



SUPER SHINER II UP-GRADE KIT INSTALLATION MANUAL

Part # SUPERSHINER0200

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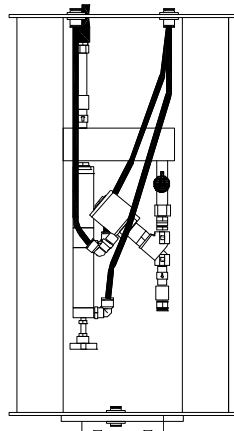
Equipment Features

- Two Super Shiner Applicators Manifold Set (D/S and P/S)
- Unique "Quick Disconnect" Applicator Manifolds
- Two Sets of Removable Covers
- Compact Solution Delivery Station with Manual Override Buttons
- 24VDC, 24VAC or 120VAC Control Panel available

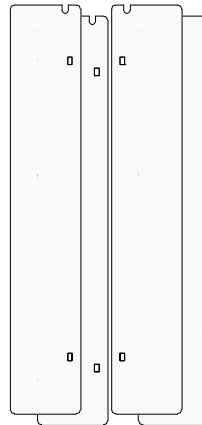
List of Contents (partial)



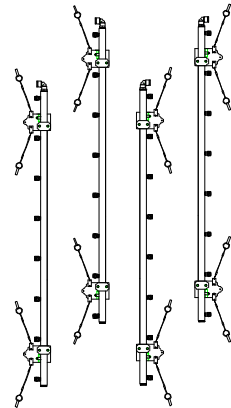
Pic #1: Pumping Station



Pic #2: Volumetric Pump Assembly



Pic #3: Covers



Pic #4: Manifolds

IMPORTANT POINTS:

When necessary, important points will be highlighted in this manual, using the following symbols:



NOTE: PROVIDES FURTHER INFORMATION!




STOP! PRECAUTION TO TAKE TO AVOID EQUIPMENT MALFUNCTION OR ERROR!

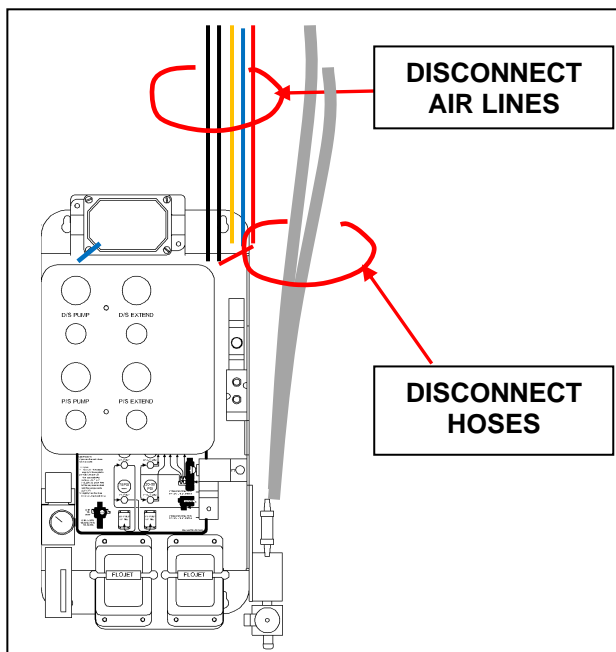


WARNING! DANGEROUS SITUATION WHICH MAY CAUSE EQUIPMENT DAMAGE, PERSONAL INJURIES OR FATALITIES!

Always follow all “Notes”, “Warnings” and instructions. Failure to do so may have serious consequences on the overall performance of the equipment and/or the safety of the people working on the equipment!

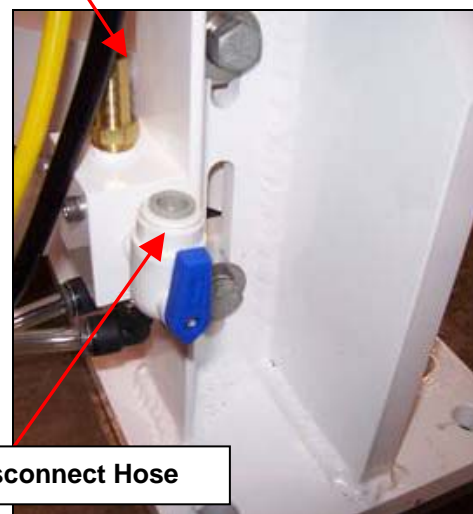
Installation Instructions for Applicators SUPERSHINER0001 for TUNNEL

-  **Open** all boxes and crates and verify that you have all the required components and all your installation materials.
- Turn ON** manually the 4 way valve for the “Brush Extend” and go to the applicators. Remove the covers from both applicators and using a wash down hose, clean thoroughly the manifolds area and all around both applicators.
- Turn OFF** the air supply to the **SuperShiner Pumping Station** and disconnect the ready signal incoming wires.
- Disconnect** all the air line tubing going to the applicators from the pumping station (see picture #5).
- Disconnect** the water supply to the original **FLUSH KIT** (see picture #6) and both **Chemical Feed Lines** from each applicator manifold (see picture #6) and drain into a bucket.
- Remove** the old “**FLUSH KITS**”, all the **APPLICATION MANIFOLDS**, their feed lines (3/8” clear tubing) and all the related fasteners (see Picture #7).

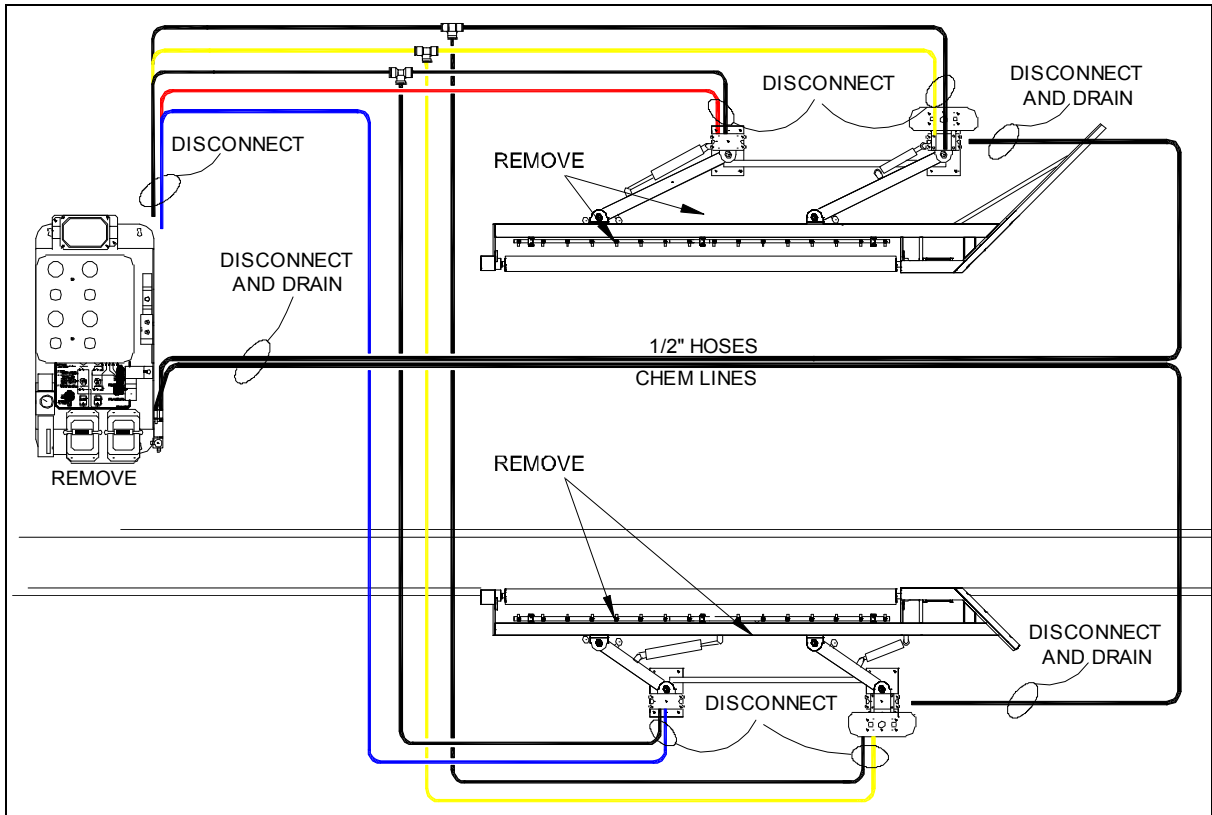


Pic #5: Flush Kit Water Inlet

Disconnect Tubing

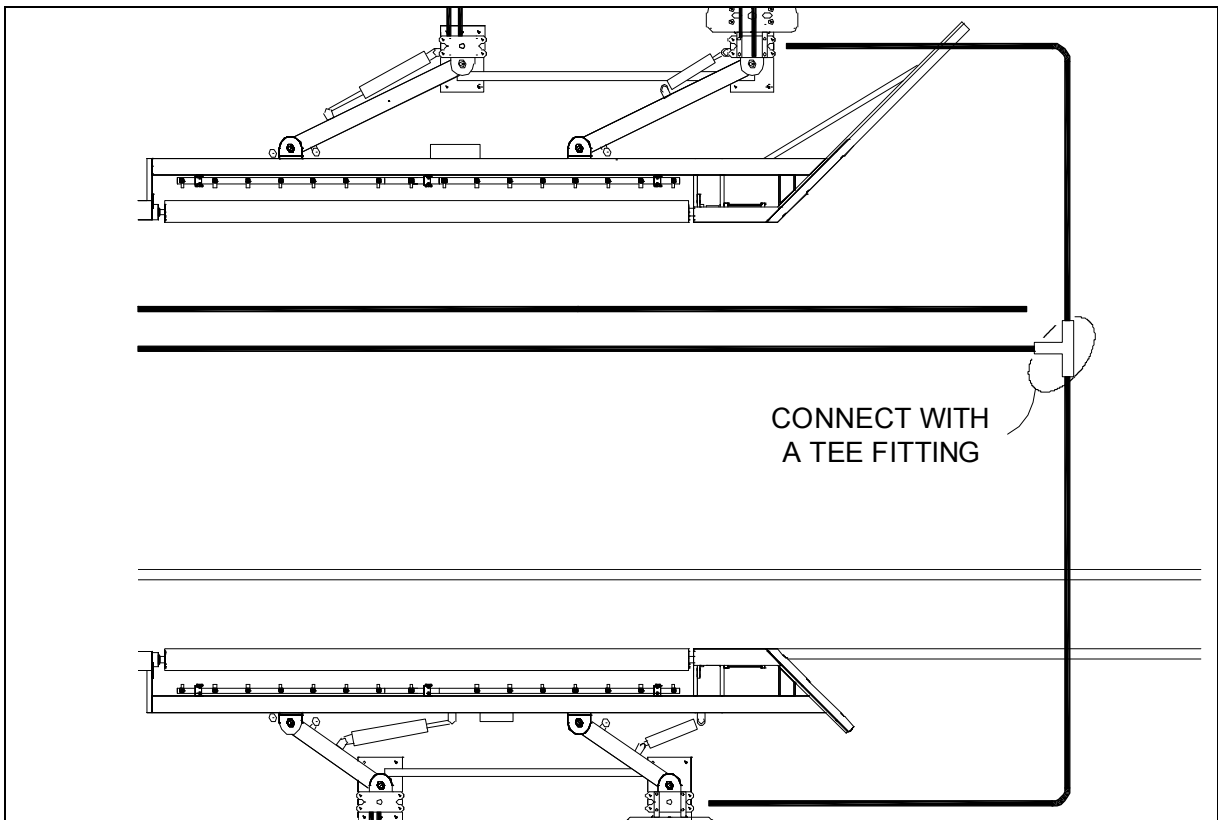


Pic #6: Water Inlet and Chem. Feed Manifold



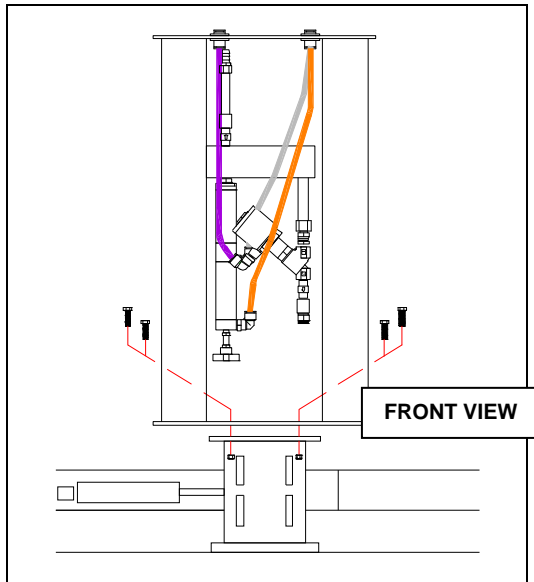
Pic #7: Remove Tubing, Hoses and Manifolds

- Cut open the two chemical lines close to the applicators and joint with a tee fitting, using now **ONLY ONE** line from the pump station to the applicators (see Picture #8).

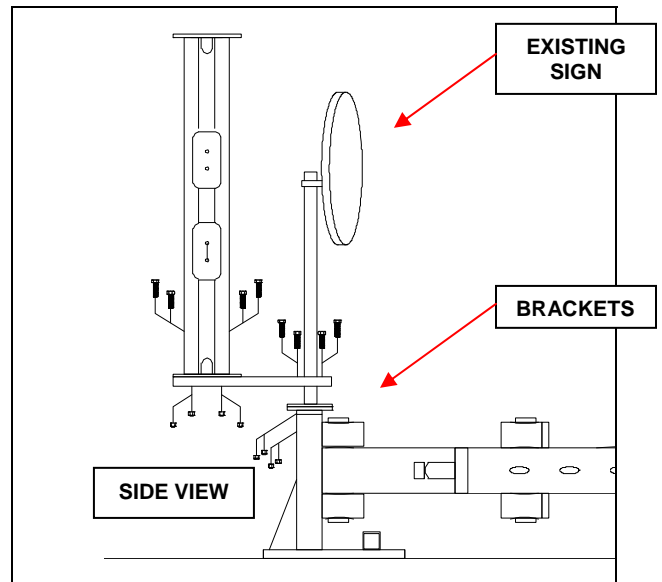


Pic #8: Connect 1/2" Hoses

- **Remove** the existing Pumping Station and secure the new one. The new pumping station has a foot print slightly taller than the old one. However, you may reuse the existing bottom fasteners for securing the bottom half of the new pumping station.
- **Install** one **VOLUMETRIC PUMP ASSEMBLY** on the **DRIVER SIDE** entrance side applicator mount base. You may mount the **VOLUMETRIC PUMP ASSEMBLY HOUSING** directly on top of the base plate (see Picture #9). If the base plate already has a post or sign previously mounted, you may want to mount the housing "OFFSET" from the base plate, using the supplied mounting extension brackets (see Picture #10). Repeat for the **PASSENGER SIDE**.

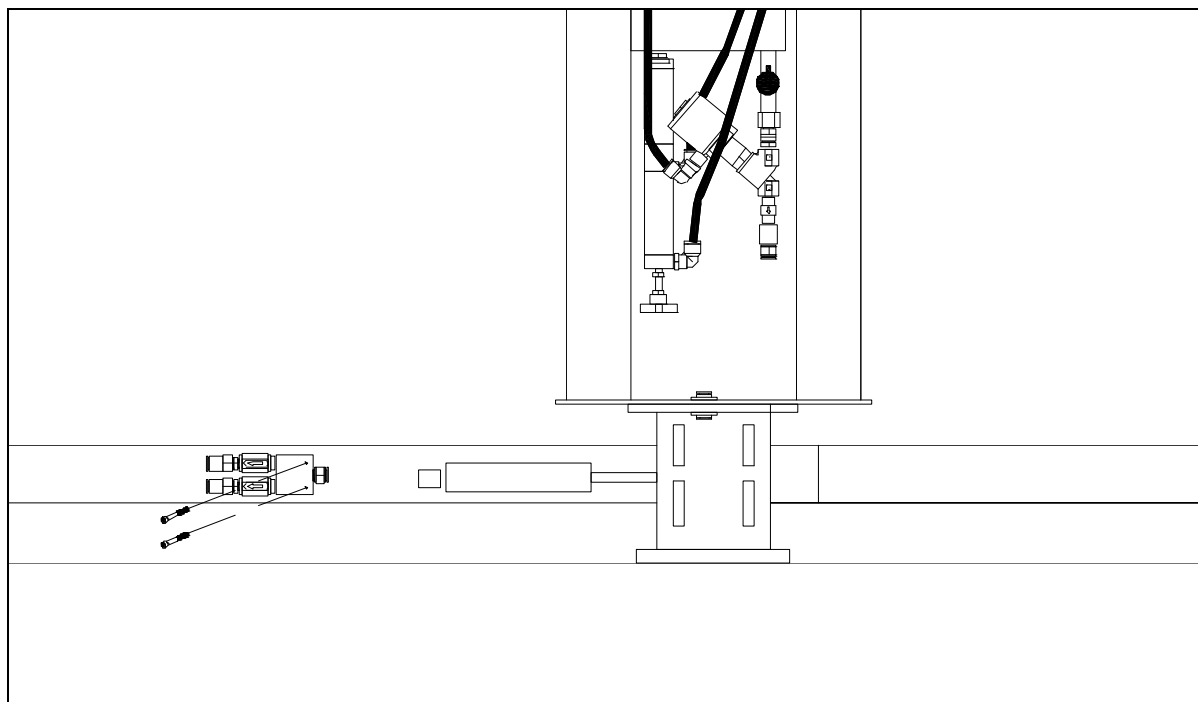


Pic #9: Volumetric Pump Assy w/o Brackets



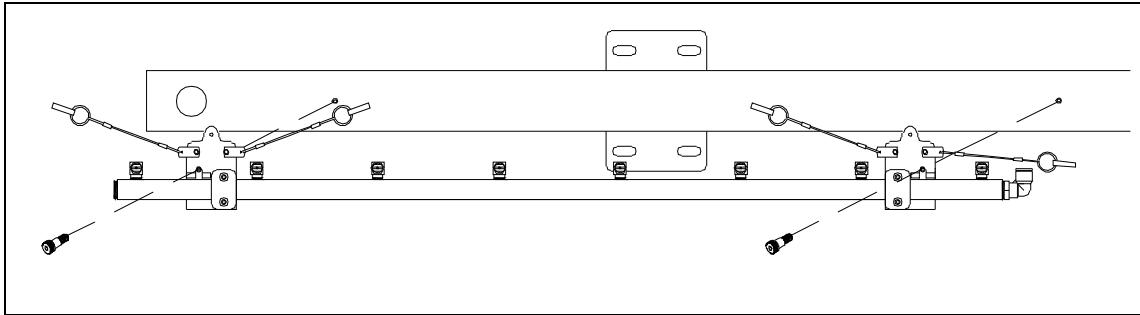
Pic #10: Volumetric Pump Assy w/Brackets

- **Mount** the **DISTRIBUTION MANIFOLD BLOC** where the water flush manifold bloc was mounted (see Picture #11).

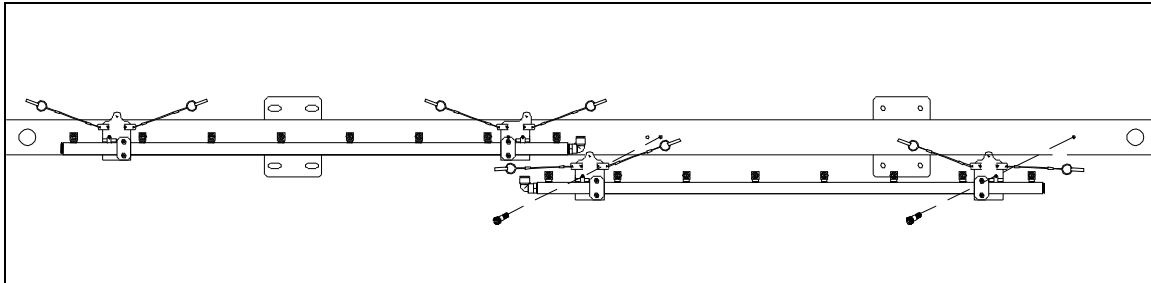


Pic #11: Install Bloc

- Using two 1/4-20 shoulder bolts (supplied), install the manifolds like shown on pictures 12 and 13).

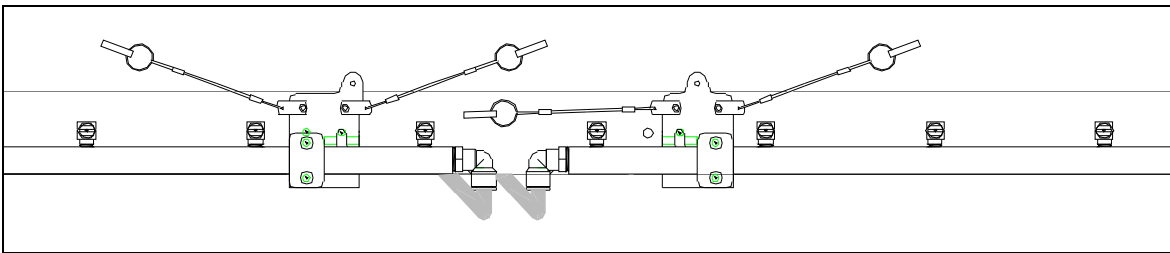


Pic #12: Install Manifold #1

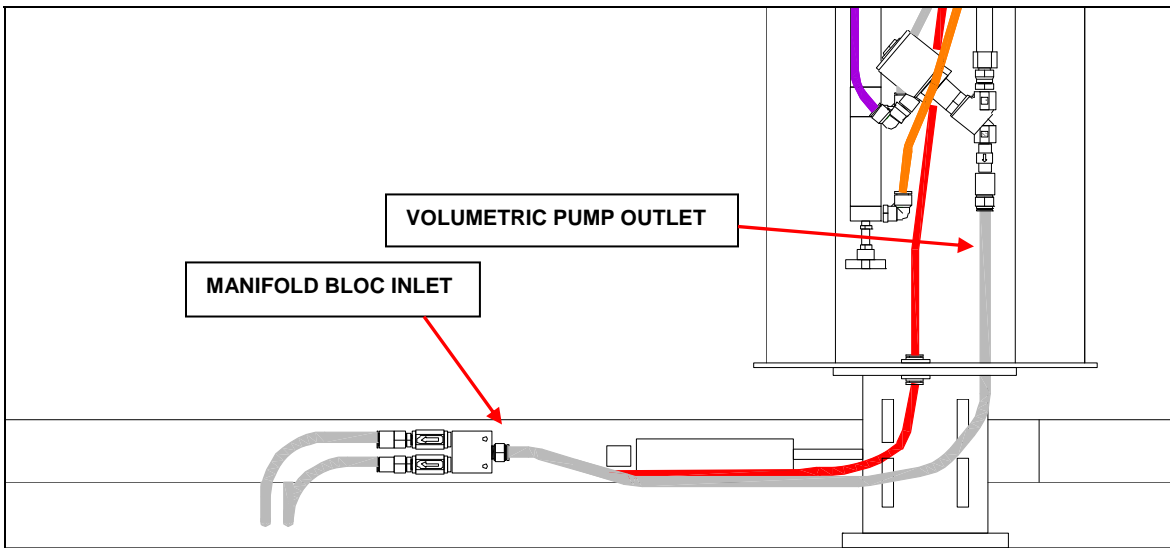


Pic #13: Install Manifold #2

- **Install** a length of 1/2" tubing between one manifold and the block (Picture #14). Repeat for the other manifold. Finally, install a 1/2:" tubing between the **INLET** side of the bloc and the **OUTLET** of the **VOLUMETRIC PUMP ASSY**. Repeat for the other side.

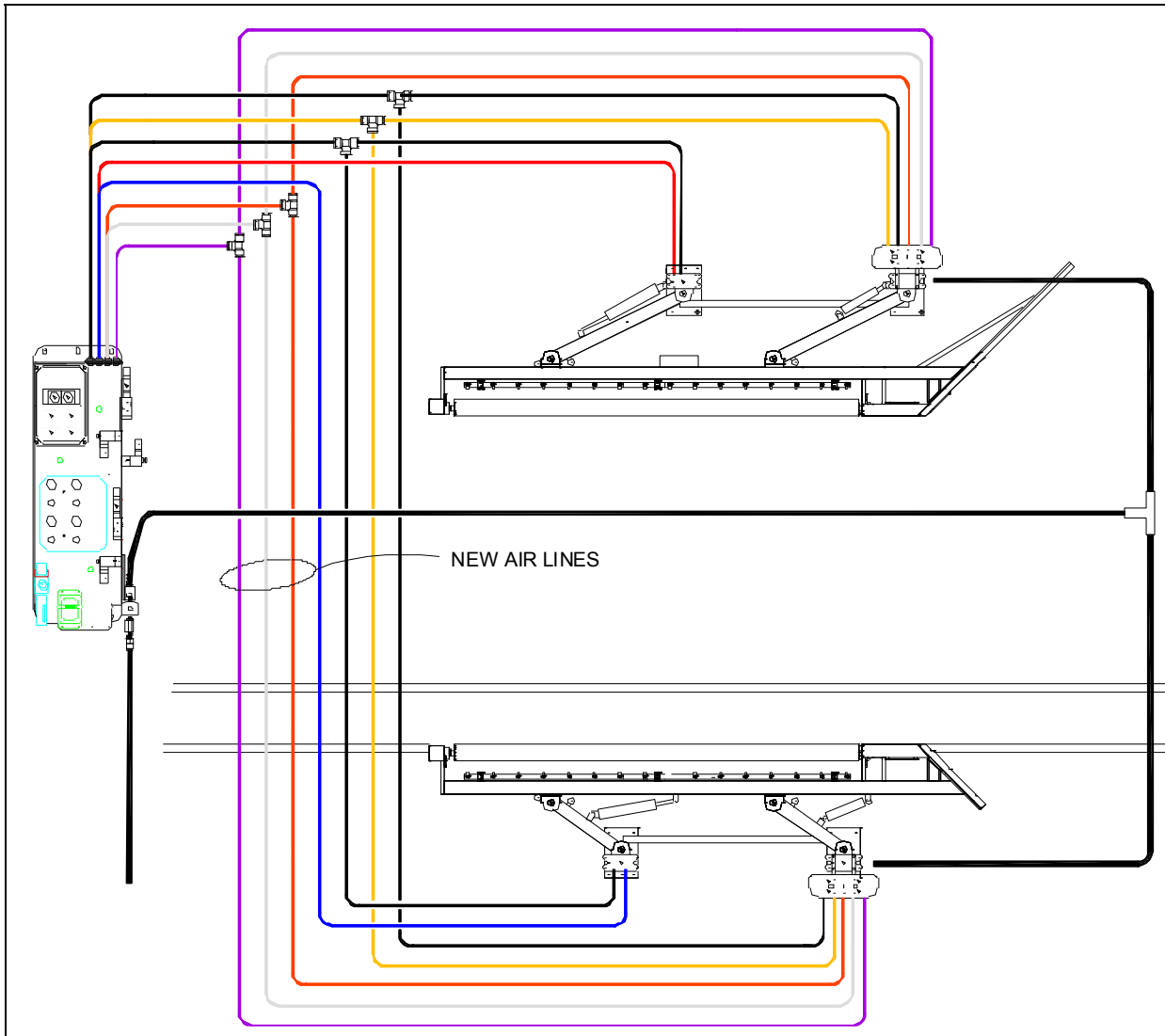


Pic #14: Install 1/2" Tubing Manifold Side View



Pic #15: Install 1/2" Tubing From Bloc to Volumetric Pump

- **Pull (3) new 3/8" OD airlines (ONE ORANGE, ONE PURPLE AND ONE GREY) from the pumping station to each volumetric pump assy. Run each line close to the applicator are and then split with a tee fitting to each volumetric pump assemblies (see Picture#8 below):**



Pic #16: Air Lines Layout

- **Pull new 3/8" OD airlines (ONE ORANGE, ONE PURPLE AND ONE GREY) from the pumping station to each volumetric pump assy. Run each line close to the applicator are and then split with a tee fitting to each volumetric pump assemblies (see Picture#8 below). Connect the air lines to each color proper bulk head fitting for both **VOLUMETRIC PUMP ASSEMBLIES**.**
- **Finally**, reconnect the main air supply to the **MAIN AIR REGULATOR** (see Picture #10). The air supply has to be capable of at least: **10 SCFM @ 100 PSI** and no more than **150 PSI**.




STOP! IT IS IMPERATIVE TO SUPPLY THE DELIVERY PANEL WITH "CLEAN DRY COMPRESSED AIR". ANY AMOUNT OF MOISTURE, VAPORIZED OIL OR ANY OTHER IMPURITIES WITHIN THE MAIN AIR SUPPLY MAY AFFECT THE PERFORMANCE OF THE EQUIPMENT AND LEAD TO PREMATURE WEAR OR MAJOR DAMAGE TO THE DELIVERY UNIT OR ITS COMPONENTS.

Electrical Connections for Tunnel Unit:

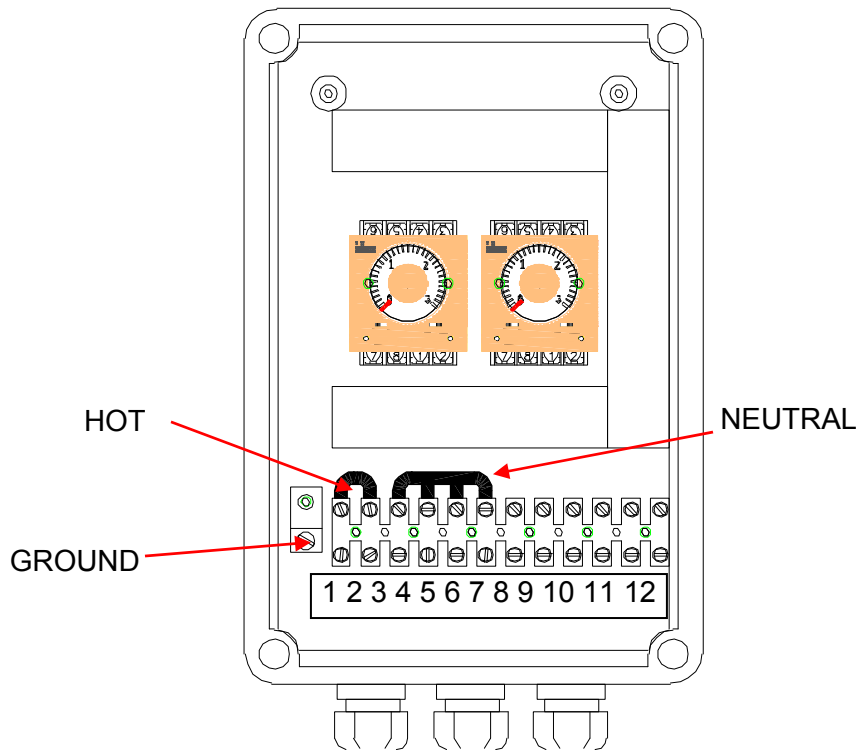
Reconnect the old wires back into the electrical box as is:

- BLACK (HOT)
- WHITE (NEUTRAL)
- GREEN (GREEN)
- TERMINAL 1 - 2
- TERMINAL 3 - 6
- LUG CONNECTOR



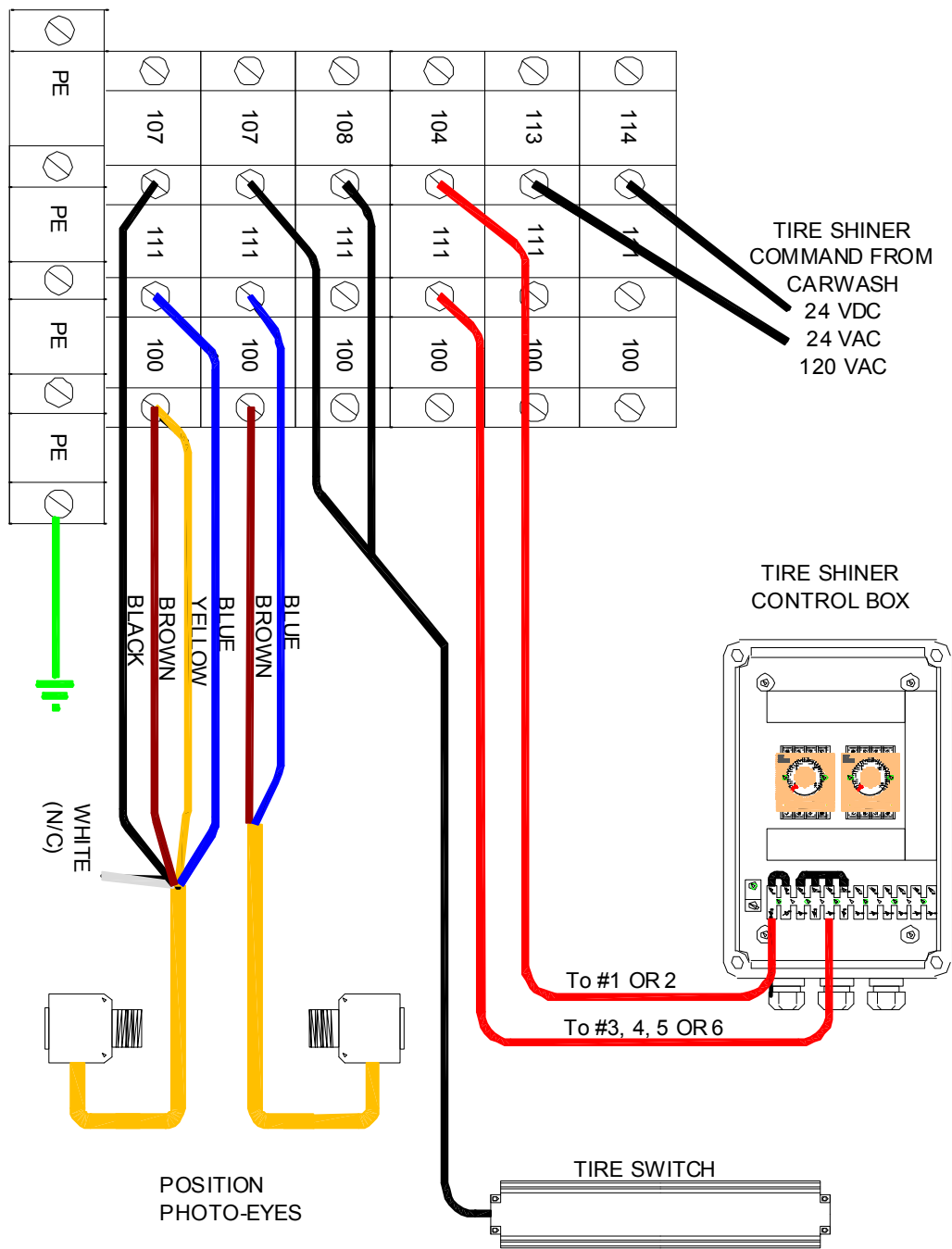
STOP!

VERIFY THAT THE CONTROL VOLTAGE COMING FROM THE CAR WASH CONTROLLER IS THE SAME AS THE PUMP STATION. TO VERIFY THE PUMP STATION VOLTAGE, REMOVE ONE OF THE TWO TIMERS AND READ THE VOLTAGE SPECIFICATION ON THE SIDE OF THE TIMER



Pic #17: Electrical Box

Electrical Connections for In-Bay Unit:



Pic #18: In-Bay Electrical Connections

Starting-Up your Super Shiner System:

SUPERSHINER II FUNDAMENTALS:

Your Super Shiner Applicators and Pumping Station have been designed for years of operation and trouble-free service. The unique GUIDE-RAIL/APPLICATOR brush design allows for the application only when called upon: no more half application on non-selected vehicle tires!

The **SUPER SHINER II** uses two pumps for the chemical delivery: The first pump is a Flo-Jet pump positioned in the back room on the Shiner control panel. This pump delivers chemical to the volumetric pumps located in the tunnel on the applicator stand. There is a volumetric pump for each applicator. The volumetric pump operates like a syringe. The chemical is sucked up into the pump and then is pushed out onto the applicators.

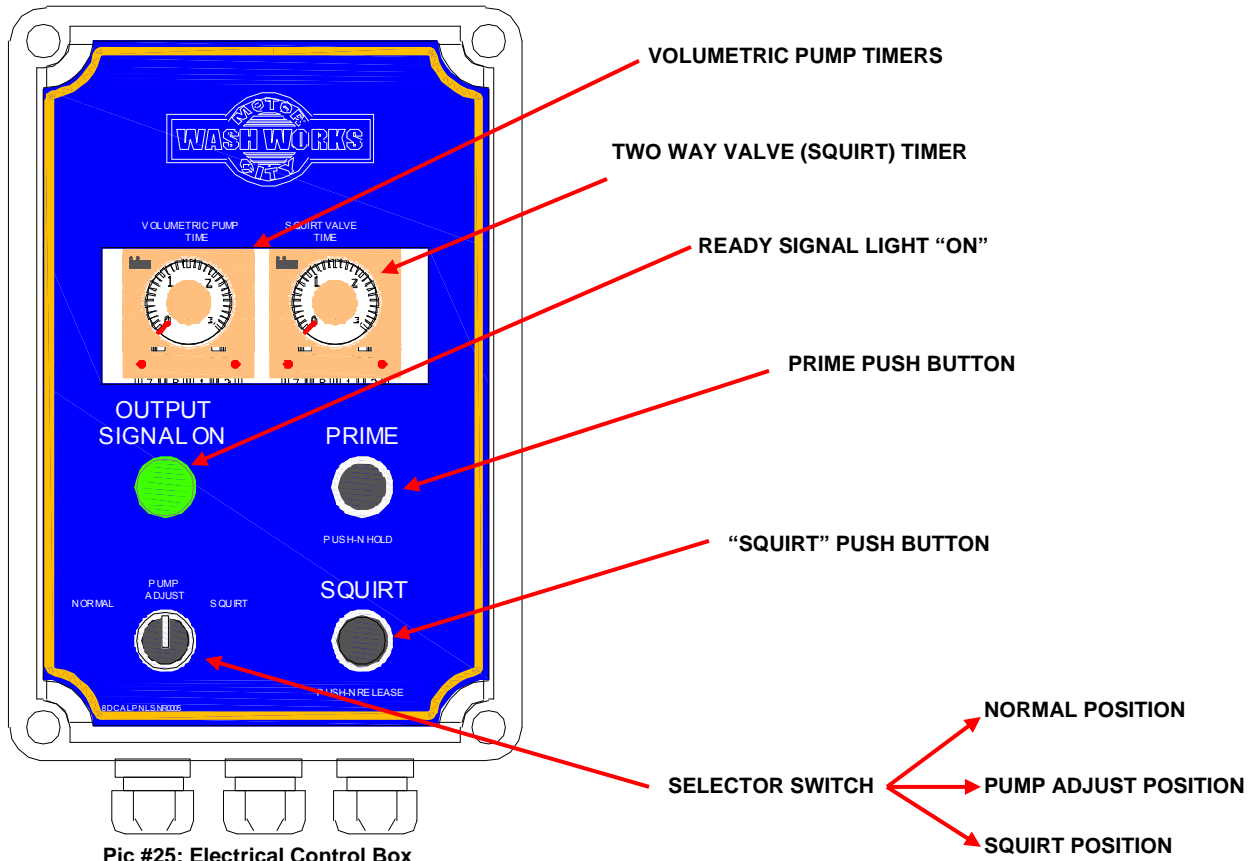
A ready signal from one carwash controller function is required to operate any of the functions. There is no power to the panel until this signal is present. Once this signal is present the unit will complete one cycle and extend the applicator brushes until the signal is removed.

A complete cycle is as follows:

1. After a ready signal received, the 1st timer starts counting, energizing the air valve to the volumetric pump.
2. After the first timer times out, energizing the 2nd timer and then energizing the air valve operating the N/C two way valve on the volumetric pump assembly in the tunnel allowing the chemical to squirt onto the cloth brushes.
3. After the 2nd timer times out, the brushes flip out and extend, ready to apply chemical to the tire. The Flojet® pump is now energized to replenish the volumetric pump.
4. When the ready signal is then removed from the system, the air valves turned OFF, the brushes retract to its original position and the NO two way "Dump" valve is now open, releasing the pressure in the feed line.

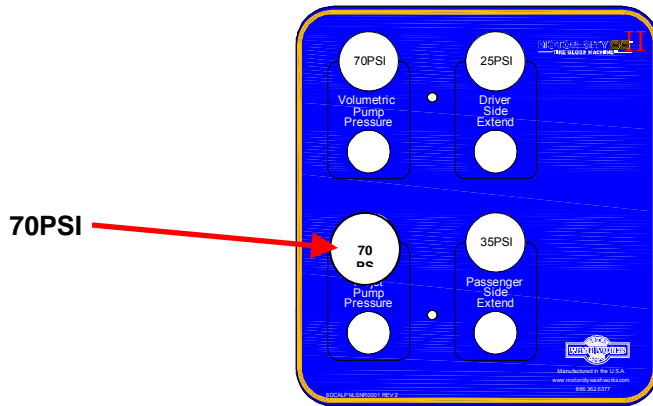
SUPERSHINER II MANUAL OPERATION:

There are three buttons on the **SUPER SHINER II** control box (see Picture #25)



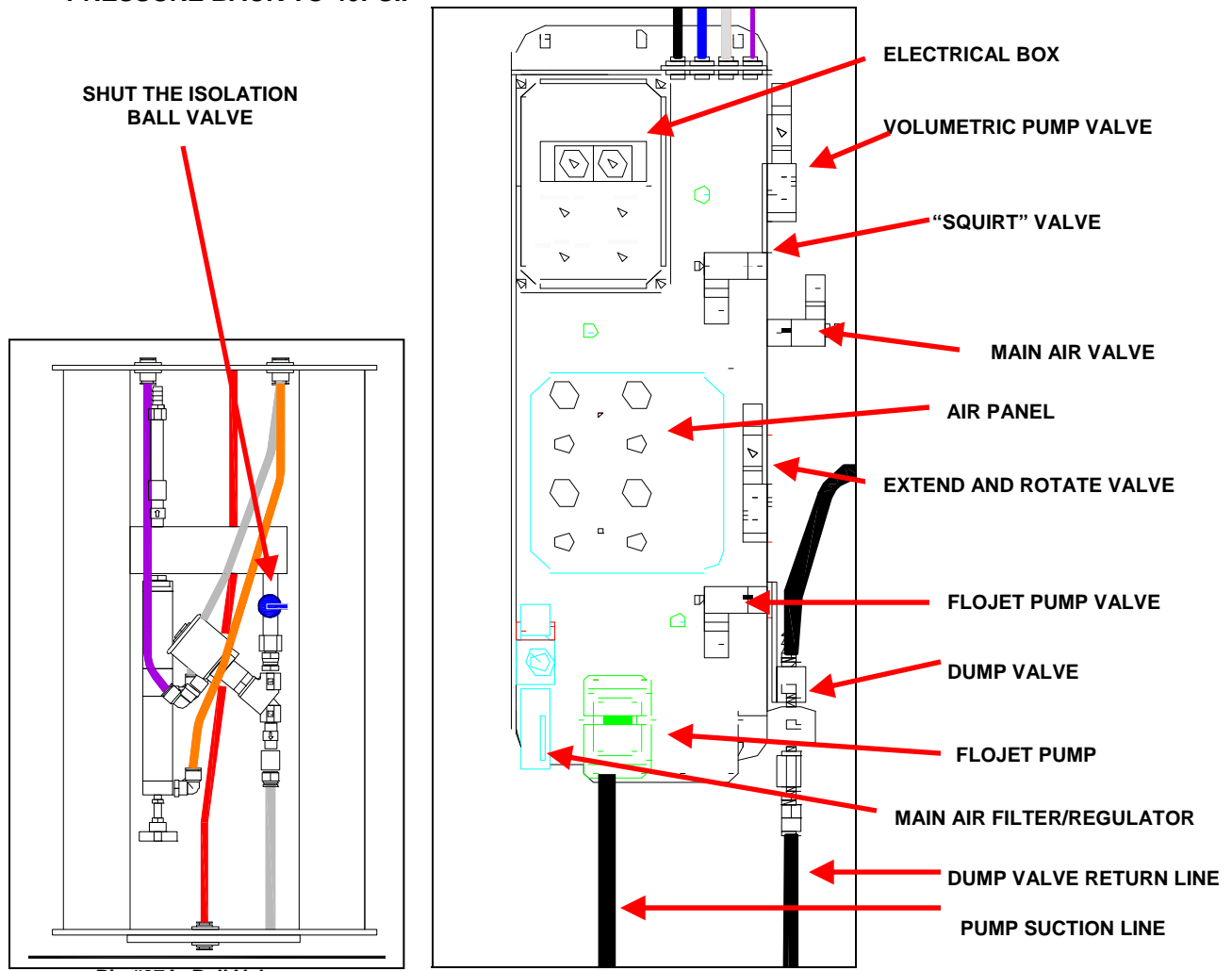
Pic #25: Electrical Control Box

- ☑ ✎ In order to initially prime the system, remove the covers from both applicators, set the **FLOJET PUMP** air pressure at **70PSI** and all other pressure like shown on Picture #26 and then turn the **READY SIGNAL ON** and wait for the brushes to extend.



Pic #26: Air panel

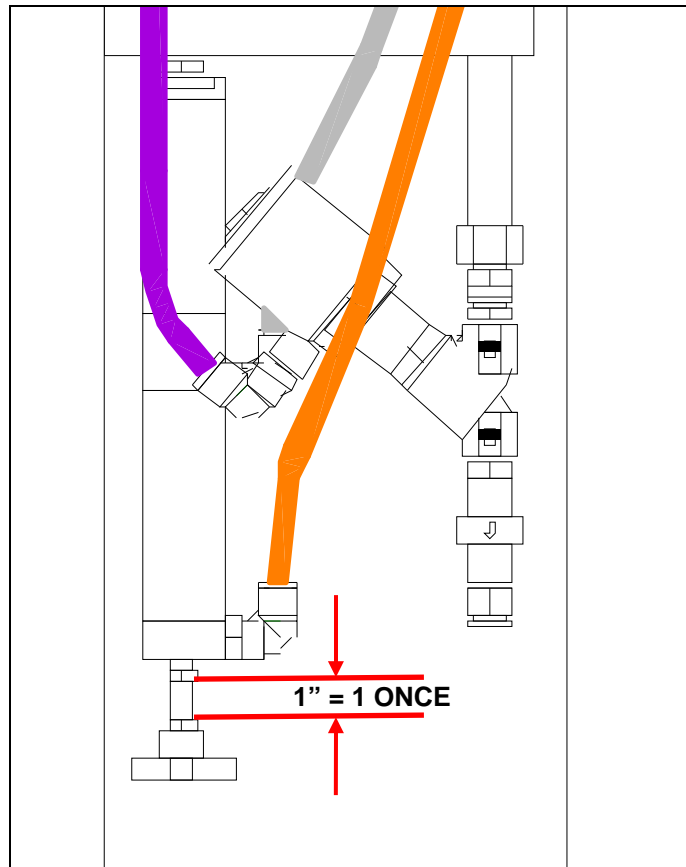
- ☐ **Drop the PUMP SUCTION LINE and the DUMP VALVE RETURN LINE in the chemical drum. Go to the PASSENGER SIDE VOLUMETRIC PUMP ASSEMBLY and shut the ball valve like shown on Picture #27A below. Now press and hold the PRIME BUTTON (see Picture #25) and have someone monitors the DRIVER SIDE applicator until a SOLID COLUMN OF FLUID IS SEEN IN EACH 1/2" LINES feeding each manifold and is coming out of each applicators nozzle. Shut the DRIVER SIDE BALL VALVE and open the passenger's side. Repeat the same process by pressing and holding the PRIME BUTTON until fluid is coming out of the applicator nozzles. When done, open the driver side ball valve and set the FLOJET AIR PRESSURE BACK TO 40PSI.**



Pic #27A: Ball Valve

Pic #27B: Control Panel

- Turn the **SELECTOR** from **NORMAL** to **ADJUST**, and adjust the rod on the volumetric pump for the desired quantity pumped at the brushes. 1" of the rod equals about one ounce.
- Turn the **SELECTOR** from **ADJUST** to **SQUIRT** position and press and **PRESS AND RELEASE** the **SQUIRT BUTTON**. Observe the fluid being "squirted" out of the nozzles and onto the back of the brushes. Repeat until each nozzle squirts properly.



Pic #28: Pump Adjustment

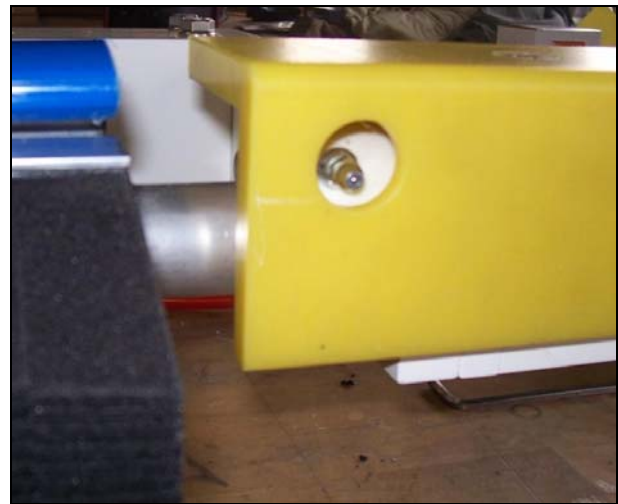
- Using a sprayer or a bucket filled with tire shiner solution, soak each **APPLICATOR BRUSH** until both brushes are **SATURATED WITH CHEMICALS**. For better results, you may also remove all the **APPLICATOR BRUSH SECTIONS** from both applicators and soak them in a bucket filled with tire shiner solution for a couple hours.
- Finally, turn **OFF** the **Ready** signal and test again by turning **ON** the **READY** signal and observe the Applicators operation: The volumetric pumps will inject chemical into the brushes and then the applicators will **EXTEND** and the brushes will **ROTATE OUT** ("**FLIP OUT**"). Adjust each flow control fitting located at each extend cylinder for proper operation: For a quicker operation, **OPEN the FLOW CONTROL**. For a slower operation, **CLOSE the FLOW CONTROL**.
- Program** the Car wash Controller Channel to turn **ON** your Super Shiner II at the beginning of the front tire for each vehicle. Test with a vehicle and adjust the brush pressure against the tire by **INCREASING** or **DECREASING** the air pressure of the **DRIVER'S SIDE** or **PASSENGER'S SIDE AIR REGULATOR**.

Monthly Maintenance Procedures:

- Clean** Delivery Station **MAIN AIR FILTER ONCE A MONTH.**
- Grease** all applicator bearings **ONCE A MONTH.** See below for greasing points.



Pic #29: Entrance End Brush Bearing (1 Fitting)



Pic #30: Exit Brush End Bearing (1 fitting)



Pic #31: Applicator Arm Bearings (8 Fittings)

Warranty and Return Procedure:

Motor City Wash Works warrants this product to be free of defect in material and/or workmanship for a period of **one year**. During the warranty period MCWW will at its discretion, at no charge to the customer, repair or replace this product if found defective, with a new or refurbished unit, not to include costs of removal or installation. Any product returned to MCWW for warranty has to have a **Return Material Authorization Number**. All shipping costs to MCWW are assumed by the customer. This is only a summary of **MCWW's Limited Warranty**. Please, communicate with MCWW for our complete warranty.

Prior to returning any product to MCWW, the customer must call in for a **Return Material Authorization Number** and a copy of our **Return Material Authorization** Form must be completed. The **RMA** number must be written clearly on the outside of the shipping package and a copy of the form must be included in the package.