

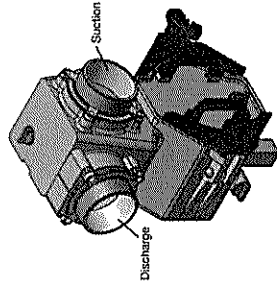
PRE-OPERATION

DO NOT USE OLD FUEL OVER 30 DAYS. FUEL SHOULD BE CLEAN AND FRESH. FUEL AROUND THE BOTTOM OF DRUM CONTAINS DIRT, IMPURITIES AND WATER. UNUSED FUEL IN TANK (IF KEPT MORE THAN 30 DAYS) MAY CAUSE ENGINE FAILURE.

BEFORE STARTING ENGINE, PLEASE CHECK IF ENGINE OIL IS FILLED TO REQUIRED LEVEL.

2. Make sure suction hose is connected properly.

Note: Failure to use approved non-collapsible suction hose and recommended hose strainer at all times during operation of pump will void the warranty of the pump and engine.



3. Fill pump with water before use.
4. Priming: this pump is self-priming, however it still requires the pump body to be filled with water. Running the pump without filling with water can result in mechanical seal failure.
5. Hose connections: If the pump fails to pump water in a short time, the suction hose connection could be leaking air. Stop the engine and check the suction hose connection and re-start the engine.

As pump is self-priming type, fill water fully from priming port into pump before running. Insufficient water can cause damage to pump.

CAUTION RUNNING WITHOUT FILLING WITH WATER CAN DAMAGE MECHANICAL SEAL.

WARNING THIS PUMP IS NOT INTENDED FOR USE WITH CHEMICALS OR FERTILIZERS. IF USED FOR APPLICATIONS PUMPING CHEMICALS OR FERTILIZERS, THE 2-YR LIMITED WARRANTY WILL NOT BE HONORED AS MOST CHEMICALS AND FERTILIZERS WILL CAUSE PREMATURE CORROSION AND SHORTEN THE LIFE OF THE PUMP. THE PUMP SHOULD BE FLUSHED WITH CLEAN WATER AFTER PUMPING ANY LIQUIDS WHICH MAY BE CONSIDERED CAUSTIC OR CORROSIVE.

OPERATION

HOW TO USE

1. Ensure pump is fully filled up with water.
2. Ensure strainer at the end of suction hose is in water. (If any mud or sand is at the bottom of water, suspend hose above the bottom.)
3. Ensure no one or anything that can be damaged by water, is not in front of the discharge hose end.

STARTING AND OPERATING ENGINE

CAUTION: DO NOT RUN ENGINE IN AN ENCLOSED AREA. EXHAUST GAS CONTAINS CARBON MONOXIDE, AN ODORLESS AND POISONOUS GAS THAT CAN CAUSE SICKNESS OR DEATH.

IMPORTANT: DURING FIRST TWO HOURS OF ENGINE OPERATION, ENGINE MAY OPERATE AT LOW OR ERRATIC RPM AS THE ENGINE MOVING PARTS BREAK IN.

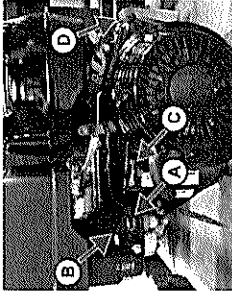
1. Set fuel valve lever (A) right to ON position.
2. Move choke control lever (B) left to "CHOKE" position.
3. Move throttle lever (C) left to the fast position.

NOTE: For best engine performance it is recommended the engine be operated with the throttle in the FAST position.

4. Turn the engine switch (D) to "ON" to position.

5. Pull recoil starter grip lightly until resistance is felt, then pull briskly until engine starts.

IMPORTANT: DO NOT ALLOW STARTER GRIP TO SNAP BACK AGAINST ENGINE. RETURN IT GENTLY TO PREVENT DAMAGE TO STARTER.



6. Move "CHOKE" control lever (B) right to open position as soon as engine warms up enough to run smoothly. If engine is warm, move choke lever right as soon as engine starts.

OPERATION

STOPPING THE ENGINE

▲ IMPORTANT: TO STOP ENGINE IN EMERGENCY, TURN ENGINE SWITCH (D) DOWN TO "OFF" POSITION.

1. Move throttle lever (C) fully to the right.
2. Turn engine switch (D) to "OFF" position.
3. Move fuel valve (A) left to "OFF" position.

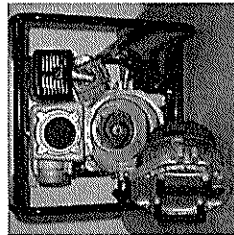
SHUTDOWN

▲ IMPORTANT: SHUTDOWN PROCEDURES SHOULD BE FOLLOWED AT THE END OF EACH CLEANING OPERATION.

1. Run engine at idle for 2-3 minutes. (Refer to pictures on previous page)

2. Turn engine off by:
 - a. Moving throttle lever (A) fully to the right.
 - b. Turn engine switch (B) to "OFF" position.
 - c. Move fuel valve (C) left to "OFF" position.

3. Allow engine to cool, then wipe pump down with a damp cloth.

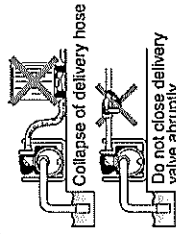


DISASSEMBLY AND CLEANING

1. Loosen triangular shaped nuts and swing clear of the pump cover.
2. Pull the pump cover from the pump body.

WATER HAMMERING

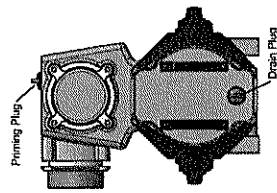
▲ CAUTION: DO NOT ALLOW ANY VEHICLE TO RUN OVER THE DELIVERY HOSE. DO NOT CLOSE THE DELIVERY VALVE ABRUPTLY BECAUSE WATER-HAMMER MAY OCCUR. THIS MAY RESULT IN HEAVY DAMAGE TO THE PUMP.



STORAGE

1. Drain water after use.

▲ CAUTION: WATER TRAPPED INSIDE PUMP WILL FREEZE AND MAY DAMAGE THE PUMP. AFTER USE, DRAIN WATER FROM PUMP BY REMOVING THE DRAIN PLUG AFTER EACH USE, AND BEFORE STORAGE.



2. Long storage. Refer to engine manual for long term storage.

▲ CAUTION: DO NOT SMOKE AS FUEL IS HIGHLY FLAMMABLE.

TROUBLE SHOOTING

SYMPTOM	PROBLEM	SOLUTION
Cannot pull or hard to pull recoil starter	Debris caught in impeller	Dismantle & clean impeller
Low or reduced water flow	Debris caught in suction hose	Dismantle & clean hose
	Air leakage on suction side	Check suction hose and suction connections
	Engine not performing	Check & repair engine see Mi-T-M dealer
	Damage to mechanical seal	Replace mechanical seal see Mi-T-M dealer
	Suction lift is too high	Make suction lift lower
	Suction hose is too long or smaller in diameter	Shorten suction hose or enlarge diameter
	Leakage of water from discharge hose	Stop leakage of water
	Worn out impeller	Replace the impeller see Mi-T-M dealer
Pump does not prime	Air goes in from suction side	Check hose and suction connections (See Solution 2)
	Insufficient priming water inside pump	Pour more water into pump casing for priming
	Drain plug is loose	Tighten drain plug firmly.
	Damage of mechanical seal	Replace mechanical seal see Mi-T-M dealer
	Wrong suction hose used	Use correct suction hose
	Water leakage between engine and pump	Damaged mechanical seal. Replace see Mi-T-M dealer.
Engine does not start		Refer to engine manual see Mi-T-M dealer