

Jono & Johnno 2-Stroke Weed Sprayer Manual

Product Overview

Thank you for purchasing the Jono & Johnno 2-Stroke Weed Sprayer. This compact and powerful unit is equipped with a TU26 2-stroke engine driving a Scotch Cross-head stainless steel plunger pump, making it ideal for mobile spot spraying.

The pump features a durable brass body with stainless steel valves, suitable for use with water-based chemicals. The unit also includes a 20-metre hose on a reel and a hand-held trigger spray gun for convenient application.

Specifications

Feature	Specification
Pump Type	Clutch-driven, double-acting reciprocating pump
Output	3–8 L/min
Operating Pressure	1.5–2.5 MPa (approx. 217–362 PSI)
Suction Lift	4–5 metres (vertical)
Engine Model	TU26, 2-stroke, air-cooled
Displacement	25.6cc
Idle RPM	3000–3500
Fuel Mix	25:1 (unleaded petrol to 2-stroke oil)
Weight	Approx. 9.8 kg
Gearbox Oil Reservoir	100ml max — SAE30 or SAE40 engine oil
Seal Material	NBR (nitrile rubber)



Included in the Box

- Fully assembled sprayer unit (with hose reel and pump)
- 20m high-pressure chemical hose
- Suction hose
- Suction strainer
- Return hose
- Trigger-style spray gun
- Tool Kit
- Fuel mixing container
- User manual

All components are packed in one carton and pre-assembled (hoses not attached.)

Safety Warnings

- Read this manual before operation.
- Do not operate near open flames or while smoking.
- Only refuel when the engine is off and cool.
- Use only fresh 25:1 petrol/oil mix — do not use E10 or ethanol-blended fuel.
- **Do not operate the engine without the pump connected and actively in use** — running the engine at high RPM with no load can damage the pump.
- Wear eye protection, gloves, long sleeves, and chemical-safe footwear.
- Keep bystanders and animals clear of the spraying area.

Fuel & Starting Instructions

Fuel

Use a fresh **25:1 fuel mixture** of unleaded petrol and quality 2-stroke oil. Do not use ethanol-based fuels.

Cold Start

1. Prime fuel bulb 5 times.



2. Close the choke fully (choke on)



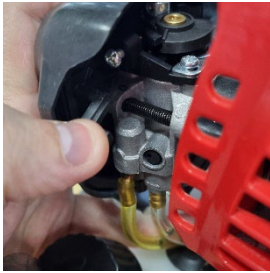
3. Set throttle to half.



4. Pull recoil starter gently 2–3 times, then pull sharply.



5. Once the engine starts, open the choke gradually (choke off).

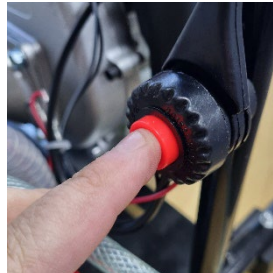


Warm Start

1. Open the choke fully.
2. Follow steps 3–5 above.

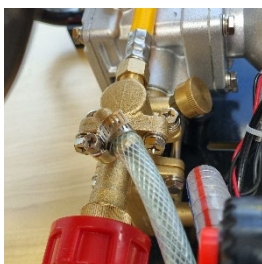
To Stop

- Reduce engine to idle and press the stop button.

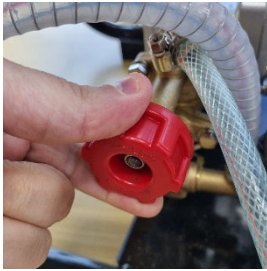


Sprayer Operation

1. Connect the suction hose to a separate chemical tank or drum filled with a compatible **water-based** solution. Avoid thick or viscous mixtures.
2. Ensure all hose connections are tight.
3. Start the engine and allow it to warm up for 2–3 minutes.
4. Press the spray gun trigger to begin spraying.
5. The pump is **self-priming**, but you may need to purge air by briefly loosening the outlet hose on first use.



6. **Pressure is adjustable using the red valve knob (return valve)** located on the pump.

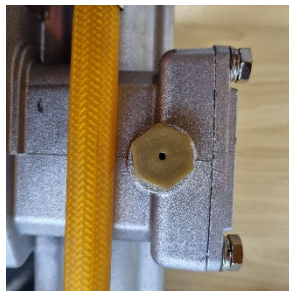


7. When the spray gun trigger is released, water is redirected to the return pipe — the pump continues running at pressure.

Maintenance

Daily (Before Use)

- Check for fuel or oil leaks.
- Ensure there is oil in the gearbox reservoir (level centre to the sight glass).



- Ensure grease is present in the grease cups. These lubricate the pump ram.



Every 2 Hours of Spraying

- Inspect the grease caps and apply general-purpose grease to the grease cups if needed. Either lithium-based or calcium-based grease is acceptable.

Every 20 Hours

- Clean the air and fuel filters.



Every 50–70 Hours

- **Change the gearbox oil:**
 - Remove the oil drain screw and empty the gearbox.



- Refill with SAE30 or SAE40 engine oil to the 2/3 level on the sight glass (max 100 ml).

After Each Use

- Flush the pump with clean water to remove any chemical residue.

Chemical Compatibility

- Compatible with most **water-based herbicides and pesticides**.
 - Not suitable for **diesel-based** or **high-viscosity** chemicals.
 - Internal pump seals are made from **NBR** (nitrile rubber).
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Troubleshooting

Problem	Possible Cause	Solution
Engine won't start	Old/incorrect fuel	Replace with fresh 25:1 mix
	Spark plug fouled	Clean or replace spark plug
	Poor electrical contact	Check and secure wiring connections
Low pressure	Clogged nozzle	Clean or replace nozzle
	Airlock or suction leak	Re-prime or check hose connections
Pump not drawing liquid	Air trapped	Loosen outlet hose briefly to purge air
Engine stalls	Fuel tank cap vent blocked	Clear cap vent

Storage Instructions

- Empty any remaining fuel from the tank.
- Run the engine briefly to clear fuel from the carburettor.
- Store in a dry, shaded area away from heat and moisture.

Warranty

Jono & Johno provides a **12-month domestic use warranty** covering the engine and pump against manufacturing defects.

This excludes consumables, chemical damage, and misuse.

Our support team is available to assist after purchase if you need help or spare parts.

Contact via Email: sales@jonoandjohno.com.au