



Graco Paint Sprayers 17C325 2015 Pump Rebuild

Disassemble a leaky or clogged Graco Paint Sprayer (model 17C325) pump for rebuild.

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INTRODUCTION

Follow this guide to disassemble and rebuild a leaky or clogged pump for the Graco Paint Sprayer, model 17C325.

Note: The pump's rebuild kit comes with four black leather packing O-rings. Soak them in a cup of SAE 30 motor oil for an hour before installing them in the pump.

As you disassemble the spray gun, take the time to clean all the parts with soap, water, and a brush before reassembly, and replace any worn-out parts as needed, which are provided in the pump repair kit (part # 18B260).

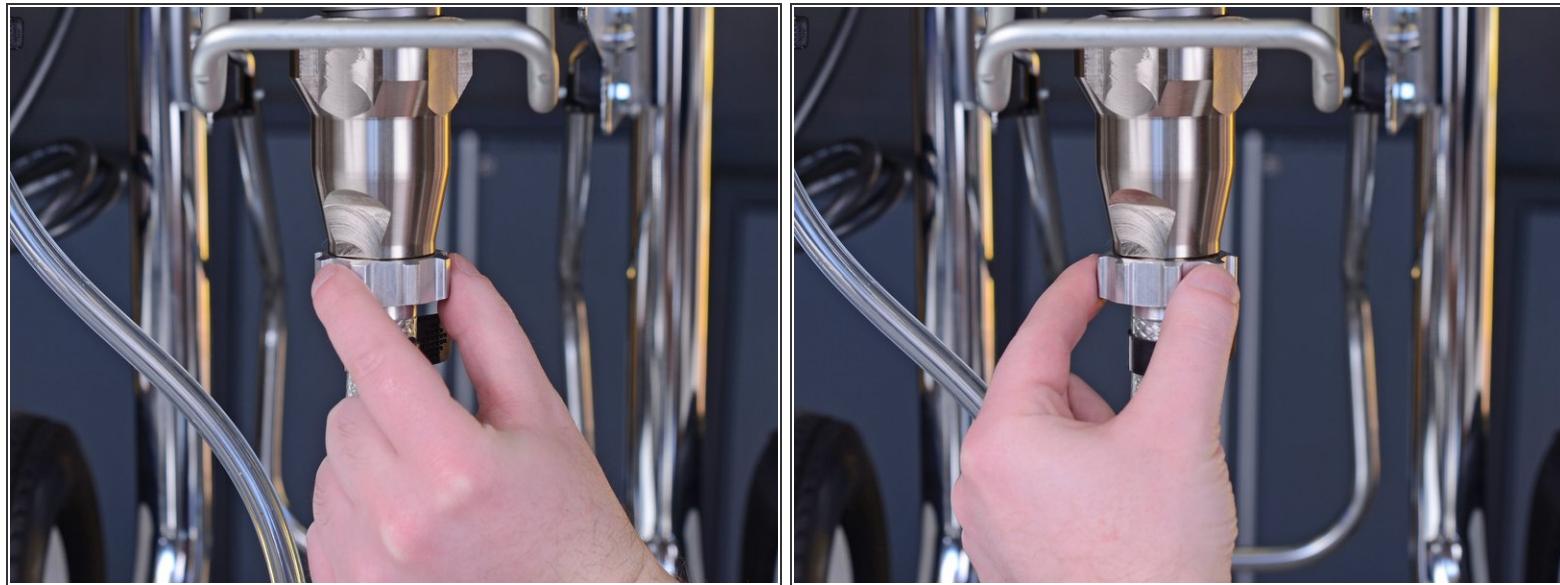
TOOLS:

- Adjustable Wrench (1)
- Pick Tool (1)
- Vise (1)
- Flathead Screwdriver (1)
- Mallet (1)
- 3/4" Wrench (1)
- 9/16" Wrench (1)
- Groove Joint Pliers (1)
- Torque Wrench (1)

PARTS:

- SAE 30 Motor Oil (1)

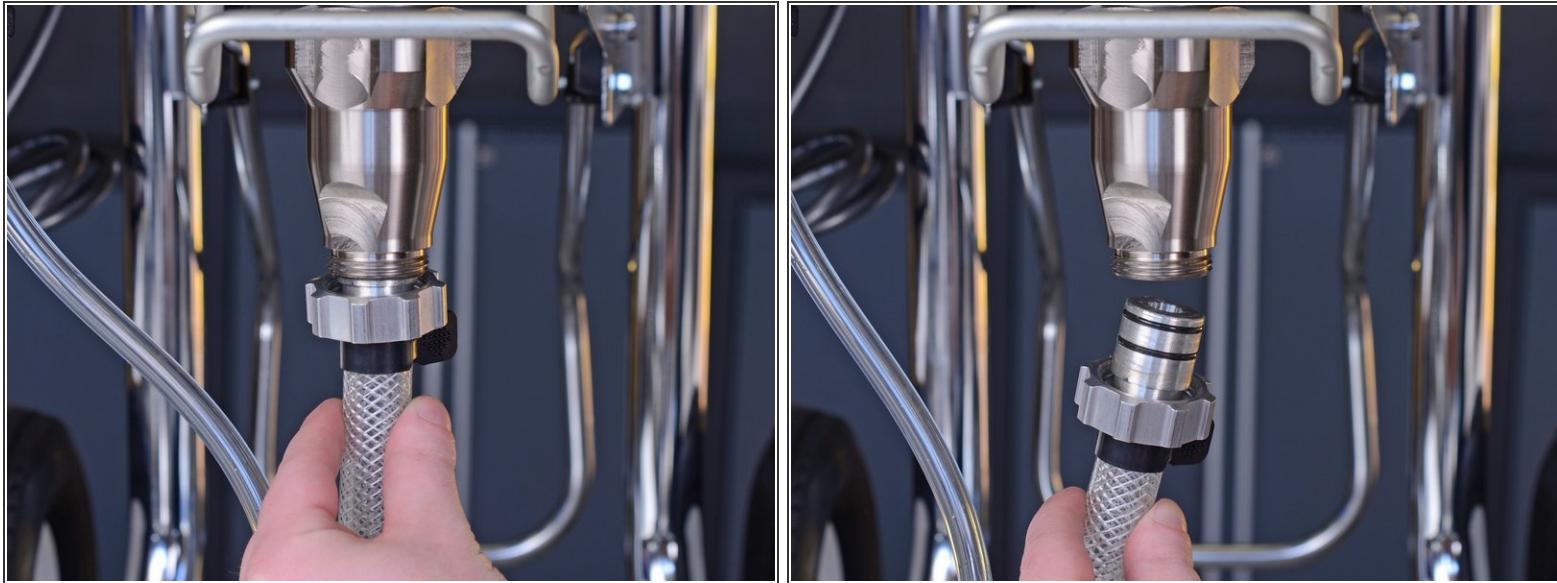
Step 1 — Remove the Suction Hose



⚠ Before you begin, make sure to follow the pressure relief procedure documented in the user manual before powering down the paint sprayer and disconnecting the pump.

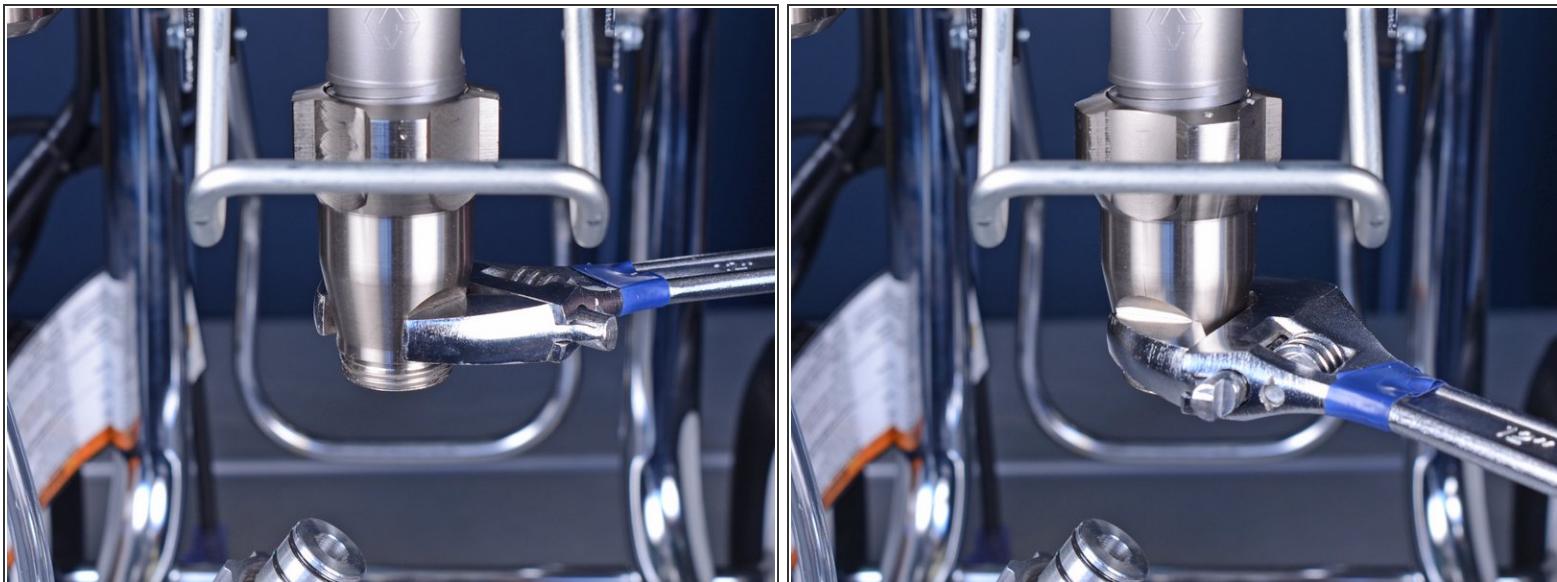
- Use your fingers to unscrew the jam nut securing the suction tube to the bottom of the pump.
- You may need to use groove joint pliers to loosen the nut.

Step 2



- Pull the suction tube straight down to disconnect it from the bottom of the pump.

Step 3 — Loosen the Intake Valve

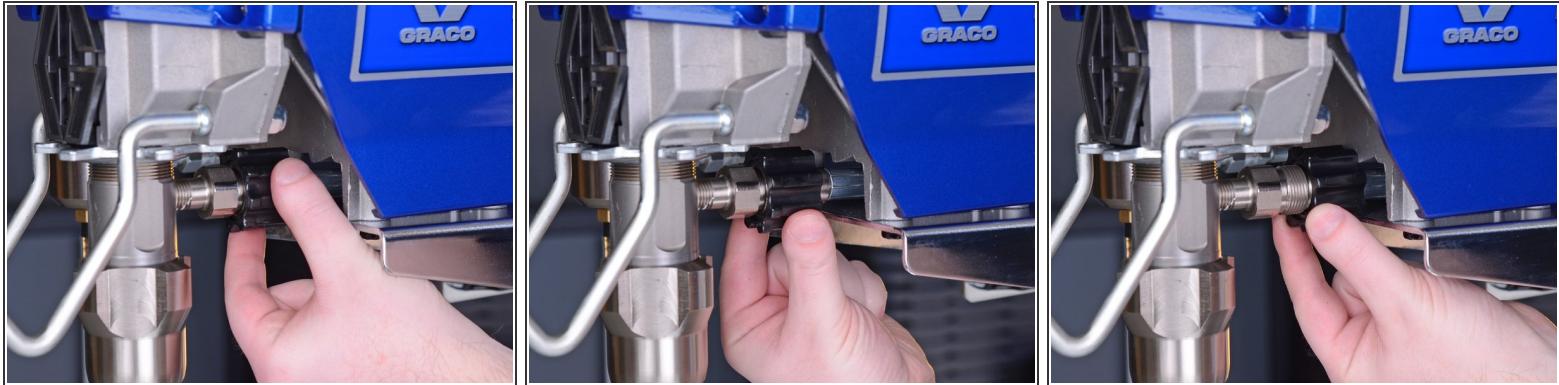


- Use an adjustable wrench to loosen the intake valve on the pump.

(i) Do not completely unscrew and remove the intake valve. You will perform this in a later step.

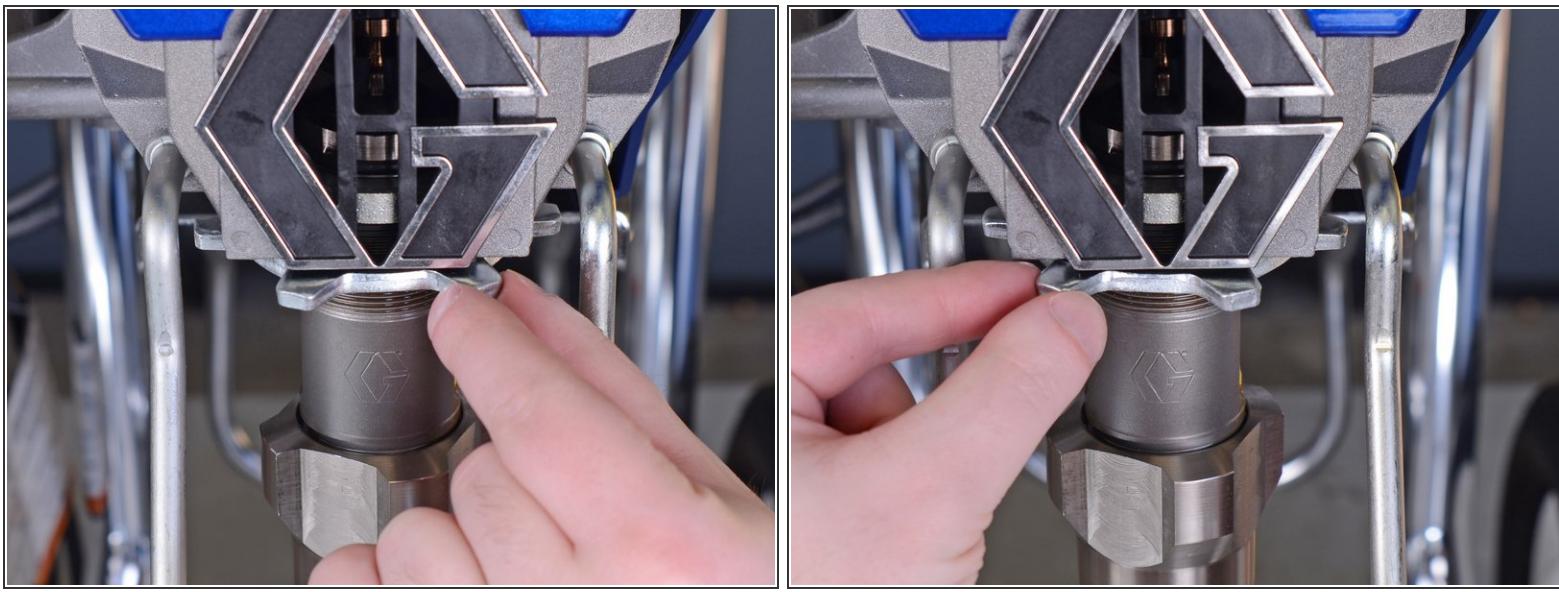
★ During reassembly, torque the intake valve to 70-80 ft. lbs.

Step 4 — Loosen the Hose Connector



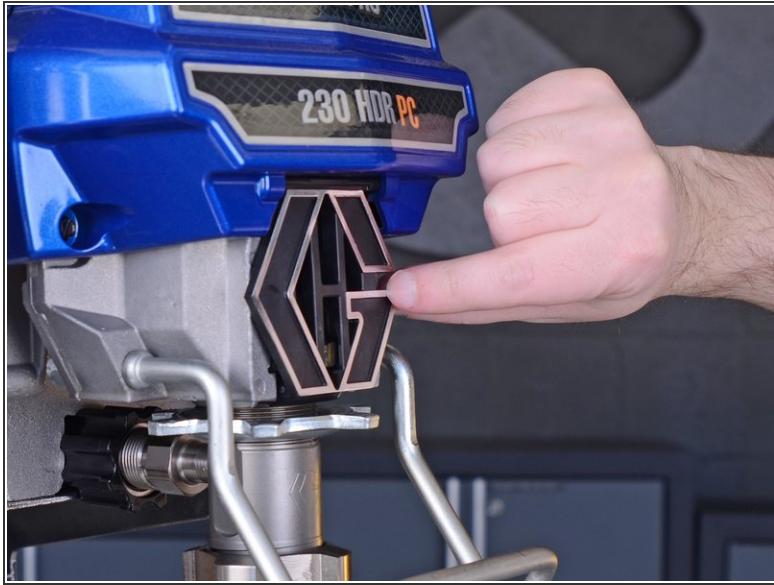
- Use your fingers to unscrew and loosen the connector securing the hose to the pump.
- You may need to use groove joint pliers to loosen the connector.
- Once unscrewed, push the connector back to reveal the hose connection.

Step 5 — Loosen the Jam Nut



- Use your fingers to unscrew and loosen the jam nut securing the pump to the paint sprayer.
- You may need to use a mallet to gently tap on the nut's teeth to loosen it.
- During reassembly, tap on the teeth using a mallet until the jam nut is snug.

Step 6 — Lift the Pump Rod Cover



- Lift up the pump rod cover to reveal the pump's connection to the paint sprayer.

Step 7 — Remove the Pump from the Drive Housing



- Pull the pump straight out of the drive housing.
- The back of the pump is still connected to a hose. You'll remove it in the next step.

Step 8 — Disconnect the Pump Hose



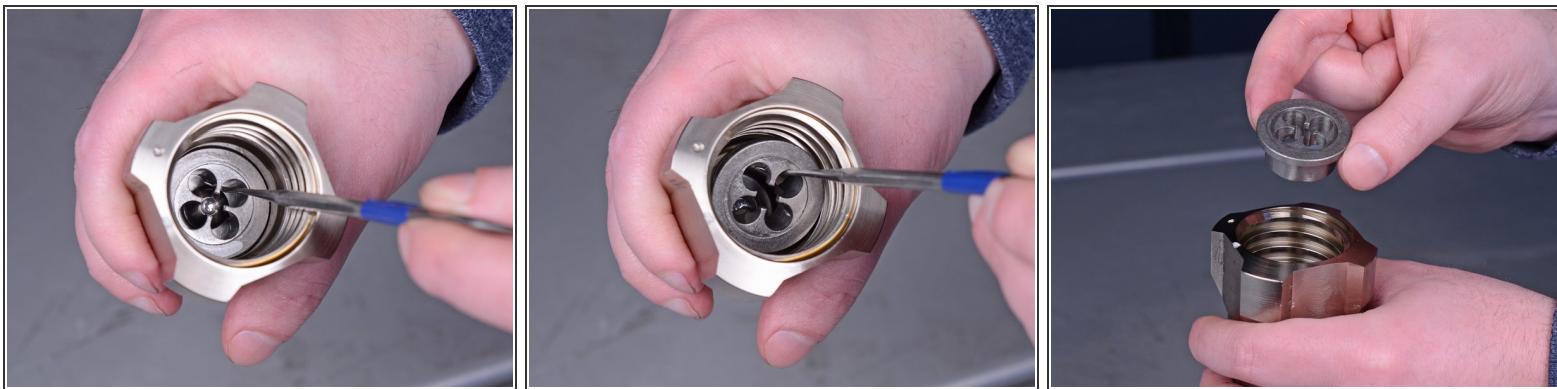
- Pull the rear pump hose straight off of the pump.
- Remove the pump from the paint sprayer.

Step 9 — Remove the Intake Valve



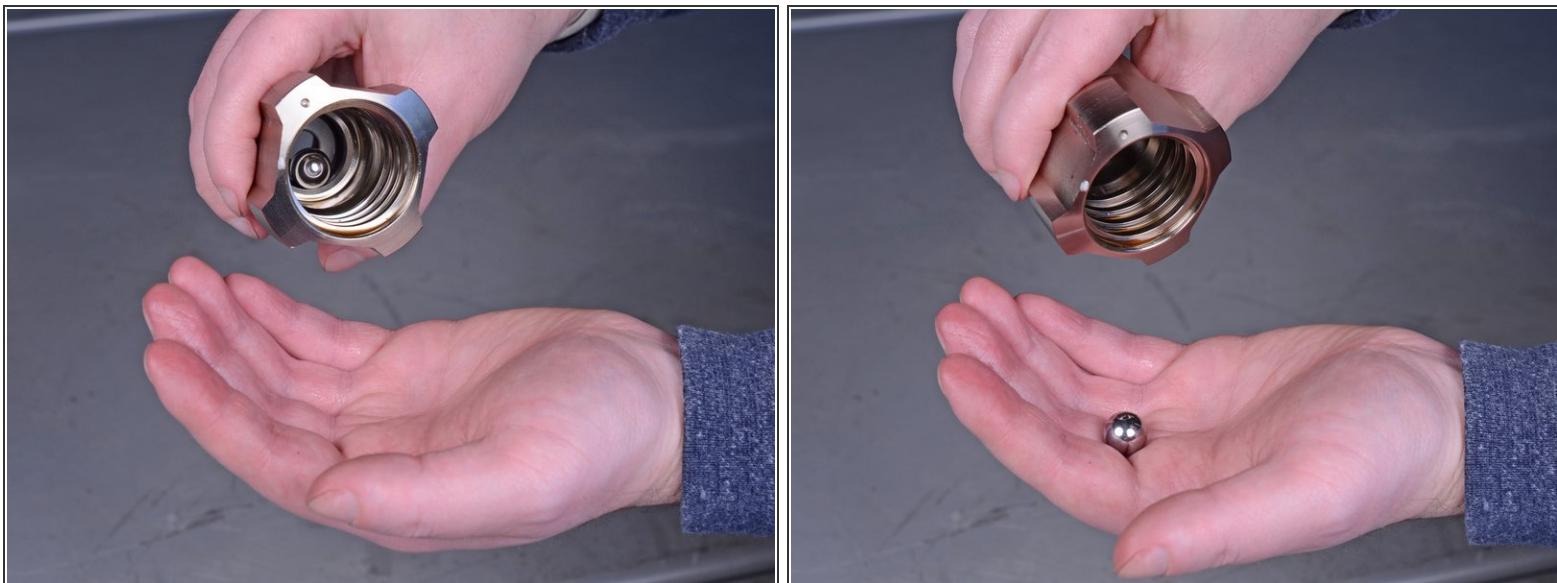
- Unscrew and remove the intake valve from the pump cylinder.

Step 10 — Disassemble the Intake Valve



- Use a pick tool to remove the metal ball seat from the bottom of the intake valve.

Step 11



- Tip the intake valve upside to remove the inlet ball.

Replace the inlet ball with the new inlet ball included in the pump repair kit.

Step 12



- Use a pick tool to remove the ball seat washer from the bottom of the intake valve.

Step 13



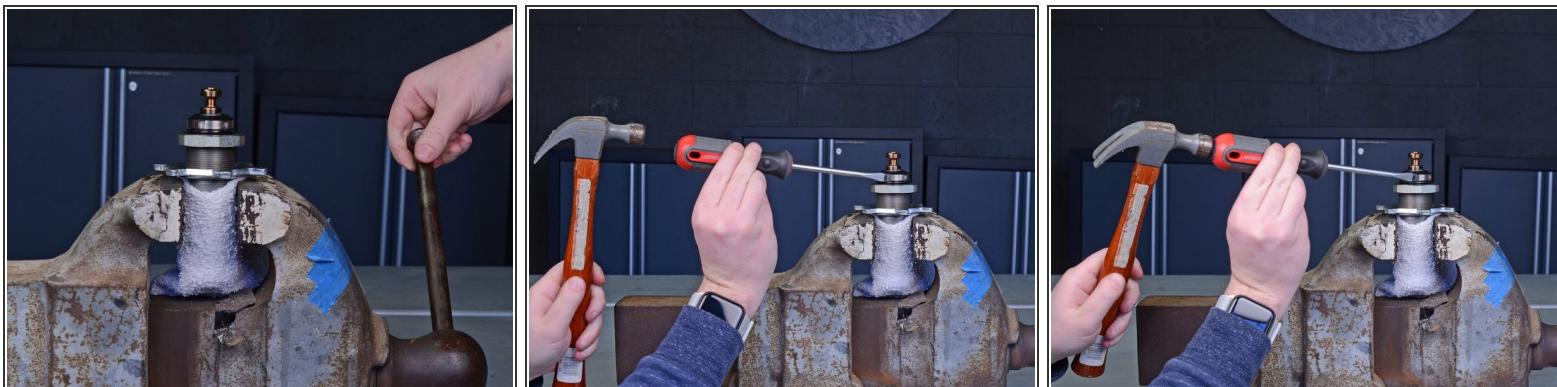
- Use a pick tool to remove the thin white O-ring at the bottom of the intake valve.
- ☒ Replace this O-ring with the new O-ring included in the pump repair kit.

Step 14



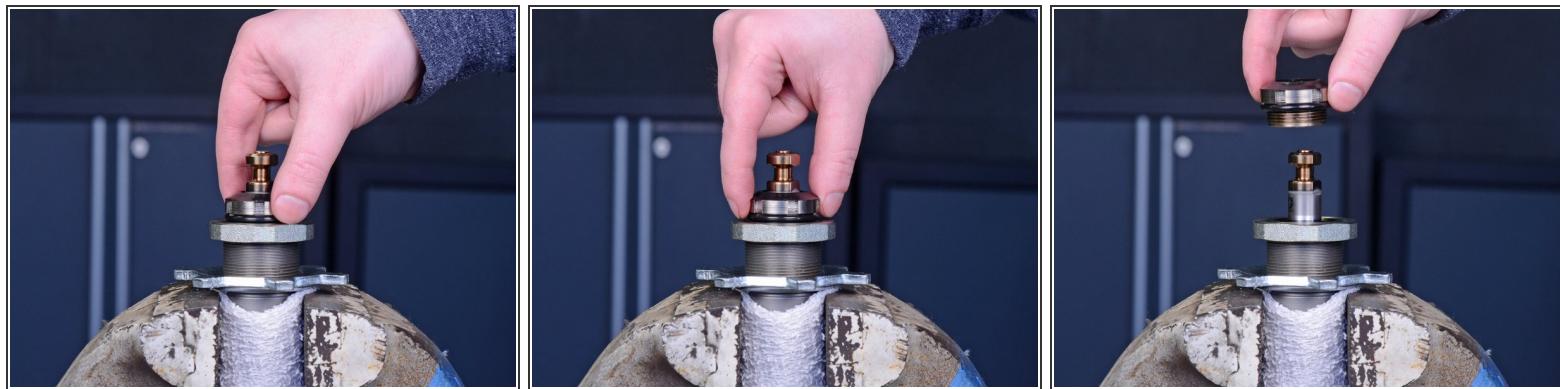
- Turn the intake valve upside down and use a pick tool to remove the white gasket.
- ⓘ This gasket doesn't need replaced, but be sure to clean it before reinstallation.

Step 15 — Remove the Top Jam Nut



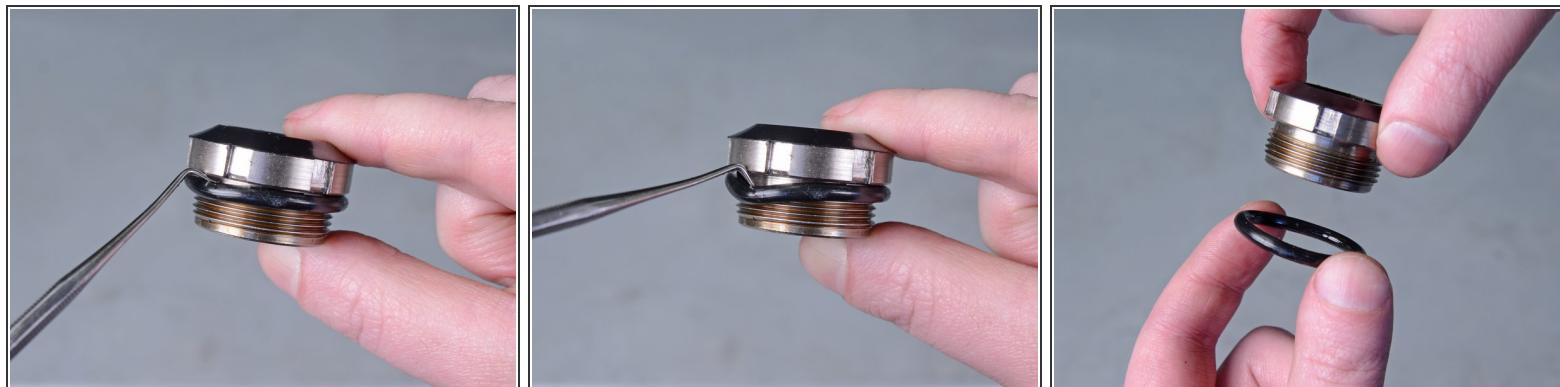
- Place the pump cylinder into a vise.
- ⓘ Wrap the cylinder in a rag to prevent scratching the outside of the cylinder.
- Use a flathead screwdriver and mallet to unscrew and loosen the top jam nut.

Step 16



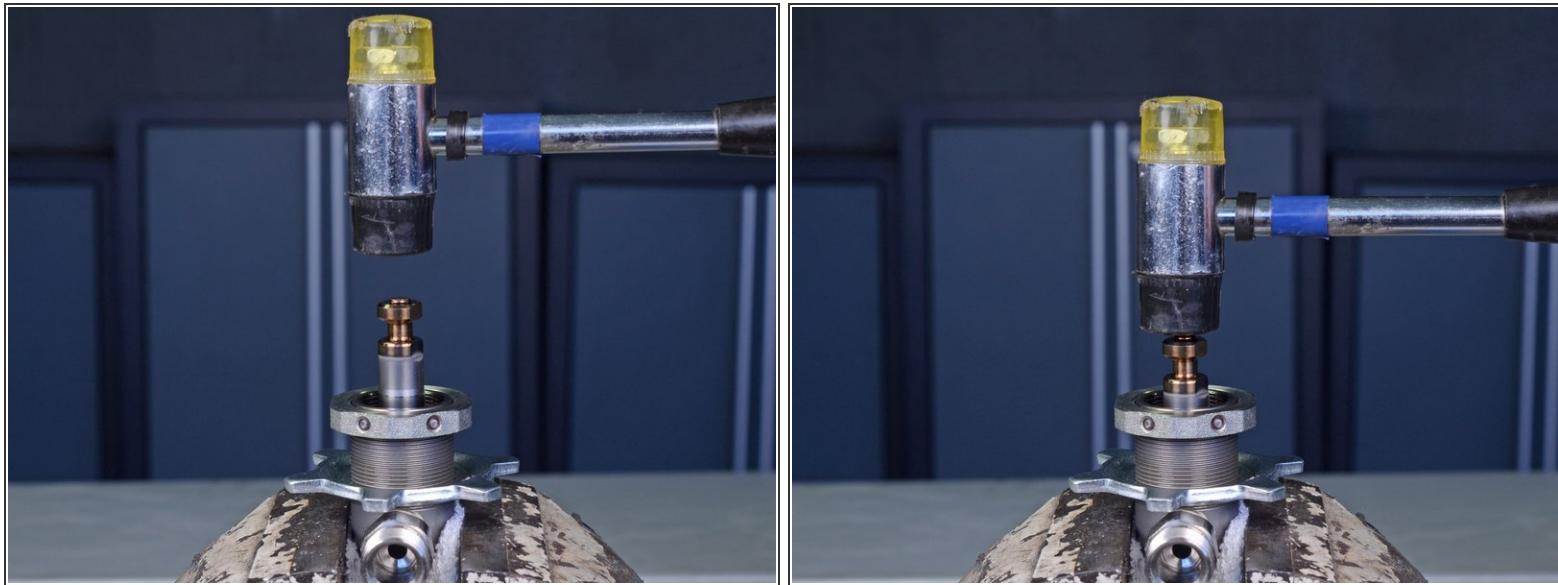
- Continue unscrewing the top jam nut with your fingers to remove it.
- ▣ During reassembly, torque the top jam nut to 70-80 ft. lb.

Step 17 — Replace the Top Jam Nut O-Ring



- Use a pick tool to remove the black O-ring from the top jam nut.
- ▣ Replace this O-ring with the new O-ring included in the pump repair kit.

Step 18 — Loosen the Piston Rod



- With the pump cylinder still in the vise, use a mallet to gently tap down on the top of the piston rod to loosen it from the pump cylinder.

Step 19 — Remove the Piston Rod



- Remove the pump cylinder from the vise and pull the bottom of the piston rod completely out of the pump cylinder to remove it.

Step 20 — Disassemble the Pump Cylinder



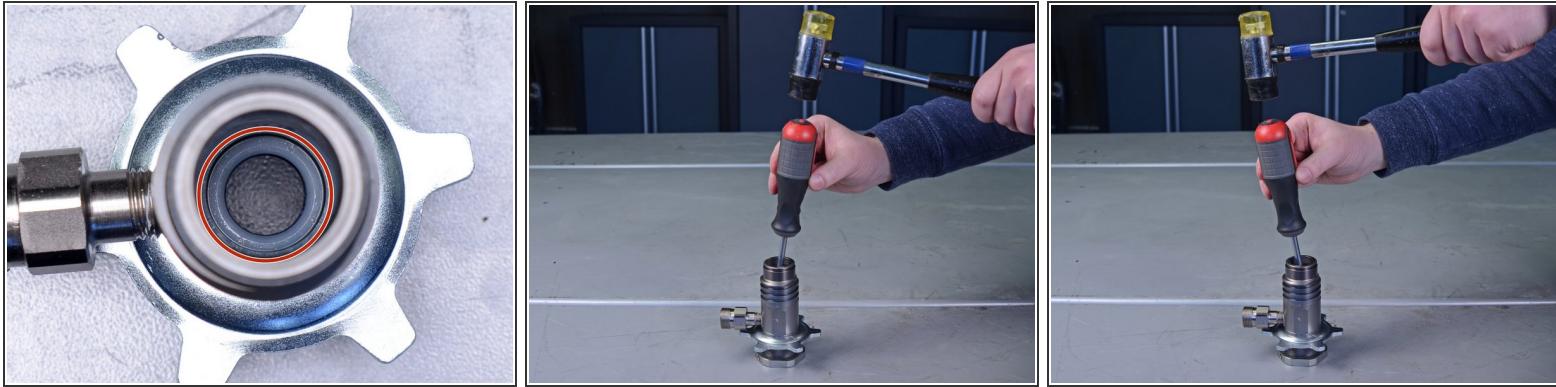
- Use a pick tool to remove the black O-ring from the bottom of the pump cylinder.
- ☒ Replace this O-ring with the new O-ring included in the pump repair kit.

Step 21



- Use your fingers to grab and remove the white plastic gland from the top of the pump cylinder.
- ⓘ If the gland doesn't easily come out, skip to the next step.
- ☒ Replace this plastic gland with the new plastic gland included in the pump repair kit.

Step 22



- Flip the pump cylinder upside down and use a flathead screwdriver and mallet to gently tap the throat packing O-rings, loosening them from the cylinder.

Step 23



- Lift up the pump cylinder to remove the throat packing O-rings.

i There are a total of six O-rings stacked on top of each other. Take note of their orientation and order.

★ Replace all six O-rings with the new O-rings included in the pump repair kit.

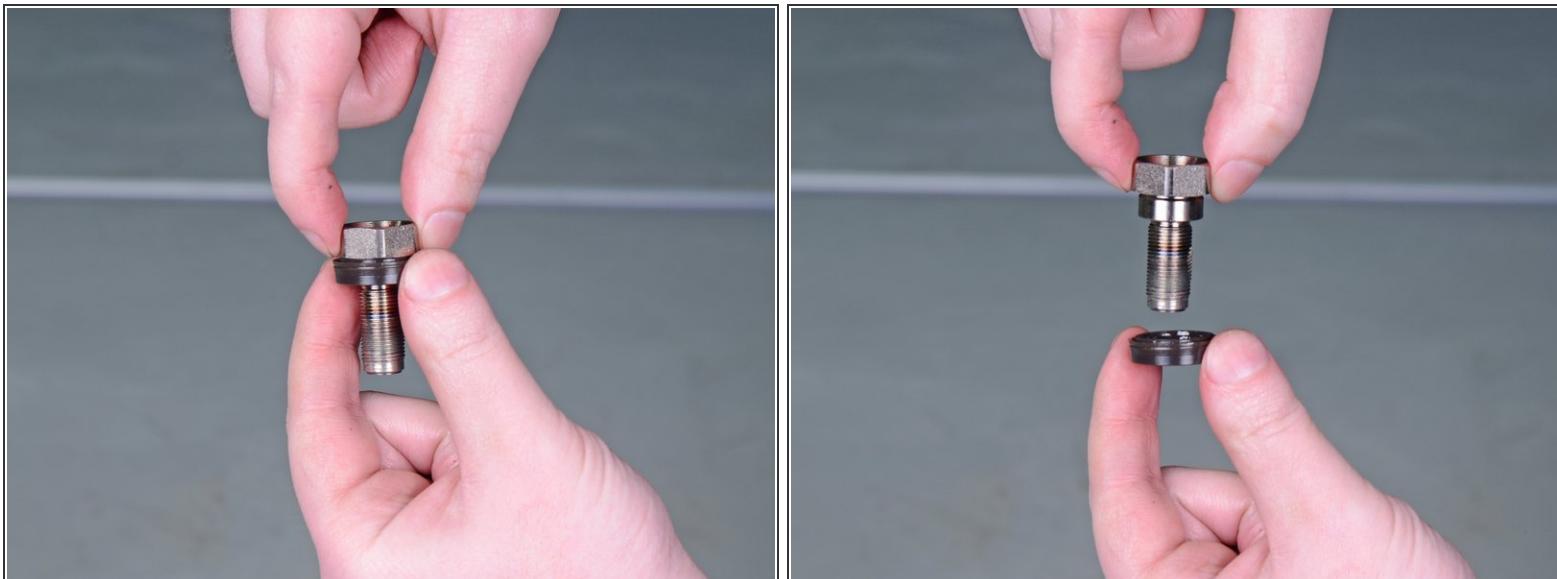
i The black O-rings are leather, and the new replacements need to be soaked in SAE 30 motor oil for an hour before reassembly.

Step 24 — Disassemble the Piston Rod



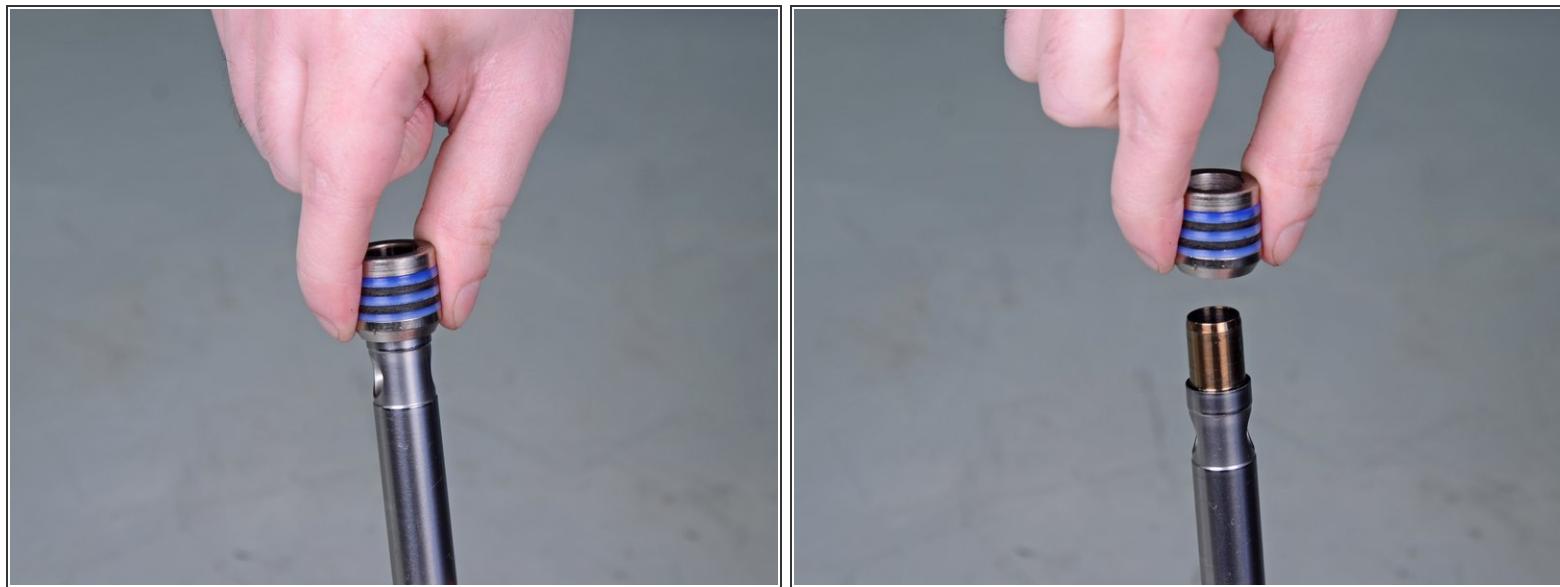
- Use a 3/4" wrench to remove the piston valve bolt from the piston rod.
- You can secure the piston rod in a vise, or use a 9/16" wrench to secure the bottom of the piston rod as you unscrew and loosen the bolt.
- Remove the piston valve bolt from the piston rod.

Step 25



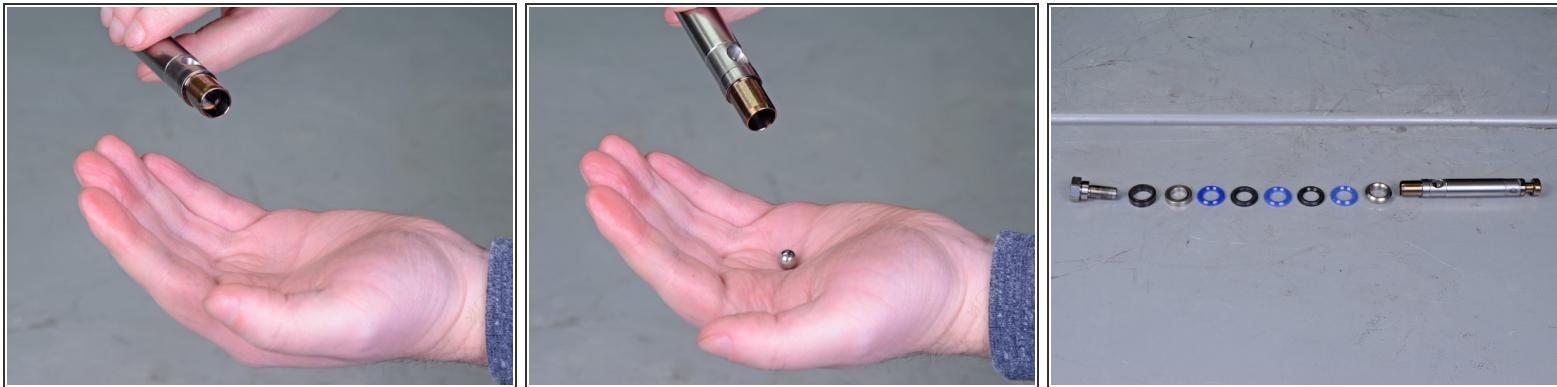
- Remove the wiper bushing from the piston valve bolt.
- Note the orientation of the wiper bushing. The flat side should point down.
- Replace the wiper bushing with the new wiper bushing included in the pump repair kit.

Step 26



- Use your fingers to remove the piston packing O-rings from the bottom of the piston rod.
- If the O-rings are difficult to remove with your fingers, use a pair of groove joint pliers to remove them.

Step 27



- Tip the bottom of the piston rod over to remove the piston ball.
 - ☒ Replace the piston ball with the new piston ball included in the pump repair kit.
- ⓘ Not counting the wiper bushing, there are a total of five O-rings stacked on top of each other, placed in between two metal glands. Take note of their orientation and order.
 - ☒ Replace the six O-rings with the new O-rings included in the pump repair kit.
 - ☒ Replace the two metal glands with the new glands included in the pump repair kit.
 - ⓘ The black O-rings are leather, and the new replacements need to be soaked in SAE 30 motor oil for an hour before reassembly.

To reassemble your device, follow these instructions in reverse order.