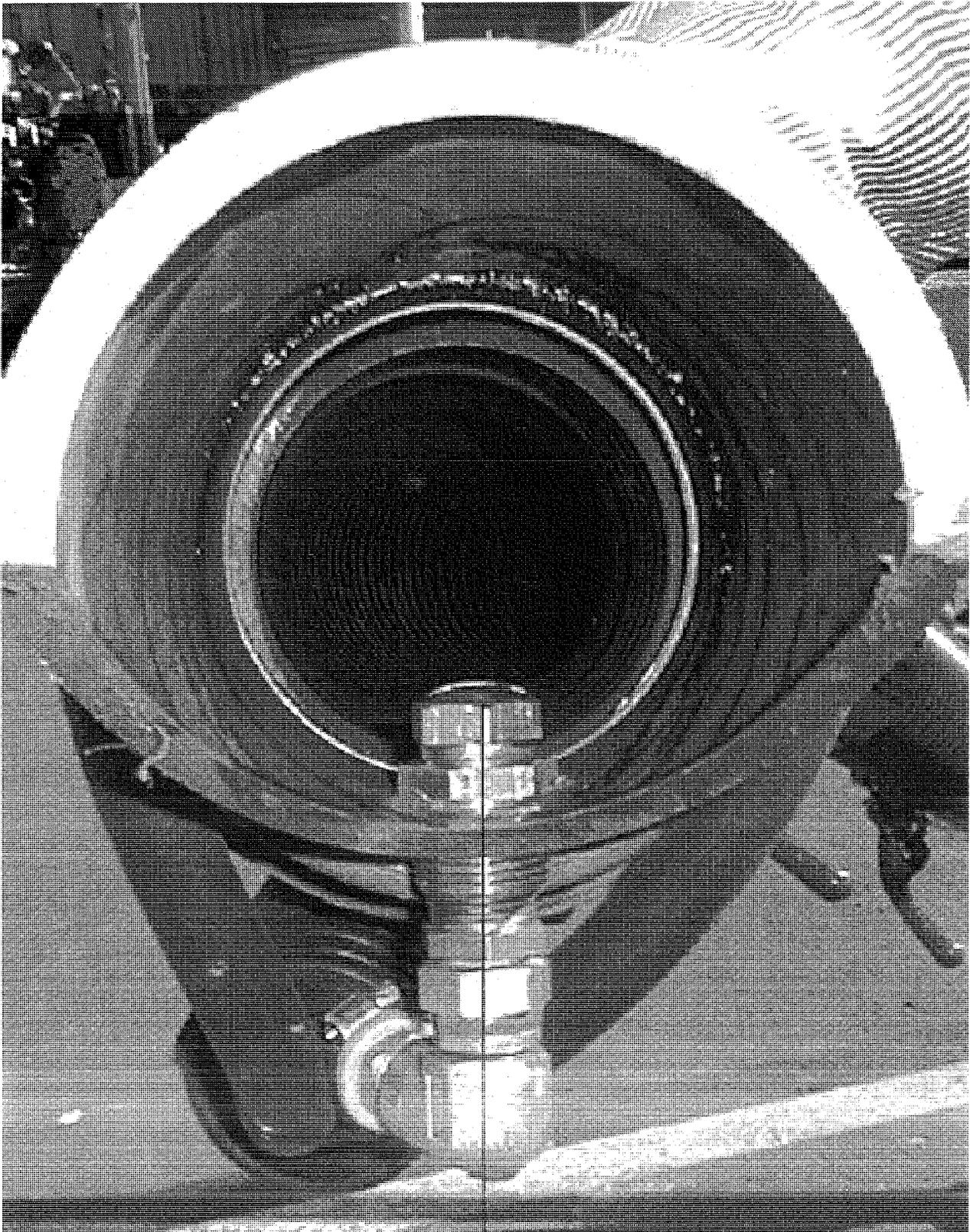
To check for proper belt tightness you must measure the force required to achieve the desired deflection at the center of the belt span, midway between the two pulleys. Below are the minimum and maximum forces permissible to achieve the desired deflection. This should be checked after the first 24 hours, 48 hours and weekly thereafter.

Drive	Desired Deflection	Force to Achieve Deflection - Min.	Force to Achieve Deflection - Max.
Air Compressor	.343"	5.7#	9.4#
Hydraulic Pump	.281"	4.9#	7.2#
Blower	.156"	7.1#	10.5#

MAINTENANCE GUIDE OF THE V-BELT DRIVES

TYPE OF MAINTENANCE	WHEN TO DO	WHAT TO DO
Check for sheave groove wear.	Initial inspection - 8 hours. Second inspection - 24 hours. Third inspection - 100 hours. Periodically thereafter.	Check for belt ride in the groove. In multiple groove drives, belt ride should be uniform, not more than 1/16" above or below top of sheave groove. Check groove wear area for wear. Side wall of groove should be straight, not dished out. Bottom of groove should show no signs of belt contact.
Check for sheave runout.	Initial inspection - 8 hours. Second inspection - 24 hours. Third inspection - 100 hours. Periodically thereafter.	Check sheave by eye for runout. If runout is excessive, it can easily be seen by visual inspection. If runout is noticeable, check sheave for source of problem and correct.
Inspect for heat build-up and proper ventilation.	Initial inspection - 8 hours. Second inspection - 24 hours. Third inspection - 100 hours. Periodically thereafter.	Check belts for heat. Ambient temperatures should not exceed 140°F. Contact temperatures should not exceed 180 °F. Make sure drives are properly ventilated.
Clean belts and sheave grooves.	Initial inspection - 8 hours. Second inspection - 24 hours. Third inspection - 100 hours. Periodically thereafter.	Inspect belts for contaminates, such as oil or grease. Wipe belts clean with detergent and water. Inspect sheave grooves for buildup of such material and remove, if necessary.
Check belt tension.	Initial inspection - 8 hours. Second inspection - 24 hours. Third inspection - 100 hours. Periodically thereafter.	Check belt tension using Browning belt tension checker. Tension to recommendations shown in current catalogs.
Check sheave alignment.	Initial inspection - 8 hours. Second inspection - 24 hours. Third inspection - 100 hours. Periodically thereafter.	Check alignment with straight edge, string or machinist level. Correct alignment to as near perfect as possible.
Mismatched belt check.	Initial inspection - 8 hours. Second inspection - 24 hours. Third inspection - 100 hours. Periodically thereafter.	Check belt sag on slack side of drive. All belts should have a slight bow. If this bow is not uniform with all belts, replace entire set with a matched set.
Check for worn belts.	Initial inspection - 8 hours. Second inspection - 24 hours. Third inspection - 100 hours. Periodically thereafter.	Check wear surfaces of belt for excessive wear. If belts have a slick, glazed look, belts are slipping. Check drive capacity and belt tension. Never replace only one belt in a used set, as used belts will elongate. Replace entire set if replacement is necessary.
Check sheave setscrews and/or bushing capscrews.	Initial inspection - 8 hours. Second inspection - 24 hours. Third inspection - 100 hours. Periodically thereafter.	Check all setscrews and/or capscrews for looseness. Retighten to recommended torque, if necessary.

OPERATOR BOOM, CONTROLS AND NOZZLE - A



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OPERATOR BOOM, CONTROLS AND NOZZLE - A

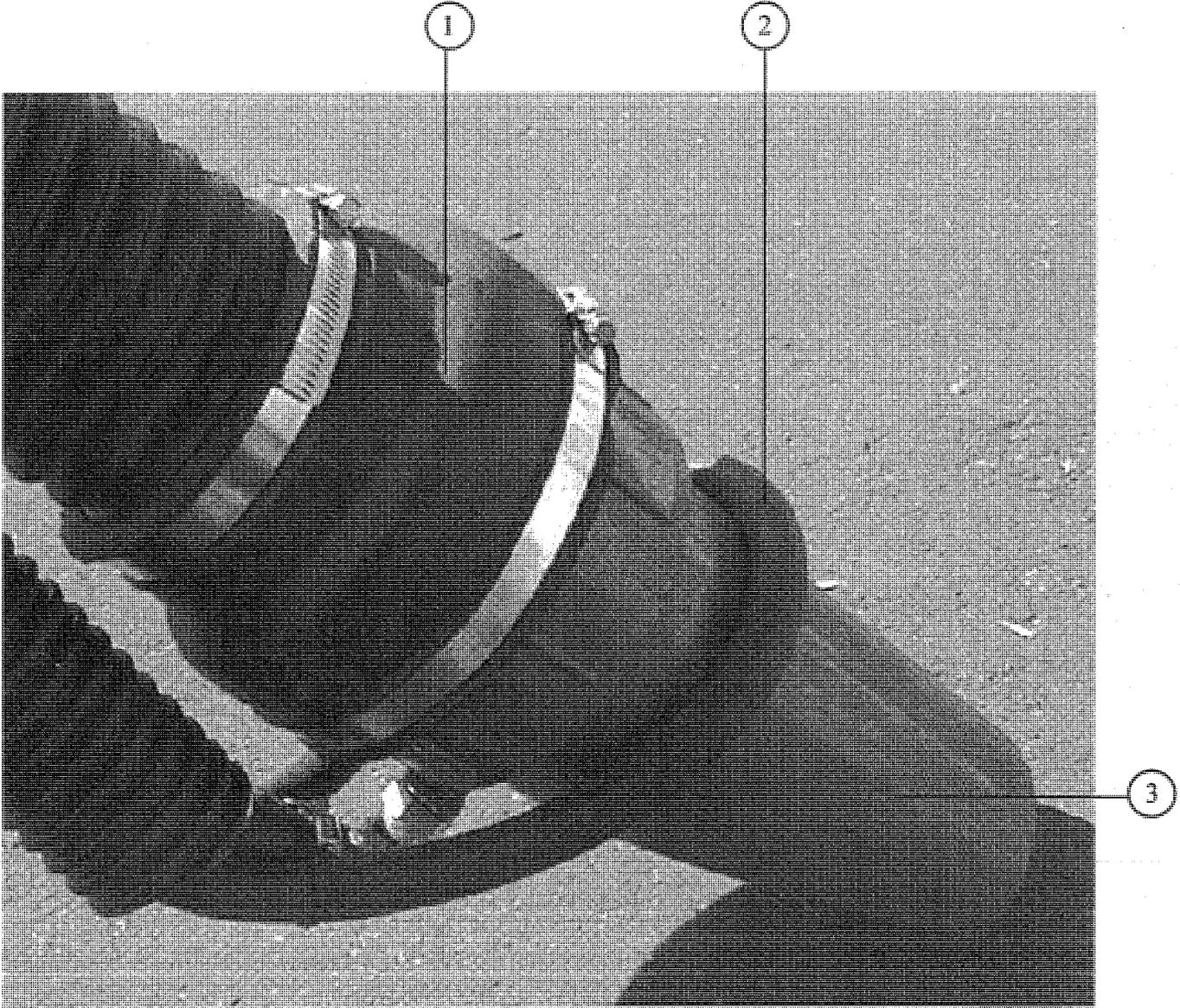
NUMBER	PART NUMBER	QTY	DESCRIPTION
1	90552	1	1/16" COIN SLOT SPRAY TIP <i>Threaded</i>

90517

*Both
Inside &
outside*

1A	90552	1/16" Coin Slot Spray Tip Threaded - outside only
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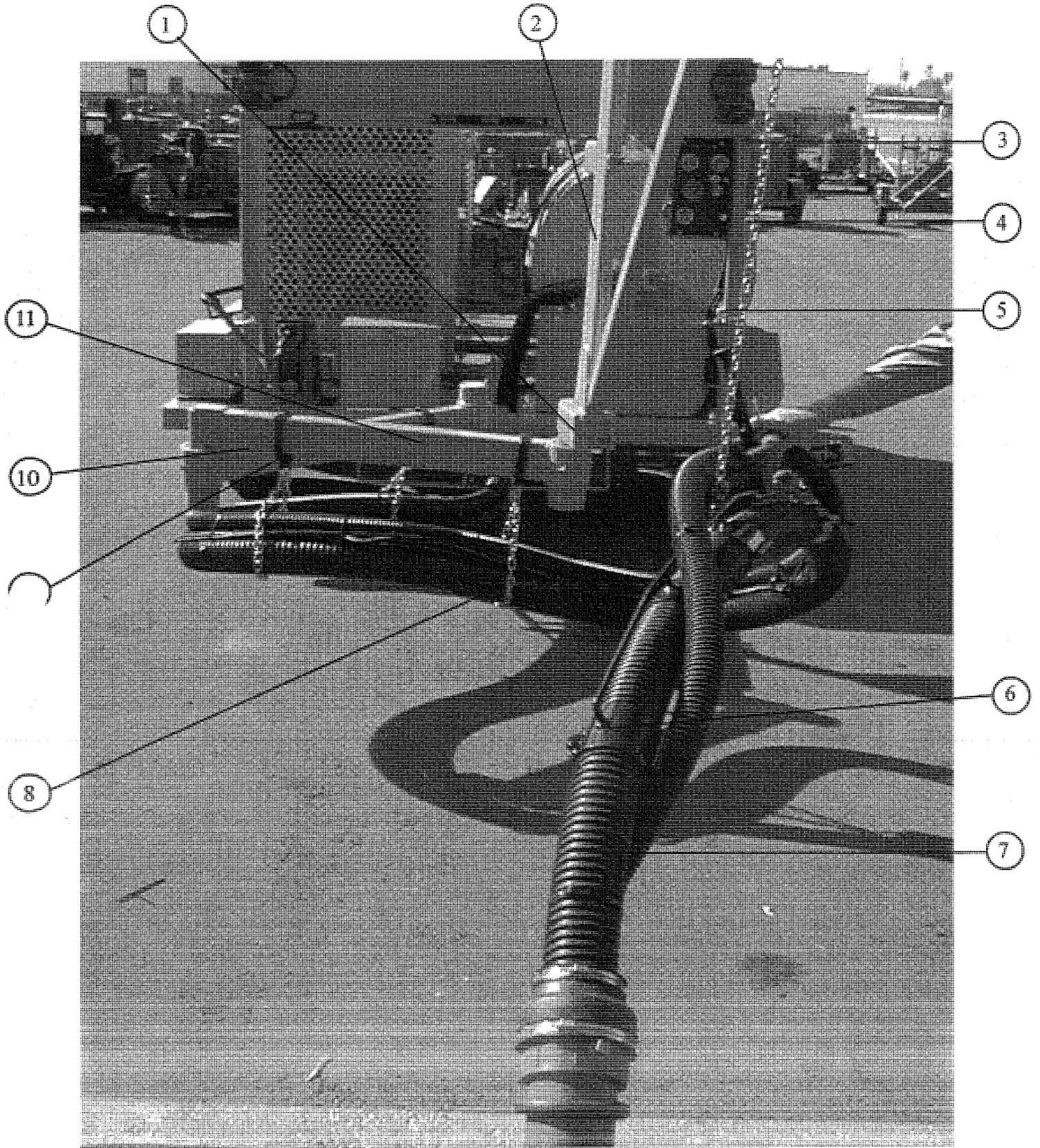
OPERATOR BOOM, CONTROLS AND NOZZLE - B



OPERATOR BOOM, CONTROLS AND NOZZLE - B

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	90558	1	4-1/4 x 5 1/2 RUBBER COUPLER
2	90604	1	EMULSION HOSE RUBBER 21D X 20'
3	90725	1	4" PVC SLANTED NOZZLE

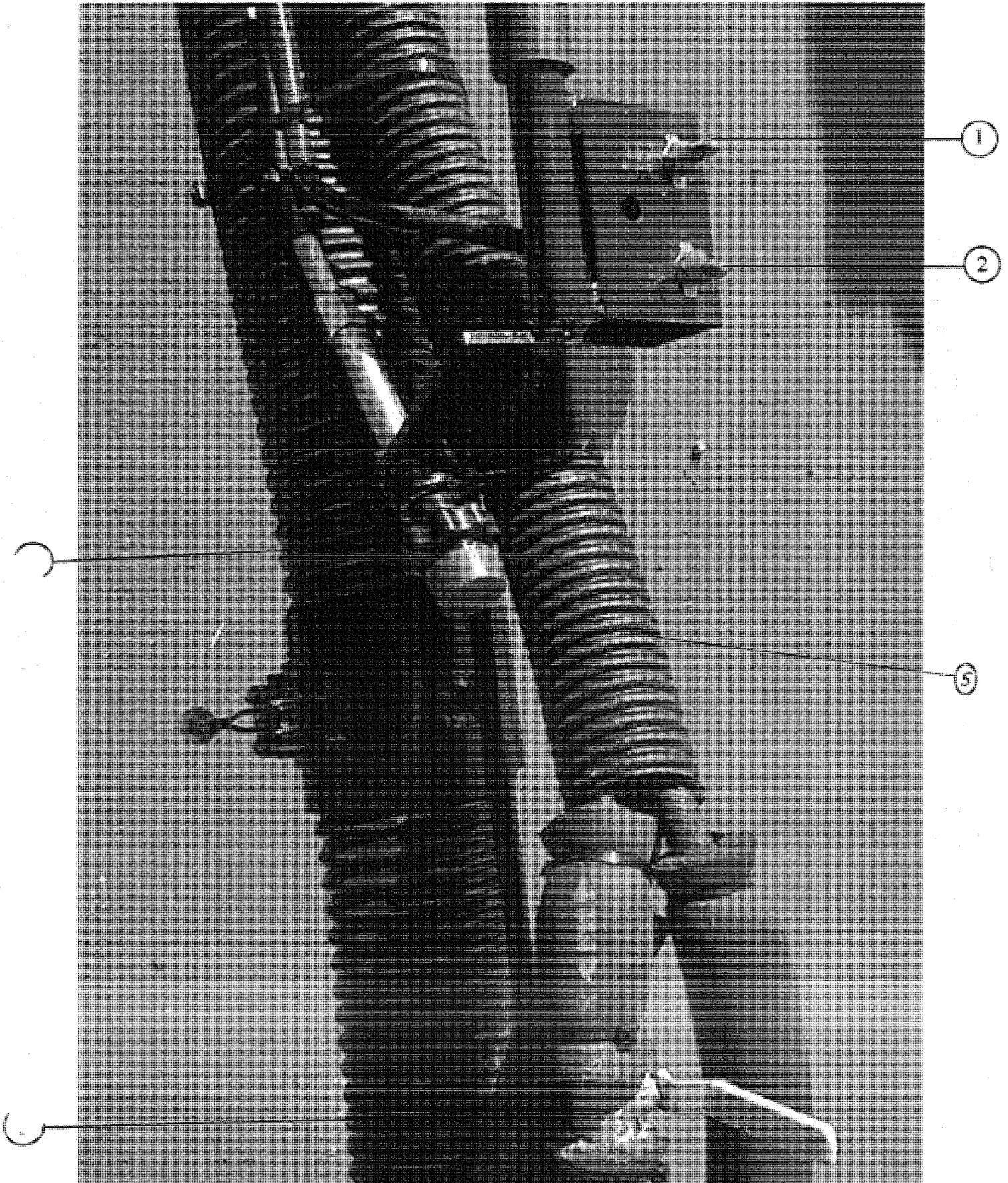
OPERATOR BOOM, CONTROLS AND NOZZLE - C



OPERATOR BOOM, CONTROLS AND NOZZLE - C

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	90845	1	HORIZ SUPPORT MOUNT - TUBE ASSY
2	90728	1	BOOM SECTION 3RD SECTION
3	90825	1	BOOM MNTG TUBE SUPT ASSY - TOP RO
4	90927	1	3/16" CHAIN X 60" LONG
5	90819	1	BOOM MNTG TUBE SUPT ASSY - BTTM RO
6	90704	1	4TH BOOM SECTION ASSY
7	90746	1	3-1/2" X 20FT. AGGREG HOSE
8	90926	1	3/16" CHAIN X 28" LONG
9	90149	1	4" ID AGGREG (TIGRFLEX) HSE HNGR
10	90670	1	FIRST SECTION BOOM
11	90665	1	2ND SECTION BOOM ARM

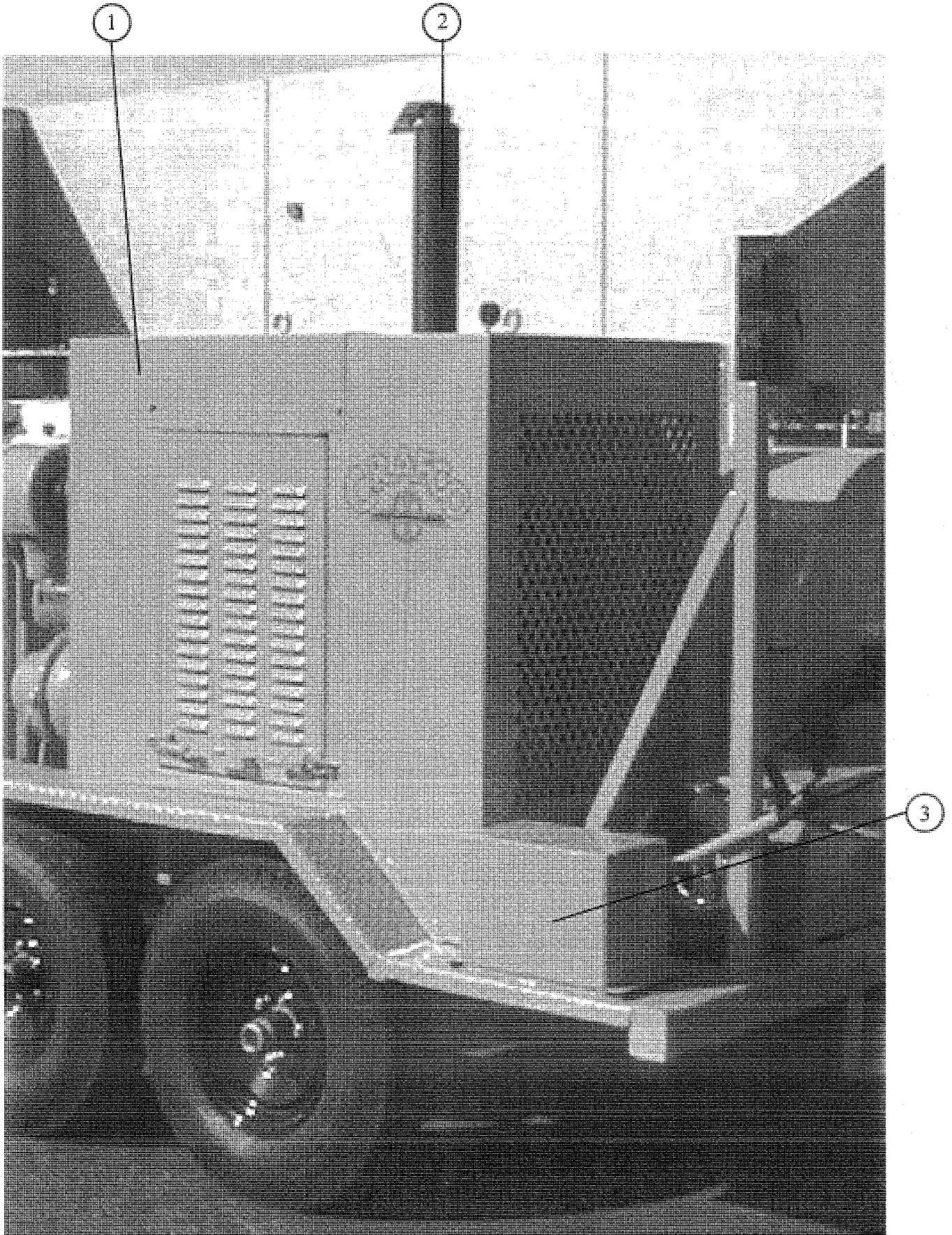
OPERATOR BOOM, CONTROLS AND NOZZLE - D



OPERATOR BOOM, CONTROLS AND NOZZLE - D

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	91049	1	HORN SWITCH
2	90649	1	STONE SWITCH
3	90732	1	3/8" CARBON STL BALL VALVE
4	91046	1	THROTTLE CABLE RVO
<i>5</i>	<i>90811</i>	<i>20'</i>	<i>2" Emulsion Hose Cover 20'</i>

POWER TRAIN - A



POWER TRAIN - A

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	91030	1	ENGINE COVER (JOHN DEERE TO4045D)
2	91048	1	MUFFLER EXHAUST JOHN DEERE
3	90200	1	BATTERY LOCK BOX ASSY

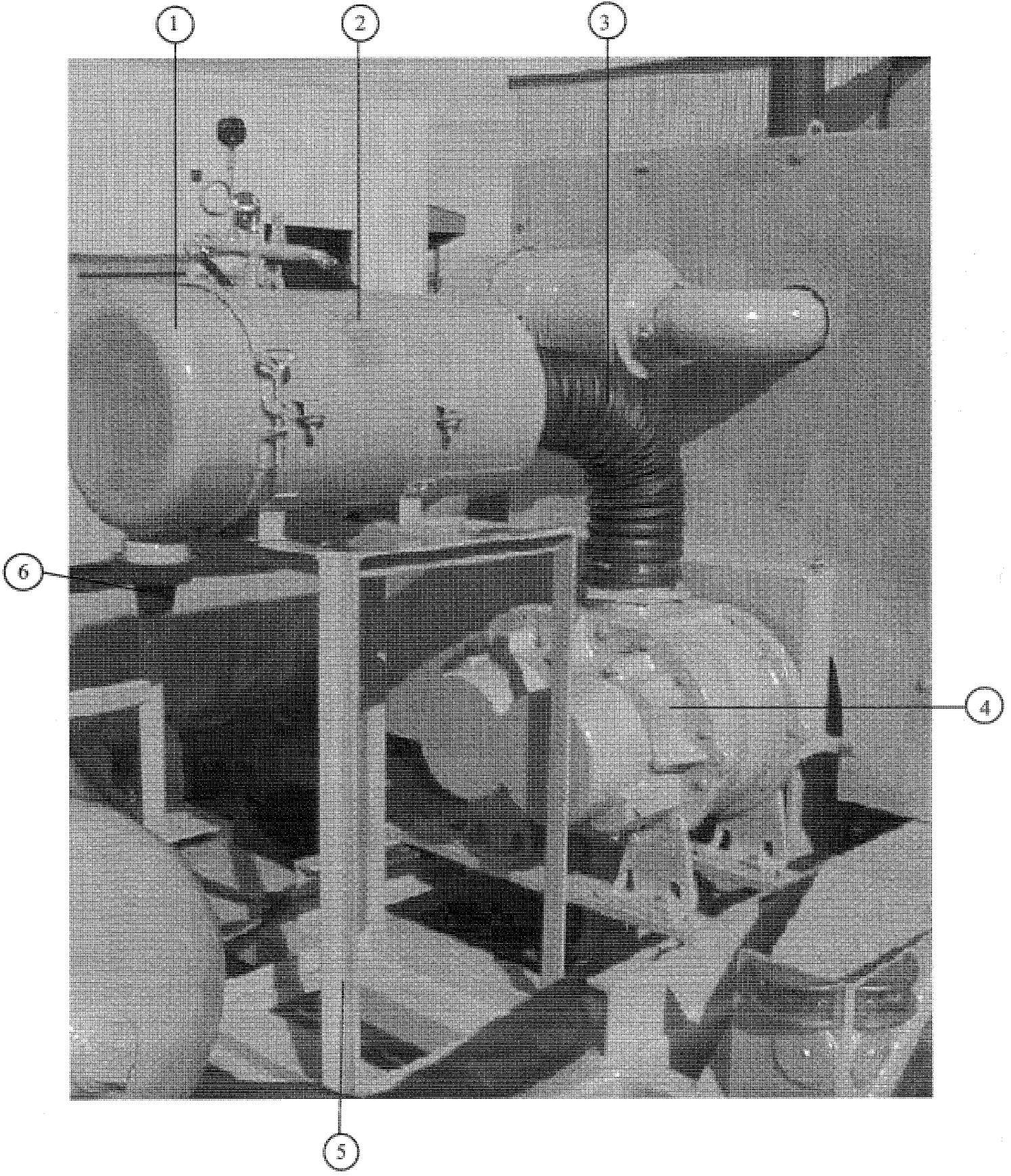
POWER TRAIN - B



POWER TRAIN - B

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	91044	1	OIL FILTER
2	91042	1	ENGINE FUEL FILTER

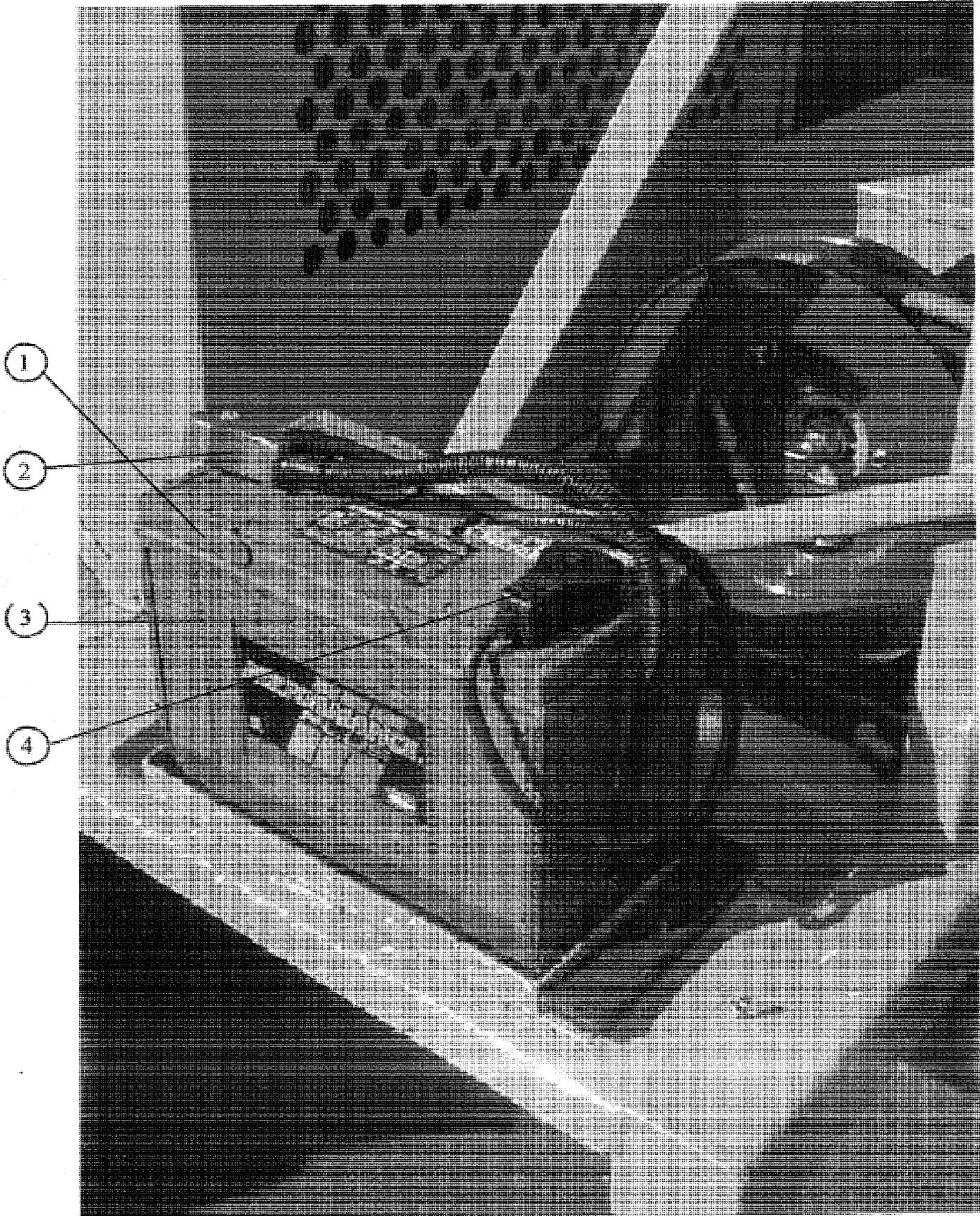
POWER TRAIN - C



POWER TRAIN - C

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	91035	1	FILTER ELEMENT BLOWER AIR CLEANER
2	91045	1	AIR CLEANER COMPLETE
3	91236	1	RUBBER CONNECT HOSE TO B
4	90720	1	JET AIR II BLOWER 68U
5	91707	1	AIR CLEANER STAND
6	91727	1	RUBBER CHECK VALVE (AIR CLNR)

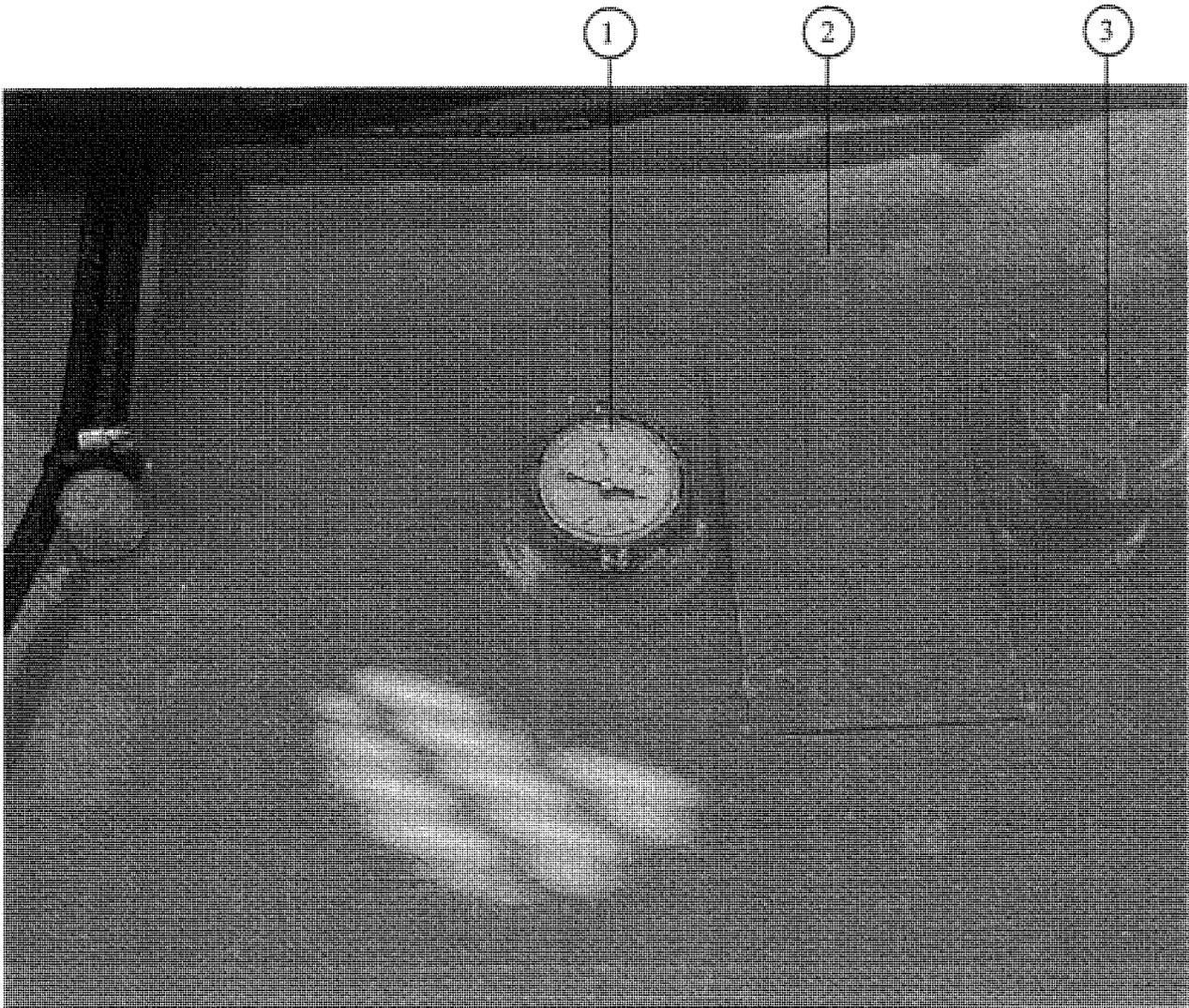
POWER TRAIN - D



POWER TRAIN - D

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	90205	1	BATTERY HOLD DOWN CLAMP
2	91745	1	LONG BATTERY CABLE (+)
3	24001	1	1000 C.C.A. BATTERY
4	91749	1	SHORT BATTERY CABLE (-)

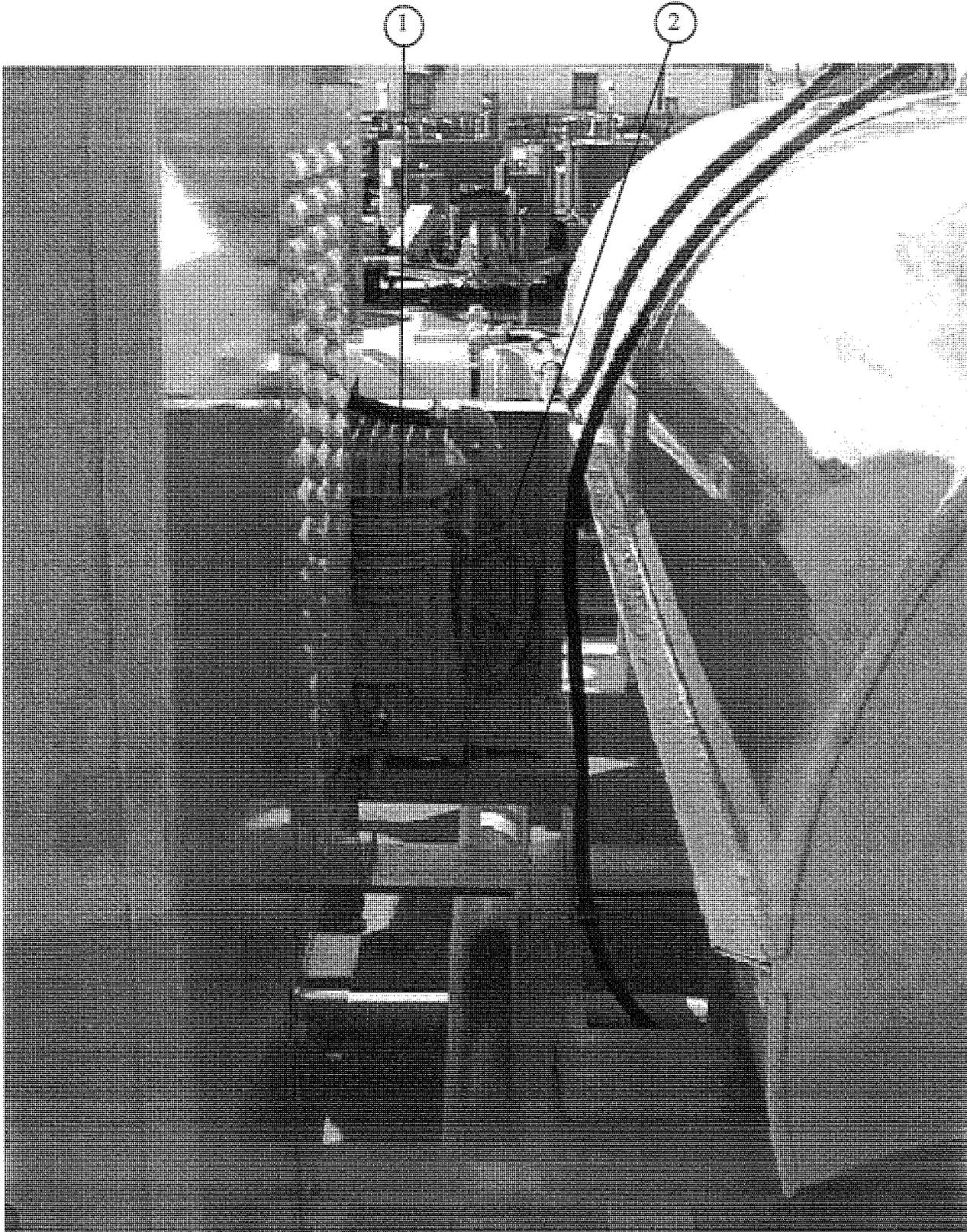
POWER TRAIN - E



POWER TRAIN - E

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	90563	1	FUEL LEVEL GUAGE SA702C
2	91510	1	FUEL TANK COMPLETE
3	43579	1	PRESSURE FILLER BREATHER CAP RO

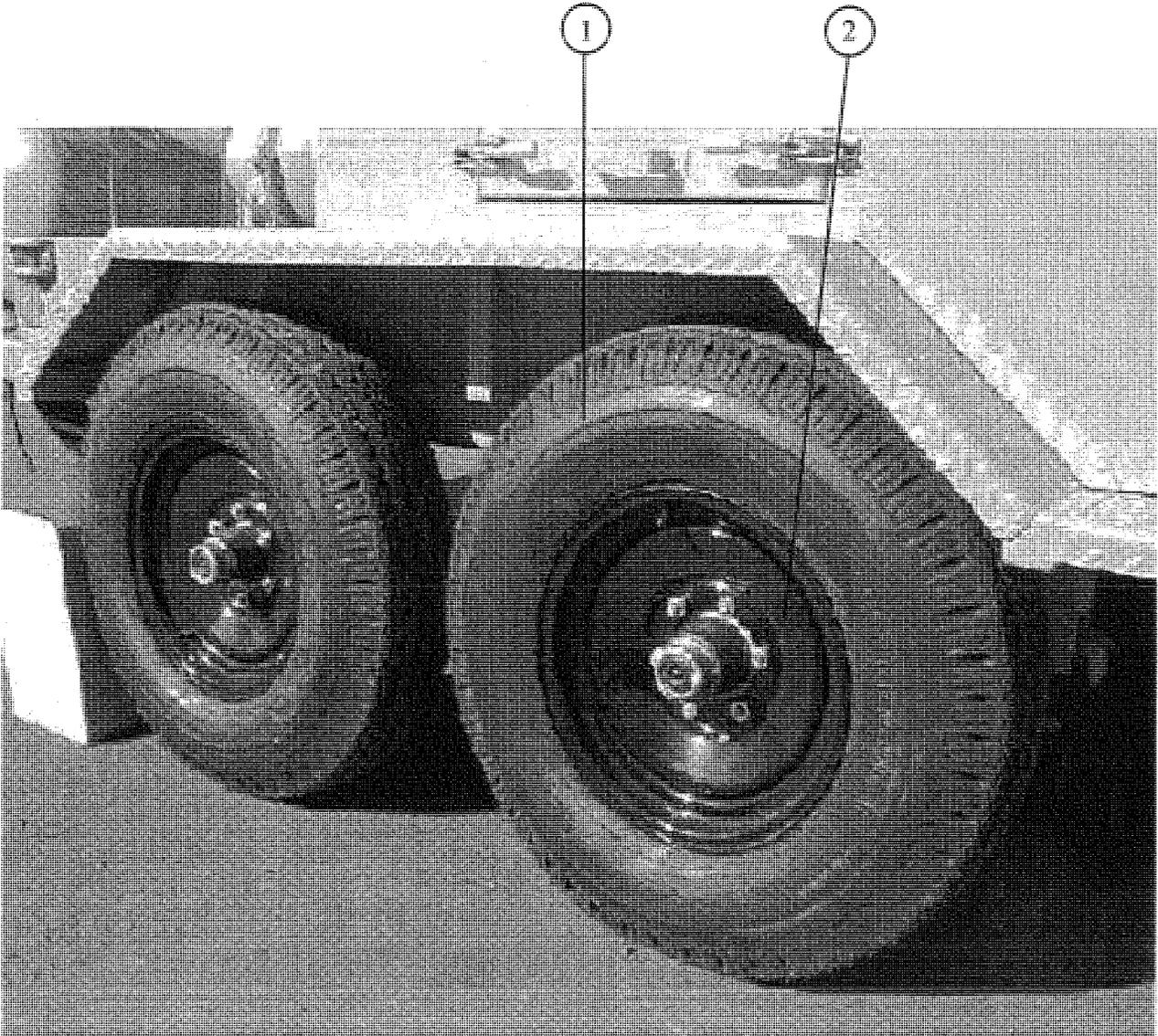
POWER TRAIN - F



POWER TRAIN - F

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	90590	1	AIR COMPRESSOR
2	90587	1	AIR COMP DRIVE LINK BELT 42 LINKS

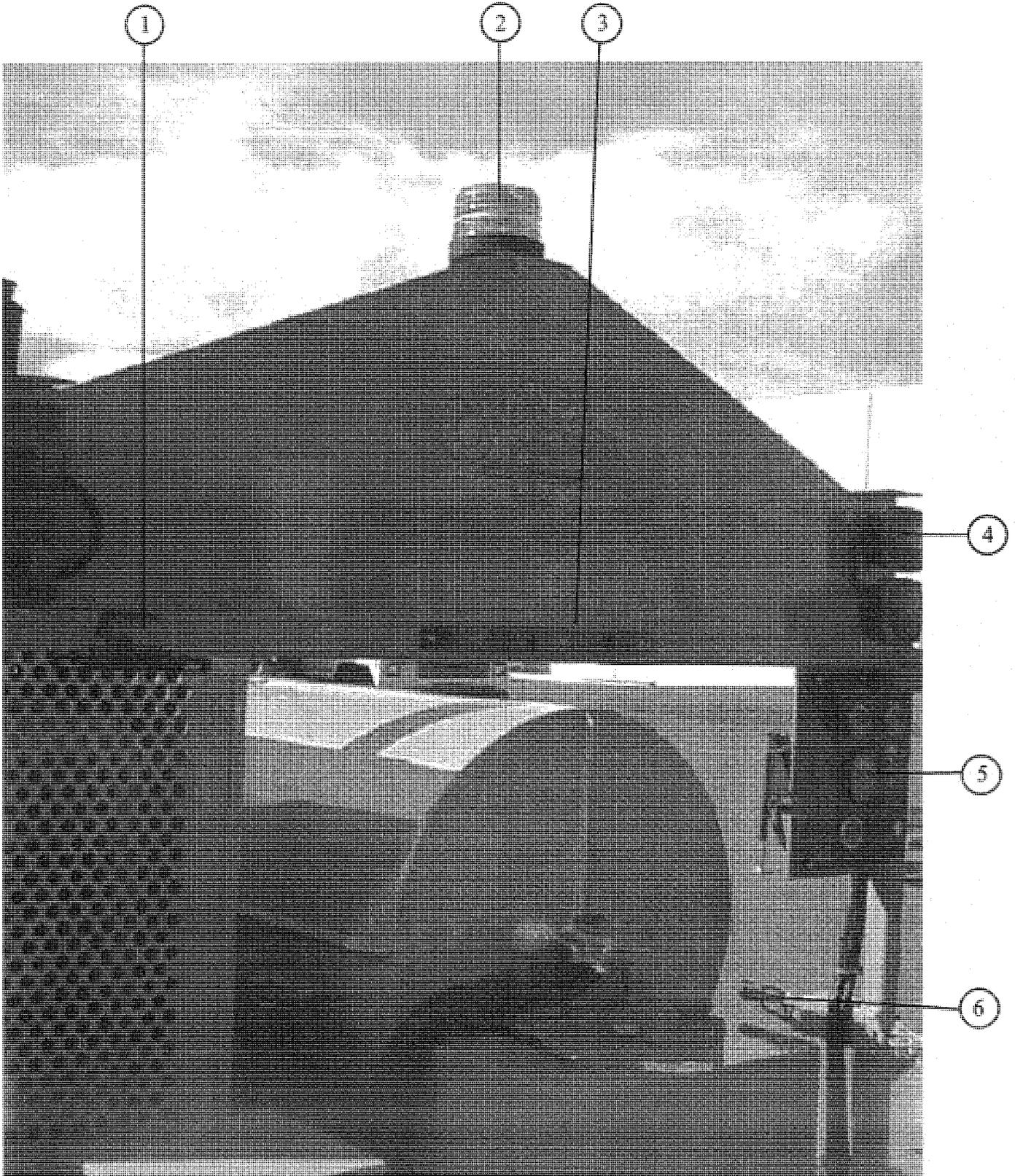
CHASSIS AND FRAME - A



CHASSIS AND FRAME - A

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	91008	1	TIRE
2	91007	1	RIM FOR TIRE

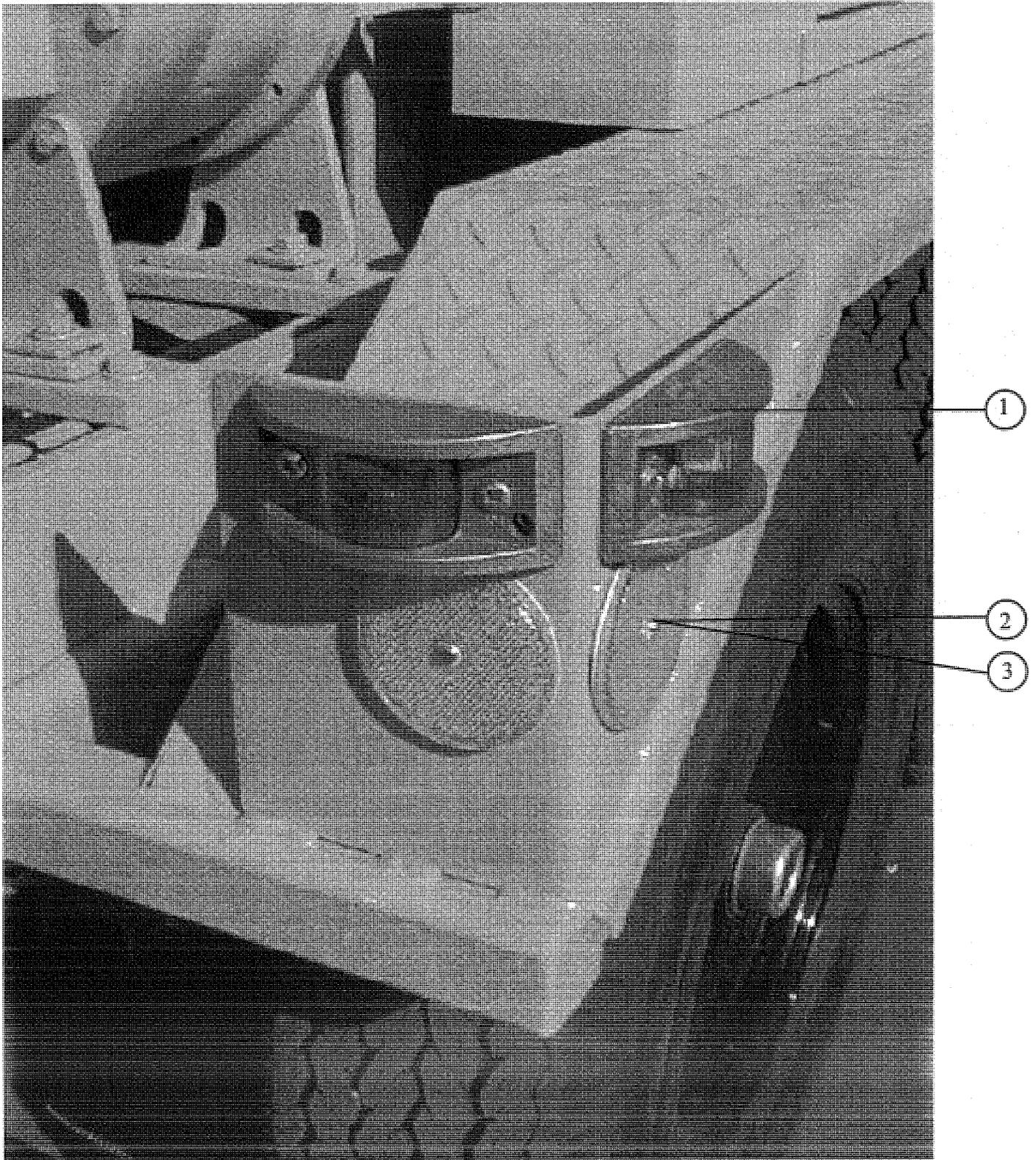
CHASSIS AND FRAME - B



CHASSIS AND FRAME - B

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	90544	1	LICENSE BRKT W/LIGHT
2	24095	1	STROBE LIGHT REV.A
3	90545	1	3 LENSEM ID LIGHT
4	90548	1	TAIL LIGHT W/DBL BULB
5	91032	1	ENGINE PANEL ASSY. (W/ENG) RVO
6	90606	1	PULL CLAMP 700#

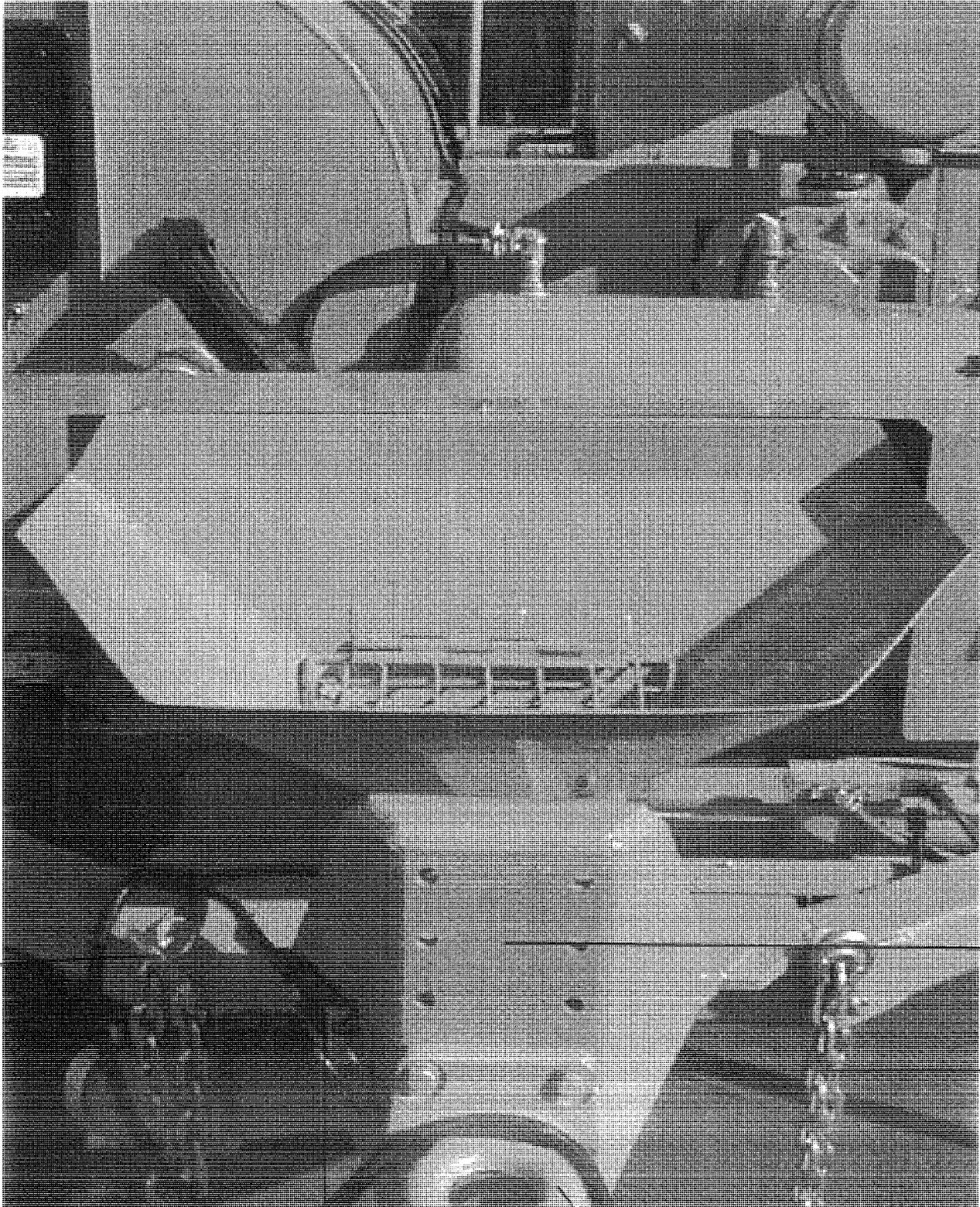
CHASSIS AND FRAME - C



CHASSIS AND FRAME - C

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	90546	1	ARMORED CLEARANCE LIGHT
2	90547	1	3" RD AMBER REFLECTOR
3	90549	1	3" REFLEX REFLECTOR (RED)

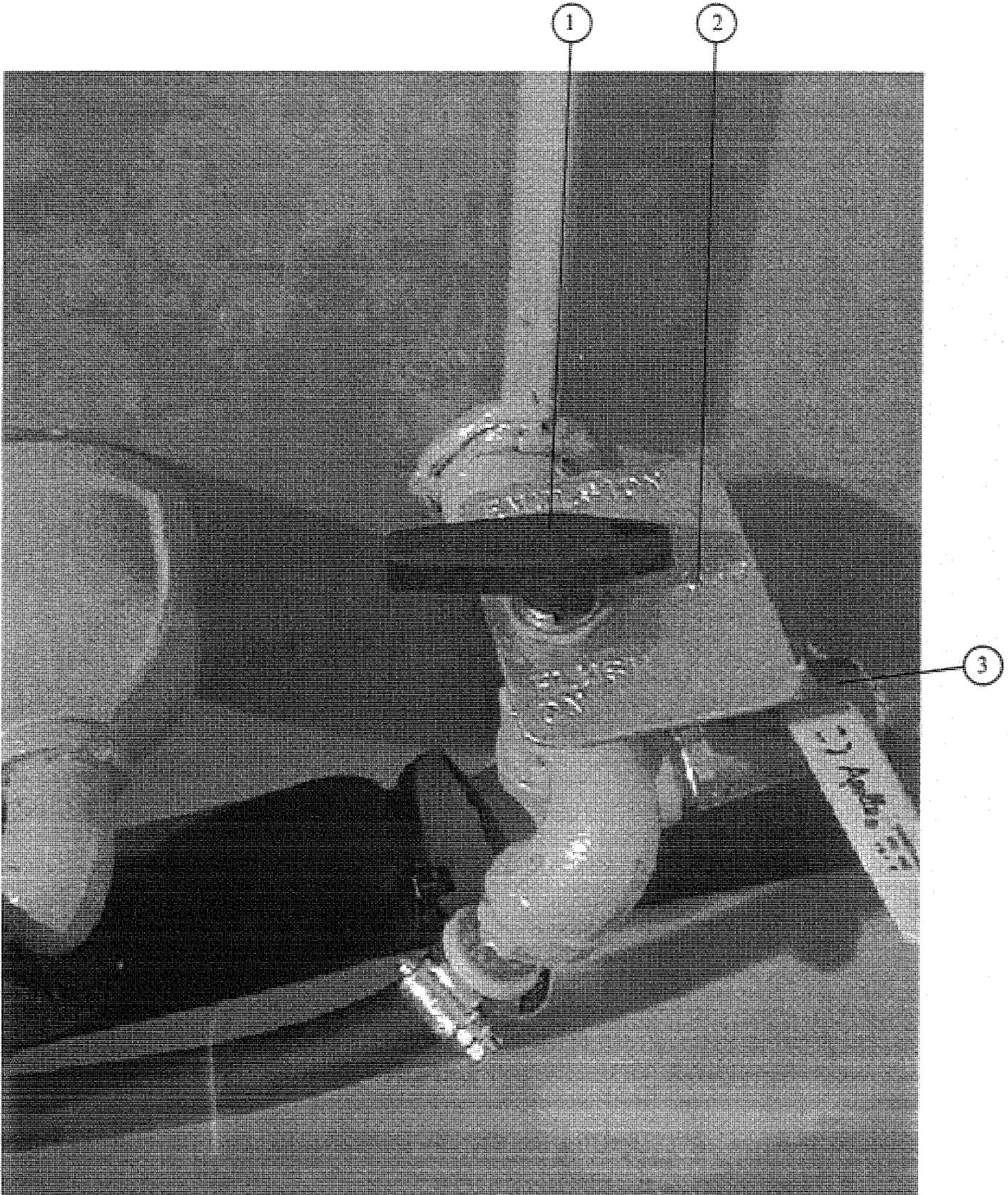
CHASSIS AND FRAME - D



CHASSIS AND FRAME - D

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	90735	1	FRNT HITCH PLATE ASSY RVO
2	90514	1	3/8" SAFETY CHAIN RVO
3	91850	1	2-1/2" ID EYE DROP FORGED STL DRB
4	91171	1	BREAK-AWAY BRCKT ACT SWITCH
5	91781	1	3/8" SAFETY CHAIN HOOK

EMULSION SYSTEM - A

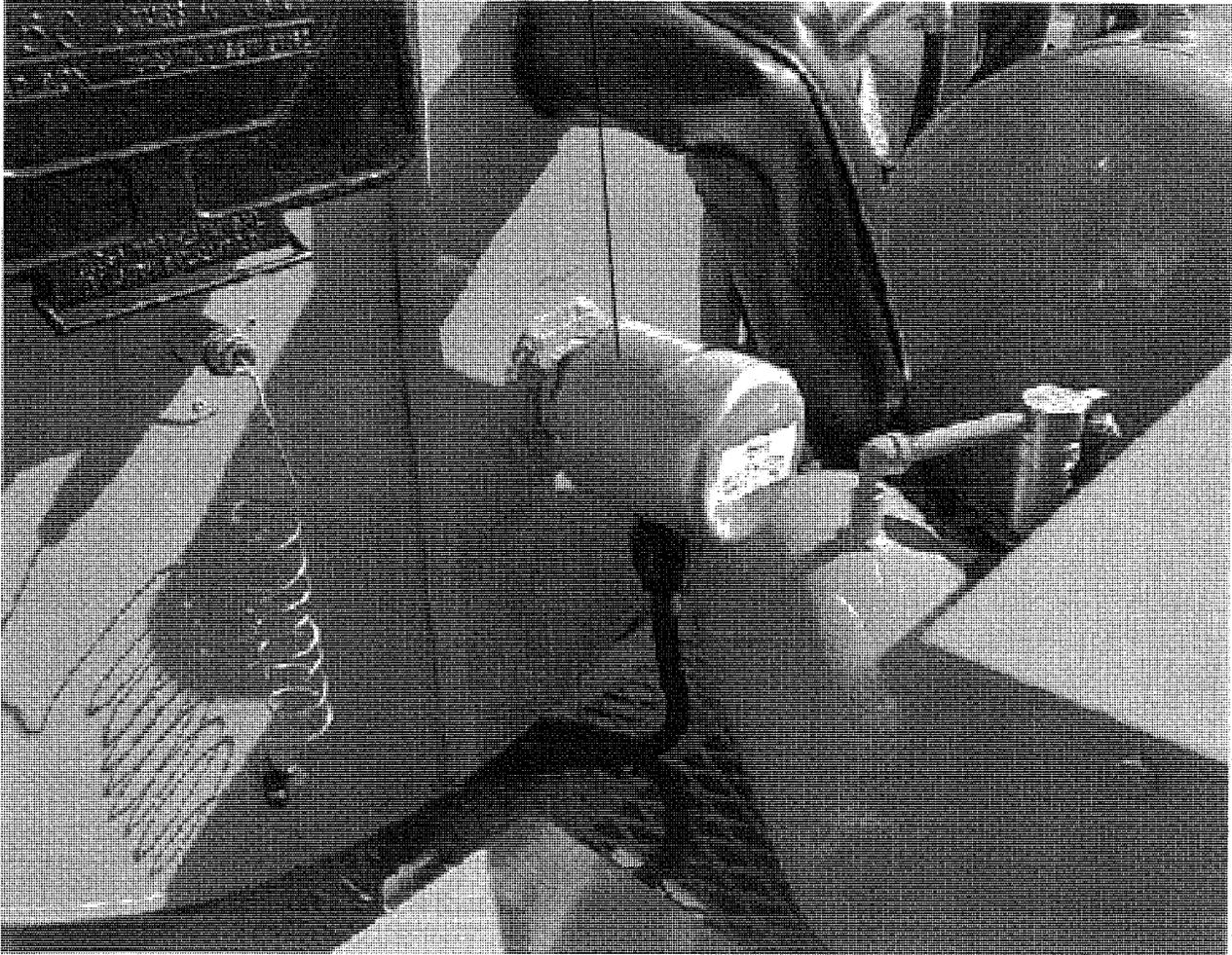


EMULSION SYSTEM - A

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	91808	1	2-WAY BRASS VALVE
2	90569	1	VALVE POSITION INDICATOR PLTE
3	29214	1	BRONZE BALL VALVE - 1/2" REV. A

EMULSION SYSTEM - B

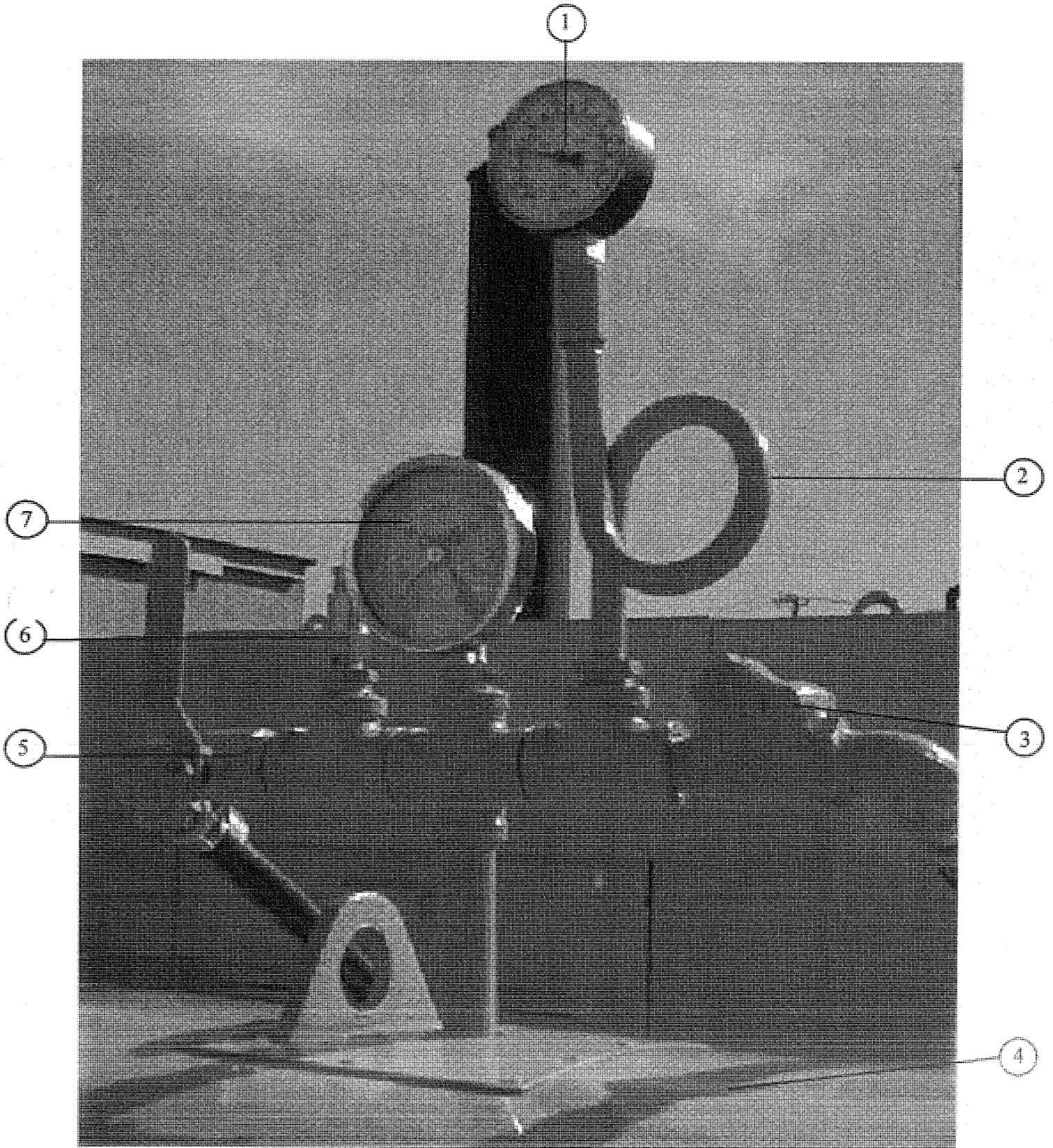
1



EMULSION SYSTEM - B

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	91799	1	EMULSION TANK HEATER (AMZ)

EMULSION SYSTEM - C



EMULSION SYSTEM - C

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	91753	1	USE 29961 PRESSURE GAUGE
2	91135	1	1/4" PIPE "PIG TAIL"
3	91766	1	1/2" CHECK VALVE
4	91185	1	TNK 250G EMULSION W/OSH
5	29214	1	BRONZE BALL VALVE - 1/2" REV. A
6	90631	1	EMULSION TANK PRS "POPOFF"
7	41243	1	24" TEMP GAUGE BTM. MNT. REV. C

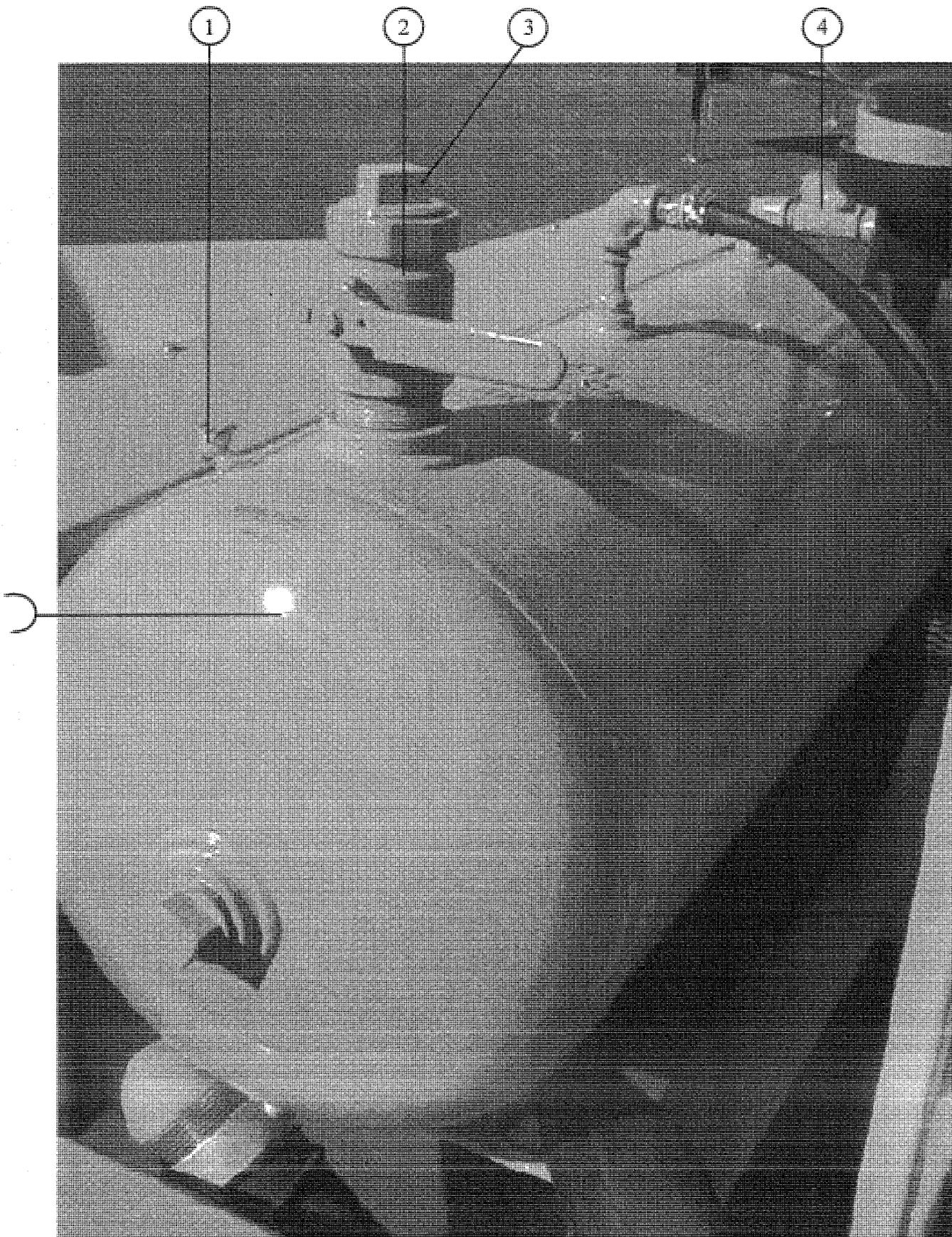
EMULSION SYSTEM - D



EMULSION SYSTEM - D

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	91095	1	READY TO MNT THERMOSTAT ASSY
2	91821	1	3" O-RING
3	90541	1	SM THERMOSTAT LIGHT BULB
4	90542	1	LITE INDICATOR
5	91093	1	THERMOSTAT BOX & CVR
6	91215	1	THERMOSTAT
7	91636	1	THERMOSTAT KNOB ONLY

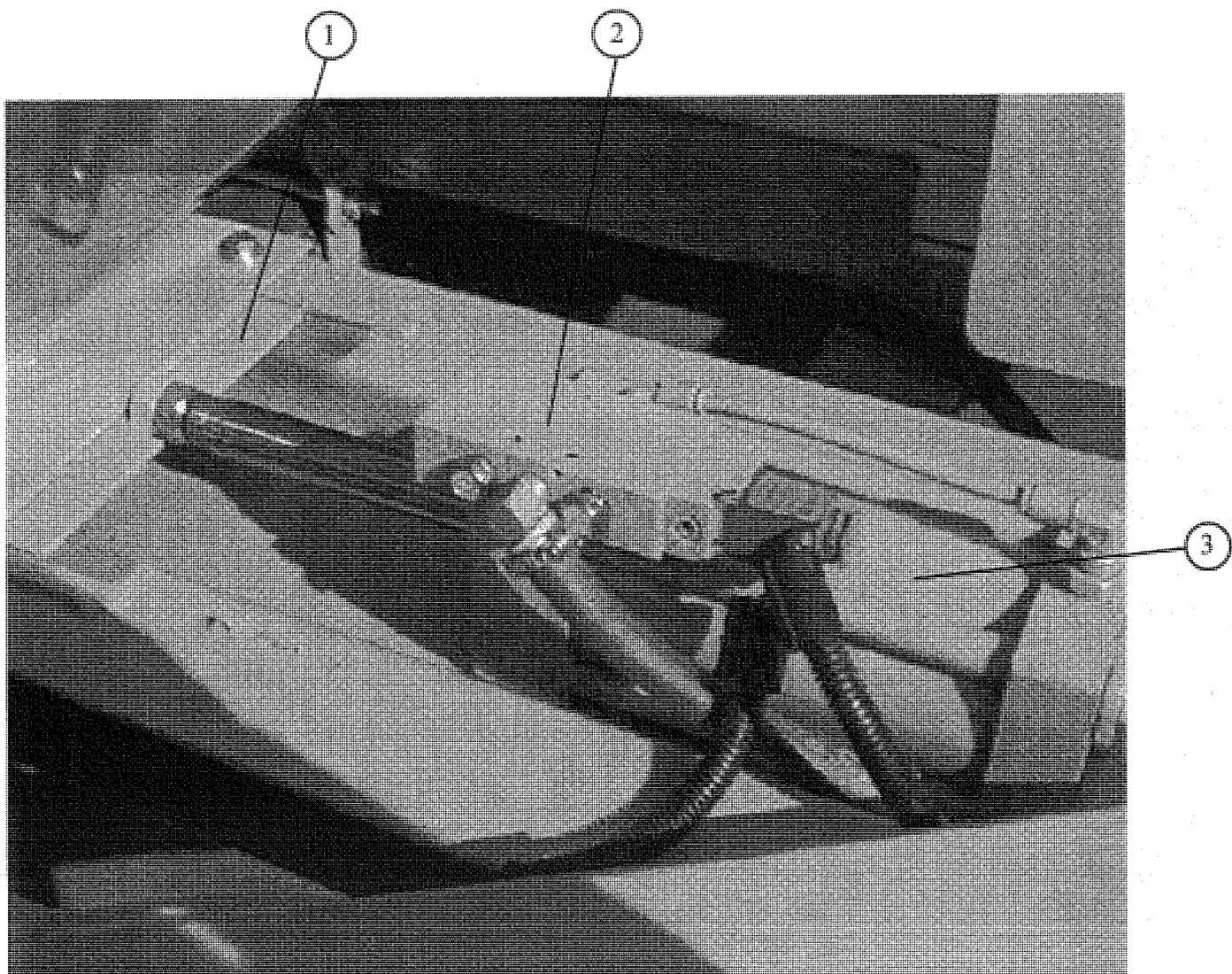
EMULSION SYSTEM - E



EMULSION SYSTEM - E

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	91815	1	1/4" DRAIN PET COCK
2	91768	1	2" BRASS BALL VALVE USE 29281
3	90703	1	2" PIPE PLUG W/PSI RELIEF HOLE
4	91766	1	1/2" CHECK VALVE
5	90710	1	30 GAL. DIESEL TANK RVO

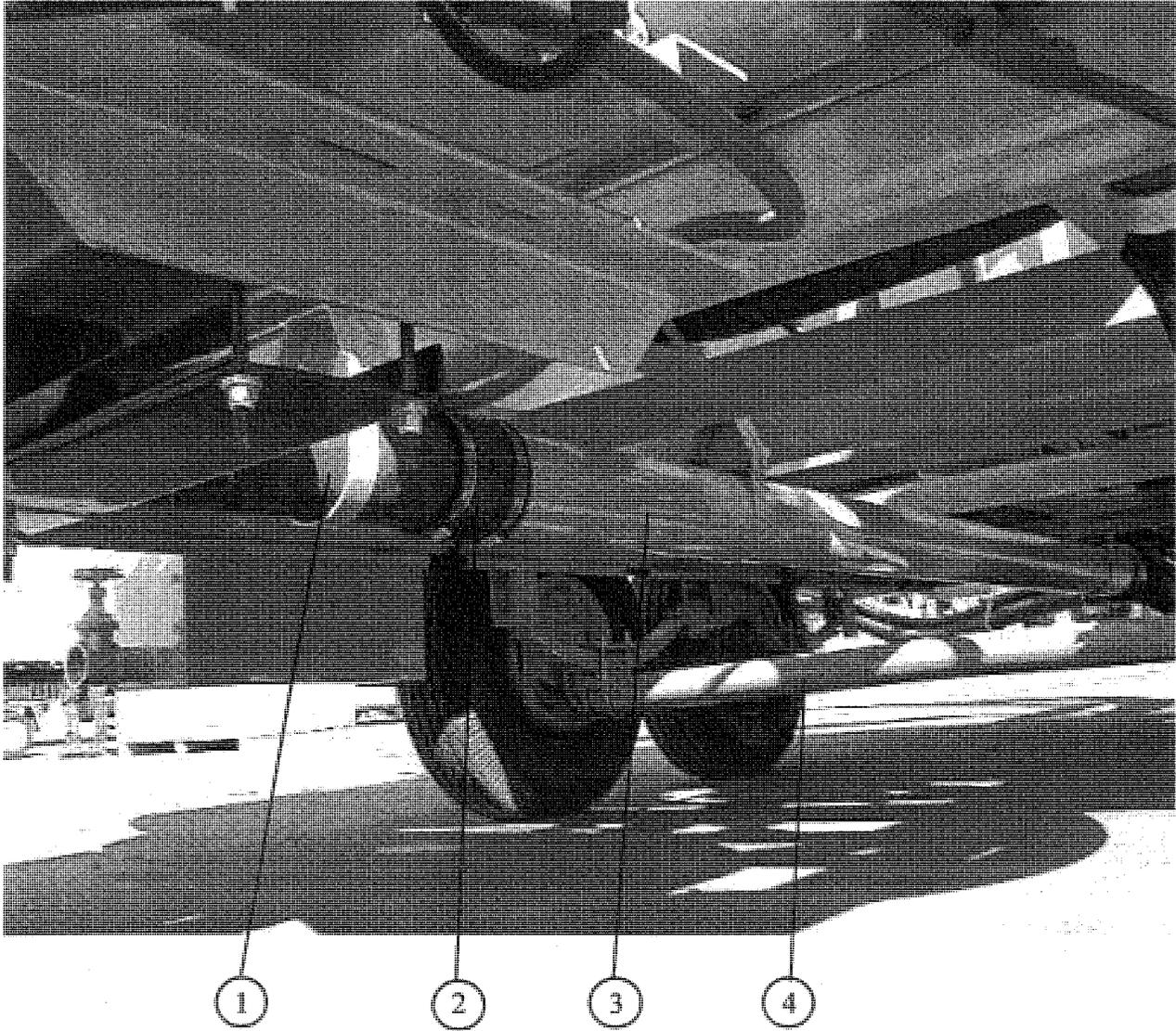
VENTURI/AIR FEED SYSTEM - A



VENTURI/AIR FEED SYSTEM - A

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	90089	1	SLIDE PLATE
2	90092	1	AIR CYLDR ACTATAG SOLEND VLVE RO
3	90091	1	AIR CYLINDER FOR SLIDE PLATE

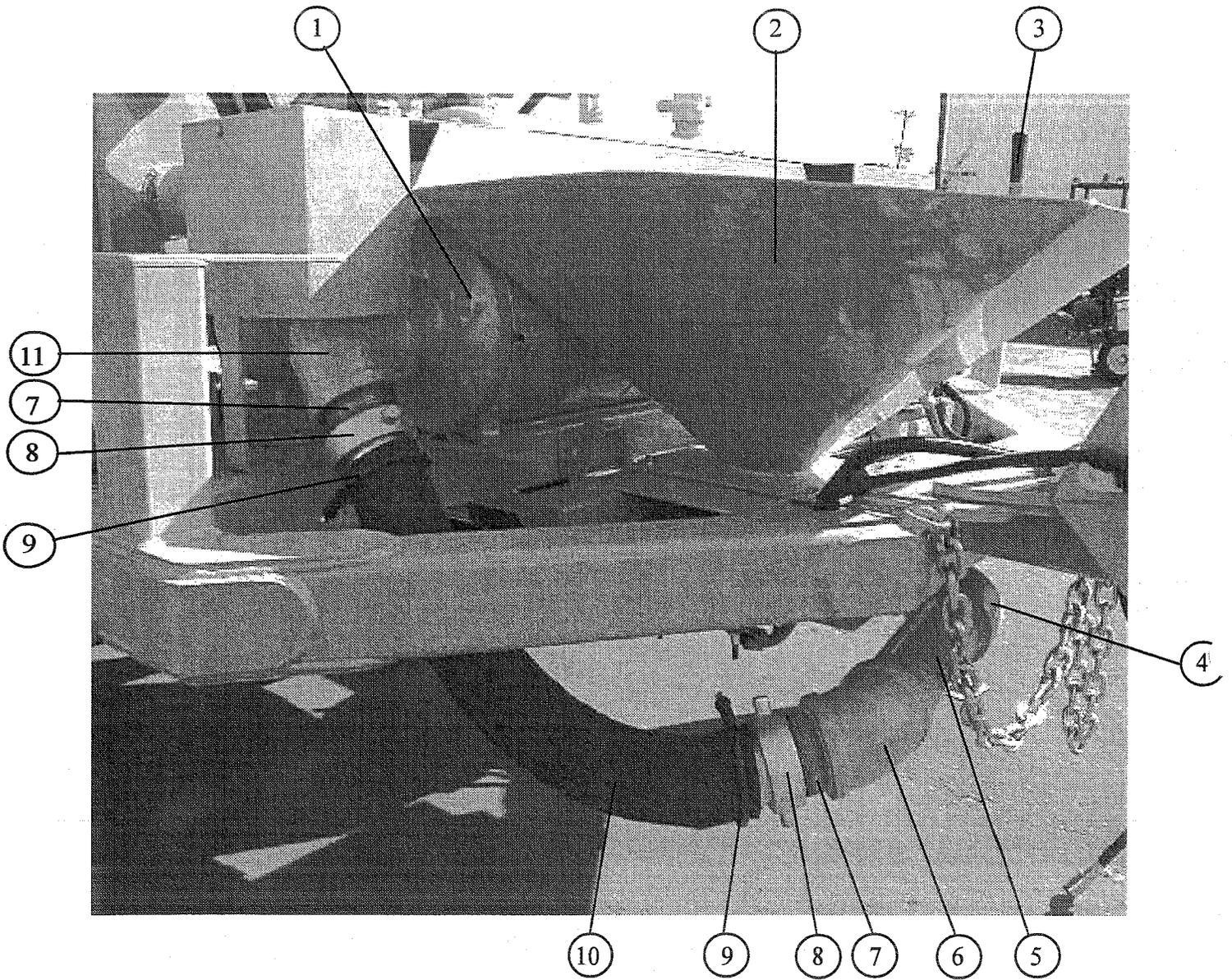
VENTURI/AIR FEED SYSTEM - B



VENTURI/AIR FEED SYSTEM - B

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	90140	1	VENTURI
2	90131	1	RUBBER COUPLER
3	90617	1	AGGREGATE DISCHARGE PIPE
4	90510	1	AXLE 5200# LEAFSPRNG W/4" DRP JAIL

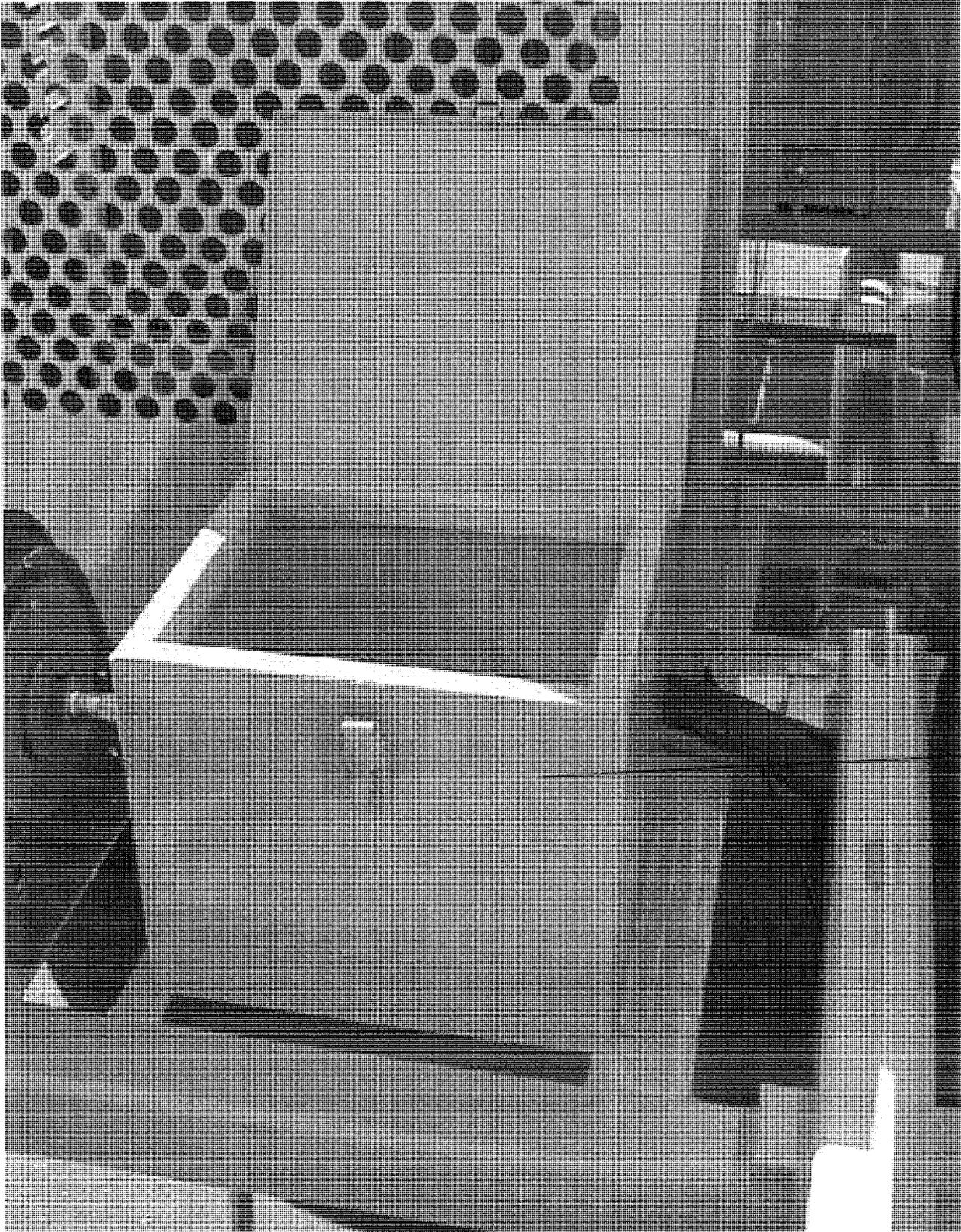
VENTURI/AIR FEED SYSTEM - C



VENTURI/AIR FEED SYSTEM - C

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	90675	1	INSDE SUPRT TUBE-FLUSH OUTBOX RO
2	90550	1	AGGREGATE HOPPER
3	91576	1	JACK STAND
4	26802	1	3" X 2-1/2" SCH 40 RDUCG 90 DEG ELBW
5	28122	1	3" PIPE X 9" THREADED ON BOTH ENDS
6	28200	1	3" 45 DEGREE THREAD ELBOW REV. O
7	28010	1	3" CLOSED NIPPLE REV. O
8	90554	1	PIN PLUG/3" FML LUF COUPLER
9	25953	1	4" U-BOLT MUFFLER CLAMP
10	91155	1	HOSE 3" X 24" GUM RUBBER LINED
11	26801	1	4" X 3" SCH 40 RDUCG 90 DEG ELBOW

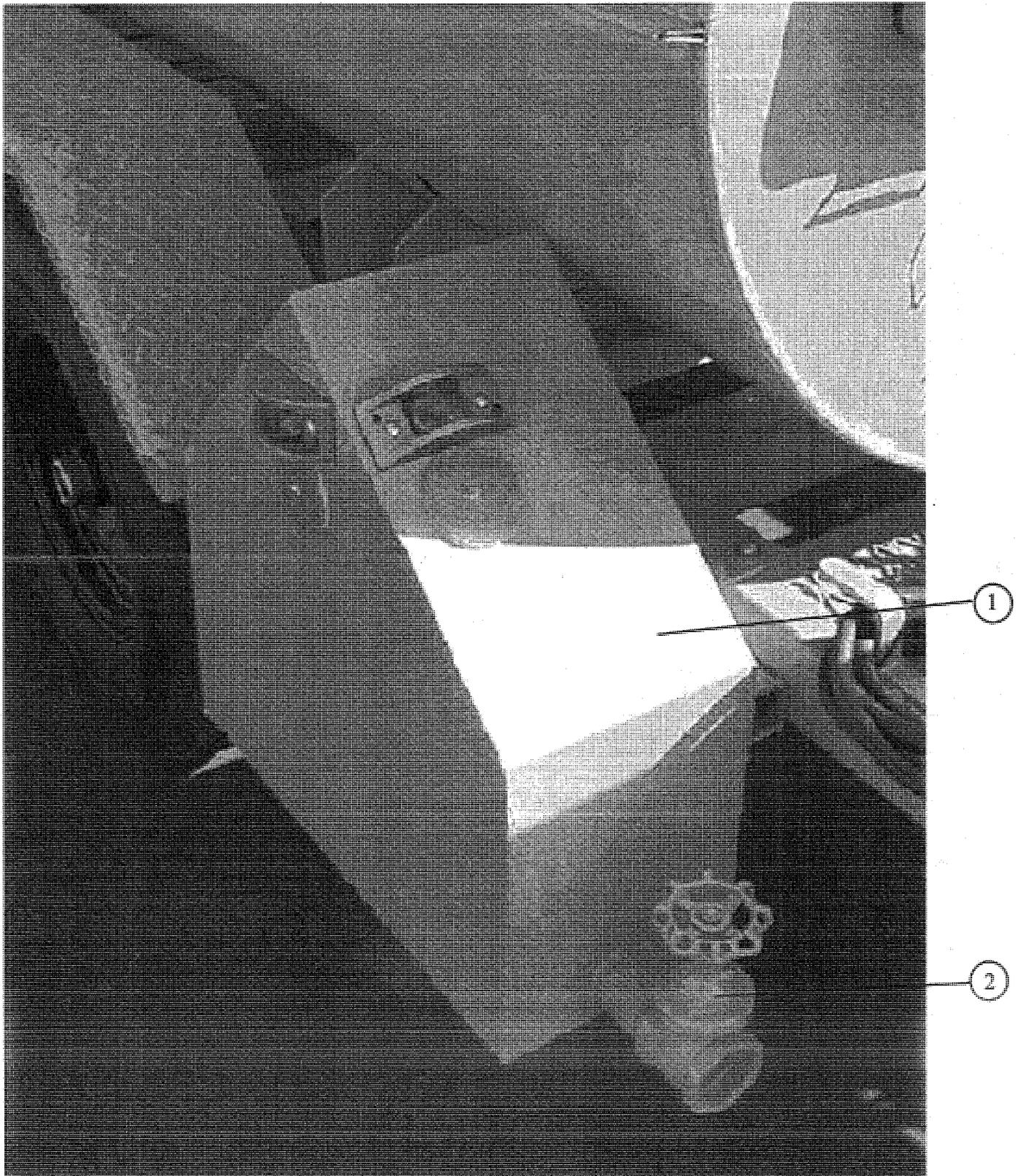
NOZZLE STORAGE BOX



NOZZLE STORAGE BOX

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	91530	1	DEEP NOZZLE STORAGE & BOX

CLEAN OUT TANK

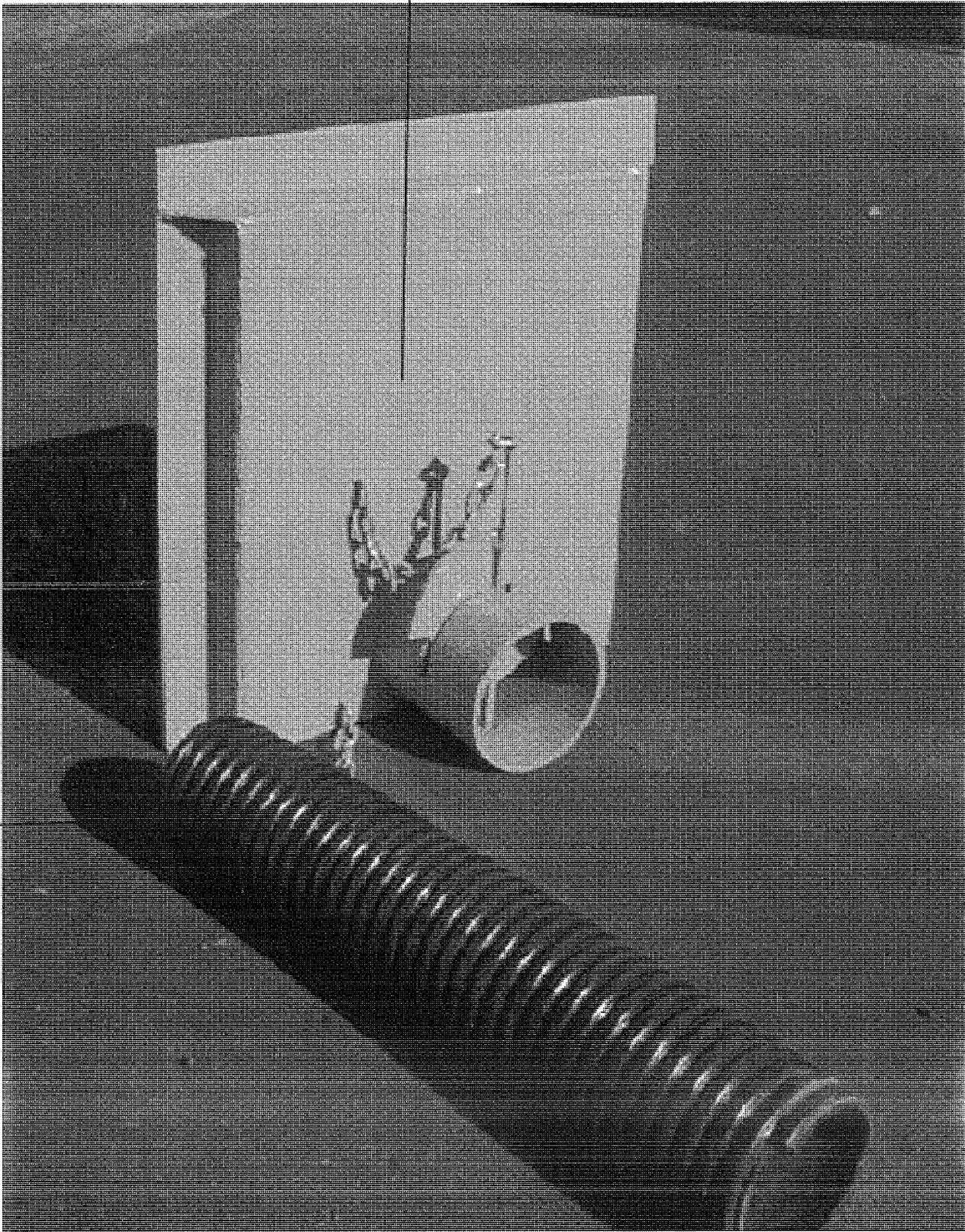


CLEAN OUT TANK

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	90660	1	JET AIR II FLUSH OUT BOX
2	29270	1	BRONZE GATE VALVE - 2" (FS) REV. C

GRAVITY FEED TAILGATE

1

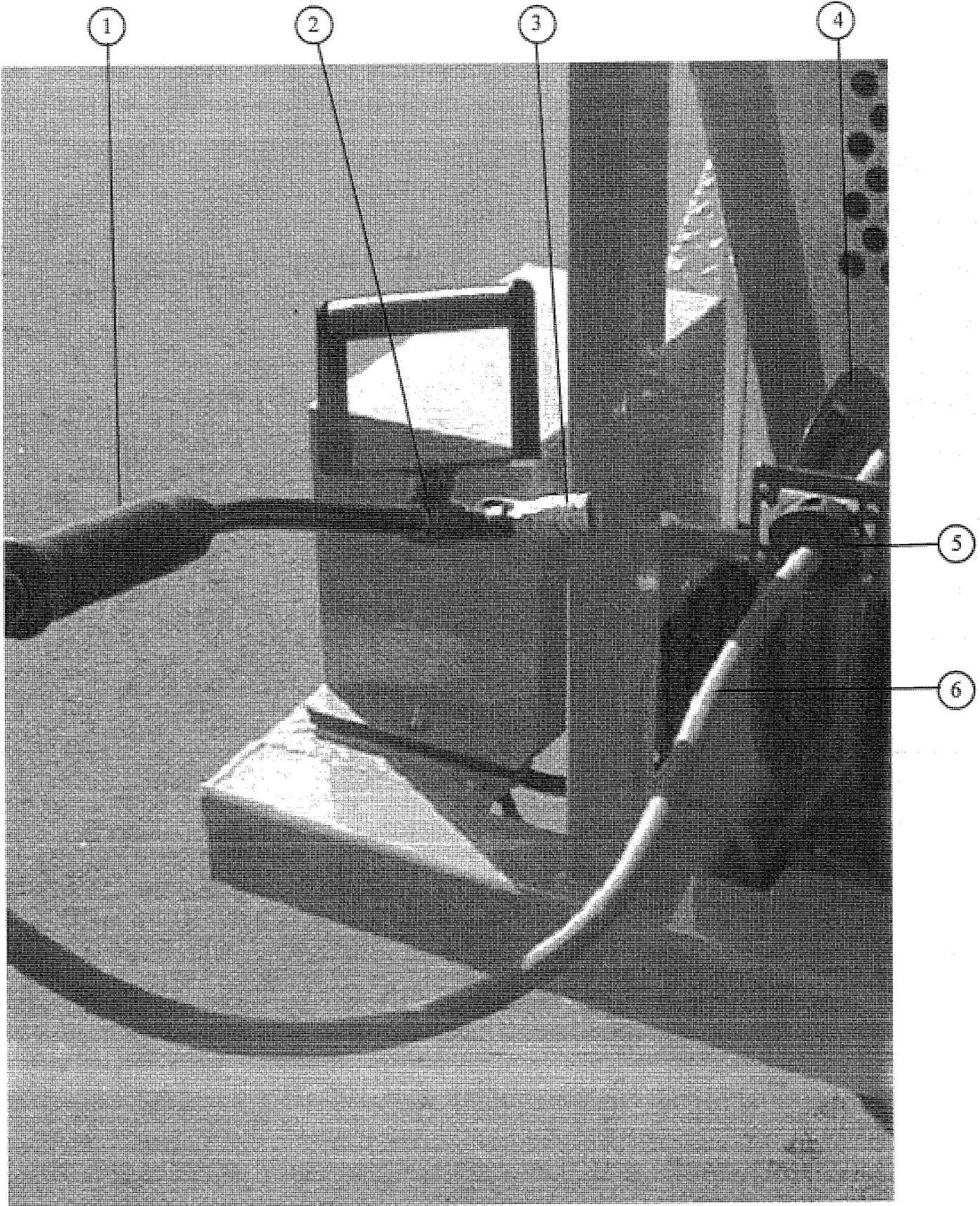


2

GRAVITY FEED TAILGATE

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	90595	1	GRAVITY FEED TAILGATE
2	90876	1	AGGREGATE TAILGTE HSE - 6" ID 24" RO

CRACK FILLING ATTACHMENT

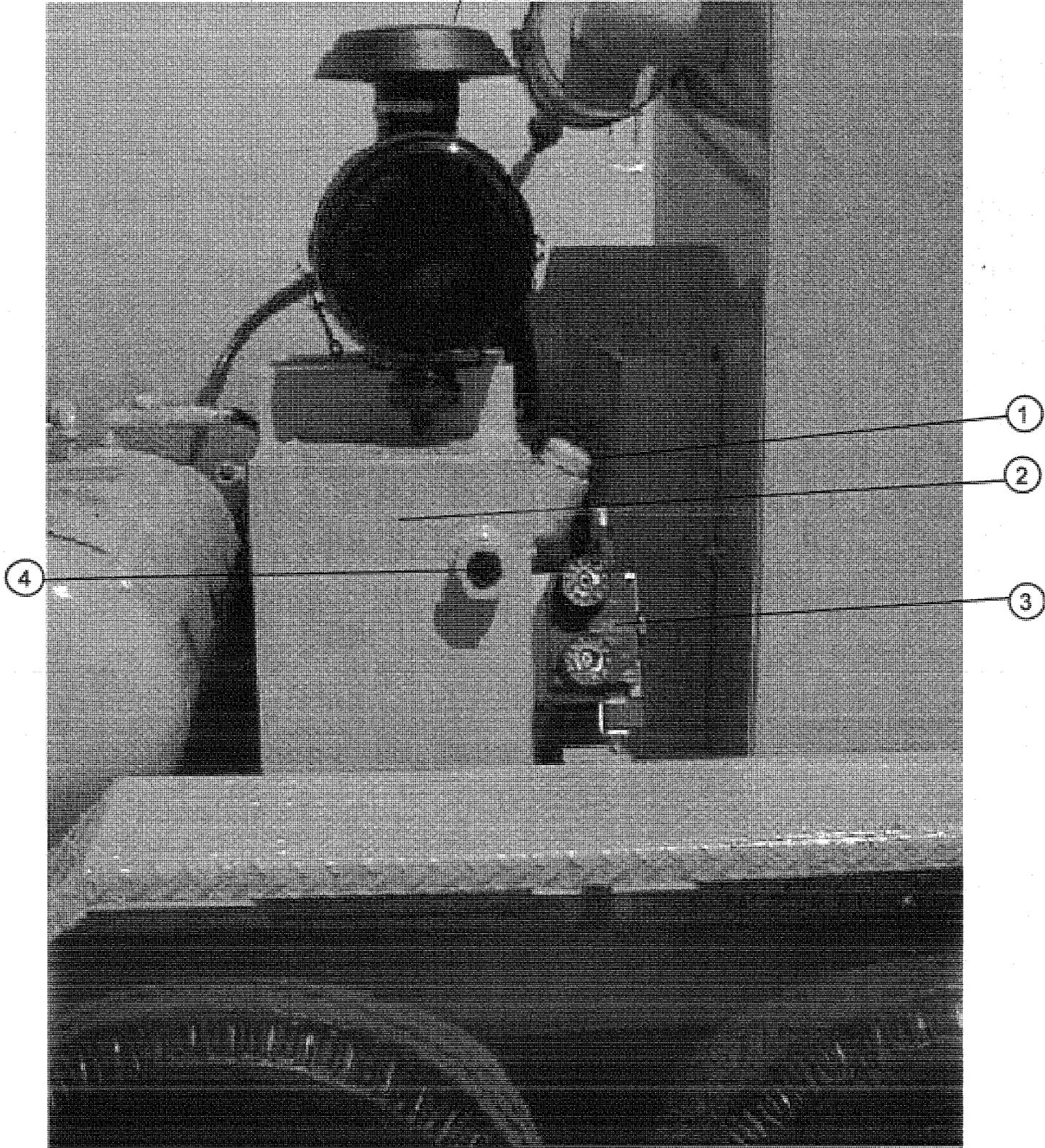


CRACK FILLING ATTACHMENT

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	90782	1	TACK WAND COMPLETE ASSY RVO
2	90772	1	TACK WAND GRIP HANDLE ASSY R.O
3	91825	1	QUCK COUPLR 1/4MPT X 1/4 FM AIR
4	90777	1	TACK WAND SUPPLY HOSE STOW REEL
5	90778	1	HOSE STOP-RUBBER-ORANGE
6	90771	1	TANK WAND SUPPLY HOSE 25

OPTIONAL HYDRAULIC TAILGATE - A

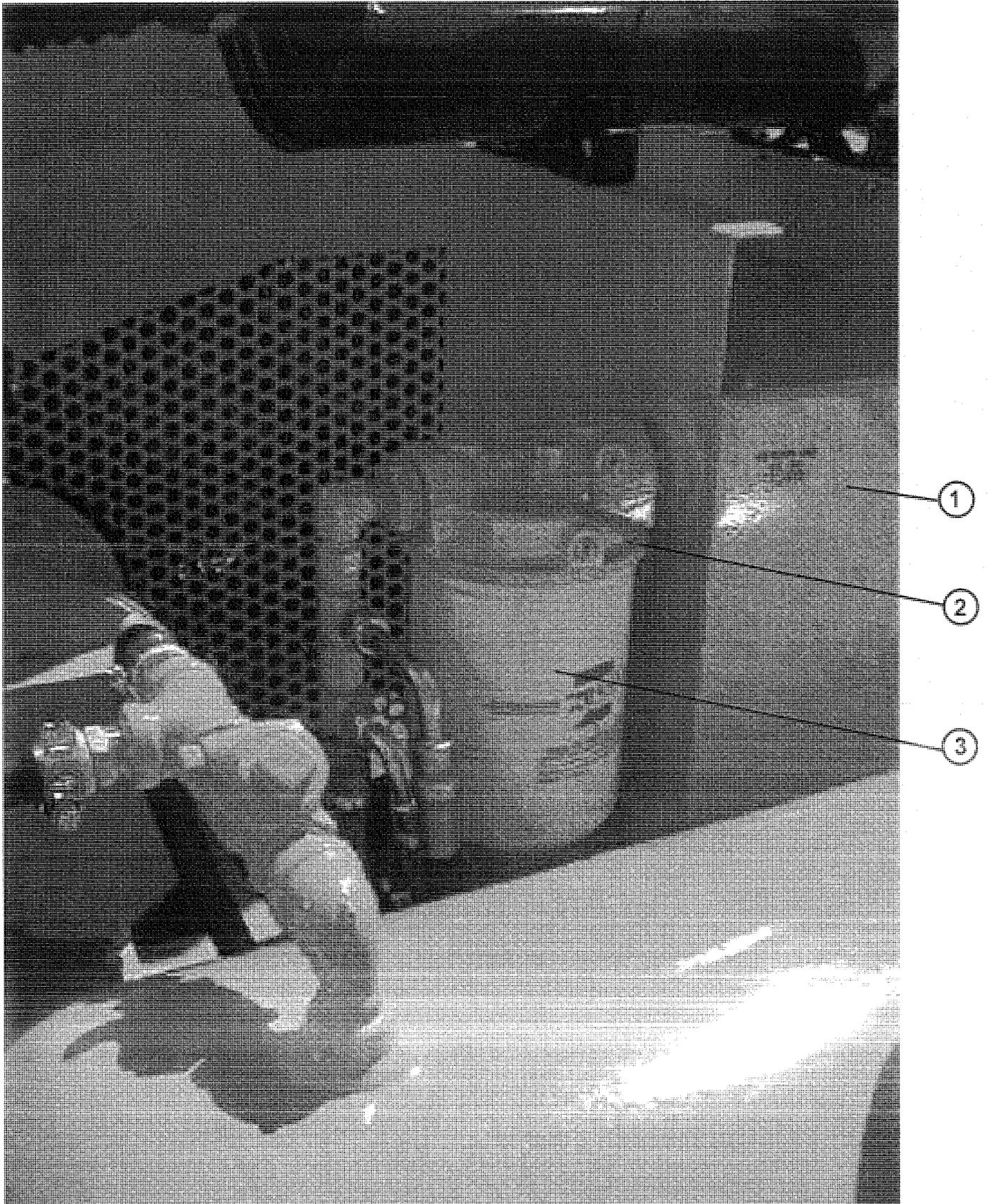
90993



OPTIONAL HYDRAULIC TAILGATE -A

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	90570	1	SPRING CYLINDER COMPLETE
2	90815	1	HYDRAULIC TANK - COMP. ASSY
3	91115	1	DUEL VALVE HYD CONTROL
4	90564	1	2" ROUND HYD LEVEL SIGHT GUAGE

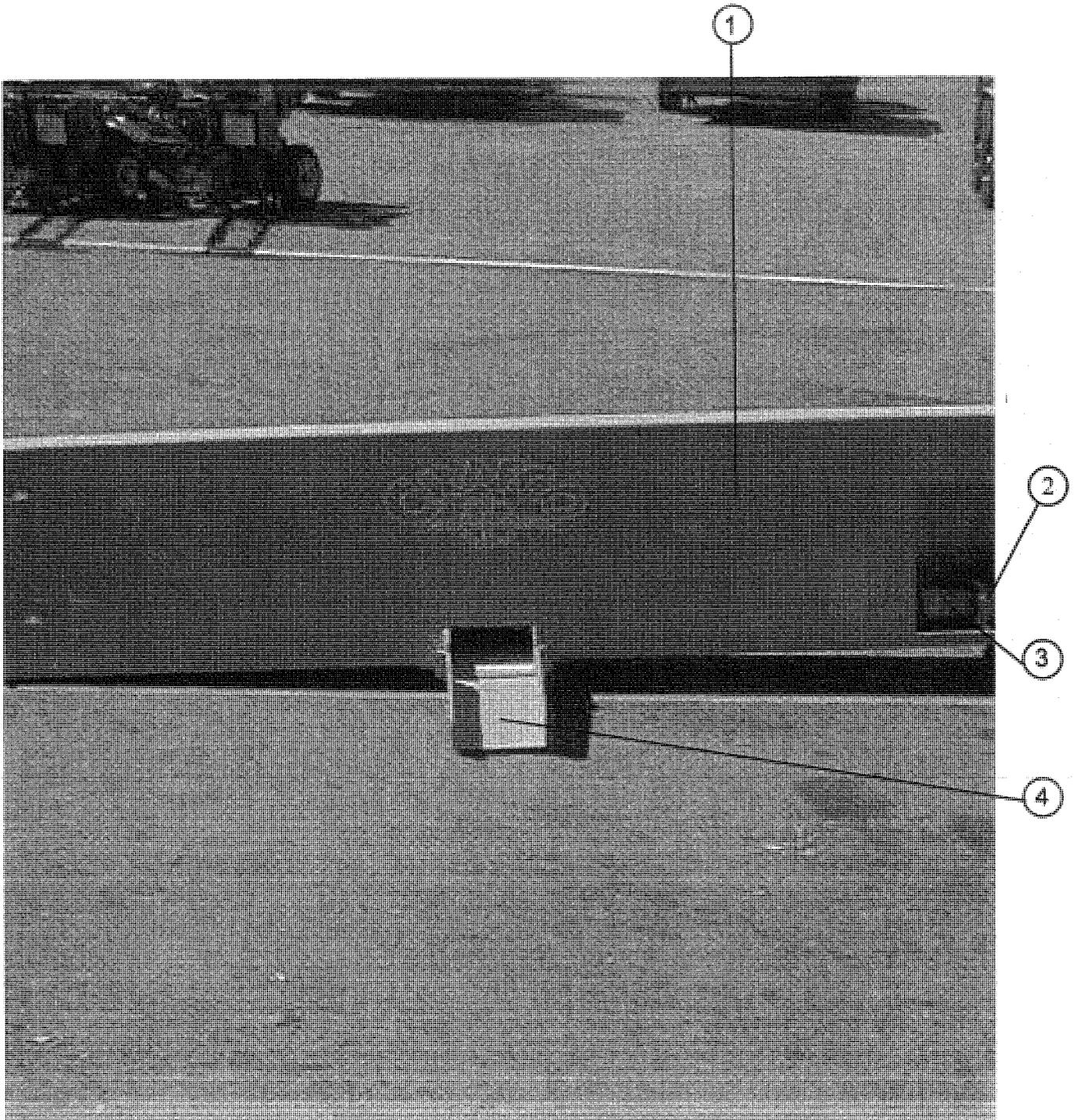
OPTIONAL HYDRAULIC TAILGATE - B



OPTIONAL HYDRAULIC TAILGATE - B

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	90815	1	HYDRAULIC TANK - COMP ASSY.
2	43872	1	HYD OIL FILTER ASSY REV.O
3	43871	1	ELEMENT HYD OIL REV. O

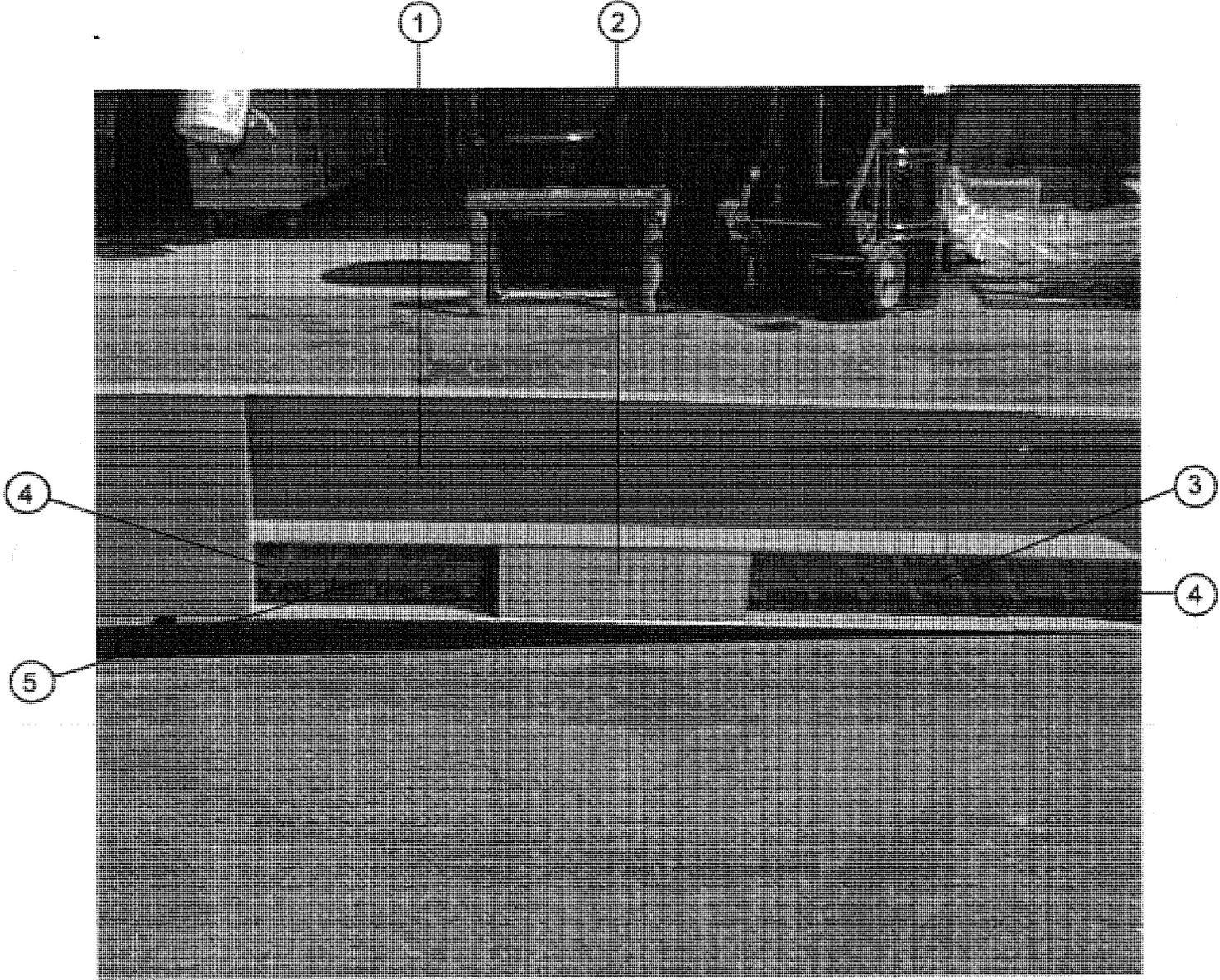
OPTIONAL HYDRAULIC TAILGATE - C



OPTIONAL HYDRAULIC TAILGATE - C

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	91196	1	TRUCK AUGER TAILGATE W/MOTOR CHU
2	41102	1	HYDRAULIC MOTOR
3	90057	1	HYD MOTOR COUPLER
4	90650	1	SHORT NEW TYPE ROCK CHUTE

OPTIONAL HYDRAULIC TAILGATE - D



OPTIONAL HYDRAULIC TAILGATE - D

NUMBER	PART NUMBER	QTY	DESCRIPTION
1	91195	1	TRUCK AUGER TAILGATE
2	90613	1	SCREW AUGER SHAFT @ PADDLES
3	90614	1	LONG SCREW AUGER RVO
4	90578	1	TRUCK AUGER BEARING 2-BOLT FLGE
5	90611	1	SHRT SCREW AUGER

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