


**Congratulations** on your purchase of the **MODEL 870 SS®** Truck-mount cleaning unit. This instruction/parts manual is a guide for operating and servicing your **SAPPHIRE SCIENTIFIC** Truck-mount unit.

Proper operation and service are necessary to ensure the outstanding performance of this unit. When properly maintained, your Truck-mount will have a long and trouble-free life.

The following service methods outlined in this manual are detailed in a manner that operation and servicing may be performed properly and safely. Because service levels vary due to the skill of the mechanic, tools and parts availability, ensure that prior to attempting any repair, you are familiar with this equipment and have the proper tools. Any questions regarding the operation, service, or repair of this unit should be directed to your nearest **SAPPHIRE SCIENTIFIC** dealer.

The headings **WARNING** and **CAUTION** are utilized to warn you that steps must be taken to prevent personal injury or damage to the equipment. Please make sure that you have read and understand these instructions entirely before proceeding with the operation of this unit.

 **WARNING!** Do not alter or modify your **870SS** in any way. Use only replacement parts authorized by **SAPPHIRE SCIENTIFIC**, Inc. Modifications or use of unapproved parts could create a hazard and will void your warranty. Contact your authorized Sapphire dealer for assistance.

**THIS UNIT MUST BE INSTALLED BY THE DEALER THAT YOU PURCHASED IT FROM IN ACCORDANCE WITH THE SAPPHIRE SCIENTIFIC INSTALLATION PROCEDURES.**

BE SURE TO FILL OUT THE WARRANTY CARD ONLINE AT [WWW.SAPPHIRESCIENTIFIC.COM](http://WWW.SAPPHIRESCIENTIFIC.COM)

Record your units' serial number here for future reference or if you should need to contact the factory in the future for any reason.

S/N:

This service and operations manual is written specifically for **SAPPHIRE SCIENTIFIC MODEL 870 SS®** Truck-mount Cleaning units manufactured by:

**SAPPHIRE SCIENTIFIC**  
2604 Liberator  
Prescott, AZ 86301  
USA

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**MODEL 870 SS® MANUAL**  
**PART# 49-076**

# SAPPHIRE SCIENTIFIC LIMITED WARRANTY

## Sapphire Scientific Model 870 SS

### What Does This Warranty Cover?

This warranty covers the Sapphire Scientific Model 870 SS and is provided to the original purchaser only.

### How Long Does This Warranty Last?

This warranty runs for:

Two (2) years from the date of installation on parts and labor (Excluding normal maintenance items.) Factory installed original belts are covered for 500 hours. Water box, recovery tank and frame are covered for five years. All other components including seals, o-rings and electrical components are covered for the entire two year warranty period.

### What Sapphire Scientific Will Do:

If a defect in materials or workmanship occurs within the warranty period, Sapphire Scientific at its election will repair or replace the defective part at no charge.

### What This Warranty Does Not Cover:

This warranty does not cover or apply to defects due directly or indirectly to misuse, abuse, disassembly, alteration, corrosive chemicals, improper voltage, improper fuel, fire, flood, negligence, accident, improperly or incorrectly performed maintenance or repair, or failure to perform necessary or recommended maintenance or repair (See your Owner's Manual) or if the use of this product is not in compliance with the instructions and specifications for its use. This warranty does not cover normal maintenance items such as air and oil filters, lubricants and tune up parts. Paint is not covered. Water box, recovery tank and frame are covered for five years. All other components including seals, o-rings and electrical components are covered for the entire two year warranty period. We limit all implied warranties to:

- Two (2) years from the installation date on parts and labor. It is strongly recommended that this truck mount be used with, and only with, Sapphire Scientific Chemicals and as directed by label instructions on chemical bottles.

OTHER THAN THE WARRANTIES PROVIDED HEREIN, SAPPHIRE SCIENTIFIC MAKES NO EXPRESS OR IMPLIED, ORAL OR WRITTEN WARRANTIES WITH RESPECT TO THIS PRODUCT OR WORKMANSHIP AND ALL WARRANTIES IMPLIED BY LAW INCLUDING ANY WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE ARE LIMITED TO THE DURATION OF THIS WARRANTY. **Some states do not allow limitations on how long an implied warranty lasts, so the above limitations may not apply to you.** WE SHALL IN NO EVENT BE LIABLE FOR DEATH, INJURIES TO PERSONS OR PROPERTY OR FOR INCIDENTAL, CONTINGENT, SPECIAL OR CONSEQUENTIAL DAMAGES ARISING FROM USE OF OUR PRODUCTS. **Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.**

### How Do I Get Service?

In order to be eligible for service under this warranty you MUST do the following: (a) fill out the warranty registration card on-line within thirty (30) days of the installation of our product; (b) have your dealer write or call for a return material authorization (RMA); and (c) have the serial number and original proof of installation date available. Proof of proper maintenance may be required before warranty is granted.

Contact us at:

Sapphire Scientific  
2604 Liberator, Prescott, AZ 86301  
Phone: 928-445-3030

If our dealer uncovers a defect we will repair or replace the product, at our election. Ground shipping and transportation costs will be covered by the manufacturer. Returning defective parts to the manufacturer, if required, shall be the responsibility of the purchaser. Warranty may be denied if defective parts are not returned within the allotted 30 days. If it is determined that there is no defect in the product, or that the defect resulted from causes not within the scope of our warranty, then the product will be repaired or replaced only at your request and at your expense and you must bear all shipping costs.

### How Does State Law Apply?

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state.

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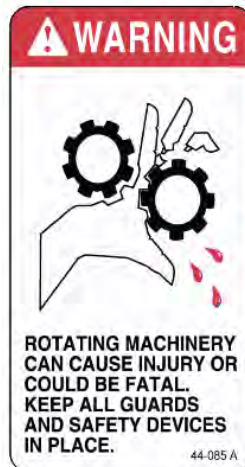
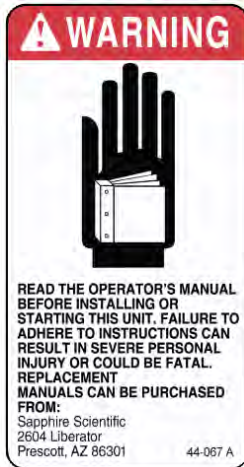
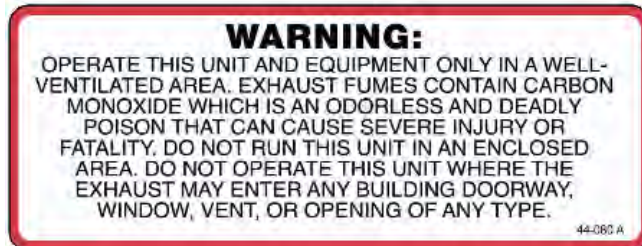
## SECTION 1

# 1. SAFETY

## **WARNING For Your Safety!**

The following **WARNING** labels are on your **MODEL 870 SS®** console. These labels point out important **Warnings** and **Cautions**, which must be followed at **all** times. Failure to follow warnings could

result in personal injury or fatality to yourself and/or others or property damage. Please follow these instructions carefully! **DO NOT remove these decals.**



## SECTION 1

### **WARNING!**

#### **1. Read the operator's manual before starting this unit.**

Failure to adhere to instructions could result in severe personal injury or could be fatal.

#### **2. Operate this unit and equipment only in a well-ventilated area.**

Exhaust fumes contain carbon monoxide, which is an odorless and deadly poison that can cause severe injury or death. **DO NOT** run this unit in an enclosed area. **DO NOT** operate this unit where the exhaust may enter a building doorway, window, vent or other opening.

#### **3. Gasoline is extremely flammable and its vapors can explode if ignited.**

Store gasoline only in approved containers, in well-ventilated, unoccupied buildings and away from sparks or flames. Never carry gasoline or any flammable materials in the vehicle. Fumes could accumulate inside of the vehicle and ignite, causing an explosion.

#### **4. This unit must be operated with the side and rear vehicle doors open in order to ensure adequate ventilation to the engine.**

5. **DO NOT** operate unit if gasoline is spilled. Do not turn ignition switch until the gasoline has been cleaned up. Never use gasoline for cleaning purposes.

6. **DO NOT** place hands, feet, hair, clothing or any body parts near rotating or moving parts. Rotating machinery can cause severe injury or death.

7. **NEVER** operate this unit without belt and safety guards. High speed moving parts, such as belts and pulleys, should be avoided while the unit is running. **Severe injury, fatality or damage may result.**

8. **NEVER** service this unit while it is running. High speed mechanical parts as well as high temperature components may result in injury or severed limbs.

9. Engine components will be extremely hot from operation. To prevent severe burns, **DO NOT** touch these areas while the unit is running or shortly after the unit is shut off.

10. **DO NOT** touch any part of the exhaust system while the system is running or for at least 45 minutes after the unit is shut off. Severe burns could result.

11. **Water under high pressure at high temperature can cause burns, severe personal injury, or fatality.** Shut down unit, allow to cool down, and relieve system of all pressure before removing caps, valves, plugs, fittings, filters or hardware.

12. **NEVER** leave the vehicle engine running while the unit is in operation.

13. **Battery acid contains sulfuric acid.** To prevent acid burns, avoid contact with skin, eyes and clothing. Batteries also produce explosive hydrogen gases while charging. To prevent fire or explosion, charge batteries only in a well-ventilated area. Keep sparks, open flames, as well as other sources of ignition away from battery at all times. Remove all jewelry prior to servicing batteries. Keep batteries out of the reach of children.

**Before disconnecting** the negative (–) ground cable, ensure that all switches are in the off position. If on, a spark could occur at the ground connection terminal which could cause an explosion if hydrogen gas or gasoline vapors are present. **ALWAYS** disconnect the negative (–) terminal first.

14. **DO NOT** smoke around the machine. Gas fumes could accumulate and ignite. Battery gases are extremely flammable. This will prevent possible explosions.

## SECTION 1

15. **DO NOT** damage the vehicle in any way during the installation. When routing fuel lines **DO NOT** configure the hose in any locations where the hose or vehicle could be damaged. Avoid contact with moving parts, hot surfaces, brake lines, fuel lines, catalytic converters, exhaust pipes, mufflers or sharp objects.

16. **NEVER** cut or splice any of the vehicle fuel lines during fuel line installation. This will result in fuel leaks and potentially dangerous conditions. Use only the provided fuel hose for fuel lines. When going through the vehicle floor with fuel lines, always utilize bulkhead adaptors. This will prevent fuel leaks and ensure that hoses are not punctured by vehicle vibration abrasion.

17. **DO NOT** exceed your vehicles weight limit. The console with waste tank and accessories weighs approximately 1350 pounds. Make certain that the vehicle has the correct axle rating. This will prevent unsafe or hazardous driving conditions.

18. High back seats are required for all vehicles that units are to be installed for head and neck protection. Metal partitions between the seats and equipment are strongly recommended.

19. Always keep your vehicle clean and orderly. Wands, tools and accessories must be securely stowed while driving the vehicle.

20. All high-pressure hoses must be rated at 3000 PSI and have a heat rating of 250 degrees F. Thermoplastic hoses do not meet this criterion and should never be used. Severe burns and other injuries could result if hoses do not meet these requirements.

21. Ensure that you have received proper training from the distributor that you purchased the unit from prior to operation.

22. This unit produces high pressure and high temperatures. Improper use could result in serious injury.

23. **WARNING! DO NOT** alter or modify your **870SS** in any way. Use only replacement parts authorized by **SAPPHIRE SCIENTIFIC**, Inc. Modifications or use of unapproved parts could create a hazard and will void your warranty. Contact your authorized Sapphire dealer for assistance. This includes the use of any open ended hoses.

**CALIFORNIA PROPOSITION 65**  
**WARNING: ENGINE EXHAUST FROM THIS PRODUCT CONTAINS CHEMICALS KNOWN BY THE STATE OF CALIFORNIA TO CAUSE CANCER, BIRTH DEFECTS, OR OTHER REPRODUCTIVE HARM.**

**ALL FUEL LINES MUST MEET CARB III and EPA PHASE 3 LOW PERMEABILITY REQUIRMENTS.**

**ALL FUEL STORAGE TANKS MUST MEET CARB III and EPA PHASE 3 PERMEATION and VENTING REQUIRMENTS.**

**ALL FUEL ADAPTOR KITS AND FUEL TANKS USED IN THE STATE OF CALIFORNIA MUST MEET CURRENT CALIFORNIA AIR RESOURCES BOARD (ARB) REGULATIONS.**

**CARB EXECUTIVE INFORMATION LABEL(S) MUST BE INSTALLED IN A VISABLE LOCATION.**

## SECTION 1

### **SPECIFICATIONS**

Engine Speed .....	2600 rpm (High Speed No Load)
.....	1500 rpm (Idle No Load)
Water Pump RPM .....	1400 rpm
Vacuum Pump RPM .....	3600 rpm
Water Flow Rate .....	5.6 GPM (maximum)
Water Pump Pressure .....	2500 PSI (maximum)
Vacuum Relief Valve .....	14 in. Hg
Waste Tank Capacity .....	120 gal
Waste Tank Shut-Off .....	100 gal
Console Weight .....	1320 lbs.
Console Weight (with standard waste tank & hoses) .....	1750 lbs.
Operating Weight (full water box & standard waste tank) .....	2690 lbs.

### **TORQUE VALUES**

Engine Pulley Rear .....	47 - 52 ft/lbs
Engine Pulley Front .....	90 - 94 ft/lbs
Vacuum Pump Pulley Hub .....	180 inch/lbs. (15 ft/lbs)

### **JET SIZING**

**SAPPHIRE SCIENTIFIC** recommends that the total floor tool tip size be #6 min.

## SECTION 1

### INSTALLATION REQUIREMENTS

Prior to beginning the installation, read the ENTIRE “Installation” section of this manual. Since the **MODEL 870 SS<sup>®</sup>** Truck-mount unit weighs (with waste tank and hoses) approximately 1750 lbs., please adhere to the following recommendations prior to installing the unit.

1. The unit should **NOT** be installed in any motor vehicle rated less than 1 ton (U.S.) capacity with a maximum payload of no less than 3000lbs.



#### **CAUTION!**

**The console and waste tank with accessories must NOT exceed the vehicle’s axle weight limit.**

2. If mounting the unit in a trailer, ensure that the trailer is rated for the total weight of the **unit and trailer**. Electric or hydraulic brakes must be provided, and strict compliance with all State and Federal laws must be maintained.
3. If mounting in a trailer, the **MODEL 870 SS<sup>®</sup>** console must be positioned so that it balances properly with respect to the trailer axle. With a minimum of ten percent (10%) of the unit’s total overall weight (w/o accessories or water) should be on the tongue. Adequate ventilation must be provided to prevent over-heating. Either two sets of doors or a roof ventilation system is highly recommended.
4. The vehicle tires must have a load rating in excess of the combined unit and vehicle weight.
5. **SAPPHIRE SCIENTIFIC** does not recommend using any type of flooring materials that absorb water. This condition will result in rust and corrosion of the vehicle floor.
6. Insulation under rubber mats should be removed prior to installation of the unit.

### FUEL REQUIREMENTS

**Use unleaded fuel ONLY.** Use only fresh, clean unleaded gasoline with a minimum octane rating of 87. **Do Not** use high octane gasoline. Gasoline with up to, not exceeding, 10% ethanol is acceptable.

**NOTE:** Using other gasoline/alcohol blends including E20 and E85 will cause damage to engine components and will void warranty.

### ENGINE OIL REQUIREMENTS

Use high-quality oil of at least API (American Petroleum Institute) service class SH, or higher. **Do not use additives.** Select the viscosity based on the air temperature at the time of operation as shown in the following table.

Above 20° C (68° F)	SAE10W-30 (synthetic blend)
0° C to 20° C (32° F to 68° F)	SAE20 or SAE10W-30

Engine oil capacity	4.2 L 4.44 U.S.qts
---------------------	-----------------------

Tightening torque	Drain Plug	216 in. lbs. 18 ft. lbs.
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**NOTE:** Using lower service class oil or extending oil change intervals longer than recommended can cause engine damage.

**NOTE:** Synthetic oils meeting the listed classifications may be used with oil changes performed at recommended intervals. However to allow piston rings to properly seat, a new or rebuilt engine should be operated for at least 50 hours using standard petroleum based oil before switching to synthetic oil.

## SECTION 1

### **ANTIFREEZE COOLANT**

Always use a quality, permanent, ethylene glycol based antifreeze coolant.

Distilled, soft or pure rain water is recommended for the cooling system. If impure water has to be used, completely flush the system and add rust preventive.

1. Mix antifreeze coolant and water at the specified ratio before pouring into engine.
2. For replenishment, add 50/50 mix to cooling system for permanent types.

**Note:** Antifreeze and water must be mixed thoroughly before putting into the coolant system or hot spots may develop leading to engine overheating.

### **CHEMICAL REQUIREMENTS**

The **SAPPHIRE SCIENTIFIC MODEL 870 SS<sup>®</sup>** Truck-mount unit's unique last step chemical injection system can be used with a wide variety of water diluted chemical compounds, either acidic or alkaline, depending on the work to be performed. We recommend using only **SAPPHIRE SCIENTIFIC** brand chemistry.

### **WATER REQUIREMENTS**

Because hard water deposits will damage the plumbing and heat exchange systems on this unit, **SAPPHIRE SCIENTIFIC** recommends that a high quality water softener be used in areas where the water hardness exceeds 3½ grains. If a water softener is used, it must have a flow capacity of at least five (5) GPM or greater, without any hose constrictions.

The use of a water softening system will reduce maintenance and reduce down time caused by hard water scaling. It will also enhance the performance of cleaning chemicals, which will result in greater efficiency in lower concentrations

## SECTION 1

# **2. RECEIVING YOUR TRUCKMOUNT UNIT**

## **DEALER RESPONSIBILITY**

THE **SAPPHIRE SCIENTIFIC** DEALER THAT YOU PURCHASED THIS TRUCKMOUNT CLEANING UNIT FROM IS RESPONSIBLE FOR THE PROPER INSTALLATION OF THIS MACHINE. THE DEALER IS ALSO RESPONSIBLE FOR THE PROPER INITIAL TRAINING OF YOUR OPERATORS AND MAINTENANCE PERSONNEL.

## **ACCEPTANCE OF SHIPMENT**

Your **MODEL 870 SS®** Truck-mount cleaning unit was thoroughly tested, checked and inspected in its entirety prior to leaving our manufacturing facility. **When receiving your unit, please make the following acceptance check:**

1. The unit should not show any signs of damage. If there is damage, notify the common carrier immediately.
2. Carefully check your equipment and packing list. The standard **SAPPHIRE SCIENTIFIC MODEL 870 SS®** unit should arrive with the following items as well as any optional accessories:

## **EQUIPMENT LISTING**

- **SAPPHIRE SCIENTIFIC MODEL 870 SS®** console.
- Operation and Service Manual
- Installation mounting plates and bolt down kit.
- Hose clamps for vacuum and fuel hoses.
- Waste tank with shutoff switch.
- Two Waste tank filters and stainless steel strainer basket.
- Two sections of 2 in. x 50 ft. vacuum hose
- One sections of 2.5 in. x 50 ft. vacuum hose.

- Three 50 ft. sections of high pressure solution hose
- Two vacuum hose connectors.
- One hose-reducing cuffs to 2 in.
- 50 ft. water supply hose with quick connect.
- Stryker cleaning and extraction wand

## **OPTIONAL EQUIPMENT**

- Additional 50 ft. 2 in. vacuum hose
  - Part # 18-003
- Additional 50 ft. 2-1/2 in. vacuum hose
  - Part # 18-333
- Additional vacuum hose connectors
  - Part # 21-003
- Additional high-pressure solution hoses
  - Part # 18-000
  - With shutoff valve Part # 18-001
- Demand pump system
  - Part # 68-002
- Automatic Waste Pump-Out Kit
  - Part #68-158

## **FUEL HOOK-UP KITS BY VEHICLE**

- Chevy 1997 to 2002 FI..... 69-003FI
- Chevy 2003 FI..... 69-018FI
- Chevy 2004+ Hook-Up Kit...69-033
- Chevy Box Truck 2004+.....69-081
- Dodge 1997 to 2002 FI..... 69-004FI
- Ford FI..... 69-005FI
- Ford 2004 – 2010.....69-061
- Ford 2011+.....69-331
- Ford Box Truck 2004+..... 68-077
- Ford Transit Connect ..... 69-261S
- Nissan NV.....69-376



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### **3. INSTALLATION**

#### **! WARNING!!!**

This unit must be bolted to the floor of the vehicle by an authorized SAPPHERE SCIENTIFIC DISTRIBUTOR.

#### **LIFTING THE UNIT INTO THE VEHICLE**

Because the SAPPHERE SCIENTIFIC MODEL 870 SS® console weighs approximately 1320 lbs., a forklift is necessary to place the unit into the vehicle. Place the forks into the fork pockets. Move the unit into desired position.

#### **POSITIONING THE UNIT INTO THE VEHICLE**

Vehicles vary in size and openings. Owners have different preferences on where in the vehicle they want their units positioned. SAPPHERE SCIENTIFIC strongly recommends a side door installation for the MODEL 870 SS®. We **DO NOT** recommend a rear door installation.

1. Ensure that enough space is provided to assure adequate engine ventilation as well as room for service and maintenance. Rear doors and driver's window must be open during operation.

2. Operating weight of the complete installation (which includes water weight) with waste tank and all accessories **MUST NOT** exceed the vehicle's axle weight limit. Please refer to **SPECIFICATIONS** in Section 1 for standard unit and waste tank operating weight.

### **FASTENING DOWN THE UNIT AND WASTE TANK**

#### **! CAUTION!!!**

Prior to drilling any holes in the vehicle floor, ensure that while drilling, you will not damage the fuel tank, fuel lines, or any other vital components which could affect the safety or operation of the vehicle.

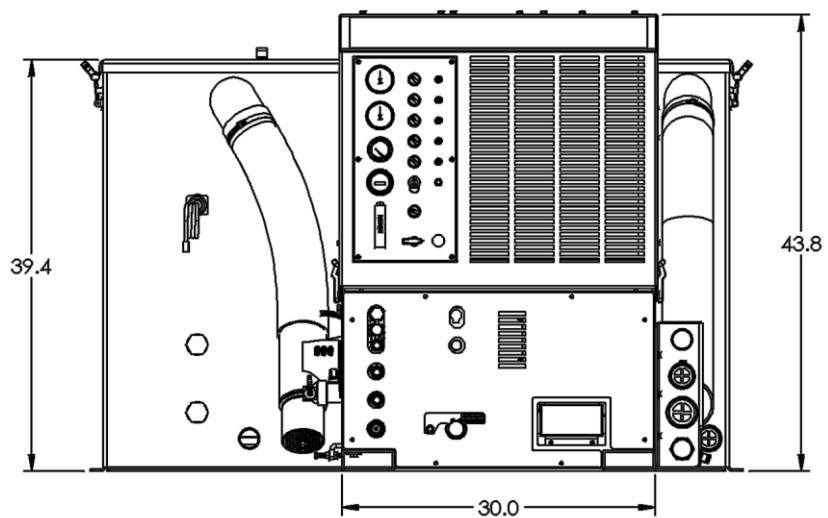
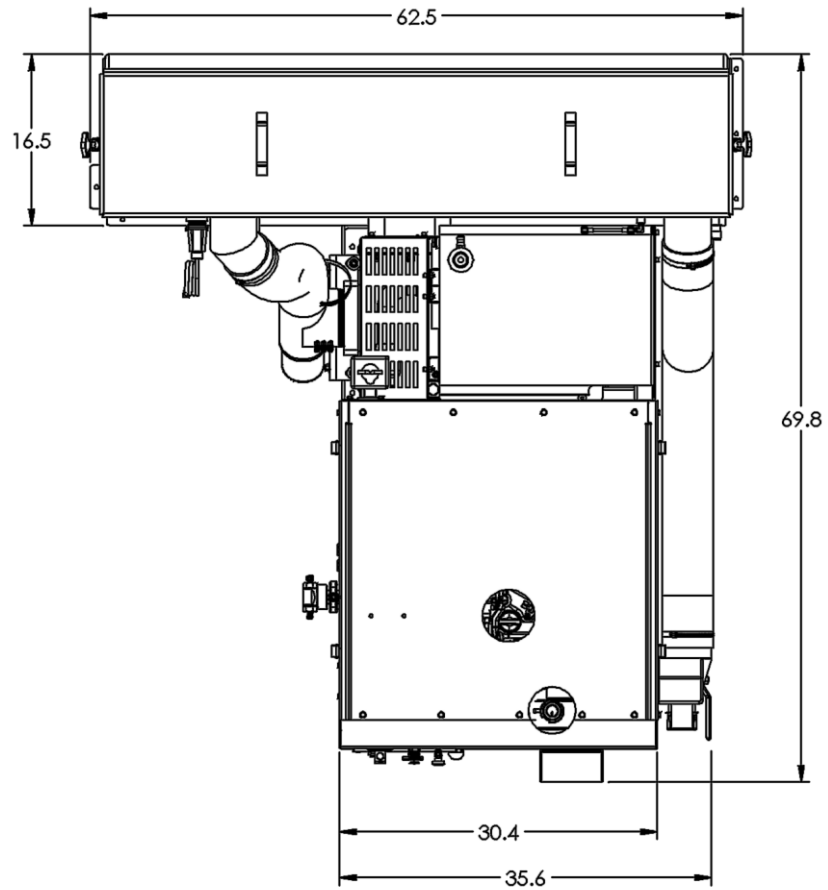
A. The console and waste tank mounting holes will serve as a template. Drill six (6)  $\frac{13}{32}$  in. diameter holes for the console and four (4)  $\frac{13}{32}$  in. diameter holes for the waste tank.

B. Using the provided mounting hardware kit:

1. Insert six (6), grade 5 or better,  $\frac{3}{8}$ -16  $\times$  4 in. hex head cap screws with flat washers through the **MODEL 870 SS®** console mounting holes, and four (4), grade 5,  $\frac{3}{8}$ -16  $\times$  4 in. hex head cap screws with flat washers through the waste tank mounting holes.
2. Install the provided mounting plates underneath the vehicle floor.
3. Screw the provided  $\frac{3}{8}$ -16 hex head lock nuts on to the mounting bolts and tighten until the console and waste tank are firmly attached to the vehicle floor.

## SECTION 2

### DIMENSIONAL DIAGRAM



## SECTION 2

### INSTALLATION OF FUEL LINES

#### **CAUTION!!!**

**READ THESE INSTRUCTIONS IN THEIR ENTIRETY PRIOR TO PROCEEDING.**

#### **WARNING!**

**The Vehicle fuel lines should NOT be spliced under ANY circumstances. Severe injury or fatality could result.**

**DO NOT** damage the vehicle in any way during the installation. When routing fuel lines, **DO NOT** configure the hoses in any location where the hoses, or vehicle could be damaged. All fuel lines must meet CARB TIER III and EPA PHASE 3 low permeability requirements. Avoid contact with moving parts, areas of high temperature, brake lines, fuel lines, catalytic converters, exhaust pipes, mufflers or sharp objects. Excess heat from exhaust or other heat sources may cause the fuel pump to work improperly.

### TRAILER FUEL TANK AND FUEL LINE INSTALLATION

The following are recommendations for trailer installations:

- A. Strict compliance with all federal and state laws must be maintained. **Tanks must meet CARB TIER III and EPA PHASE3 permeation and venting emissions requirements.**
- B. Use only fuel tanks that are manufactured specifically for gasoline, have proper vented filling caps, and outlet connections that are the same size as the inlet and return connections on the unit.
- C. **DO NOT** install fuel tanks inside any type of enclosed trailer or vehicle.

#### **WARNING!**

**NEVER** carry gasoline or flammable materials in an enclosed trailer or vehicle.

**NEVER** store any type of flammable material in an enclosed trailer or vehicle.

D. Always mount fuel tanks where they will be protected from any vehicle collision.

E. When installing fuel lines from the fuel tank to the unit, use the proper size fuel line.

### BATTERY CONNECTION

#### **WARNING!**

**Explosive gases, Dangerous gases!**

Batteries contain sulfuric acid. To prevent acid burns, avoid contact with skin, eyes and clothing. Batteries also produce explosive hydrogen gases while charging. To prevent fire or explosion, charge batteries only in a well-ventilated area. Keep sparks, open flames, as well as any other sources of ignition away from batteries at all times. Remove all jewelry prior to servicing batteries. Keep batteries out of the reach of children.

Before disconnecting the negative (–) ground cable, ensure that all switches are in the OFF position. If ON a spark could occur at the ground connection terminal, which could cause an explosion if hydrogen gas or gasoline vapors are present. **ALWAYS** disconnect the negative (–) terminal first.

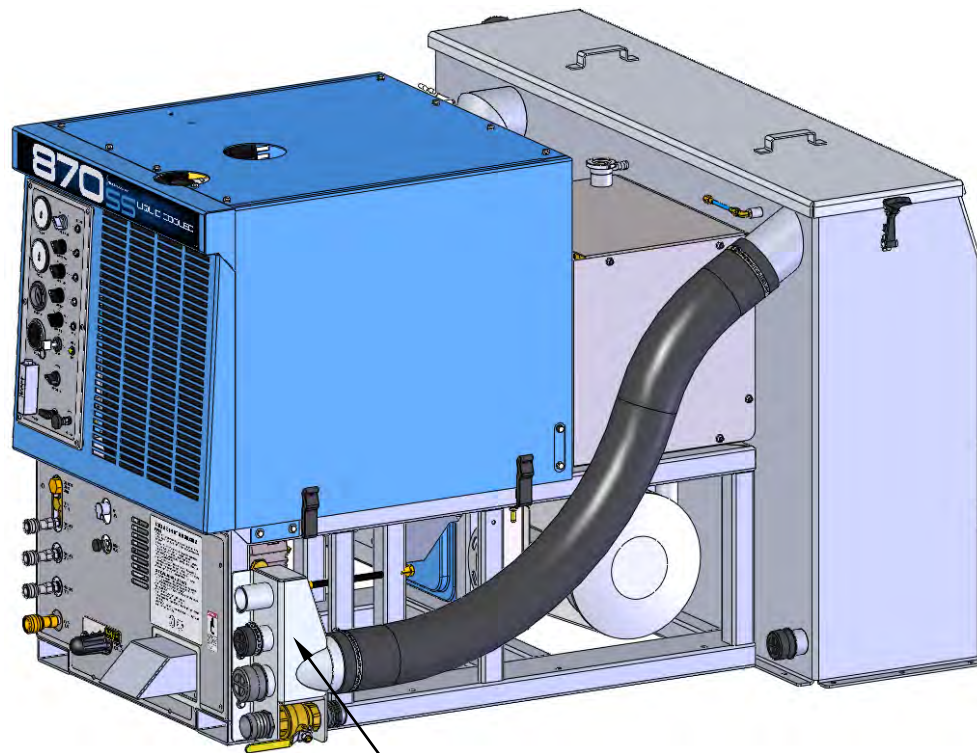
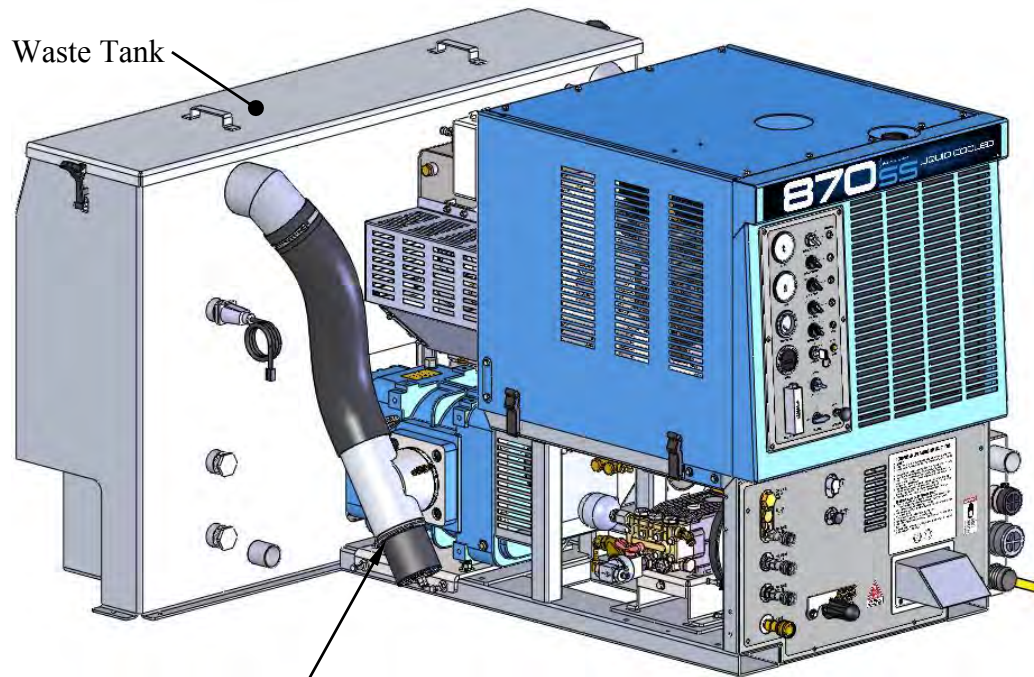
- A. Attach the red positive (+) battery cable from the starter solenoid on the console to the positive (+) terminal on the battery and tighten down the nut.
- B. Attach the black negative (–) battery cable from the ground on the console to the negative (–) terminal on the battery and tighten down the nut.

### FIRE EXTINGUISHER

**SAPPHIRE SCIENTIFIC**, and many government agencies, recommend that a fire extinguisher rated for A, B, and C type fires be installed into any commercial vehicle.

## SECTION 2

# CONSOLE TO WASTE TANK CONNECTION



# **SECTION 3:** **OPERATION**

## **4. SYSTEMS**

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## 4. SYSTEMS

**NOTE: Read and understand this section of the manual entirely before proceeding.**

This portion of the manual divides the unit up into systems and describes how each system works. Prior to proceeding into the operations and maintenance sections of this manual it is recommended that you acquire a basic understanding of how the unit functions.

### WATER/HEATING SYSTEM

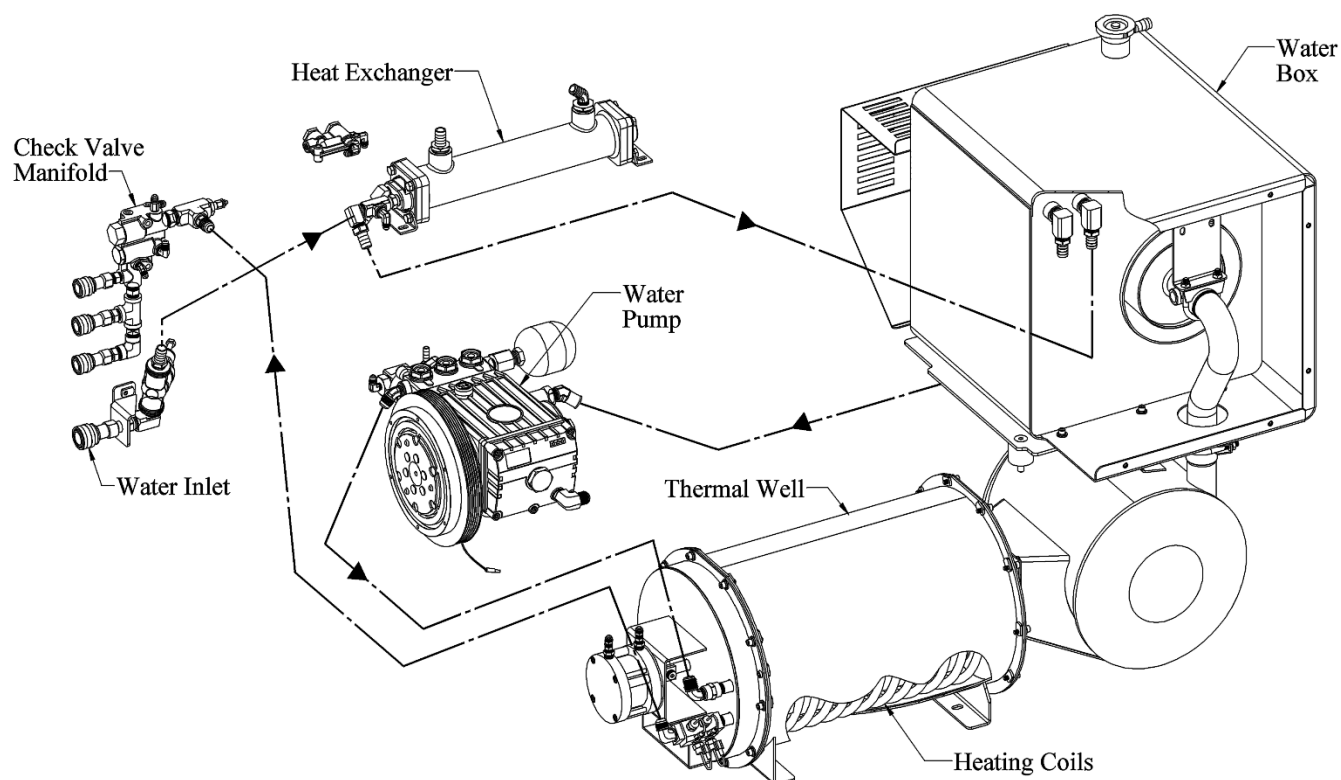
Cold water enters the console through the water inlet connection located on the lower left corner of the lower front panel. The water then flows to the water box through a float valve, which shuts off the water when the water box is full.

The water is pre-heated in the water box using radiant heat generated by the catalytic engine exhaust as well as the water used to cool the engine.

The water then flows to the water pump where it is pressurized. From there it flows to the heat exchanger where it travels through a finned tube coil and is further heated by the vacuum blower and engine exhaust.

The hot water then flows through the check valve manifold that contains a strainer and a check valve. At this point, the chemical injection takes place.

The hot solution mixture of water and chemicals then flows through the solution outlet manifold to the cleaning tool.



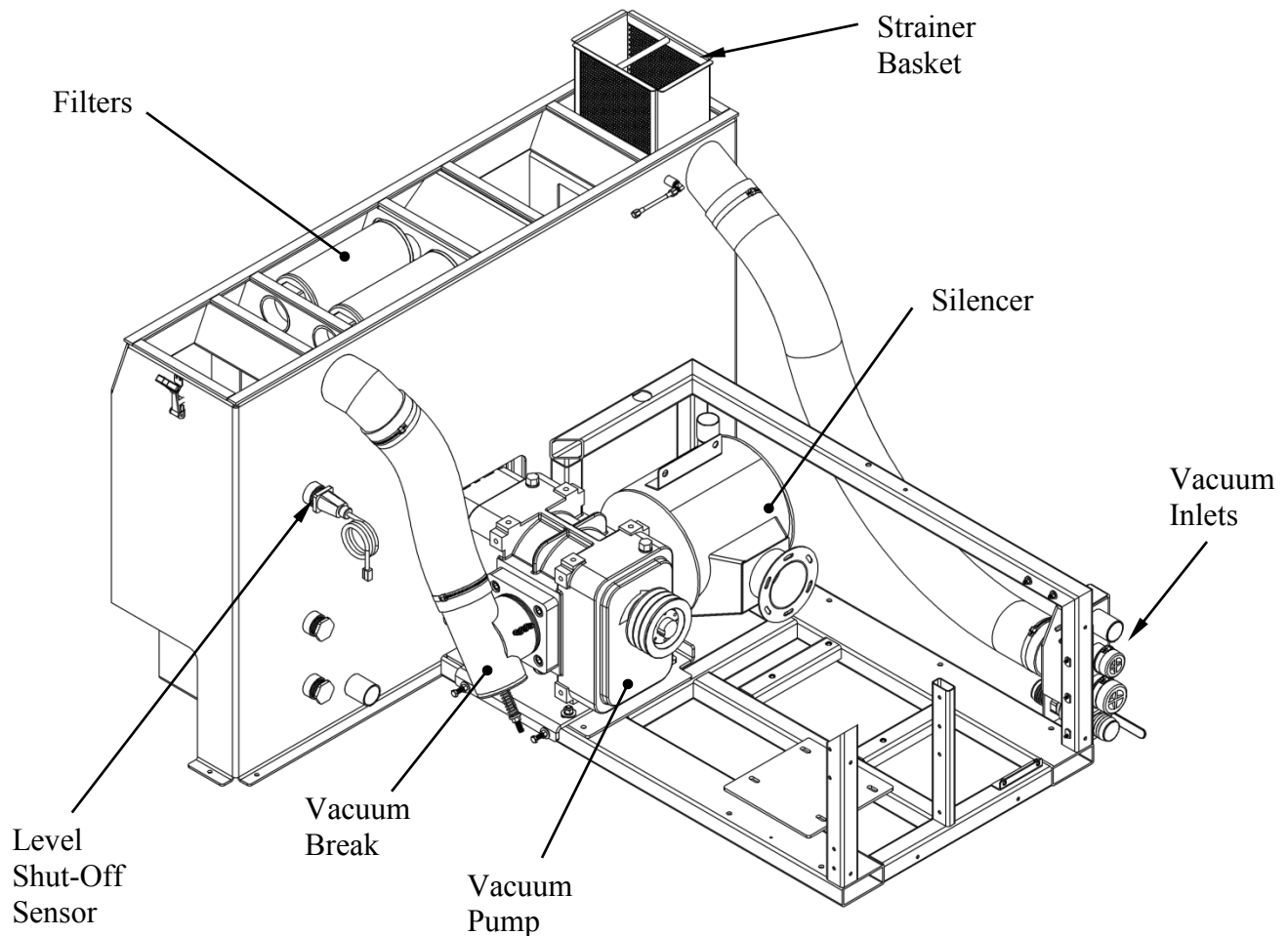
## SECTION 3

### VACUUM SYSTEM

The engine turning a vacuum pump generates the vacuum. The air is channeled in one side of the vacuum pump, compressed and discharged on the opposite side, creating airflow. This airflow is used to do the work necessary for the extraction process. A vacuum nozzle applied to the carpet surface removes moisture, dirt and spent chemicals. These elements are conveyed back to a separating tank utilizing hoses and the force of air. Particles of moisture and dirt are separated in the vacuum tank using a series of changes in direction and velocity. The air is then filtered and rushes into the vacuum pump.

The vacuum pump also heats incoming air as it is compressed. The hot discharged air is forced downstream into a silencer for noise abatement. Exiting the silencer, this hot air is directed through the thermal well.

A level shut off sensor is located near the top of the waste tank and will shut down the unit before the tank is at full capacity. This protects the vacuum pump from water damage. **Note:** Waste tank level shut off will not shut the unit off due to high levels of foam. The use of a quality de-foamer is recommended.





## SECTION 3

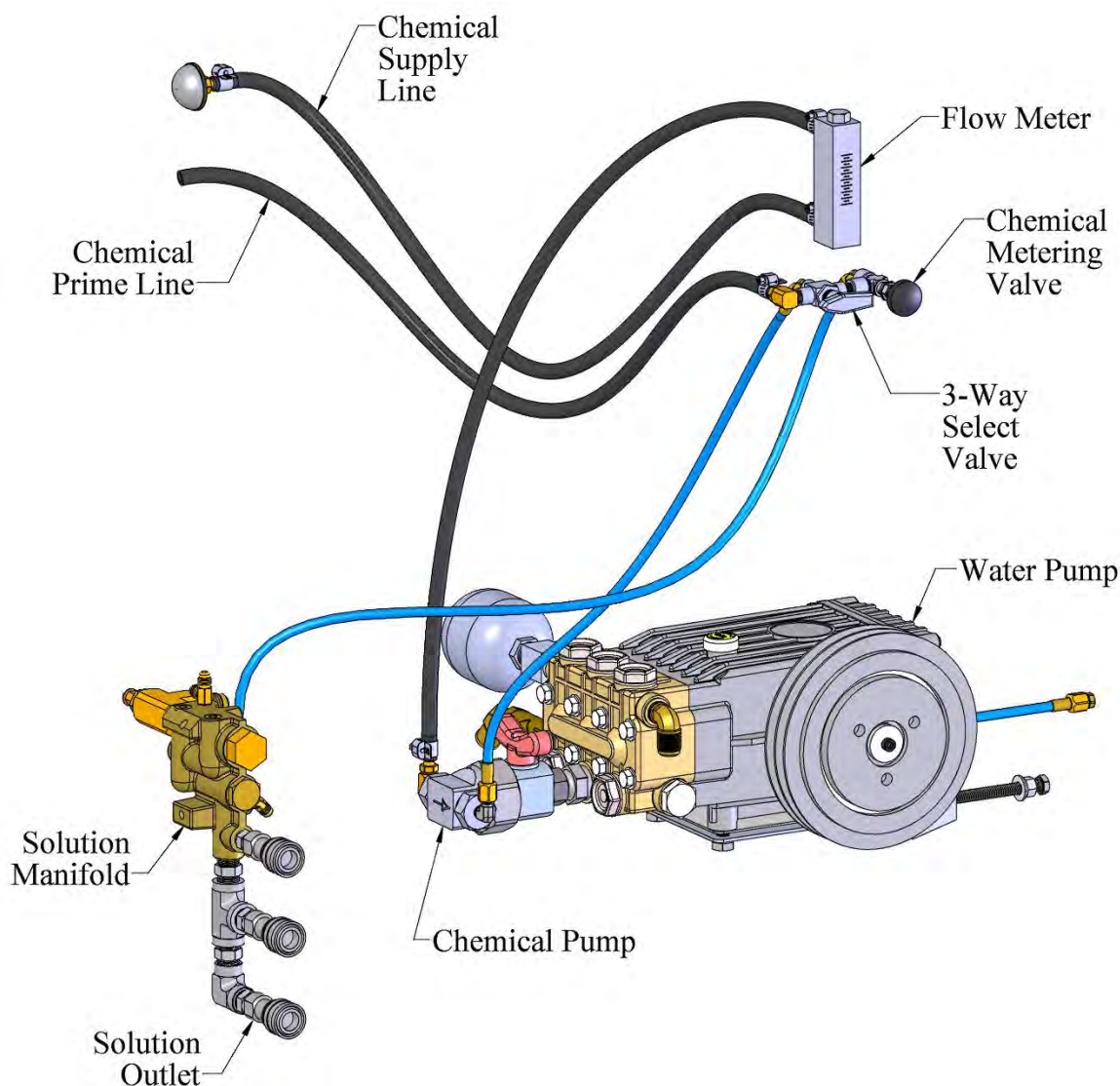
### CHEMICAL PUMPING SYSTEM

The chemicals are drawn from the chemical container through a strainer into the flow meter mounted on the control panel. The flow meter indicates the rate of chemical flow.

The chemicals then flow through the stainless steel chemical pump, the chemical is then injected into a three way selector valve located on the front panel. This valve may be used to turn the

chemical flow **ON**, **OFF**, or to **PRIME** the chemical pump.

The chemicals then flow through the chemical metering valve to the solution outlet. This valve controls the rate of flow of chemical into the cleaning solution, which is indicated on the flow meter.



## 5. OPERATION

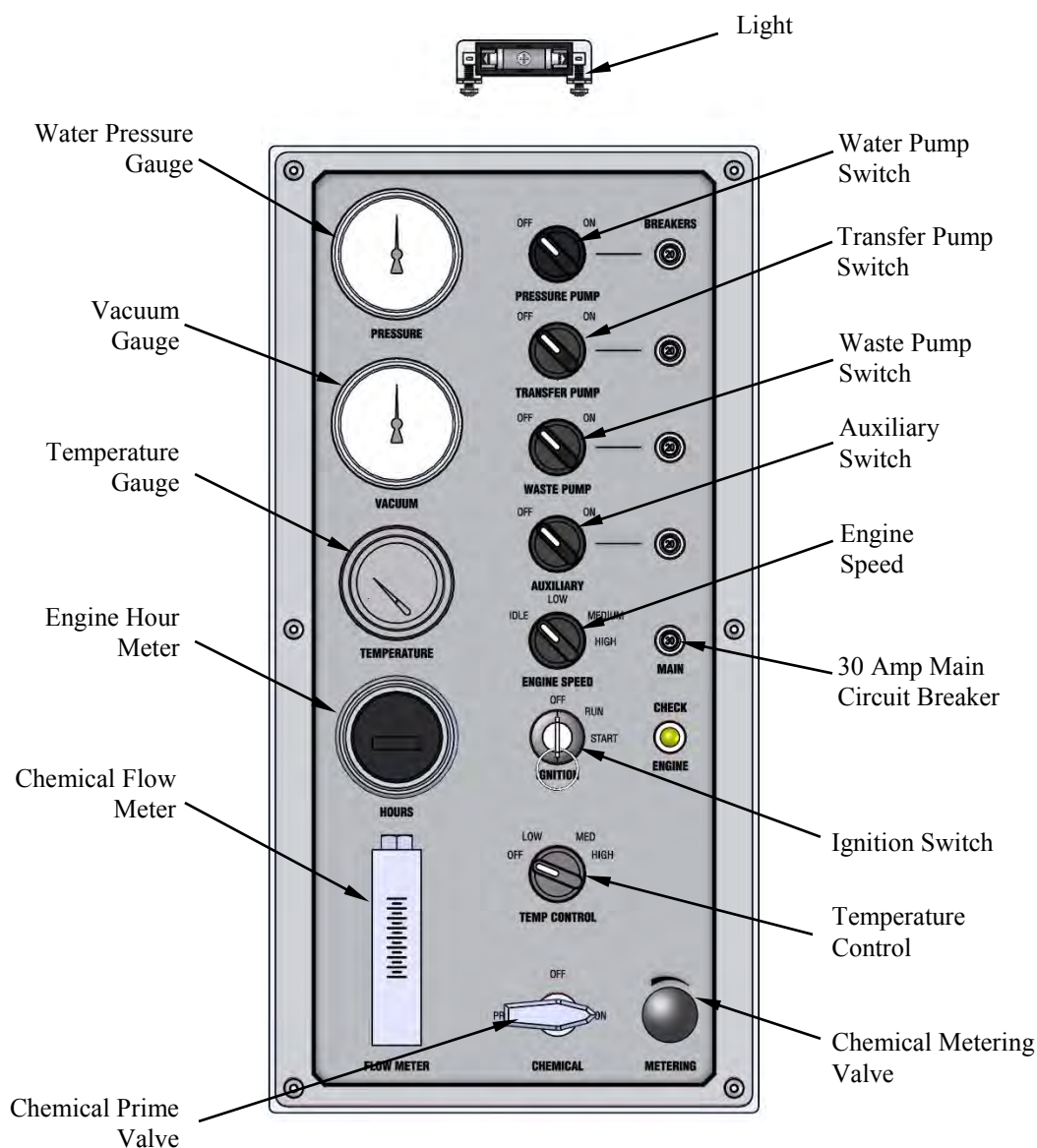
### PREPARATION

This section of the operator's manual explains how to prepare, start, operate, shut down and maintain your **SAPPHIRE SCIENTIFIC MODEL 870 SS®** mobile cleaning unit. The **MODEL 870 SS®** unit is easy to operate, however only trained operators should proceed.

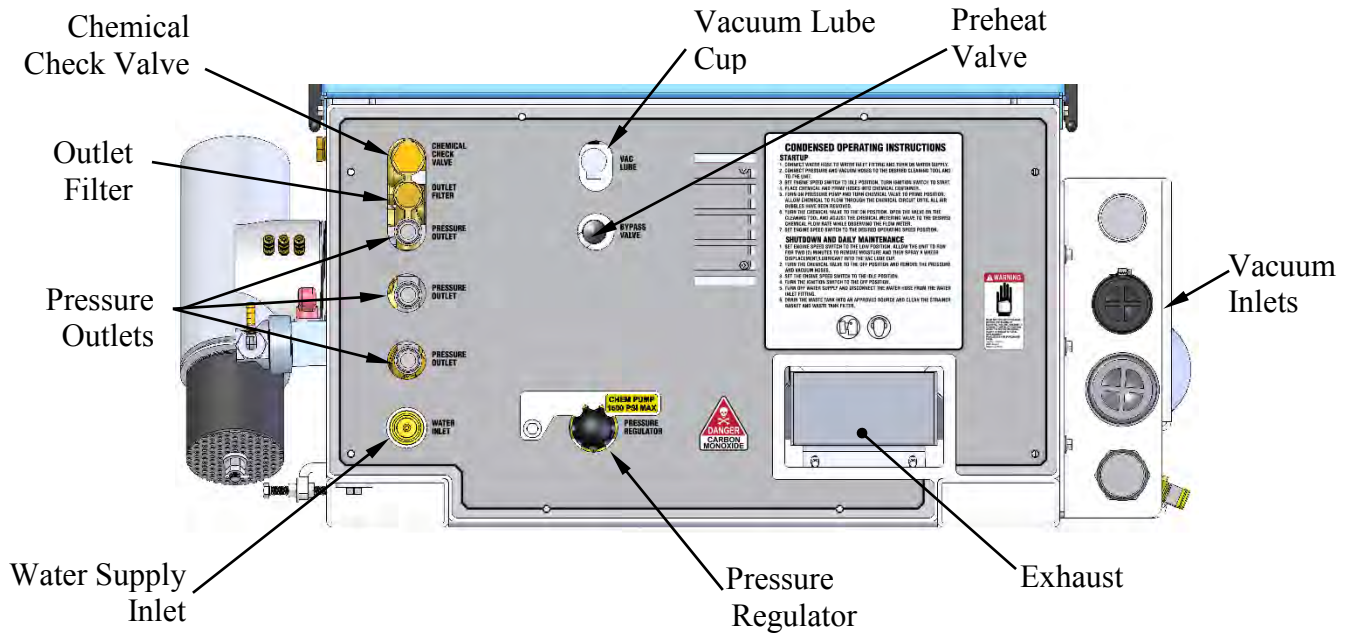


**WARNING!**

**Operate this unit and equipment only in a well ventilated area.** Exhaust fumes contain carbon monoxide, which is an odorless and deadly poison that can cause severe injury or death. **DO NOT** run this unit in an enclosed area. **DO NOT** operate this unit where the exhaust may enter a building doorway, window, vent or any other opening.



## SECTION 3



### ENSURE THERE IS ADEQUATE FUEL

Check the fuel tank to ensure there is adequate fuel to complete the job and transport the vehicle. This unit consumes approximately 1.5 US gallon of fuel per hour, depending on the speed setting.

### REMOVE TOOLS FROM THE VEHICLE

Remove any tools, accessories or hoses from the vehicle that you will require.

### WATER SUPPLY CONNECTION

**NOTE:** Prior to connecting your water inlet hose to any supply faucet, flush out the faucet until the water is free of any debris. Also, flush out any debris from your water inlet hose.

1. Connect the water supply hose to the water inlet quick connector on the front of the unit. Connect the hose to the faucet.

**NOTE:** Never use a waste pump outlet hose as a water inlet hose. Use only clean hoses for water supply.

2. Turn the water supply faucet on. Water will fill the water box.

### HIGH PRESSURE HOSE

Before starting the unit, connect the high pressure hose to the solution outlet connection at the front of the unit. Connect the cleaning tool to the opposite end of the pressure hose.



## SECTION 3

### STARTING THE UNIT



#### CAUTION!

1. Turn on key switch for 2 seconds to build full pressure.
2. Turn to start position.
3. Turn the water pump switch to the **ON** position.

**NOTE:** If the unit does not build water pressure after 5 seconds, check for adequate water supply. See “Loss of Water Pump Pressure in the **Troubleshooting** section of this manual.

### VACUUM HOSE

Connect the vacuum hose(s) to the vacuum inlet connection at the front of the unit. Connect the opposite end of the vacuum hose(s) the cleaning tool. Let the unit run for a few minutes with the vacuum inlets partially blocked off to warm up the cleaning solution.

**SAPPHIRE SCIENTIFIC** recommends a #6 floor tool size. Using larger jet sizes on your **MODEL 870 SS®** unit may also be helpful.

### PRIMING THE CHEMICAL PUMP

**NOTE:** **SAPPHIRE SCIENTIFIC** recommends that the chemical pump be primed whenever the water pump is on. This eliminates possible pressure fluctuations and water pump pulsations related with running the chemical pump dry.

1. Insert the chemical prime tube and the chemical inlet tube into the chemical container.

**NOTE:** When inserting the chemical tube into the chemical container, ensure that it stays submerged, as the chemical pump will not function if air is allowed to enter the inlet line.

2. Turn the 3-way chemical selector valve located on the control panel to the **PRIME** position. The chemical will then flow from the chemical container through the chemical prime tube into the vacuum system.

If the pump does not prime, then:

Seal off the vacuum port. The vacuum will quickly draw chemical from the chemical container. After the flow begins, turn the chemical selector valve to **OFF** position and turn the chemical selector valve back to the **PRIME** position and continue the procedure.

4. When the chemical flows with no air bubbles, priming has been achieved. Turn the chemical selector valve from **PRIME** to **METER**. With the cleaning tool open, check the flow meter and adjust the chemical metering valve until the desired rate of chemical flow is achieved.



#### WARNING!

The chemical pump valve must be closed when operating at a pressure above 1500 PSI to avoid damage to the diaphragm.

### AUTOMATIC WASTE PUMP

1. If your unit is equipped with an optional automatic waste pump, connect one end of the 5/8 in. or larger garden hose to the pump-out connection and the other end to an acceptable waste disposal.
2. Turn the pump-out switch located on the front console control panel to the **ON** position. The waste pump will now operate automatically throughout the cleaning period.

**DO NOT** use an outlet hose that is smaller than 5/8 in. I.D.

**NEVER** use a waste pump hose as a water inlet hose.



## SECTION 3

### **WARNING!**

**NEVER dispose of waste water in a storm drain, water way or on ground areas. Always dispose of waste in accordance with Local, State and Federal laws.**

## **OPERATION**

After you have completed the previous steps, proceed with the cleaning or restoration operation. Place the throttle control to low speed and after warm up select appropriate speed for desired cleaning or restoration. A float shut-off switch is located inside of the waste tank. It will automatically shut down the unit if the tank reaches its full capacity. If this occurs, empty the waste tank before continuing. When doing flood extraction, the water pump should be in the **OFF** position.

**NOTE:** Vacuum pressure must have a minimum 7"hg for the diverter valve to work properly. Attaching 1 length of hose should create enough vacuum pressure to achieve this.

## **CLEANING**

While cleaning, observe the following guidelines:

1. Before cleaning, ensure that the wand nozzles are functioning properly.
  - A. Hold the wand approximately one foot above the surface to be cleaned and open the wand valve. A full even spray should emit from the cleaning nozzles.
  - B. If the nozzles are not showing a full even spray pattern, adjust, clean, or replace the nozzles, if required.
2. Usually, chemical solution is applied during the push stroke of the wand during cleaning, and

extraction is done on the pull stroke. For heavily soiled carpets, the wand may be used in a scrubbing action, with chemical solution applied in both push and pull strokes, provided that the final stroke is a pull stroke with no chemical injection.

## **UPHOLSTERY CLEANING**

1. Run unit on low speed. Upholstery tools have a lower flow rate and smaller orifices. Switch the temperature control to the desired temperature range. To maintain proper cleaning temperatures, make certain that the unit has been fully heated up prior to cleaning.

## **STAIR TOOL CLEANING**

1. Run unit on low speed. Switch the temperature control to the desired temperature range.

## **FLOOD RESTORATION/EXTRACTION**

### **CAUTION!**

1. Set the throttle control to desired speed. Make certain that the **water pump switch** is in the **OFF** position. Proceed into the extraction process.

## **SHUT DOWN AND DAILY MAINTENANCE**

1. Flush out the chemical system with fresh water to remove any chemical residue.
2. Remove as much moisture from the vacuum hoses as possible. This will prevent spillage of wastewater in your vehicle when returning hoses.
3. Disconnect the vacuum hose from the front of the unit.
4. Switch the temperature control to the lowest setting.

## SECTION 3

5. Allow the unit to run for at least **5 minutes** with the bypass valve open. This will also help to remove any excess moisture from the vacuum pump and cool the unit down.

**NOTE:** If shutting down for the day: Plug the vacuum inlet on the front of the unit and set the throttle control cable to high. Spray WD-40 (or equivalent) into the **blower lubrication cup**, located on the right hand side of the lower panel for **5 seconds**. Let machine run 2 minutes to disperse lube to blower.

6. Unplug the vacuum inlet and remove load. Next, return the throttle control cable to idle position, and let idle for 3 to 5 minutes.

7. Turn the ignition switch to the **OFF** position.

8. Turn the water supply faucet off. Loosen the water supply hose at the water supply to bleed off any pressure. Unhook the water supply hose and return it to the vehicle.

9. Activate the valves on all cleaning tools. This will relieve any remaining pressure. Disconnect the cleaning tools and solution hoses and return them to the vehicle.

10. Drain the waste tank, disposing of wastewater in a suitable and proper location.

### **WARNING!**

**NEVER** dispose of wastewater in a storm drain, water way or on ground areas. Always dispose of waste in accordance with Local, State, and Federal laws.

11. Remove the strainer basket from the waste tank. Clean out any debris and re-install. Micro-ban QGC cleaner is the best product for cleaning and sanitizing the waste tanks as well as other parts of the system

**NOTE: Damage may occur to the vacuum pump.** Replacement and maintenance of the filter will prevent rust and corrosion from entering the vacuum pump.

12. Inspect the vacuum inlet filter inside the waste tank **daily**. Remove and clean the filter if there is any lint or debris present.

**NOTE:** To remove the vacuum inlet filter, grip the plastic hexagon section of the filter. Gripping the filter by the screen will collapse or destroy the filter. After cleaning, grease the threads on the filter and replace the filter. Tighten the filter until hand tight and then loosen ¼ turn. This will make the filter easier to remove when cleaning or replacement is required.

**NEVER operate this unit with the filter removed, damaged or improperly installed.**

13. At the end of the work day, rinse out the waste tank with fresh water. Micro-ban QGC cleaner is the best product for cleaning and sanitizing the waste tanks as well as other parts of the system

14. Clean the vehicle interior, unit, tools, hoses etc., as needed. Inspect **ALL** equipment and accessories for any damage, leaks, wear, etc.

## **FREEZE PROTECTION**

### **CAUTION!**

**If the unit is exposed to freezing weather conditions, the water inside of the unit may freeze, resulting in SERIOUS DAMAGE to the unit. The following is recommended to prevent this from occurring during the cold weather season:**

1. Always park the unit in a heated building when not in use.

2. While out in operation, avoid long periods of shut down as the unit generates heat while running. Keep the unit running just prior to leaving for the next job.

3. If a heated building is not available, winterize the unit with anti-freeze. It is not possible to winterize units that have auxiliary water tanks. If the unit has an auxiliary water tank(s), it must be stored in a heated building.

## SECTION 3

### WINTERIZING YOUR UNIT WITH ANTI-FREEZE:

1. Shut off the water supply to the unit and disconnect the water inlet hose from the console. Connect Winterizing Hose (P/N 68-168) from the water inlet to the pressure outlet.
2. Connect all solution hoses and a tool to the console.
3. Start the unit with the water pump in the **ON** position. Open a valve on the tool.
4. Fill the water box with one gallon of 100% glycol based anti-freeze.
5. Start the unit and set the throttle control to the idle position. Insure the water pump is on. Open a tool valve until anti-freeze comes out of the tool. Repeat this procedure with **ALL** remaining tools and hoses.
6. After the tools and solution hoses have been filled with anti-freeze, disconnect and store them.

Recover all anti-freeze that comes out of the tools and hoses and store in an approved container. **ALWAYS** re-use or re-cycle anti-freeze.

7. Prime the chemical injection system with a 100% glycol based antifreeze. Insert the chemical inlet and prime tube into the anti-freeze container. Turn the chemical valve to **PRIME** until anti-freeze comes out of the prime hose. Turn the chemical valve to the **ON** (chemical) position. Ensure that the flow meter indicates flow while the attached tools solution valves are opened. Ensure that all anti-freeze that comes out of the chemical hose goes into an approved container.

After **25 seconds**, turn the chemical valve to the **OFF** position.

8. Allow the unit to run for at least **3 minutes**. The unit is now winterized.

### REMOVING ANTI-FREEZE FROM THE UNIT:

1. Connect the solution hoses to the unit, with a tool attached to the opposite end. Start the unit. Turn the water pump on. Open the tool valve and ensure that the anti-freeze goes into an approved container. Allow the anti-freeze to flow into the container until all anti-freeze has been drained.
2. Fill the water box with fresh water and repeat step 1.
3. Connect the water inlet hose to the unit and turn the water supply on. Connect all tools and solution hoses that were winterized to the solution outlet connection.

Open all tool valves and drain the anti-freeze into an approved container until the water runs clear and all of the anti-freeze is purged from the hoses and tools.

4. Insert the chemical prime hose into the approved container. Submerge the chemical hose into fresh water. Turn the chemical valve to the **PRIME** position until the water runs clear through the prime hose. Remove the prime hose from the container.

5. Turn the chemical valve to the **ON** (chemical) position and open attached tools solution valves. This will allow water to flow to the other side of the system.

After all of the anti-freeze has been removed, the unit is ready to operate.

The anti-freeze in your approved storage container will eventually become diluted with water. When the anti-freeze level drops below 70% of the total mixture, properly dispose of it and start over with fresh 100% anti-freeze.



**DO NOT** drain used anti-freeze on the ground or into storm drains. Dispose of anti-freeze only in an approved location. Observe Local, State and Federal laws when disposing of anti-freeze.

# **SECTION 4:** **SERVICE and MAINTENANCE**

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## 6. MAINTENANCE CHART

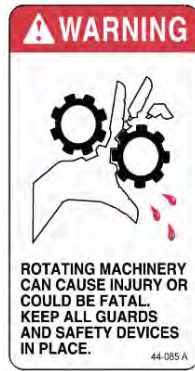
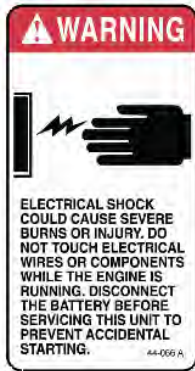
Engine	Daily	Check engine oil level. (2) Fill to proper level.
Vacuum Pump	Daily	Spray WD-40 (or Equivalent) into the lubrication cup for 5 seconds.
Water Pump	Daily	Check water pump oil level. (3) Fill to proper level.
Vacuum Inlet Filter	Daily	Inspect filter, clean and or replace if required. (1)
Waste Tank Strainer Basket	Daily	Empty and clean stainless steel basket.
Vacuum Hoses	Daily	Rinse with fresh water.
Waste Pump-Out (Optional)	Daily	Inspect and remove any debris or sediment. (1)
Vacuum Pump	Daily	Check vacuum pump oil level. Fill to proper level. Do not overfill. (1)
Engine	Weekly	Clean engine air filter.
Pump/Filter	Weekly	Clean and Inspect
Engine	Monthly	Check air cleaner for damaged, dirty, or loose parts.
Battery	Monthly	Check fluid level. Fill with distilled water only. Do not overfill. (1)
Engine	Monthly	Inspect drive belts for wear. Replace as needed.
Check Valve Strainer	Monthly	Clean and remove any debris. (1,4)
Thermal Well	Monthly	Lubricate diverter shaft; anti seize
Engine	Yearly	Replace air filter element.
Check Valve	Yearly	Check Teflon seat for abnormal wear or debris. Replace as needed.
Belts	25 Hours	Re-tension all belts. (8)
High Pressure Solution Hoses	25 Hours	Inspect for wear, damage, or impending rupture. Replace if damaged.
Engine	50 Hours	Change engine oil after first 50 hrs of operation.
High Pressure Solution Hoses	50 Hours	Inspect for wear, damage, or impending rupture. Replace if damaged.
Belts	100 Hours	Re-tension all belts. (8)
Vacuum Break	100 Hours	Check and adjust vacuum relief valve to 14" Hg if needed.
Pressure Regulator	100 Hours	Lubricate o-rings. Use only o-ring lubricant part # 13-003.
Battery	100 Hours	Clean battery terminals.
Engine	100 Hours	Check spark plugs (only use OEM spark plugs).
Engine	200 Hours	Change engine oil and filter.
Chemical Metering System	200 Hours	Inspect packing nut on selector and metering valve. Adjust as needed.
Engine	500 Hours	Replace in-line fuel filter. (6)
Water Pump	500 Hours	Change crankcase oil. (3)
Pulleys and Hubs	500 Hours	Check pulley and hub set screws for proper torque. (5)
Chemical Pump	500 Hours	Change diaphragm and check valves. Inspect disk.
Belts	1000 Hours	Replace all belts.
Engine	1000 Hours	Replace spark plugs.
Vacuum Pump	1000 Hours	Drain, flush, and replace oil. (7)
Engine	1000 Hours	Replace air filter element.
Engine	1000 Hours	Valve Adjustment .0057-.0073 in.

To maximize the operating life and performance, use only recommended oils, filters and greases.

- (1) Or as often as required.
- (2) Change engine oil and oil filter after **first 50 hours** of operation and then **every 200 hours**.
- (3) Change water pump crankcase oil after **first 50 hours** of operation
- (4) Inspect after **first week** of operation, and remove any debris present. Inspect again after **2 to 4 weeks**.
- (5) Check pulley and hub set screws after **first 50 hours** of operation, and again at **100 hours** of operation.
- (6) Every **500 hours** or **6 Months**, whichever comes first?
- (7) Every **1000 hours** or **yearly**, whichever comes first?
- (8) After first **25 hours** and then at every **100 hours** of operation.

## 7. MAINTENANCE

This section of the operator's manual contains the service and maintenance information for the **MODEL 870 SS®** unit. A planned preventative maintenance program will ensure that your **SAPPHIRE SCIENTIFIC MODEL 870 SS®** has optimum performance, long operating life, and a minimum amount of down time.



### **WARNING!**

**DO NOT** attempt to service this unit while it is running. High speed parts as well as high temperature components may result in severe injury, severed limbs, or fatality.

**NOTE:** Refer to the hour meter as a guide for coordinating a maintenance schedule.

## ENGINE

1. Check the engine oil level daily. Ensure that the proper oil level is maintained. **NEVER** overfill.
2. Change the oil after the first **50 hours** of operation. Thereafter, change oil and oil filter every **200 hours** of operation.

Use high-quality oil of at least API (American Petroleum Institute) service class SF, SG, SH, SJ or higher. **Do not use additives.** Select the viscosity based on the air temperature at the time of operation as shown in the following table.

Engine oil capacity	4.2 L 4.44 U.S. qt.
---------------------	------------------------

Tightening torque	Drain Plug	216 in. lbs. 18 ft. lbs.
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**NOTE:** Using lower service class oil or extending oil change intervals longer than recommended can cause engine damage.

**NOTE:** Synthetic oils meeting the listed classifications may be used with oil changes performed at recommended intervals. However to allow piston rings to properly seat, a new or rebuilt engine should be operated for at least 50 hours using standard petroleum based oil before switching to synthetic oil.

3. Replace spark plugs every **1000 hours**. Use **only OEM specified spark plugs**.
4. Clean the engine air filter element **weekly**. Replace the element every **yearly**.
5. Replace the in-line fuel filter every **500 hours** or **yearly**, whichever comes first.

**NOTE:** Additional engine service information can be obtained from the Kubota operation and maintenance manual. If service or repair is required, contact an authorized Kubota Service Center. They will require the serial number of the engine.

## SECTION 4

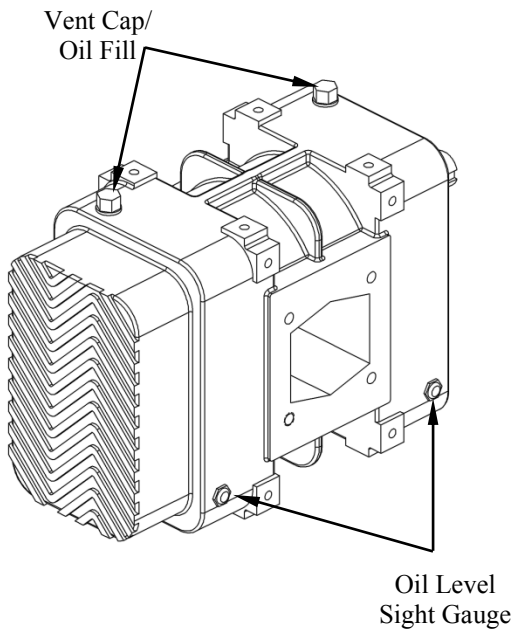
### VACUUM PUMP

**NOTE:** Refer to the provided Vacuum Pump Operation and Service Manual for specific instructions.

**Lubrication: SAPPHIRE SCIENTIFIC** *requires* that you use only AEON PD-XD Synthetic Blower Lubricant in both sides of the vacuum pump for all operating temperatures. AEON PD-XD is formulated specifically for positive displacement blower service to provide maximum blower protection at any temperature.

**NOTE:** AEON PD-XD (Part # 13-004) is the only oil that **SAPPHIRE SCIENTIFIC** puts in the vacuum pump at the factory. Adding petroleum oil to synthetic oil is **NOT** recommended.

1. Check the oil level **daily** on both sides to ensure they are at the proper level. Too little oil will damage and ruin the bearings and gears. Too much oil will result in overheating. Oil capacity is 23oz each end.



2. A lubrication cup has been provided at the front of the console, to prevent rust from building up inside of the vacuum pump.

Run the unit for at least **2 minutes** to remove any moisture from the vacuum pump. Then, spray WD-40 (or Equivalent) into the lubrication cup for **5 seconds** while the unit is running and the vacuum inlet port is sealed. This procedure should be done at the end of **every working day**.

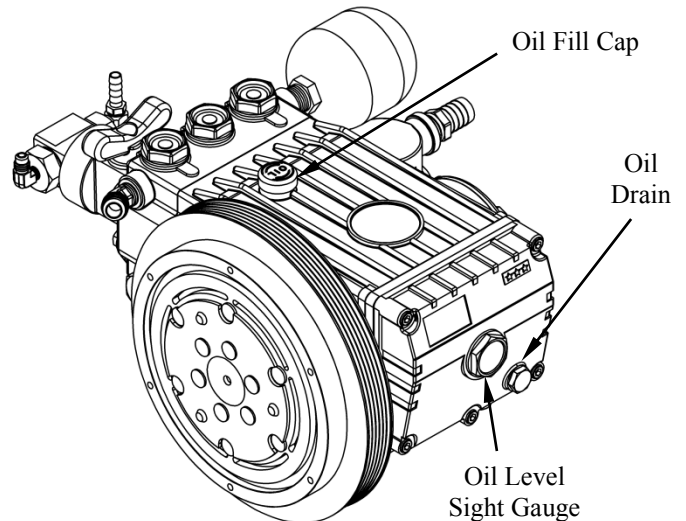
3. Drain, flush and replace the oil every 1000 hours or yearly, **whichever comes first**.

**NOTE:** Two drains are on your vacuum pump. Ensure that both sides of the vacuum pump are filled to their proper level when servicing.

### WATER PUMP

Refer to the provided Water Pump Operation Manual for specific instructions.

1. Check the crankcase oil level **daily** to ensure the proper level. If the level has dropped, check for the source of leakage and repair.



2. After the first **50 hours** of operation, change the crankcase oil with General Water Pump Oil, (Part # 13-030). Change the crankcase oil every **500 hours** thereafter. Oil capacity is 40.6 oz.

## SECTION 4

### Vacuum Pump:

#### **Belt Replacement Procedures for Model 870:**

##### **Only use Gates EPDM belts:**

- 1) Disconnect the negative battery cable
- 2) Remove hose from waste tank to vacuum pump
- 3) Remove hoods
- 4) Remove top panel (6 screws)
- 5) Remove left and right hand belt guards
- 6) Loosen all 4 blower mounting nuts
- 7) Remove clamp between blower & silencer
- 8) Slide the blower back (away from engine)
- 9) Lower front 2 nuts located under the front of blower mounting plate approximately  $\frac{1}{2}$ "
- 10) Tip the back of blower up
- 11) Remove all belts. Install new belts
- 12) Reverse procedures to install new belts
- 13) After belts have been installed, check for proper tension and alignment. Do this using a belt gauge. Set deflection to  $\frac{1}{4}$ "; 10-12 lbs tension
- 14) Check pulleys for alignment using a straight edge (example:  $\frac{1}{2}$ " key stock). Make sure pulley flange touches on 2 places on each pulley (4 total places)

### VACUUM INLET FILTER

1. The vacuum inlet filter in the waste tank should be inspected and cleaned **daily**.



When removing the vacuum inlet filter, grip the plastic hexagon section of the filter. Grasping filter by the screen will damage or destroy the filter. Applying grease to the threads will allow easier removal of filter when cleaning or replacement is required.

### DRIVE BELTS, PULLEYS and HUBS

Check pulley set screws and hub screws after the first **25 hours** of operation and again at **100 hours**. Re-torque these screws with a torque wrench. Follow the torque values on the following table. Check pulley set screws and hub screws every **500 hours** thereafter.

Insure belts are properly tensioned after checking the torque values. Use Gates EPDM belts.



**Ensure that when you re-torque the screws, you use a clockwise pattern and continue until the proper torque is achieved.**

TORQUE VALUES		
Component	Inch/lbs	Foot/lbs
Engine Front Pulley Bolt	1080	90
Vacuum Pump Hub #38-032	180	15

**Note:** Engine Pulley/flywheel is factory set at 47-52 ft/lbs.

### **WASTE TANK STRAINER BASKET**

The strainer basket located in the waste tank should be emptied and cleaned on a **daily** basis. Micro-ban QGC cleaner is the recommended product for cleaning and sanitizing the waste tanks as well as other parts of the system.

### **CHECK VALVE STRAINER (OUTLET)**

Unscrew the screen and inspect the strainer after the first **week** of operation. Remove any debris present. Inspect again after **2** and **4 weeks**. Thereafter, inspect the strainer and screen at least **monthly**. If a frequent build-up of debris is noticed, inspect and clean more frequently.

### **CHEMICAL PUMP**

The chemical pump should be rebuilt every **500 hours**. This involves changing the diaphragm, check valves, and inspecting the disk. **DO NOT** attempt to reuse o-rings after the check valves have been removed. Replace all o-rings when servicing check valves.

### **CHEMICAL METERING SYSTEM**

Check and inspect the packing nut on the chemical selector and metering valves every **200 hours**. Keeping the valve packing's properly adjusted will prevent leaks and add to the overall life of the valves.

### **VACUUM HOSES**

To ensure maximum hose life, **SAPPHIRE SCIENTIFIC** recommends that you wash out the hoses with fresh water **daily**. Micro-ban QGC cleaner is the best product for cleaning and sanitizing the wands and hoses as well as other parts of the system.

### **BATTERY**



#### **Explosive gases, Dangerous acid!**

Batteries contain sulfuric acid. To prevent acid burns, avoid contact with skin, eyes and clothing. Batteries also produce explosive hydrogen gases while charging. To prevent fire or explosion, charge batteries only in a well ventilated area. Keep sparks, open flames, as well as any other sources of ignition away from batteries at all times. Remove all jewelry prior to servicing batteries. Keep batteries out of the reach of children.

Before disconnecting the negative (–) ground cable, ensure that all switches are in the OFF position. If ON a spark could occur at the ground connection terminal, which could cause an explosion if hydrogen gas or gasoline vapors are present. **ALWAYS** disconnect the negative (–) terminal first.

1. If you do not have a maintenance free sealed battery, check the fluid level in the battery at least **once a week**. If low, fill to the recommended level **ONLY** with distilled water. **DO NOT** overfill the battery. Early failure or poor performance will result due to loss of electrolyte.
2. Keep cables, terminals and external surfaces of the battery clean and dry. A buildup of corrosive acid or grime on the external surfaces could cause the battery to self-discharge.
3. Battery terminals should be cleaned every **100 hours** to prevent corrosion buildup. Wash the cables, terminals and external surfaces with a mild baking soda and water solution. Rinse thoroughly with fresh water. **DO NOT** allow baking soda to enter the battery cells, as this will destroy the electrolyte, resulting in battery failure.

## SECTION 4

### **HIGH PRESSURE SOLUTION HOSES**

Inspect your high-pressure solution hoses for wear after the first **100 hours**. Thereafter, inspect every **25 hours**. If the hoses show any signs of damage or impending rupture, replace the hoses.



**NEVER** attempt to repair high-pressure solution hoses. Repairing high-pressure solution hoses may result in severe burns and serious injury.

All high-pressure solution hoses must be rated for 3000 PSI at 250 deg. F. Thermoplastic hoses do not meet this requirement and should not be used. Severe burns and injury may result if the hoses do not meet these requirements.

## 8. GENERAL SERVICE ADJUSTMENTS

### **WARNING!**

**DO NOT attempt to service this unit while it is running. High speed parts as well as high temperature components may result in severe injury, severed limbs, or fatality.**

### VACUUM RELIEF VALVE

With the unit running at full RPM, block off the airflow at the vacuum inlet port and read the vacuum gauge. If adjustment is required, shut the unit down and adjust the locking nut tension on the vacuum relief valve. Re-start the unit and read the vacuum gauge. Repeat this process until the vacuum relief valve opens at 14" Hg. Always ensure the lock nut is retightened.

### WATER PUMP DRIVE BELT

To tighten the water pump belt:

1. Loosen the four bolts, which hold the water pump base to the frame.
2. Adjust the position of the belt tensioning adjusting bolt until the proper belt tension is achieved (1/2" deflection in the center of the belts, half way between the pulleys).

**Do not over tighten;** damage to pump may occur.

3. While checking the alignment, tighten the nuts that hold the water pump to the base.

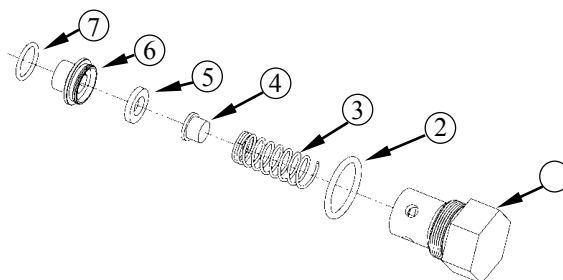
### **CAUTION**

**Over tightening of belts may cause damage to pump casing, causing it to fail.**

## SOLUTION OUTLET CHECK VALVE

Inspect the check valve whenever performing service on the chemical pump or if flow problems are occurring in the chemical system.

1. Shut down Unit.
  2. Remove the check valve, ensuring that the small o-ring on the seat comes out with it
  3. Next, remove the seat using a 5/16 in. Allen wrench
  4. Check the Teflon seat for wear or debris. Clean and replace the seat if necessary.
  5. Inspect the poppet and the spring for wear or damage. Clean and replace as necessary.
- NOTE:** New o-rings must be installed **anytime** the check valve is removed.
6. Re-assemble the check valve. Thread the seat by hand until snug. Then tighten with a 5/16 in Allen wrench. **DO NOT** over-tighten.



**23-063 VLV, CHECK, CHECK VLV MANIFOLD**

Item #	Part Number	Qty.	Description
1	27-009	1	CAP, CHECK VALVE ASSY. SS
2	41-007	1	ORING, 7/8 ID X 1-1/16 OD
3	15-007	1	SPRING, CHECK VALVE ASSY.
4	27-010	1	POPPET, CHECK VALVE ASSY
5	27-004	1	INSERT, SEAT-CHK VLV ASSY TM
6	27-011	1	SEAT, CHECK VALVE ASSY.
7	41-008	1	ORING, 1/2 ID 5/8 OD

## SECTION 4

**Note:** Improper seating of the check valve seat, poppet, damaged spring or o-rings will result in poor performance of the chemical system.

7. Lubricate the new o-rings with o-ring lubricant. (Part # 13-003) and re-install.

### **CHEMICAL PUMP**

The **MODEL 870 SS<sup>®</sup>** unit features a stainless steel chemical pump and metering system. The chemical pump requires only the replacement of the diaphragm plastic disc and check valves. To replace the diaphragm, unscrew the cover from the body. When replacing the diaphragm, lube the outer edges of the diaphragm with o-ring lubricant (Part #13-003) and reassemble.

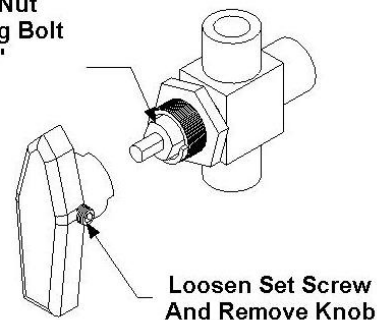
To replace the check valves, remove the check valve caps, replace the check valves and reassemble using new o-rings. **DO NOT** attempt to reuse o-rings after the check valves have been removed.

### **PACKING NUT ADJUSTMENT** **CHEMICAL** **METERING/SELECTOR** **VALVES**

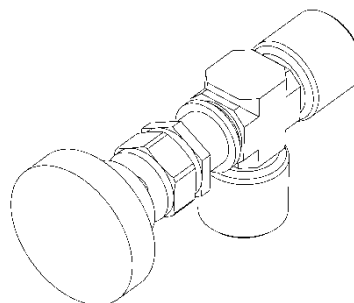
Inspect the packing nut for proper tension on the chemical metering and chemical selector valves every **200 hours**. When turning the knob, there should be some resistance. If not, slightly tighten the packing nut. **DO NOT** over tighten. Keeping the packing properly adjusted will eliminate possible leaks and will add to the overall life of the valves.

#### **Chemical Prime Valve**

Adjust The Packing Nut  
By Turning The Packing Bolt  
Clockwise In 1/16"  
Increments.



#### **Chemical Metering Valve**





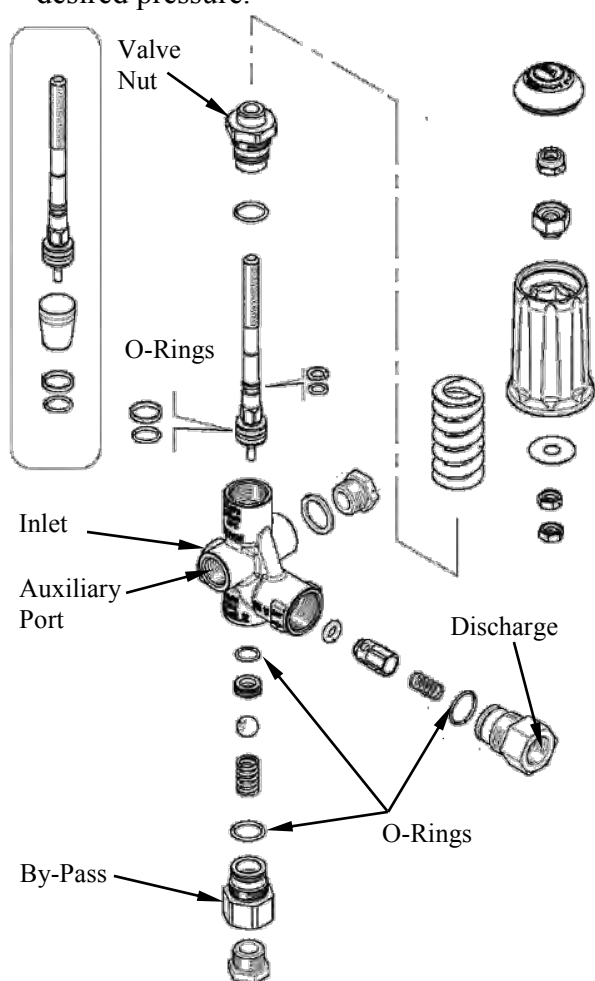
## SECTION 4

### PRESSURE REGULATOR

The pressure regulator holds water pressure at a preset point and bypasses the excess water back to the water box.

To adjust:

1. With the unit running, close the cleaning tool valve. Check the pressure gauge. Open the tool valve. Set the pressure regulator so that the pressure gauge reads 400 - 2500 PSI with the tool valve closed. With the tool valve open, there should be a normal drop in pressure. If the drop is greater than 100 PSI, it may be necessary to lubricate the pressure regulator o-rings.
2. To adjust the pressure regulator, turn the adjusting knob (while observing the pressure gauge on the control panel) until you reach the desired pressure.



### WARNING

**DO NOT** loosen the adjusting body (cap) all the way (counterclockwise) or remove it while the unit is running.

We recommend that you lubricate the pressure regulator o-rings every **100 hours** or whenever required. If you do not, the stem may become seized due to inadequate lubrication. If this occurs:

- a) Shutdown the unit.
- b) Relieve all pressure from the water system.
- c) Remove the cap from the pressure regulator and remove the stem with long nose pliers.
- d) Clean and lubricate stem.
- e) Reassemble pressure regulator



## SECTION 4

# 9. TROUBLESHOOTING



## WARNING

**DO NOT** attempt to service this unit while it is running. High-speed parts as well as high temperature components may result in severe injury, severed limbs or fatality.

This section of the operator's manual describes how to look for and repair malfunctions, which may occur.

Accurate troubleshooting is based on a thorough and complete understanding of the **WATER, CHEMICAL, VACCUM, HEAT TRANSFER, SAFETY** and **WIRING** systems featured in this unit.

If there are malfunctions occurring on this unit which you do not understand, refer back to the **OPERATION** section of this manual and review **SYSTEM**.

## TROUBLESHOOTING: ENGINE

PROBLEM	CAUSE	SOLUTION
<b>Engine will not start The engine does not turn over</b>	Main circuit breaker on the control panel has been tripped.	After inspecting the unit to determine the cause of the tripped circuit breaker, press the reset button.
	Loose or corroded battery.	Clean, tighten, or replace the battery terminals.
	Dead battery.	Recharge or replace battery.
	Defective ignition switch.	Test ignition switch for power going into the switch. If there is power going in but NO power going out, replace the switch.
	Defective starter motor.	Test the starter motor. If necessary replace.
	Vacuum pump seized.	Refer to Gardner Denver Service and Repair Manual.
<b>Starter turns over engine, but will not start</b>	Waste tank is full.	Empty the waste tank.
	Defective fuel pump.	Replace the fuel pump.
	Loose or broken wires leading to waste tank float switch.	Repair or replace any broken electrical connections.
	Defective float switch in the waste tank.	Check switch for proper operation, replace as necessary.
	Oil pressure switch or high temp switch (located on engine)	Check MIL light diagnostic code. Test these components and replace if defective. Consult the Ford Engine Operation and Maintenance Manual.
<b>Excessive heating</b>	Flow restriction caused by hard water scaling.	Descale unit, repair or replace damaged plumbing components as necessary. Install water softener.
	Not enough water flow.	Check jet size of tool.

## SECTION 4

### TROUBLESHOOTING: ENGINE

PROBLEM	CAUSE	SOLUTION
<b>Engine stops running</b> While doing normal cleaning, the engine stops running	Engine is out of gasoline	Add gasoline to the fuel tank.
	Waste tank is full	Empty waste tank.
	Main circuit breaker on the control panel has been tripped.	After inspecting the unit to determine the cause of the tripped circuit breaker, press the reset button.
	Defective fuel pump.	Replace fuel pump.
	Defective float switch inside the waste tank.	Check switch for proper operation. Replace as necessary.
	Oil pressure switch on engine has shut down, due to insufficient oil pressure.	Refer to the Ford Engine Operation and Maintenance Manual. <b>DO NOT</b> restart the engine until the cause is determined and corrected.
	No ignition in the engine or engine is malfunctioning.	Refer to the Ford Engine Operation and Maintenance Manual.
<b>S'tarter turns over engine, but will not start</b>	Engine is malfunctioning	Refer to Ford Engine Operation and Maintenance Manual.
<b>Heat exchanger leaks NOTE:</b> The heat exchanger will produce water condensation discharge at times during normal operation. <b>DO NOT</b> confuse this with a leak.	Engine/vacuum exhaust heat exchanger is damaged from frozen water.	Inspect heat exchanger for leaks. Visually inspect for damage. Pressure check after removing from the unit. (Maximum test pressure 1500 PSI).
<b>Loss of temperature</b> The heat output of the unit is LESS than normal.	No vacuum hose connected.	Connect vacuum hose to vacuum inlet.
	Temperature relief valve on water box is stuck open.	Clean temperature relief valve and test. Replace, if necessary.
	Engine RPM is low.	Reset engine RPM.
	Defective temperature gauge.	Test gauge and sensor. Replace failed component.
	Temperature balance orifice missing	Replace orifice
<b>Automatic waste pump is malfunctioning or not operating normally.</b>	Defective waste pump float switch.	Replace float switch.
	Broken diaphragm(s).	Replace diaphragm(s).
	Weak battery.	Charge or replace battery if needed. Check charging station.
	Pump-out circuit breaker on control panel has been tripped.	After inspecting waste pump to determine the cause of the tripped circuit breaker, press the reset button.
	Inspect check valve for debris or damage.	Clean or replace if necessary.

## SECTION 5

### TROUBLESHOOTING: ENGINE: DIAGNOSTIC TROUBLE CODE (DTC) DESCRIPTIONS

DTC	DESCRIPTION	DTC	DESCRIPTION
16	Never crank synced at start	337	Crank loss
91	FP low voltage	341	Cam sync noise
92	FP high voltage	342	Cam loss
107	MAP Low Voltage	420	Gasoline cat monitor
108	MAP High Pressure	430	Gasoline cat monitor
111	IAT higher than expected	524	Oil pressure low
112	IAT low voltage	562	Battery Voltage Low
113	IAT high voltage	563	Battery Voltage High
116	ECT higher than expected	601	Flash checksum invalid
117	ECT/CHT Low Voltage	604	RAM failure
118	ECT/CHT High Voltage	606	COP failure
121	TPS1 lower than TPS2	615	Start relay coil open
122	TPS1 low voltage	616	Start relay control ground short
123	TPS1 high voltage	617	Start relay coil short to power
127	IAT higher than expected	627	Fpump relay coil open
134	EGO open/lazy pre-cat	628	FPump motor loop open or high-side shorted to ground
140	EGO open/lazy post-cat	628	Fpump relay control ground short
154	ECO open/lazy pre-cat 2/post-cat	629	FPump motor high-side shorted to power
160	160 EGO open/lazy post-cat	629	Fpump relay coil short to power
171	AL high gasoline bank	642	5VE1 low voltage
172	AL low gasoline bank	643	5VE1 high voltage
174	AL high gasoline bank	650	MIL open
175	AL low gasoline bank	652	5VE2 low voltage
182	FT Gasoline Low Voltage	653	5VE2 high voltage
183	FT Gasoline High Voltage	685	Relay Coil Open
217	ECT higher than expected	686	Relay Control ground short
219	Max govern speed override	687	Relay coil short to power
221	TPS1 higher than TPS2	1111	Fuel rev limit
222	TPS2 low voltage	1112	Spark rev limit
223	TPS2 high voltage	1121	FPP1/2 simultaneous voltages out of range
261	Injector Loop Open or Low-side short to Ground	1122	FPP1/2 do not match each other or the IVS
262	Injector Coil Shorted	1155	CL high gasoline bank
264	Injector Loop Open or Low-side short to Ground	1156	CL low gasoline bank
265	Injector Coil Shorted	1157	CL high gasoline bank
267	Injector Loop Open or Low-side short to Ground	1158	CL low gasoline bank
268	Injector Coil Shorted	1311	Misfire detected
270	Injector Loop Open or Low-side short to Ground	1312	Misfire detected
271	Injector Coil Shorted	1313	Misfire detected
273	Injector Loop Open or Low-side short to Ground	1314	Misfire detected
274	Injector Coil Shorted	1511	AUX analog PU1 high
276	Injector Loop Open or Low-side short to Ground	1512	AUX analog PU1 low
277	Injector Coil Shorted	1513	AUX analog PU2 high
279	Injector Loop Open or Low-side short to Ground	1514	AUX analog PU2 low
280	Injector Coil Shorted	1515	AUX analog PD1 high
282	Injector Loop Open or Low-side short to Ground	1516	AUX analog PD1 low
283	Injector Coil Shorted	1517	AUX analog PU3 high
285	Injector Loop Open or Low-side short to Ground	1518	AUX analog PU3 low
286	Injector Coil Shorted	1521	CHT higher than expected
288	Injector Loop Open or Low-side short to Ground	1522	CHT higher than expected
289	Injector Coil Shorted	1541	AUX analog PUD1 high
301	Emissions/catalyst damaging misfire	1542	AUX analog PUD1 low
302	Emissions/catalyst damaging misfire	1543	AUX analog PUD2 high
303	Emissions/catalyst damaging misfire	1544	AUX analog PUD2 low
304	Emissions/catalyst damaging misfire	1545	AUX analog PUD3 high
326	Knock 1 Excessive Signal	1551	AUX DIG1 high
327	Knock 1 sensor Open	1552	AUX DIG1 low
336	Crank sync noise	1553	AUX DIG2 high

## SECTION 4

### TROUBLESHOOTING: ENGINE: DIAGNOSTIC TROUBLE CODE (DTC) DESCRIPTIONS

1554	AUX DIG2 low	2304	Primary Coil Shorted
1555	AUX DIG3 high	2306	Primary Loop Open or Low-side Short to Ground
1556	AUX DIG3 low	2307	Primary Coil Shorted
1561	AUX analog PD2 high	2309	Primary Loop Open or Low-side Short to Ground
1562	AUX analog PD2 low	2310	Primary Coil Shorted
1563	AUX analog PD3 high	2312	Primary Loop Open or Low-side Short to Ground
1564	AUX analog PD3 low	2313	Primary Coil Shorted
1644	MIL control ground short	2315	Primary Loop Open or Low-side Short to Ground
1645	MIL control short to power	2316	Primary Coil Shorted
2111	Unable to reach lower TPS	2318	Primary Loop Open or Low-side Short to Ground
2112	Unable to reach higher TPS	2319	Primary Coil Shorted
2135	TPS1/2 simultaneous voltages out of range	2321	Primary Loop Open or Low-side Short to Ground
2300	Primary Loop Open or Low-side Short to Ground	2322	Primary Coil Shorted
2301	Primary Coil Shorted	1624	Shutdown Request
2303	Primary Loop Open or Low-side Short to Ground	1625	Shutdown Request

### TROUBLESHOOTING: BLOWER / VACUUM PUMP

PROBLEM	CAUSE	SOLUTION
<b>Loss of vacuum.</b> While cleaning, the vacuum is not up to specification. Engine RPM is normal.	Vacuum gauge is giving an improper reading.	Examine the tubing between the vacuum relief valve and the vacuum gauge and remove any blockage.
	Vacuum hose(s) is damaged, causing a suction leak.	Inspect hose(s), repair or replace.
	Waste tank gaskets not sealing properly, not positioned properly	Inspect the gasket. Repair seal or replace Re-position lid(s).
	Plugged vacuum hose or vacuum plumbing between vacuum inlet and strainer basket.	Unplug vacuum hose or inlet plumbing.
	Waste tank filter or strainer basket is plugged.	Clean or replace filter. Clean strainer basket.
	Loose vacuum pump drive belts.	Tighten the drive belts
	Waste tank drain valve is damaged or left open, causing a vacuum leak.	Drain the waste tank. Close drain valve, if open. Remove the dump valve and, after inspecting, replace the defective components.
	Vacuum relief valve requires adjustment or has a vacuum leak due to damaged diaphragm.	Re-adjust the vacuum relief valve. If the vacuum does not increase, remove and inspect the relief valve diaphragm. If damaged, replace
	Vacuum exhaust heat exchanger plugged.	Remove and clean.
<b>Excessive Vacuum</b>	Vacuum pump is worn out.	Replace the vacuum pump.
	Vacuum relief valve requires adjustment.	Readjust the vacuum relief valve.

## SECTION 5

### TROUBLESHOOTING: WATER PUMP

PROBLEM	CAUSE	SOLUTION
Loss of solution pump pressure. With the cleaning tool open, the solution pressure gauge reads below the normal operating pressure.	Water supply is turned off or the float valve is stuck.	Turn the water supply on or up. Check for kinks in the water supply hose. Examine the float or replace.
	Solution pump inlet supply line is plugged or drawing air.	Examine the water inlet filter inside the water box. Remove accumulated debris and replace if required. Check for suction leaks and loose clamps or fittings. Tighten any loose fittings or clamps. Replace any ruptured hose(s).
	Pressure regulator o-rings are dry. See instructions on regulator.	Lubricate o-rings, using o-ring lubricant
	Pressure regulator has worn o-rings. See instructions on regulator.	Check o-rings. If necessary, replace.
	Pressure regulator is dirty, stuck open, or improperly adjusted. See instructions on regulator.	Clean or repair regulator. Adjust to working pressure. Lubricate o-rings, using o-ring lubricant Part
	Low pump volume. (Measure the amount of water being returned to the water box from the pressure regulator. It should fill a gallon container about every 17.6 seconds).	Examine the check valves, plunger cups, and cylinder head on the water pump. Repair, whenever required (refer to the water pump service manual).
	Defective water pressure gauge.	Replace gauge
	Orifice (spray nozzle) in the cleaning tool is worn, defective or wrong size.	Replace Nozzle or change nozzle size.
	Debris clogging water lines or water inlet disconnect.	Clean or replace as needed.
	Belts loose or broken	Re-tension or replace as needed.
	Loss of pump prime	Manually prime water pump.
	Temperature Balance Orifice missing	Replace Orifice
Loss of solution volume at cleaning tool orifice. Solution pressure gauge reads normal.	Plugged orifice and/or screen in the cleaning tool.	Unplug or replace orifice and/or screen
	Internal block between the pressure regulator manifold and the outlet manifold, or the solution screen is clogged	Inspect all lines, remove accumulated debris which is blocking flow. Replace any defective hoses. Remove, inspect, and clean the solution screen. De-scale unit and install a water softener, if necessary.
	Outlet check valve is plugged	Examine the check valve, remove any debris
	Defective quick-connect on one or more of the high pressure hoses.	Replace defective quick-connects(s) on high pressure hoses(s).
	Cleaning tool valve is malfunctioning.	Repair or replace valve.
	Hose inner lining is constricted.	Remove restriction or replace hose.
	Air leak in chemical supply line, priming valve or metering valve.	Check for air leaks. Replace faulty parts.

## SECTION 4

### TROUBLESHOOTING: CHEMICAL SYSTEM

PROBLEM	CAUSE	SOLUTION
<b>Chemical flow meter indicates flow with the tool valve closed</b>	External leak in chemical piping	Tighten or replace fittings. Re-apply thread sealant where required.
	Outlet check valve is full of debris or damaged, not allowing it to close properly	Close the chemical valve on the instrument panel. If the flow meter does not indicate flow, remove debris or replace check valve, if necessary.
<b>Chemical flow meter indicates flow with the tool valve closed</b>	Chemical pump diaphragm is ruptured	Close the chemical valve on the instrument panel. If the flow meter still indicates flow, replace the chemical pump diaphragm.
	Internal leak in chemical valve causing continual flow through prime tube returning to container.	Tighten valve packing nut (see “General Service Adjustments”). Replace valve, if necessary.
<b>Solution pump does not engage</b>	Solution pump circuit breaker has been tripped	Check the solution pump circuit breaker on the control panel. Press the circuit breaker reset button.
	Defective electrical connection in the console wiring or defective switch.	Examine switch, electrical connections, and wiring. Repair any defective connections. If there is power going to the switch but not going out, replace the defective switch.
	Solution pump has not been activated	Turn solution pump switch to on.
	Defective solution pump clutch. NOTE: The clutch may be manually engaged by inserting two ¼-20 x ½ bolts. Line up the holes on the clutch and insert the bolts. To disengage the pump, remove the bolts.	If there is power in the switch, but not power at the clutch, replace the defective wire. If there is power at the clutch, replace the defective switch.
	Loose or broken solution pump belts.	Tighten or replace belts.
<b>Loss of chemical.</b> With the cleaning tool valve open, no chemical	Chemical pump is improperly primed.	Refer to chemical pump priming instructions.
	The strainer at the inlet end of the chemical inlet line is clogged	Unclog the strainer. If damaged, replace.
	Suction leak in the inlet line leading into the chemical pump.	Inspect inlet lines and flow meter for air leaks or damage.
	Chemical pump check valve(s) is clogged	Remove any debris from the chemical check valve(s). Replace chemical check valve(s) or seals, if necessary.
	Chemical prime/on-off valve or chemical metering valve is defective.	Replace valve(s).
<b>Loss of chemical.</b> With the cleaning tool valve open, no chemical	Chemical pump diaphragm is ruptured.	Disassemble the chemical pump and replace the damaged diaphragm.
	Defective cylinder in the water pump.	Measure the pump volume. If the pump volume is less than normal, refer to “Loss of Pump Volume” in the Troubleshooting section.

## **SECTION 5:**

### **PARTS and ACCESSORIES**

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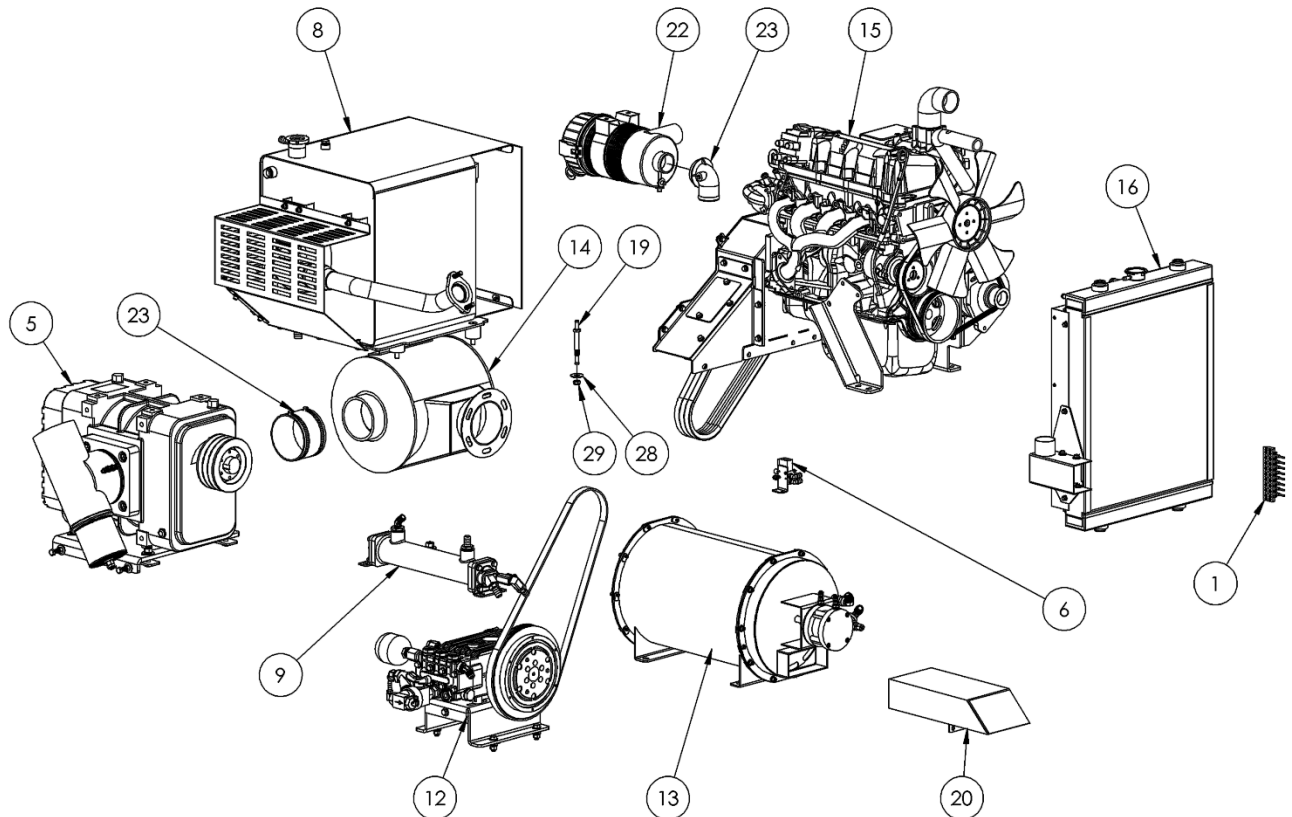
## SECTION 5

### 70-870, CONSOLE, 870 SS (BOM TABLE)

2	31	10-077	SCREW, MACH 8-32 X 3/4 SOCHD
2	30	10-168	SCREW, MACH M10-1.5 X 40MM HXHD ZP G8.8
1	29	11-088	NUT, 7/16-20 THIN NYLOK ZPS
1	28	12-021	WASHER, FLAT, 7/16 ZINC
2	27	12-088	WASHER, M10 NORD-LOCK
2	26	14-008	CLAMP, HOSE #72
4 IN	25	16-110	HOSE, 4.5 ID X 3 FT SILICONE 550F
1	24	36-040	BOTTLE, O/F KUBOTA#1905972090
1	23	36-184	ELBOW, 90 DEG X 2 IN DONALDSON
1	22	36-423	ASSY, AIR CLEANER
1	21	41-096	GROMMET, 1-1/8 OD X 5/8 ID X 1/8 PANEL
1	20	61-696	WELDMENT, EXHAUST EXTENSION
1	19	66-360	FITTING, 5/16 FUEL LINE MANIFOLD
1	18	69-307	ASSY, INSTRUMENT PANEL
1	17	69-311	ASSY, FRAME AND ENCLOSURES
1	16	69-312	ASSY, RADIATOR
1	15	69-313	ASSY, ENGINE
1	14	69-316	ASSY, EXHAUST, CATALYST & SILENCER
1	13	69-317	ASSY, THERMAL WELL
1	12	69-318	ASSY, PRESSURE PUMP
1	11	69-320	ASSY, MANIFOLD BLOCK & BYPASS
1	10	69-321	ASSY, OIL CUP AND BYPASS VALVE
1	9	69-322	ASSY, HEAT EXCHANGER
1	8	69-325	ASSY, WATER BOX
1	7	69-400	ASSY,QD BRACKET
1	6	69-508	ASSY, DIVERTER LOCKOUT 870
1	5	69-510	ASSY, ZG100 EURUS BLOWER
1	4	69-611	ASSY, PRESSURE REGULATOR
1	3	69-633	ASSY, LOWER FRONT PANEL
1	2	69-634	ASSY, TEMP CONTROL MODULE
1	1	69-649	ASSY, TERMINAL BLOCK 8 CIRCUIT
QTY	ITEM	PART NO.	DESCRIPTION

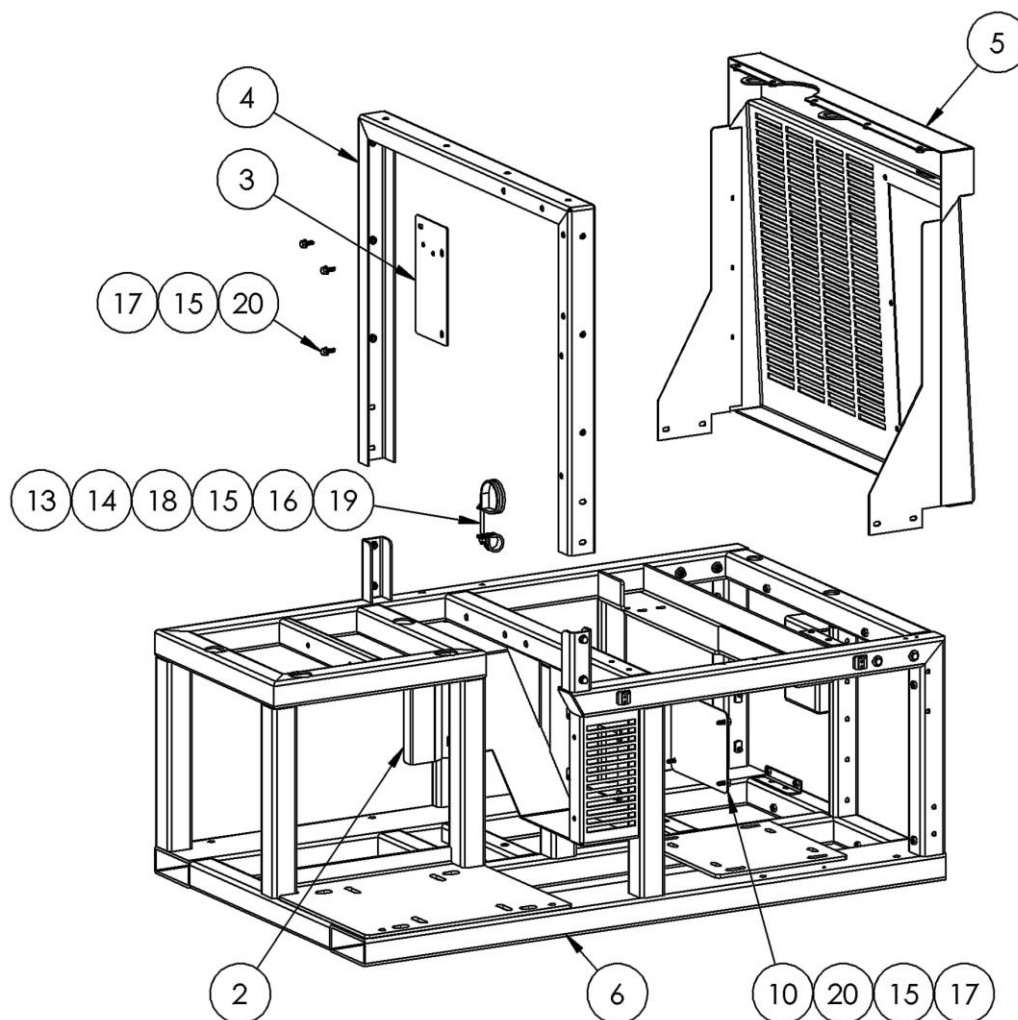
This exploded view diagram illustrates the assembly of the generator. The main unit (17) is shown with its internal components, including the engine and alternator. The diagram highlights the following parts and their assembly locations:

- 3**: The rear panel, which is attached to the back of the main unit.
- 4**: A mounting bracket or support component located at the bottom of the unit.
- 10**: A set of mounting brackets or supports located on the right side of the unit.
- 11**: A component, possibly a sensor or switch, located on the bottom right of the unit.
- 18**: A control panel or display unit located on the right side of the unit.
- 24**: A cable or connector located on the top left of the unit.



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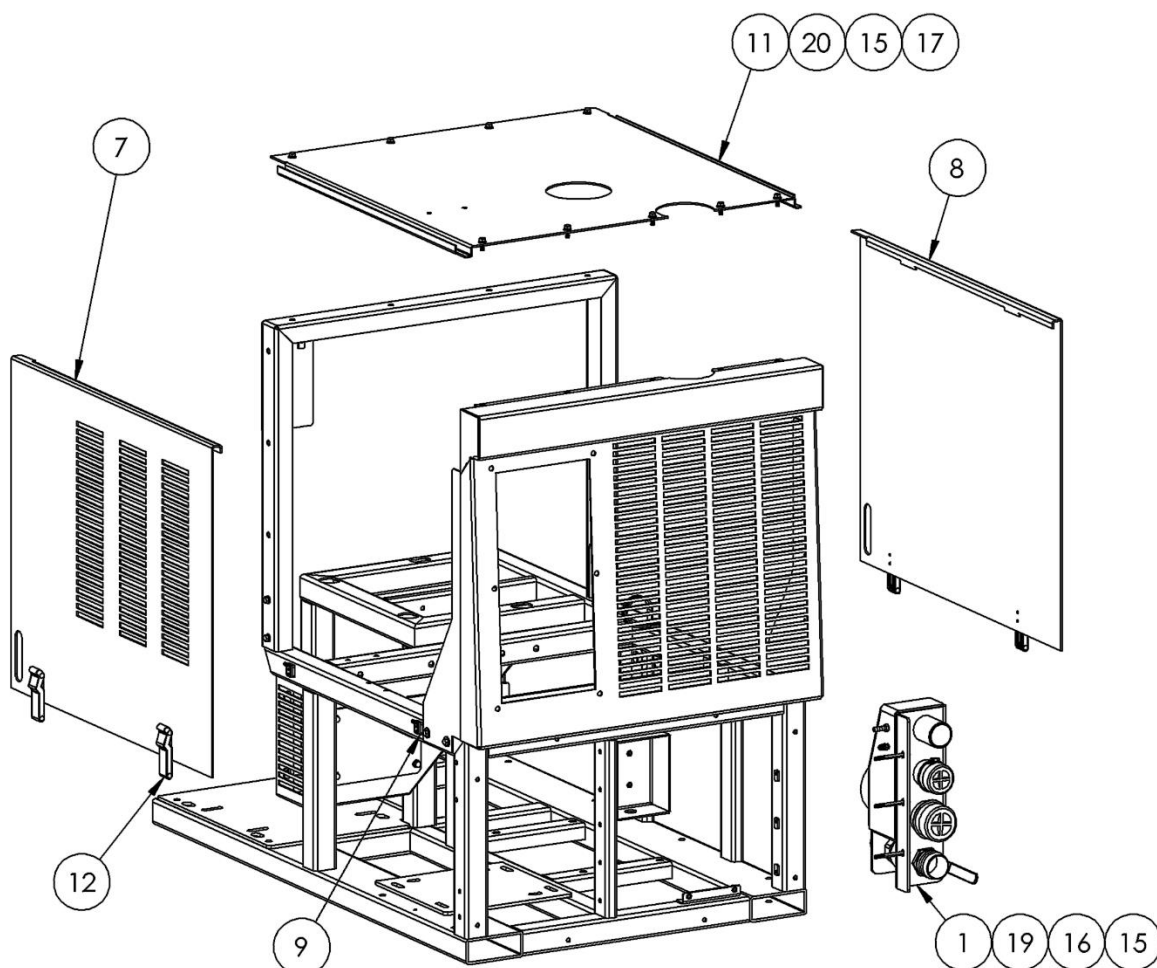
## SECTION 5



### 69-311, ASSEMBLY, FRAME AND ENCLOSURES (1 OF 2)

20	20	10-025	SCREW, MACH 1/4-20 X 3/4 HXHD GRD5
8	19	10-028	SCREW, MACH 1/4-20 X 2-3/4 HXHD
5	18	11-004	NUT, 1/4-20 ZINC
20	17	12-011	WASHER, FLAT #12 SAE
13	16	12-012	WASHER, FLAT 1/4 USS
28	15	12-015	LKWSR, 1/4 ZINC
1	14	14-003	CLAMP, WIRE CUSHION 1.00 ID X 1/4 BOLT
1	13	14-058	CLAMP, WIRE CUSHION 2-1/4 X 1/4 BOLT
4	12	40-034	LATCH, DRAW SS CONCEALED MOUNT
1	11	58-499	PANEL, TOP
1	10	58-518	COVER, PULLEY ACCESS
4	9	58-699	PLATE, LATCH SPACER
1	8	58-731	PANEL, RIGHT SIDE
1	7	58-732	PANEL, LEFT SIDE
1	6	61-691	WELDMENT, FRAME
1	5	61-692	WELDMENT, BEZEL FRAME
1	4	61-705	WELDMENT, REAR BRACE
1	3	61-754	WELDMENT, OVERFLOW MNTG PNL
1	2	61-777	WELDMENT, HEAT SHIELD
1	1	69-323	ASSY, VACUUM BRACKET
QTY	ITEM	PART NO.	DESCRIPTION

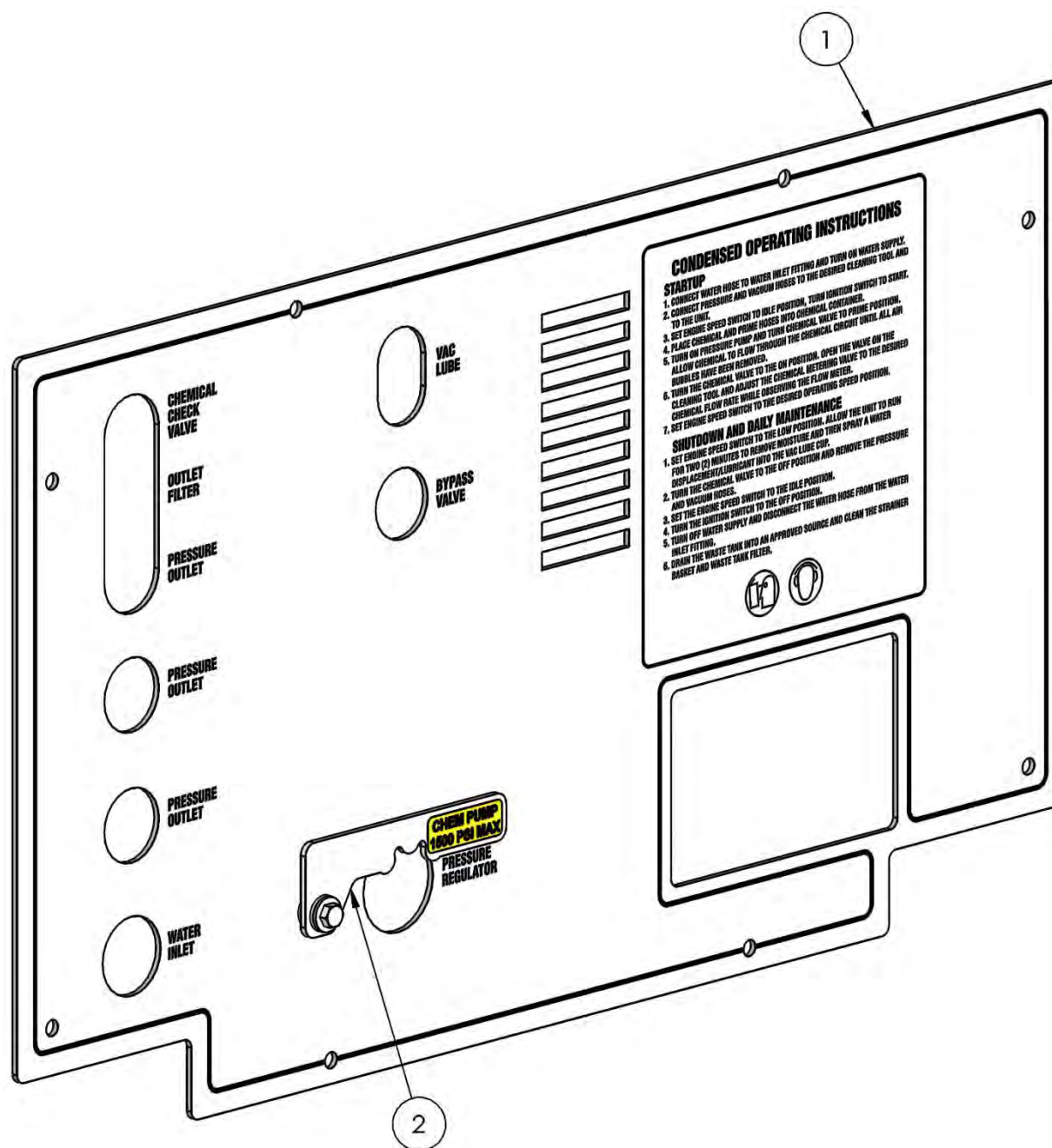
## SECTION 5



### 69-311, ASSEMBLY, FRAME AND ENCLOSURES,(2 OF 2)

20	20	10-025	SCREW, MACH 1/4-20 X 3/4 HXHD GRD5
8	19	10-028	SCREW, MACH 1/4-20 X 2-3/4 HXHD
5	18	11-004	NUT, 1/4-20 ZINC
20	17	12-011	WASHER, FLAT #12 SAE
13	16	12-012	WASHER, FLAT 1/4 USS
28	15	12-015	LKWSR, 1/4 ZINC
1	14	14-003	CLAMP, WIRE CUSHION 1.00 ID X 1/4 BOLT
1	13	14-058	CLAMP, WIRE CUSHION 2-1/4 X 1/4 BOLT
4	12	40-034	LATCH, DRAW SS CONCEALED MOUNT
1	11	58-499	PANEL, TOP
1	10	58-518	COVER, PULLEY ACCESS
4	9	58-699	PLATE, LATCH SPACER
1	8	58-731	PANEL, RIGHT SIDE
1	7	58-732	PANEL, LEFT SIDE
1	6	61-691	WELDMENT, FRAME
1	5	61-692	WELDMENT, BEZEL FRAME
1	4	61-705	WELDMENT, REAR BRACE
1	3	61-754	WELDMENT, OVERFLOW MNTG PNL
1	2	61-777	WELDMENT, HEAT SHIELD
1	1	69-323	ASSY, VACUUM BRACKET
QTY	ITEM	PART NO.	DESCRIPTION

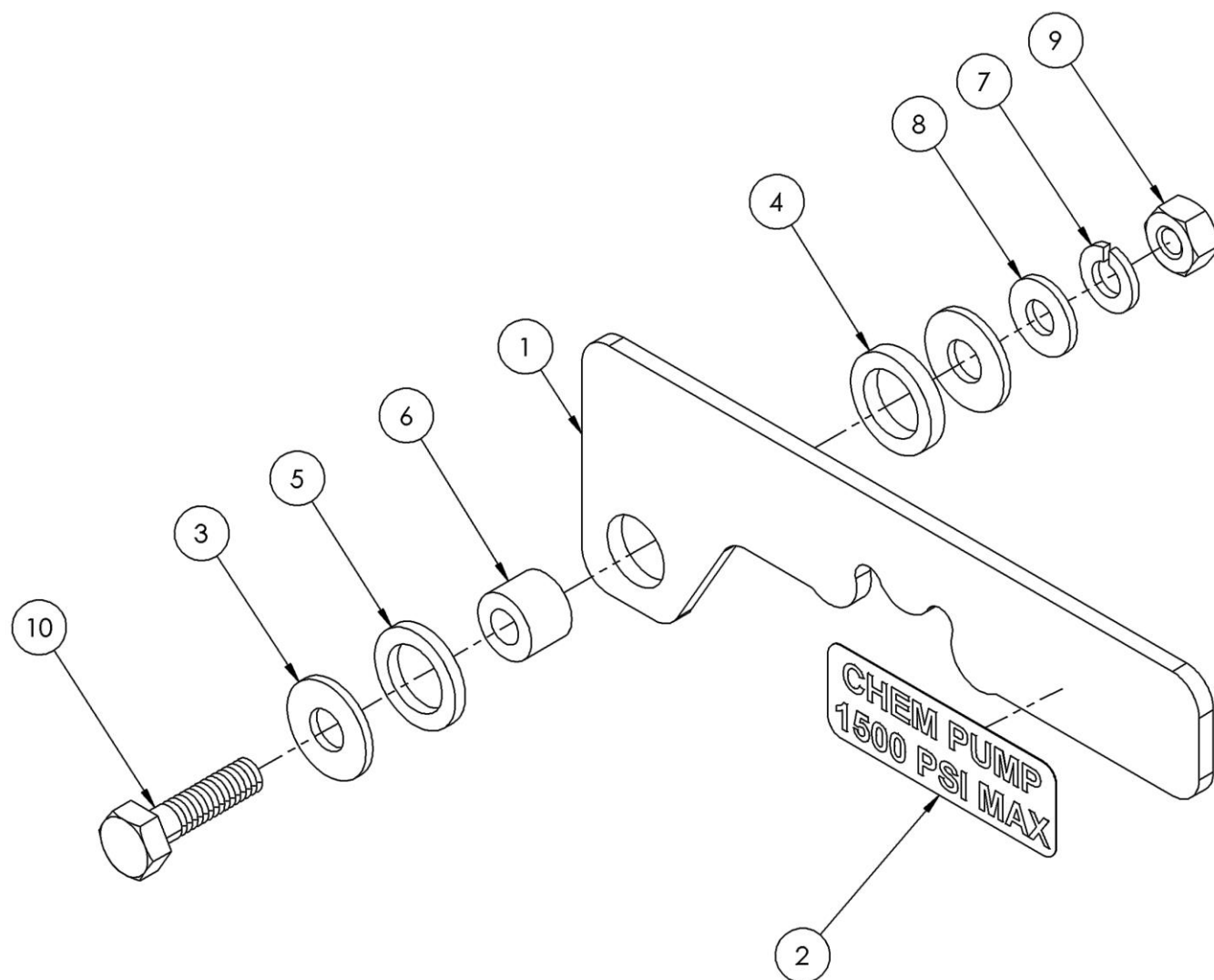
## SECTION 5



**69-633, ASSEMBLY, LOWER FRONT PANEL**

1	2	69-324	ASSY, PRESSURE REGULATOR LATCH
1	1	58-733	PANEL, LOWER FRONT
QTY	ITEM	PART NO.	DESCRIPTION

## SECTION 5



**69-324, ASSEMBLY, PRESSURE REGULATOR LATCH**

1	10	10-026	SCREW, MACH 1/4-20 X 1 HXHD
1	9	11-004	NUT, 1/4-20 ZINC
1	8	12-011	WASHER, FLAT #12 SAE
1	7	12-015	LKWSR, 1/4 ZINC
1	6	12-051	SPACER, 1/2 OD X 3/8 L X #14 HOLE NYLON
1	5	12-052	WASHER, FLT .505 ID X .75 OD X .093 THK NYLON
1	4	12-053	WASHER, FLT .505 ID X .75 OD X .125 THK NYLON
2	3	12-054	WASHER, FLT 1/4 X .734 OD ZINC
1	2	44-104	DECAL, CAUTION CHEM PUMP PSI
1	1	58-710	LEVER, REGULATOR STOP
QTY	ITEM	PART NO.	DESCRIPTION

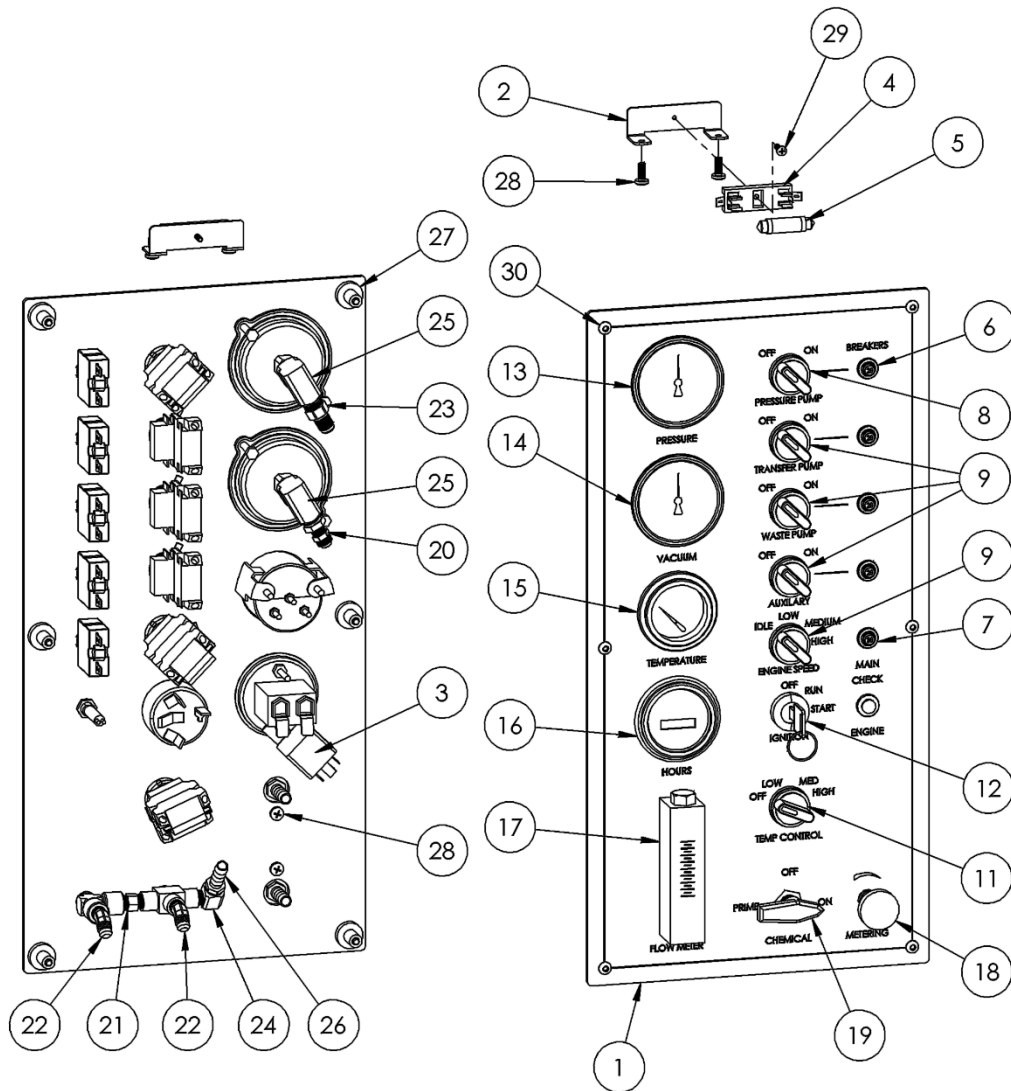
## SECTION 5

### 69-307, ASSEMBLY, INSTRUMENT PANEL (BOM TABLE)

6	30	10-016	SCREW, MACHINE 10-32 X 1 SOCHD SS
1	29	10-149	SCREW, 6-32 X 1-2 PHP ZP
4	28	10-150	SCREW - 10-32 X .500 PHP ZP
6	27	11-002	NUT, WELL G 10-32
3	26	21-007	FTTG, BRB 1/8 P X 5/16 H BR
2	25	21-037	ELL, 1/4 IN. BRASS
1	24	21-038	ELL, STREET 1/8 IN BRASS
1	23	21-050	CONN, 1/4 NPT X 1/4 JIC BRASS
2	22	21-055	ELL, 1-8 P X 1/4 T 45 DEG BRASS
1	21	21-405	NIPPLE, 1/8 HEX SS
1	20	21-433	CONN, 1/4 P X 1/4 POLY
1	19	23-027	VALVE, 3-WAY BALL 1/8 FP SS
1	18	23-028	VLV, MET18 FP (CHEM) RT ANG SS
1	17	26-003	FLOWMETER, 1/8 FP
1	16	26-033	HOURLMETER, HOBBS CHROME BEZEL
1	15	26-034	GAUGE, WTR TEMP CHROME 320 DEG.
1	14	26-044	GAUGE, VACUUM 2.5 IN 0-30 IN/HG
1	13	26-046	GAUGE, PRESSURE 2.5 IN 0-5000 PSI
1	12	29-007	SWITCH, STARTER & KEY 3 POSITION
1	11	29-064	SWITCH, ROTARY, 4POS 1NO 2NC
3	9	29-016	SWITCH, ROTARY NON-ILLUMINATED
1	9	29-058	SWITCH, 870 THROTTLE CONTROL
1	8	29-063	SWITCH, ROTARY, 3 NO
1	7	30-007	BREAKER, 30 AMP
4	6	30-008	BREAKER, 20 AMP
1	5	33-002	LIGHT, FESTOON LED 12V
1	4	33-003	HOLDER, FESTOON LIGHT
1	3	34-010	RELAY, ENG.SHTDWN12V20/30AMP
1	2	58-502	FORMING, BEZEL LIGHT BRACKET
1	1	66-416	PANEL, INSTRUMENT 870 SCREENED
QTY	ITEM	PART NO.	DESCRIPTION

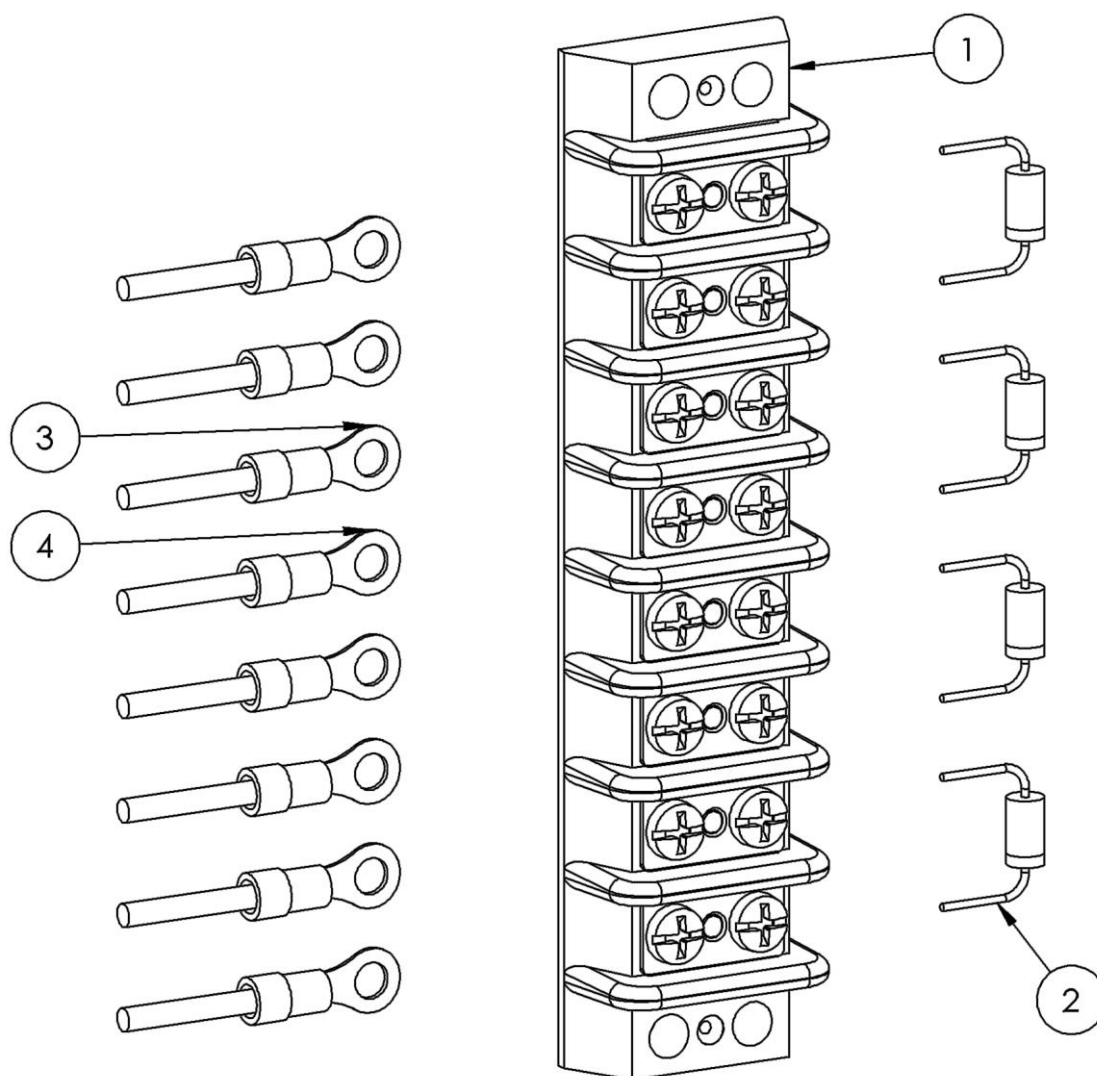


## SECTION 5



69-307, ASSEMBLY, INSTRUMENT PANEL BACK (SEE BOM TABLE)

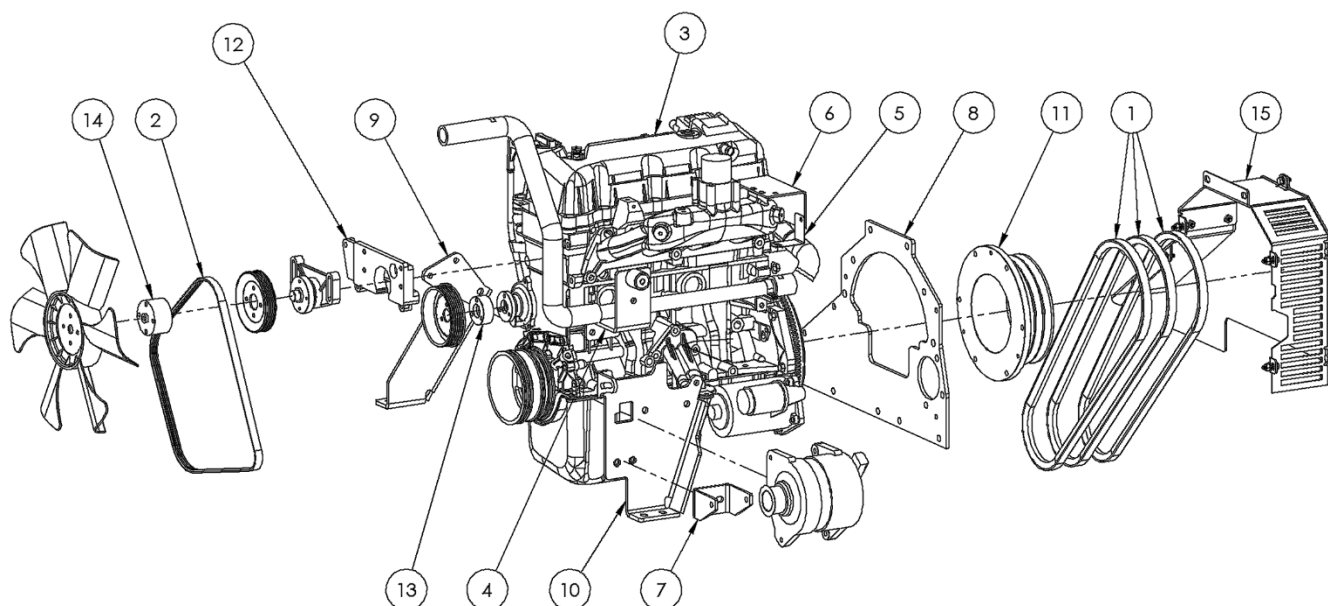
## SECTION 5



**69-649, ASSEMBLY, TERMINAL BLOCK 8 CIRCUIT**

1	4	31-030	TERM, RING 14-16 GA. #10 BLUE
7	3	31-030	TERM, RING 14-16 GA. #10 BLUE
4	2	30-107	DIODE, TVS18.8VWM 30.6 VC AXIAL
1	1	30-019	BLOCK, TERMINAL 8 POSITION
QTY	ITEM	PART NO.	DESCRIPTION

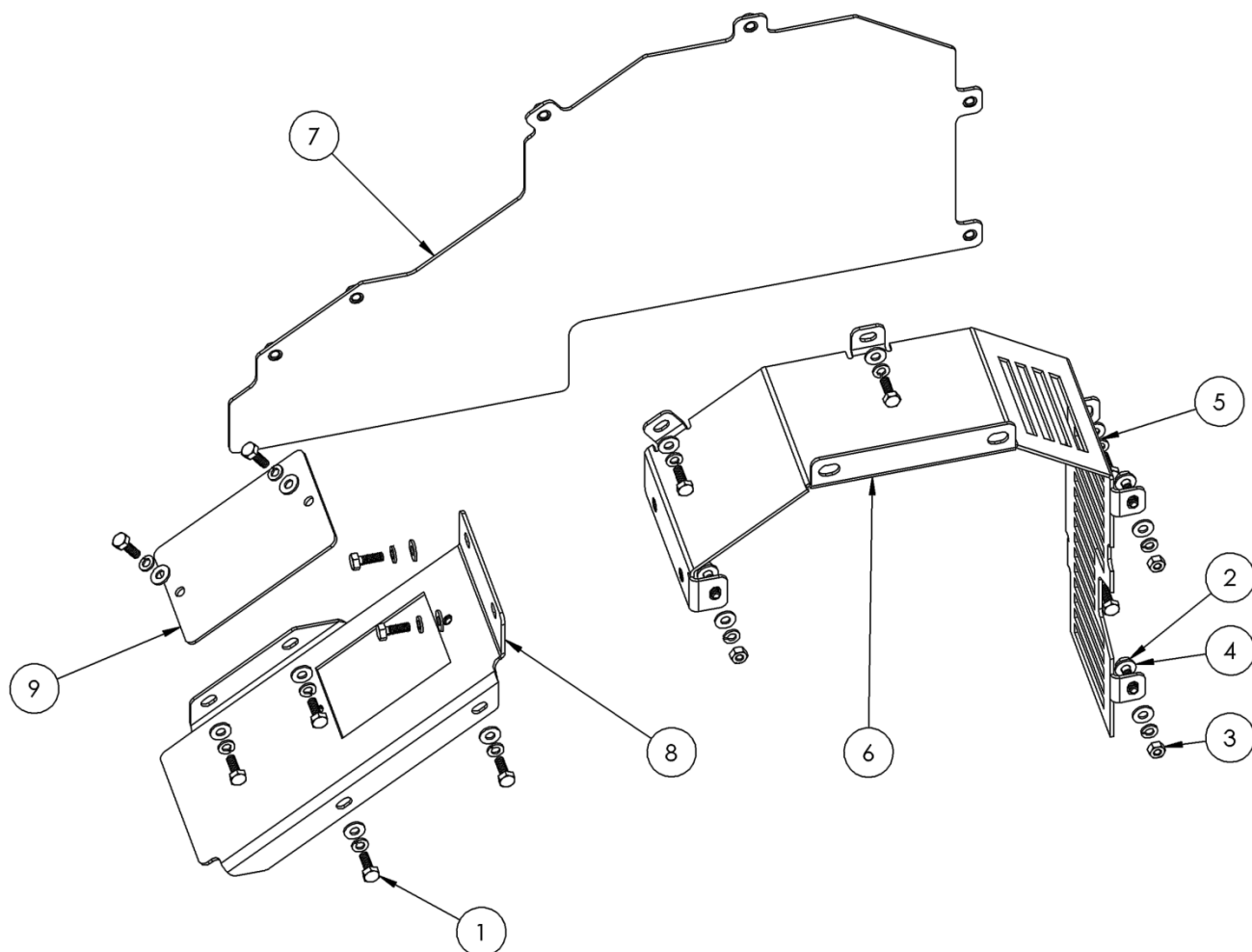
## SECTION 5



### 69-313, ASSEMBLY, ENGINE

Item No.	Part Number	Qty	Description
1	37-081	3	BELT, 5VX530 GATES EPDM
2	37-082	1	BELT, K040450 GATES MICRO-V
3	45-030	1	ENGINE, FORD 1.6L ASM
4	58-514	1	BRKT, ECU & FRONT TUBE SUPPORT
5	58-516	1	ANGLE, ECU CONNECTOR MOUNT
6	58-517	1	ANGLE, FUSE BLOCK MOUNT
7	60-1286	1	BRKT, ALTERNATOR BOTTOM
8	61-750	1	WELDMENT, REAR ENGINE MOUNT
9	61-758	1	WELDMENT, FRONT ENGINE MOUNT LS
10	61-759	1	WELDMENT, FRONT ENGINE MOUNT RS
11	66-344	1	PULLEY, ENGINE 3G 5V
12	66-350	1	BRACKET, FAN MOUNT
13	66-352	1	SPACER, WATER PUMP PULLEY
14	66-357	1	SPACER, ENGINE FAN
15	69-314	1	ASSY, BELT GUARD

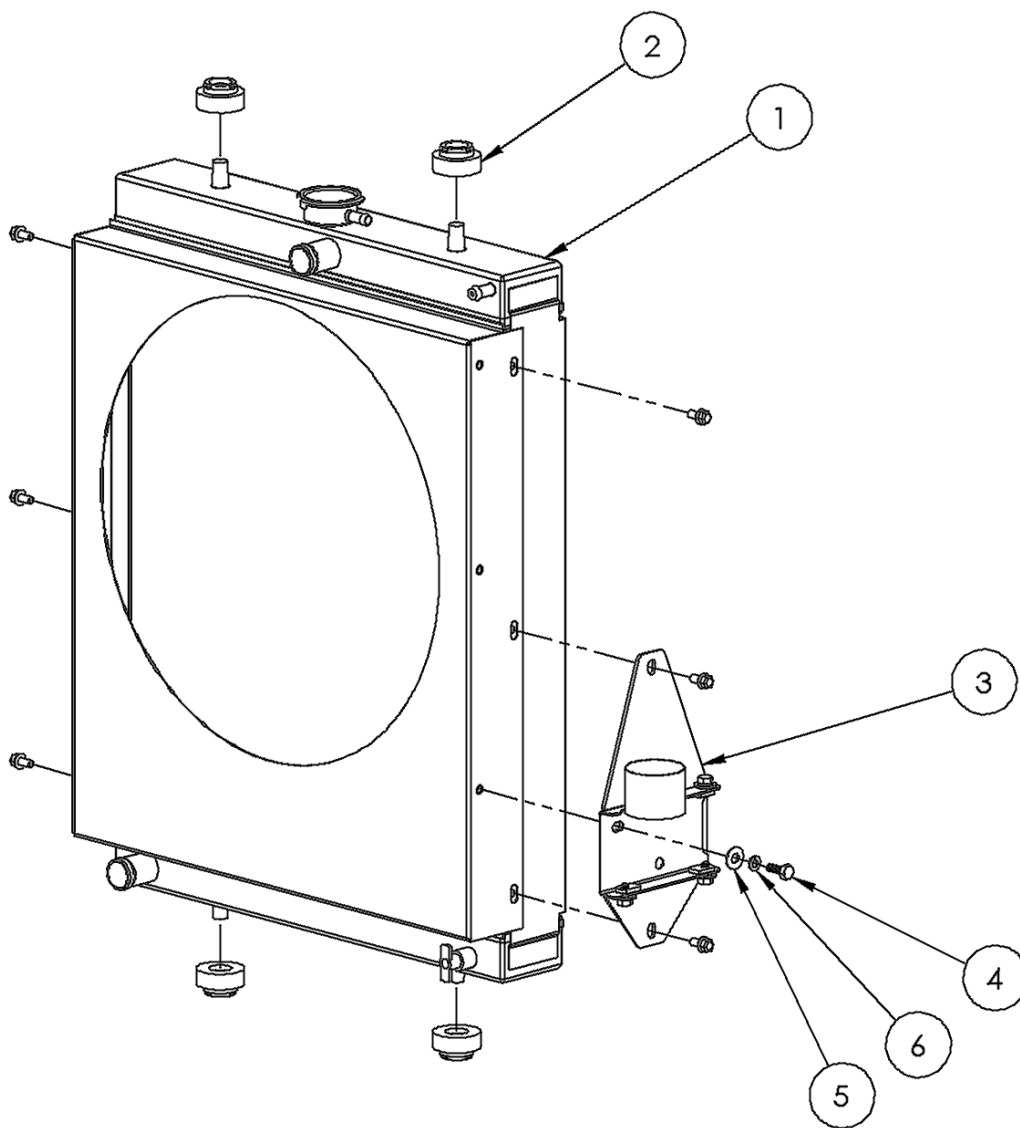
## SECTION 5



**69-314, ASSEMBLY, BELT GUARD**

Item No.	Part Number	Qty	Description
1	10-020	12	SCREW, MACH 1/4-20 X 3/4 HXHD SS
2	10-026	3	SCREW, MACH 1/4-20 X 1 HXHD
3	11-004	3	NUT, 1/4-20 ZINC
4	12-002	18	WASHER, FLAT 1/4 SS ANC
5	12-003	15	LKWSR, 1/4 IN SS
6	60-1277	1	PANEL, BELT GUARD ENGINE
7	61-749	1	WELDMENT, BELT GUARD SIDE PLATE
8	61-776	1	WELDMENT, BELD GUARD COVER
9	58-522	1	PLATE, INSPECTION COVER

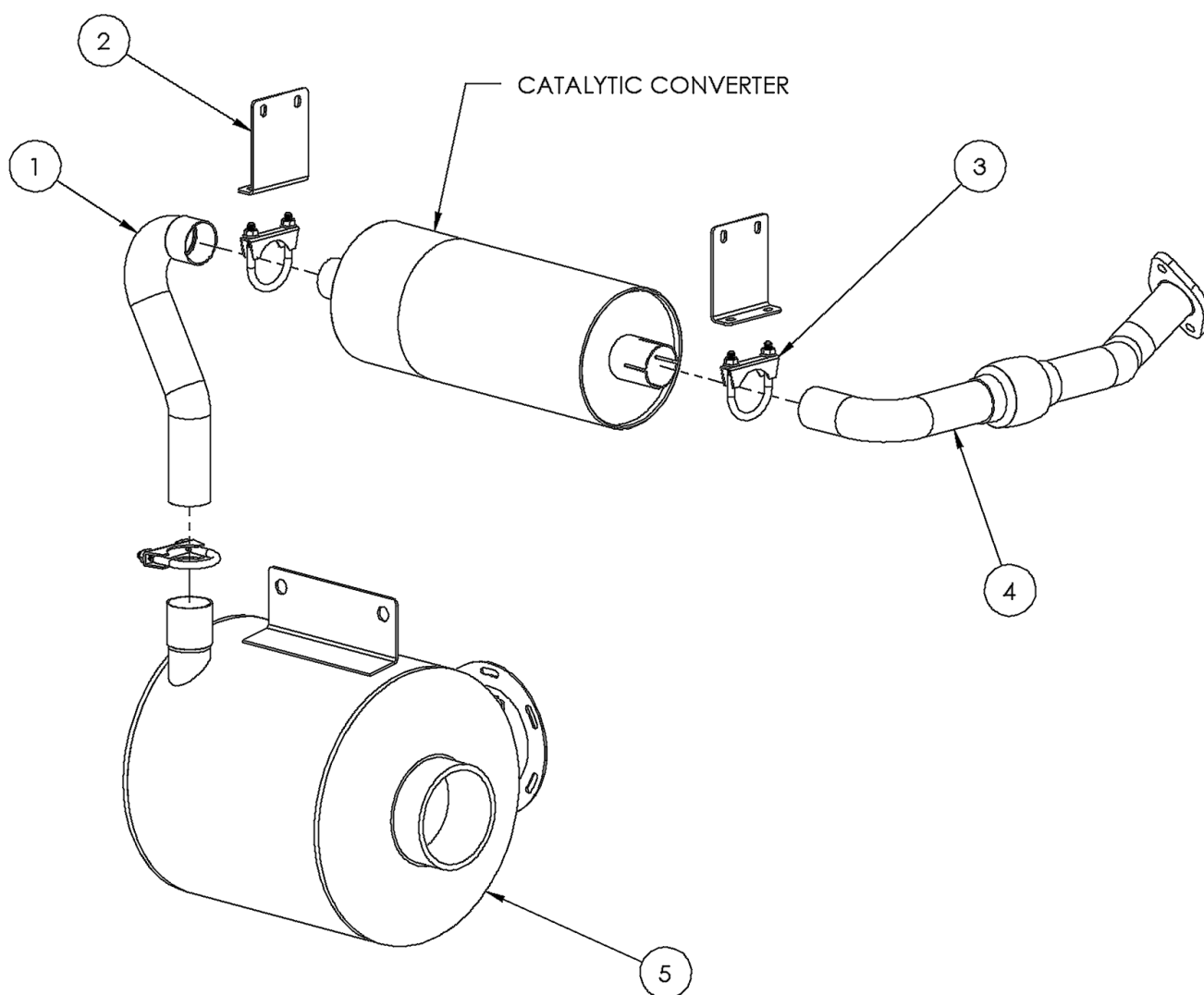
## SECTION 5



**69-312, ASSEMBLY, RADIATOR**

Item No.	Part Number	Qty	Description
1	63-157	1	RADIATOR WITH SHROUD
2	41-090	4	ISOLATOR, RADIATOR MOUNT
3	69-371	1	ASSY, AIR INLET BOX
4	10-025	1	SCREW, MACH 1/4-20 X 3/4 HXHD GRD5
5	12-012	1	WASHER, FLAT 1/4 USS
6	12-015	1	LKWSR, 1/4 ZINC

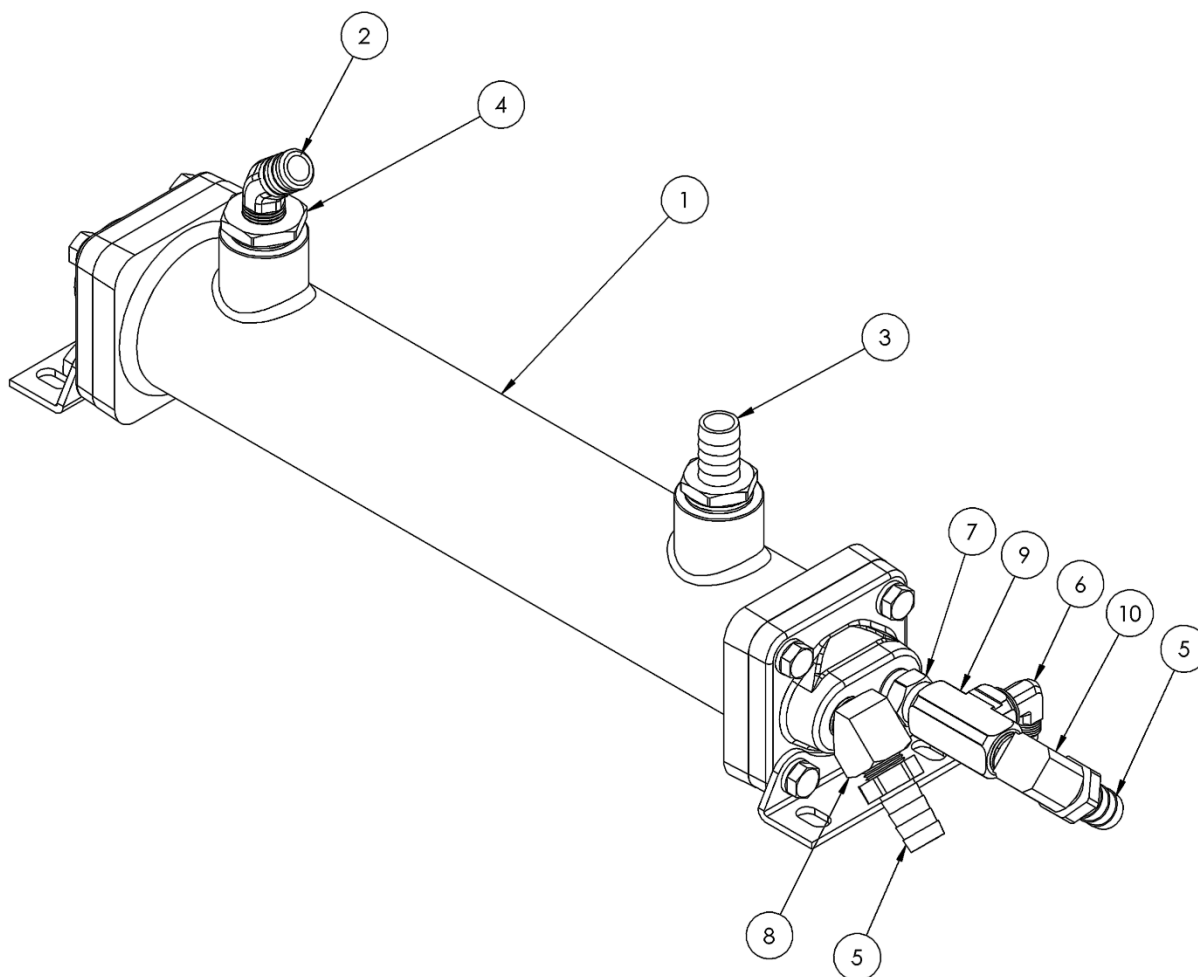
## SECTION 5



**69-316, ASSEMBLY, EXHAUST, CATALYST & SILENCER**

Item No.	Part Number	Qty	Description
1	63-159	1	TUBE, CATALYST TO SILENCER
2	58-511	2	BRACKET, CATALYST MOUNT
3	14-038	3	CLAMP, EXHAUST 5/16 X 1-3/4
4	61-701	1	WELDMENT, ENGINE EXHAUST
5	61-702	1	WELDMENT, SILENCER

## SECTION 5



**69-322, ASSEMBLY, HEAT EXCHANGER**

Item No.	Part Number	Qty	Description
1	63-144	1	HEAT EXCHANGER, ENGINE COOLANT
2	21-413	1	FTTG, BARB 45 DEG 3/8 X 5/8 H
3	21-408	1	FTTG, BARB 3/8 P X 5/8 H BRASS
4	21-407	1	BUSHING, 3/4 MP X 3/8 FP HEX BRASS
5	21-261	2	FITTING, 5/8 HOSE BARB X 3/8 NPT BRASS
6	21-063	1	ELL, 3/8 P X 1/4 T BRASS
7	21-046	1	NIP, 3/8 IN HEX BRASS
8	21-043	1	ELL, STREET 3/8 IN 45 DEG BRASS
9	21-041	1	TEE, 3/8 NPT BRASS
10	21-040	1	ELL, STREET 3/8 IN BRASS

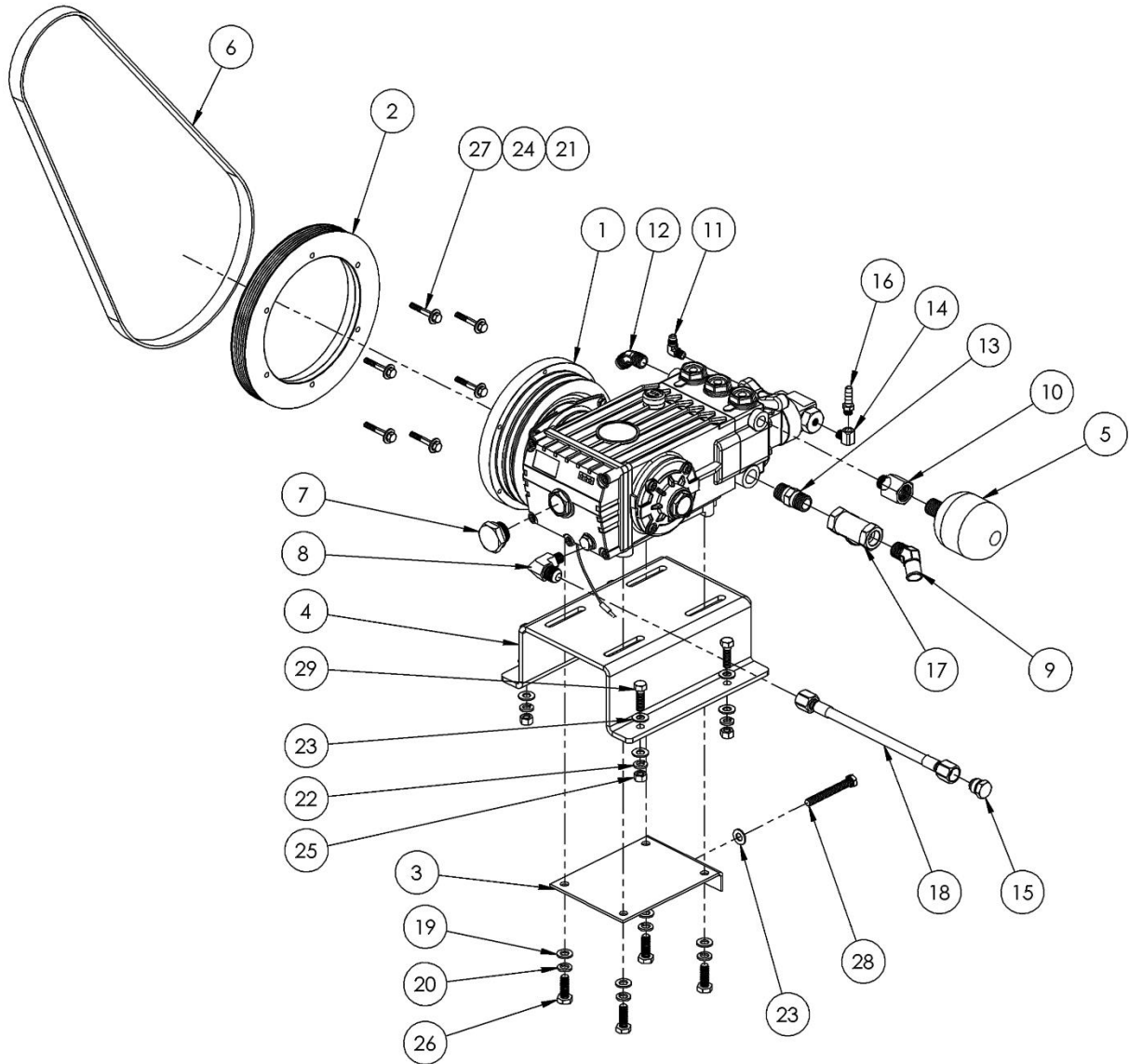


## SECTION 5

### 69-318, ASSEMBLY, WATER PUMP (BOM TABLE)

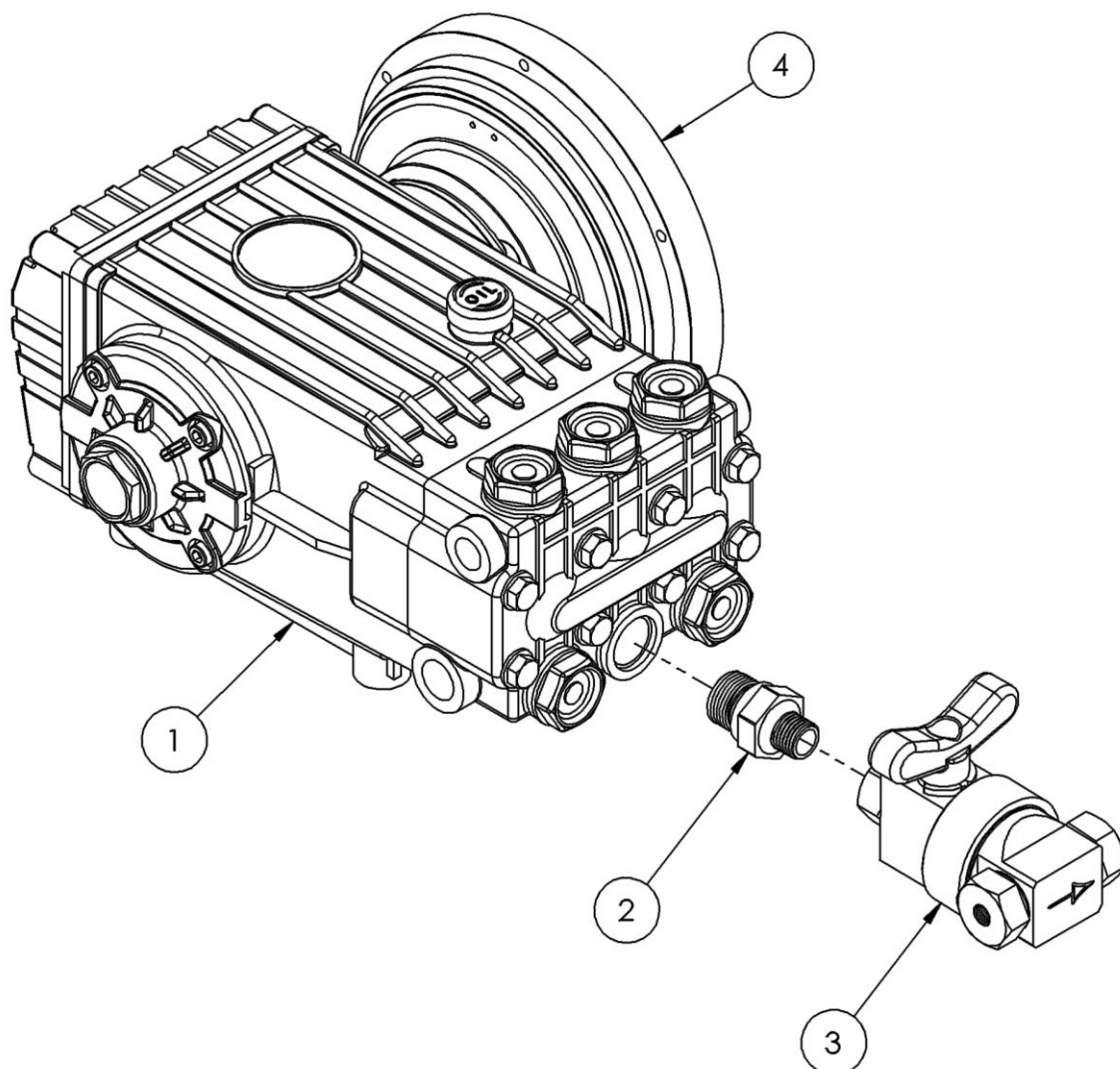
4	29	10-004	SCREW, MACH 3/8-16 X 1-1/4 HEXHD
1	28	10-057	BOLT, TAP 3/8-16 X 3 GR 5
6	27	10-170	SCREW, MACH, 3/8-16 X 2-3/4 HH G5
4	26	10-208	SCREW, M10-1.5 X 30MM HCS Z GR8.8
4	25	11-006	NUT, 3/8-16 ZINC
6	24	12-012	WASHER, FLAT 1/4 USS
9	23	12-013	WASHER, FLAT 3/8 SAE
4	22	12-014	LKWSR, 3/8 ZINC
6	21	12-015	LKWSR, 1/4 ZINC
4	20	12-024	LKWSR, 10MM ZINC
4	19	12-025	WASHER, FLAT M10
1	18	18-214-05	HOSE ASSY, 7/16 ID X 08 FJIC X 08 FJIC X 24.0L W/SS & SLEEVE
1	17	20-056	STRAINER, 1/2 WYE BRASS
1	16	21-007	FTTG, BRB 1/8 P X 5/16 H BR
1	15	21-027	PLUG, 1/2 T BR
1	14	21-038	ELL, STREET 1/8 IN BRASS
1	13	21-047	NIP, 1/2 IN HEX BRASS
1	12	21-059	ELL, 3/8 NPT X 1/2 JIC 45 DEG BRASS
1	11	21-066	ELL, 1/8 NPT X 1/4 JIC SS
1	10	21-424	ADAPTER, REDUCING 1/2 FNPT X 3/8 MNPT
1	9	21-431	ELL, 1/2P X 3/4H 45 DEG BRASS
1	8	21-444	ELL, 1/4 BSPP X 1/2 JIC STEEL
1	7	36-501	PLUG, GP OIL LEVEL
1	6	37-100	BELT, 13/16 X 53.8 GATORBACK
1	5	46-045	ACCUMULATOR, CAT 6028
1	4	60-1218	FORMING, PUMP BRACKET
1	3	61-733	WELDMENT, PUMP BOLT PLATE
1	2	66-345	PULLEY, PRESSURE PUMP
1	1	68-184	ASSY, PRESSURE PUMP
QTY	ITEM	PART NO.	DESCRIPTION

## SECTION 5



**69-318, ASSEMBLY, WATER PUMP (SEE BOM TABLE)**

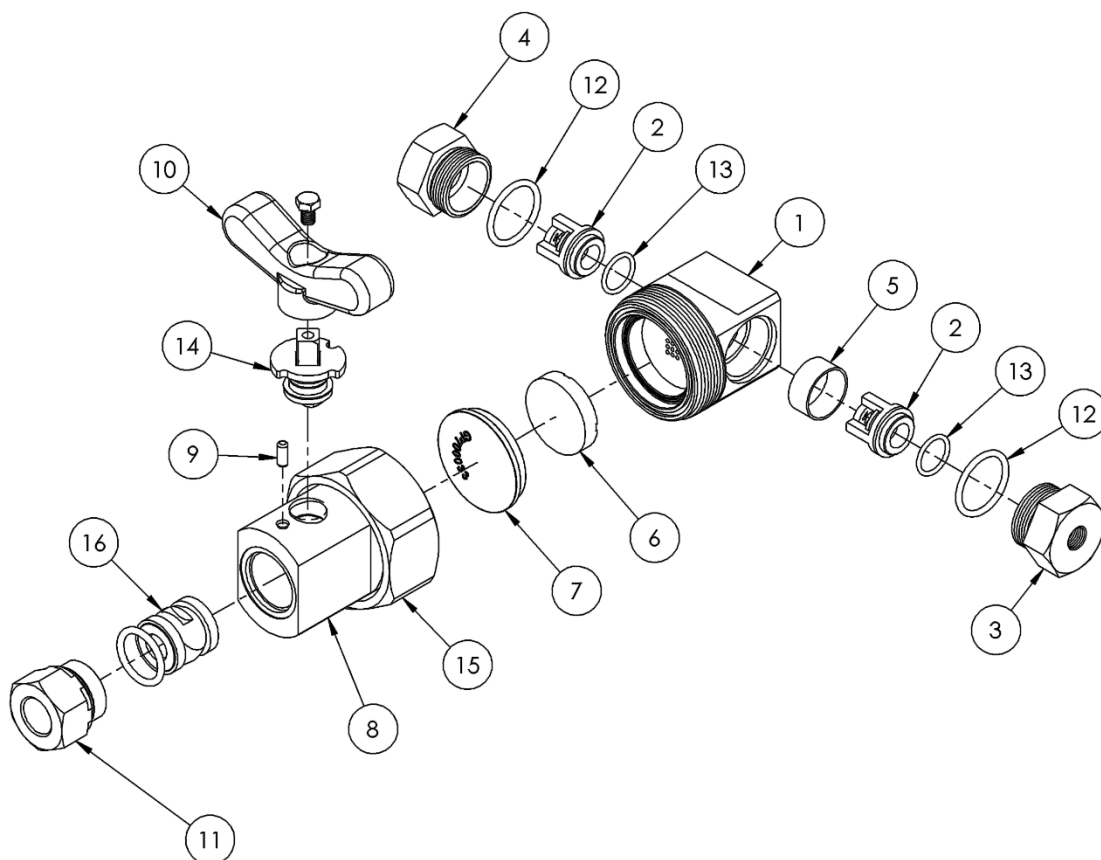
## SECTION 5



**68-184, ASSEMBLY, PRESSURE PUMP**

Item No.	Part Number	Qty	Description
1	46-068	1	PUMP, WATER
2	36-424	1	ADAPTER, PULSE PUMP 3/8 NPT
3	46-060	1	PUMP, CHEMICAL WITH SHUT-OFF
4	35-023	1	CLUTCH KIT, ELECT GP HTS201 6S

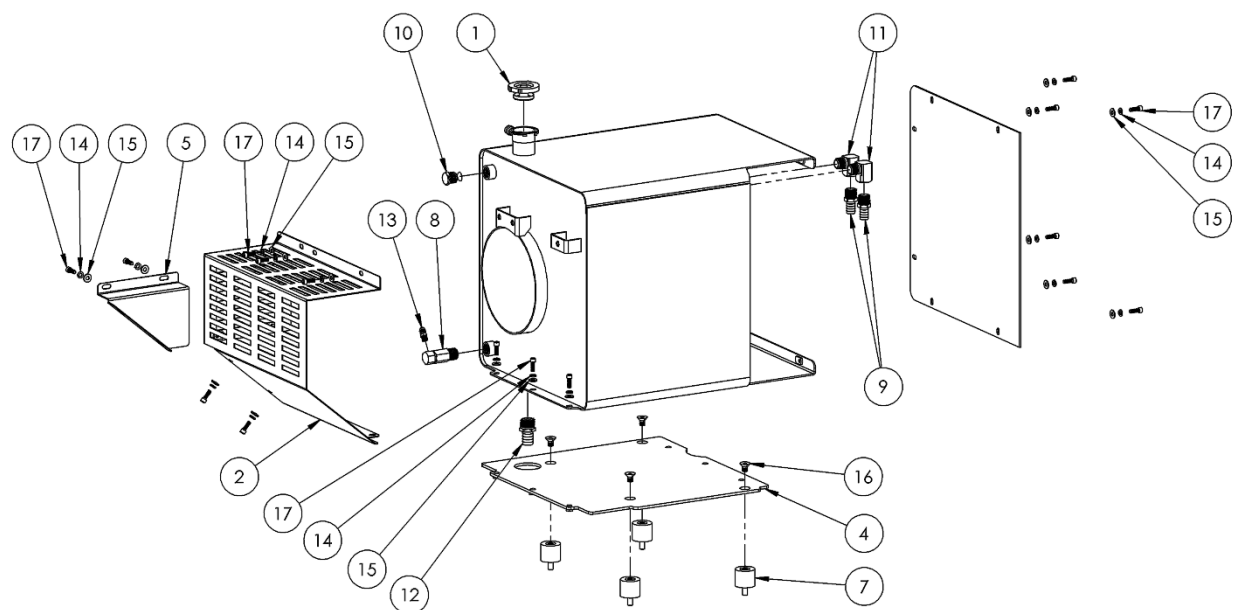
## SECTION 5



### 46-060, PUMP, CHEMICAL WITH SHUTOFF

1	16	36-386	BALL VALVE KIT, PULSE PUMP
1	15	520338	NUT, PULSE PUMP UNION 2-16.33 SS
1	14	36-386	BALL VALVE KIT, PULSE PUMP
2	13	36-390	O-RING, .612 X .103, GP PULSE PUMP
2	12	36-354	O-RING, 70 DURO, GP PULSE PUMP
1	11	36-389	FITTING, BALL VALVE HOUSING, GENERAL PUMP W-VALVE
1	10	36-388	HANDLE, GENERAL PUMP W-VALVE
1	9	36-387	PIN, ROTATION STOP, GENERAL PUMP W-VALVE-1
1	8	36-385	TOP COVER INLET W-VALVE, GP PULSE PUMP-1
1	7	36-352	RUBBER DIAPHRAM, GP PULSE PUMP-1
1	6	36-351	PLASTIC DISC, GP PULSE PUMP-1
1	5	36-357	SPACER RING, 303 SST, GP PULSE PUMP-1
1	4	36-356	ASSY, VALVE KIT, GP CHEMICAL PULSE PUMP-1
1	3	36-358	VALVE CAP, 303 SST, GP PULSE PUMP-1
2	2	36-355	VALVE CAP 303SST, GP PULSE PUMP-2
1	1	36-350	BODY, PULSE PUMP, GP PULSE PUMP-1
QTY	ITEM	PART NO.	DESCRIPTION

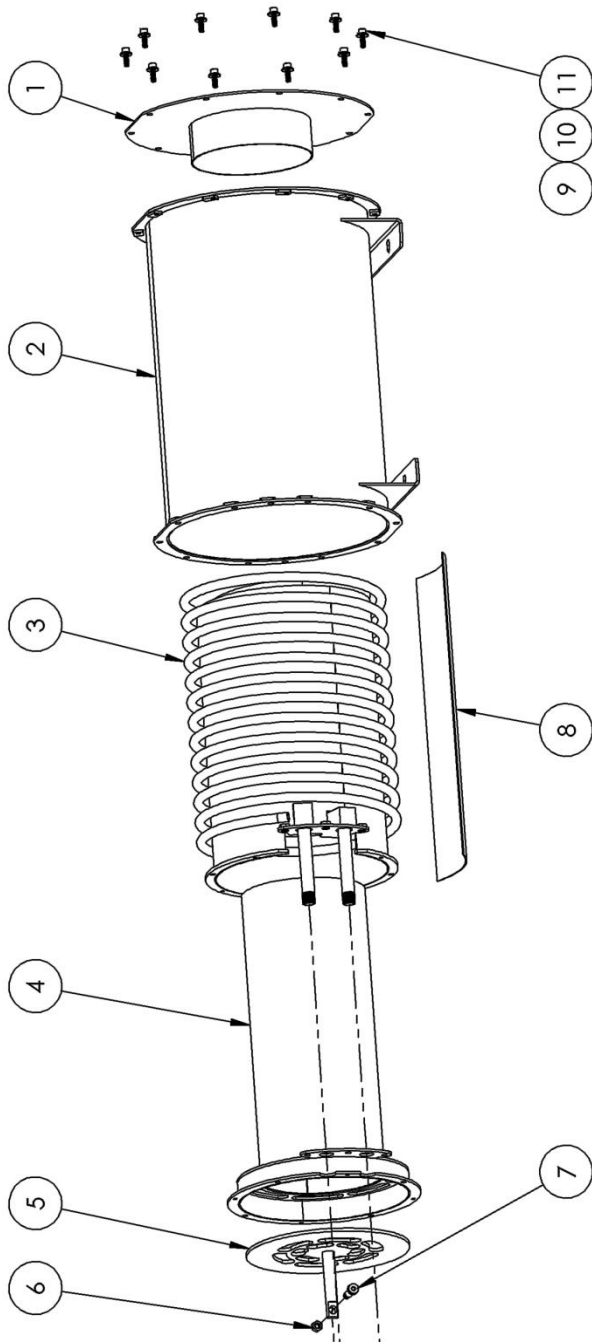
## SECTION 5



### 69-325, ASSEMBLY, WATER BOX

Item No.	Part Number	Qty	Description
1	63-182	1	CAP, RADIATOR 23LB
2	61-767	1	WELDMENT, HEAT SHIELD ENG EXHAUST
3	61-706	1	WELDMENT, WATER BOX
4	61-694	1	WELDMENT, WATER BOX MOUNT
5	60-1648	1	PANEL, HEAT SHIELD END CAP
6	58-513	1	PLATE, WATER BOX SIDE
7	41-110	4	ISOLATOR, 1.5 OD X 1.5 TALL 50 DURO
8	23-033	1	VALVE, 165 DEG THERMAL CAT 7145
9	21-109	2	FTTG, 1/2 NPT X 5/8 BARB BRASS
10	21-065	1	PLUG 1/2 NPT SOLID BRASS HXHD
11	21-034	2	ELL, STREET 1/2 BRASS
12	21-009	1	FTTG, BRB 3/4 P X 3/4 H BR
13	21-001	1	CONN, 1/8 P X 1/4 T BR
14	12-003	19	LKWSR, 1/4 SS
15	12-002	19	WASHER, FLAT 1/4 SS
16	10-166	4	SCREW, 3/8-16 X 5/8 SS FHSCS
17	10-021	19	SCREW, MACH 1/4-20 X 3/4 SOCHD SS

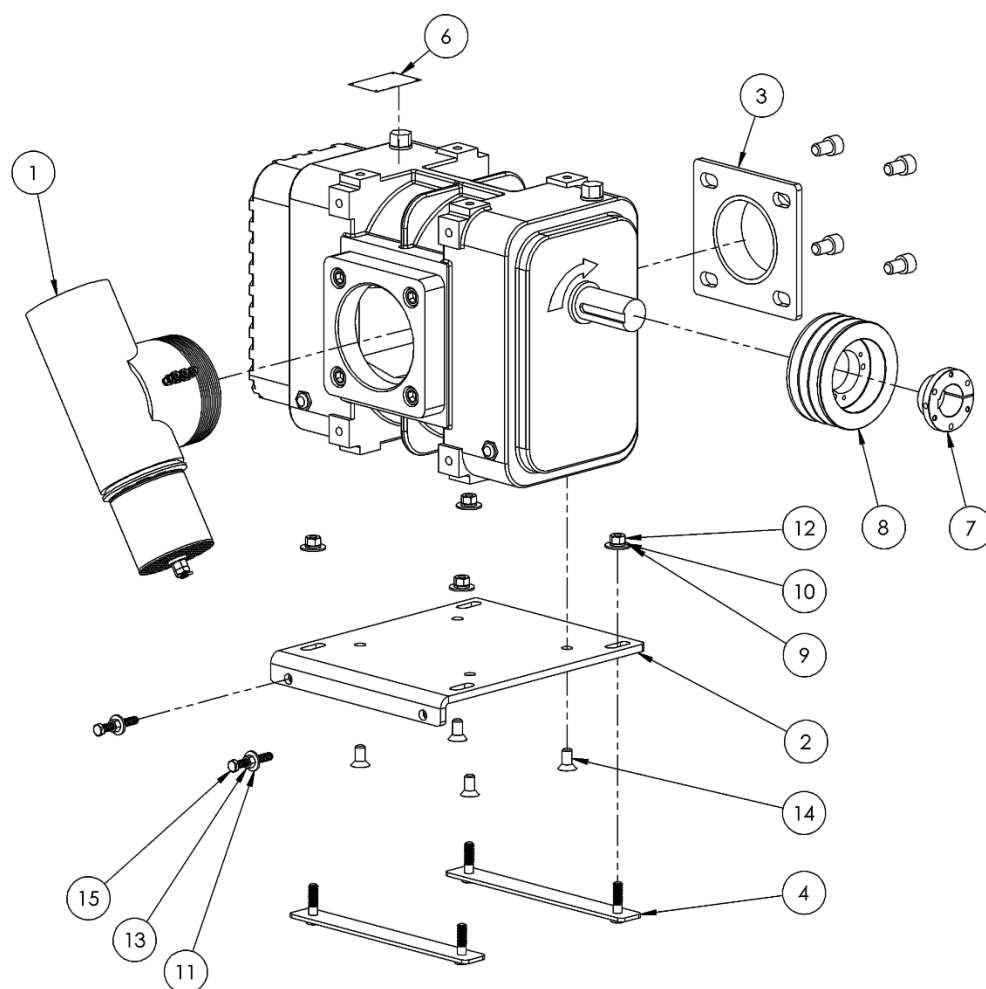
SECTION 5



69-317, ASSEMBLY, THERMAL WELL

QTY		ITEM	PART NO.	DESCRIPTION	
1	12	21-073		COUPLING, 3/8 NPT BRASS	
2	11	21-076		BUSHING, 1/4 M X 1/8 F BRASS	
1	10	23-067		CYLINDER, AIR, BIMBA FC-701.5-CMTV	
1	9	41-069		GASKET, DIVERTER CYLINDER	
1	8	61-734		WELDMENT, WATER BOX	
1	7	61-735		WELDMENT, INLET ADAPTER	
1	6	61-736		WELDMENT, DIVERTER HOUSING PLATE	
1	5	61-737		WELDMENT, DIVERTER COVER	
1	4	61-738		WELDMENT, DIVERTER CHAMBER	
1	3	61-739		WELDMENT, DIVERTER PLATE	
1	2	61-740		WELDMENT, FINNED TUBE COIL	
1	1	66-211		.875 SQ. CLEVIS WITH 5E-11 THREAD	
QTY		ITEM	PART NO.	DESCRIPTION	
1	24	41-092		GASKET, 5-13/16 X 17 X .062 SILICONE SHT W/PSA	
1	23	21-500		FTG., 3/8 NPT X 1/4 COMPRESSION SS	
1	22	21-412		TEE, 3-8 NTP SS	
2	21	10-007		SCREW, MACH 1/4-20 X 1/2 SOCHD SS	
20	20	10-021		SCREW, MACH 1/4-20 X 3/4 SOCHD SS	
4	19	10-143		BOLT, 1/4-20 X 3 SHCS ZP	
1	18	10-234		BOLT, 3/8 X 7/8 SHOULDER 5/16-18 THD	
1	17	11-090		NUT, 5/16-18 TOPLOCK GRC Z	
20	16	12-002		WASHER, FLAT 1/4 SS ANC	
20	15	12-003		LKWSR, 1/4 IN SS	
2	14	21-028		CONN, 1/8 P X 1/4 POLY	
2	13	21-061		ELL, 3/8 P X 1/2 BRASS	

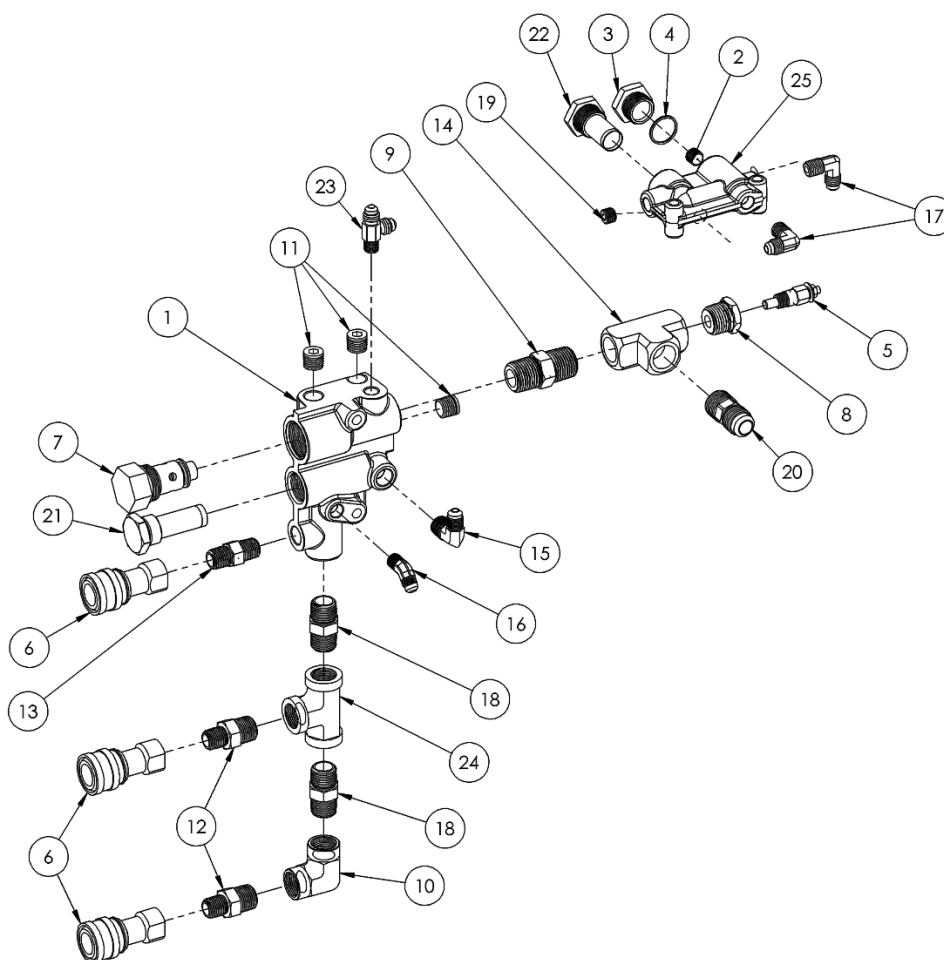
## SECTION 5



**69-510, ASSEMBLY, VACUUM PUMP**

2	15	10-056	BOLT, TAP 3/8-16 X 2-1/2 GR 5
4	14	10-262	SCREW, 1/2-13 X 1.00 FHSCS BO
2	13	11-006	NUT, 3/8-16 ZINC
4	12	11-012	NUT, 7/16-14 ZP
2	11	12-013	WASHER, FLAT 3/8 SAE
4	10	12-020	LKWSR, 7/16 ZINC
4	9	12-021	WASHER, FLAT, 7/16 ZINC
1	8	38-043	PULLEY, 5V5.5 SDS 3G
1	7	38-106	HUB, SDS 42MM
1	6	44-141	PLATE, SERIAL EURUS BLOWER
1	5	46-076	VACUUM PUMP, EURUS ZG-100 MOD
2	4	61-752	WELDMENT, BLOWER BOLT BAR
1	3	61-972	WELDMENT, BLOWER OUTLET
1	2	61-973	WELDMENT, ZG100 ADAPTER PLATE
1	1	69-356	ASSY, VAC BREAK
QTY	ITEM	PART NO.	DESCRIPTION

## SECTION 5

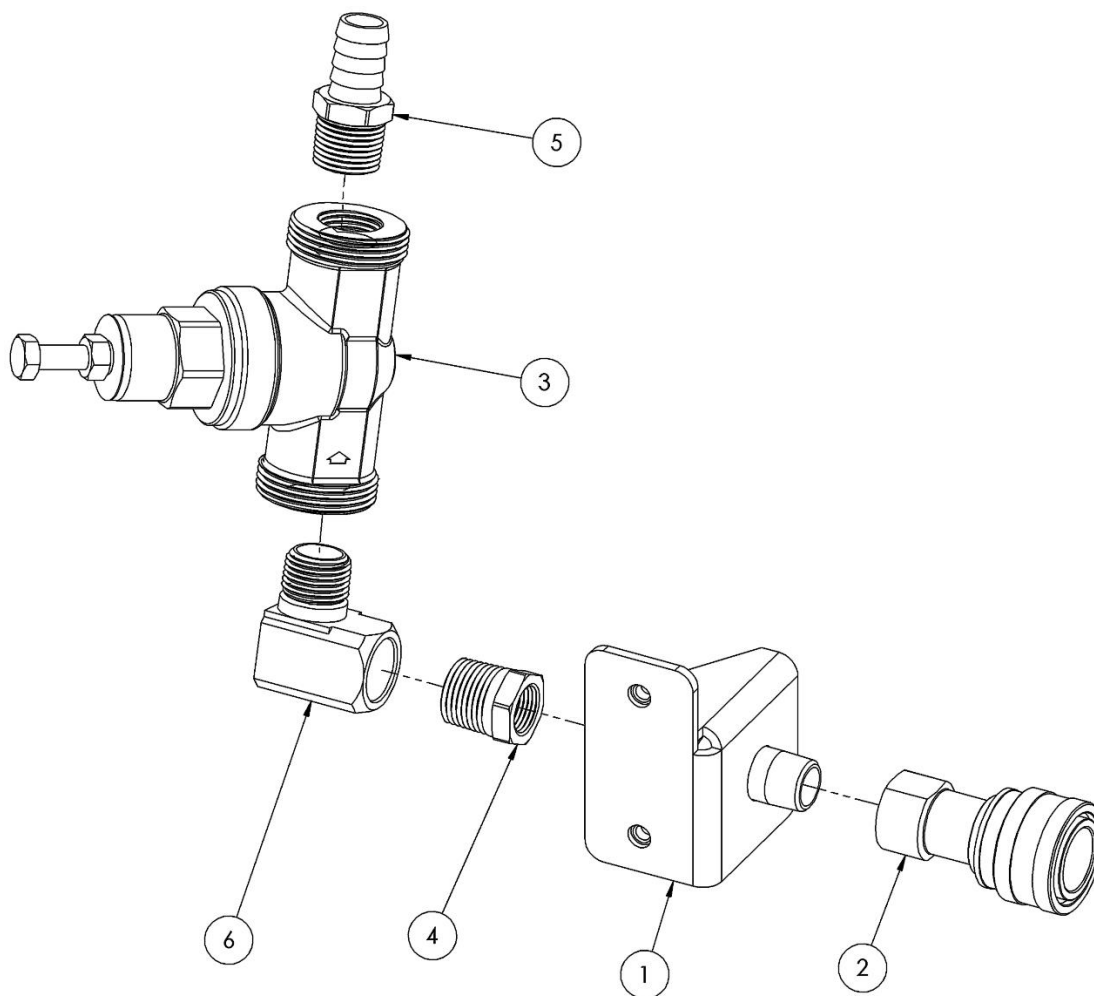


### 69-320, ASSEMBLY, MANIFOLD BLOCK, 1 - 13

1	25	66-011	MANIFOLD, BYPASS
1	24	21-412	TEE, 3-8 NTP SS
1	23	21-336	TEE, RUN 1/8 NPT X 1/4 JIC X 1/4 JIC BRASS
1	22	20-015	SCREEN, BYPASS MANIFOLD
1	21	20-018	SCREEN, CHECK VALVE MANIFOLD
1	20	21-012	CONN, 1/2 NPT X 1/2 T BRASS
1	19	21-029	PLUG, 1/8 NPT SOCKET HD BRASS
2	18	21-053	NIPPLE, HEX 3-8 NPT SS
2	17	21-054	ELL, 1-8P X 1-4 T BRASS
1	16	21-055	ELL, 1-8 P X 1/4 T 45 DEG BRASS
1	15	21-064	ELL, 1/4 P X 1/4 T BRASS
1	14	21-110	TEE, 1/2 NPT BRASS
1	13	21-128	NIPPLE, HEX 1/4 NTP SS
2	12	21-231	NIPPLE, 1/4 X 3/8 SS NPT
3	11	21-264	PLUG, 1/4 NPT BRASS
1	10	21-294	ELL, 3/8 NPT SS
1	9	21-295	NIP, HEX 1/2 NPT SS
1	8	21-373	BUSHING, 1/2 NPT X 1/8 FNPT BRASS
1	7	23-063	CHECK VALVE MANIFOLD
3	6	25-013	DSC, 1/4 X 1/4 FP STAINLESS
1	5	34-000	SENSOR, TEMP, 140-320 DEGREE
1	4	41-003	ORING, .676 ID .816 OD
1	3	66-017	CAP, CHECK VALVE
1	2	66-020	ORFICE, BYPASS MANIFOLD, .037 GREEN
1	1	66-205	MANIFOLD BLOCK
QTY	ITEM	PART NO.	DESCRIPTION



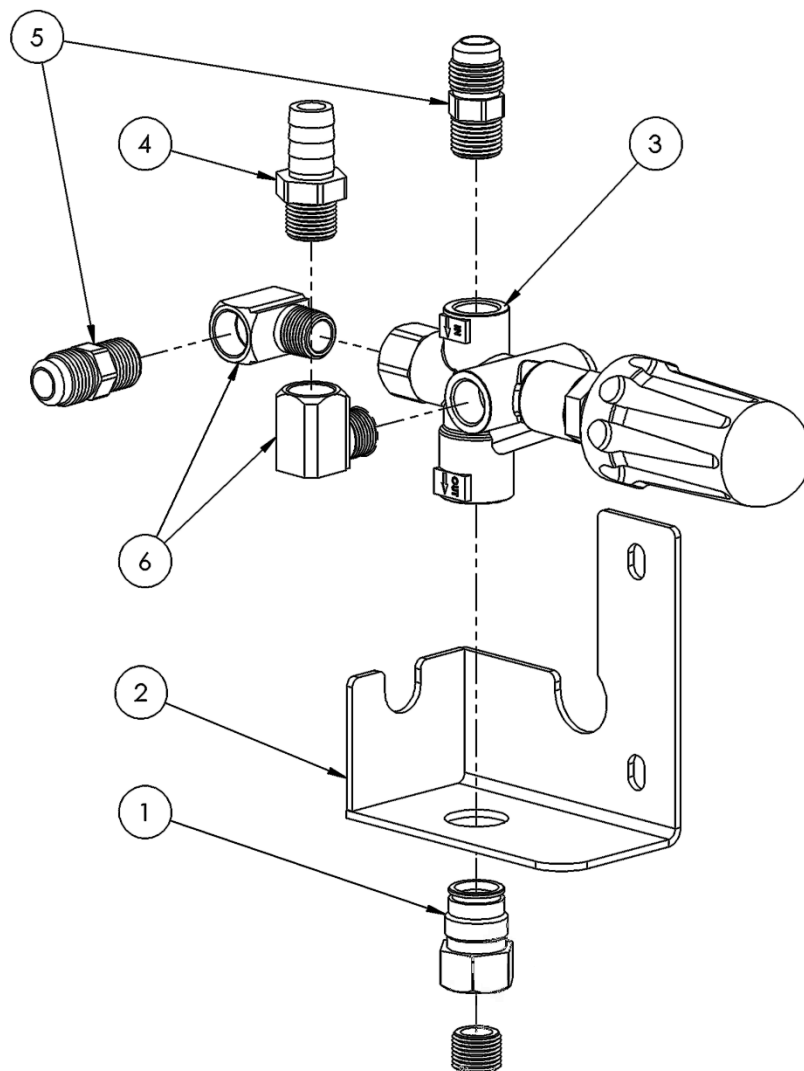
## SECTION 5



**69-400, ASSEMBLY, QD BRACKET**

Item No.	Part Number	Qty	Description
1	61-507	1	WELDMENT, BRACKET QD MOUNTING
2	25-005	1	QUICK COUPLING, 3/8 F X 3/8 F NPT BRASS
3	23-085	1	REGULATOR, PRESSURE EB-45 1/2 NPT PRESET
4	21-371	1	BUSHING, 1/2 NPT X 3/8 NPT HEX BRASS
5	21-109	1	FTTG, 1/2 NPT X 5/8 BARB BRASS
6	21-034	1	ELL, STREET 1/2 BRASS

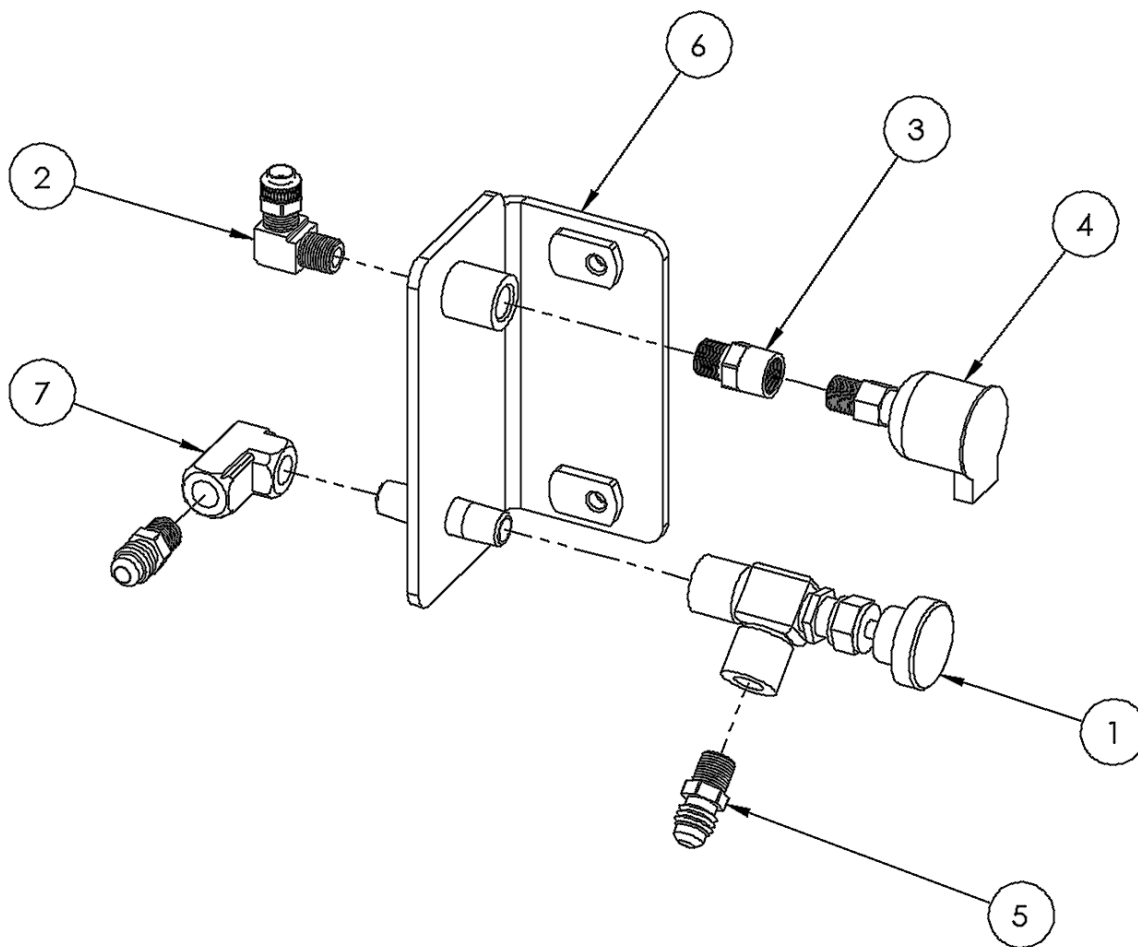
## SECTION 5



**69-611, ASSEMBLY, PRESSURE REGULATOR**

2	6	21-040	ELL, STREET 3/8 IN BRASS
2	5	21-057	CONN, 3/8 NPT X 1/2 JIC BRASS
1	4	21-261	FITTING, 5/8 HOSE BARB X 3/8 NPT BRASS
1	3	23-107	REG, PRESSURE PULSAR4
1	2	61-1108	WELDMENT, REGULATOR BRACKET
1	1	66-408	ADAPTER, REGULATOR OUTLET
QTY	ITEM	PART NO.	DESCRIPTION

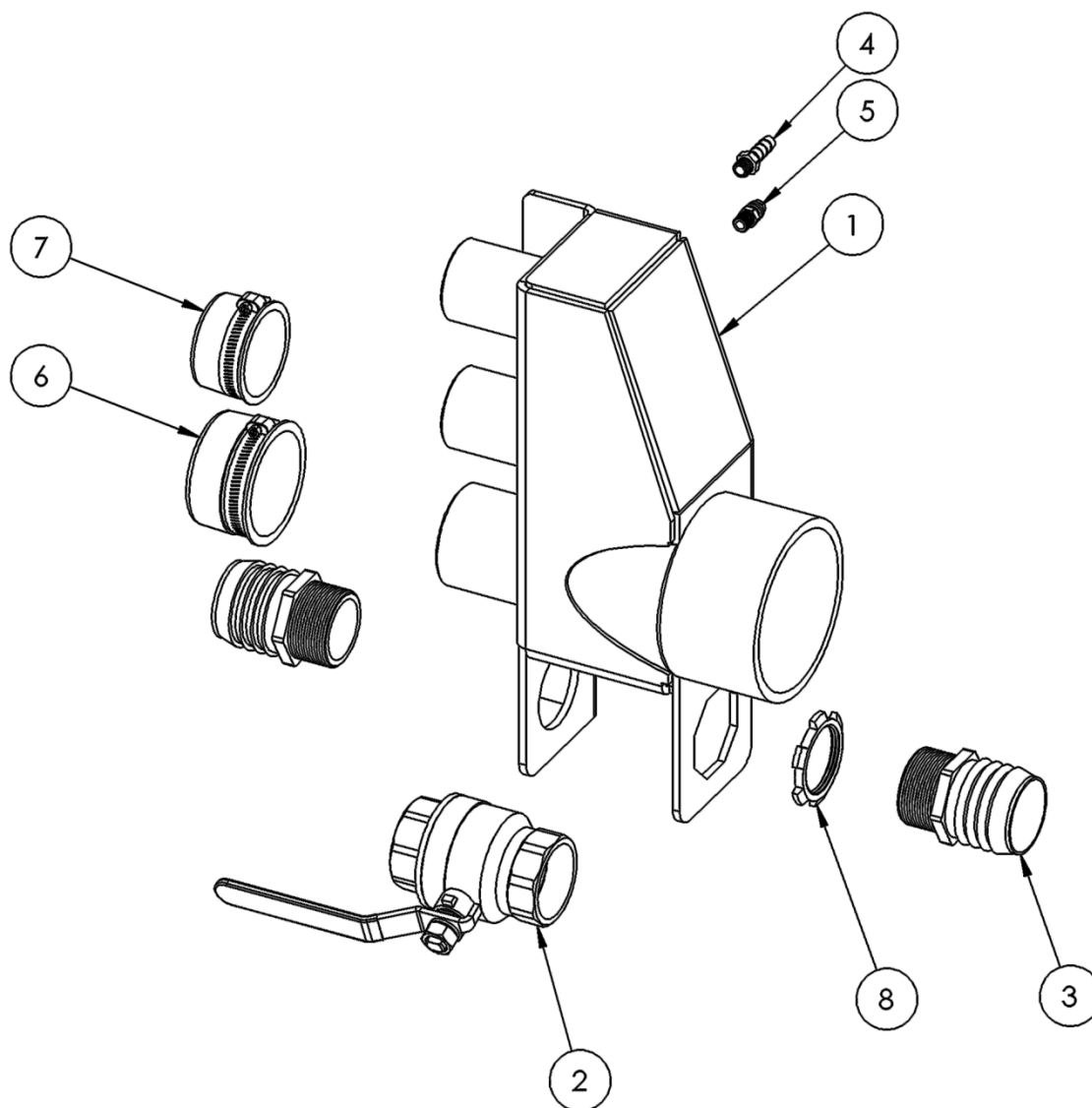
## SECTION 5



**69-321, ASSEMBLY, OIL CUP AND BYPASS VALVE**

Item No.	Part Number	Qty	Description
1	23-029	1	VLV, MET 1/8 FP RT ANG WHITEY
2	21-011	1	ELL, 1/8 NPT X 1/4 POLY BRASS
3	21-333	1	COUPLING, 1/8 FNPT X 1/8 MNPT BRASS
4	28-000	1	CUP, OILFILL, 1/8 NPT
5	21-001	2	CONN, 1/8 P X 1/4 T BR
6	61-744	1	WELDMENT, OIL & BYPASS BRKT
7	21-090	1	ELL, 1/8 FNPT X 1/8 FNPT BRASS

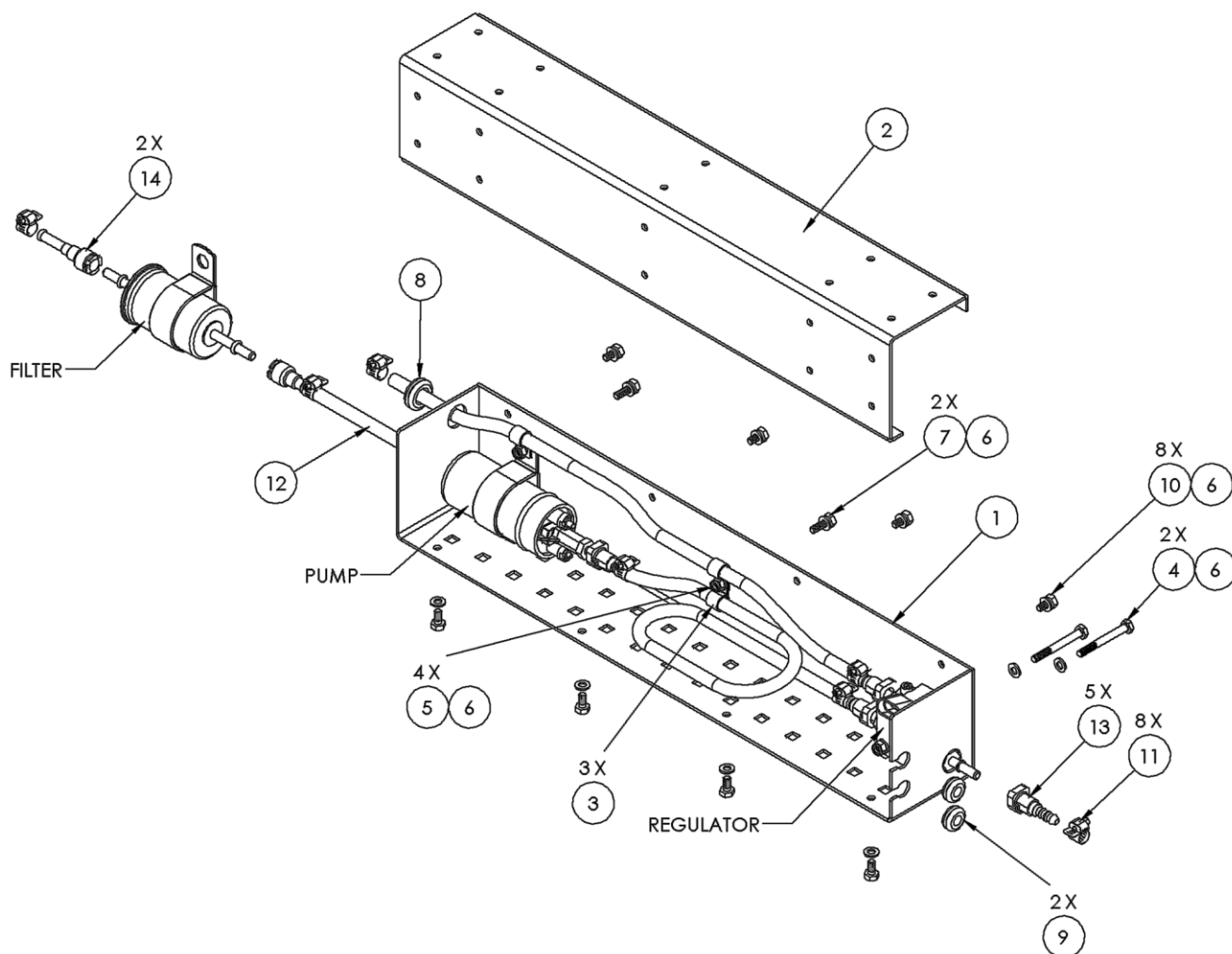
## SECTION 5



**69-323, ASSEMBLY, VACUUM INLET AND DRAIN BRACKET**

Item No.	Part Number	Qty	Description
1	61-708	1	WELDMENT, VACUUM BRACKET
2	23-050	1	VLV, 1-1/2 IN BRASS BALL
3	21-094	2	FTTG, 1-1/2 P X 2H DRAIN
4	21-007	1	FTTG, BRB 1/8 P X 1/4 T BR
5	21-001	1	CONN, 1/8 P X 1/4 T BR
6	19-013	1	CAP, PLUG 2-1/2 IN RUBBER
7	19-009	1	CAP, PLUG 2 IN RUBBER
8	11-082	1	NUT, CONDUIT 1-1/2 NPT ZPS

## SECTION 5



**68-167, ASSEMBLY, FUEL PUMP**

Item No.	Part Number	Qty	Description
1	58-519	1	PNL, FUEL PUMP HOUSING
2	61-760	1	WELDMENT, FUEL PUMP COVER
3	14-029	3	CLAMP, 1/2 ID VINYL COVERED
4	10-027	2	SCREW, MACH 1/4-20 X 2-1/4 HXHD ZP
5	11-013	4	LKNUT, 1/4-20 NYLOK
6	12-010	15	WASHER, FLAT M6 ZP
7	10-025	2	SCREW, MACH 1/4-20 X 3/4 HXHD GRD5
8	41-093	1	GROMMET, 1-3/8 OD X 3/4 ID X 1/4 PANEL
9	41-070	2	GROMMET, 7/8 OD X 3/8 ID X 1/8 PANEL
10	10-006	8	SCREW, MACH 1/4-20 X 1/2 HXHD
11	14-007	8	CLAMP, HOSE #4 SS
12	16-065	2FT	HOSE, FUEL 5/16 30R9 DUEL FUEL
13	21-132	5	FUEL CONNECTOR, CHEVY
14	36-244	2	ADAPTER, GMC 5/16 FUEL

## SECTION 5



44-084 DECAL,  
CAUTION, HOT SURFACE



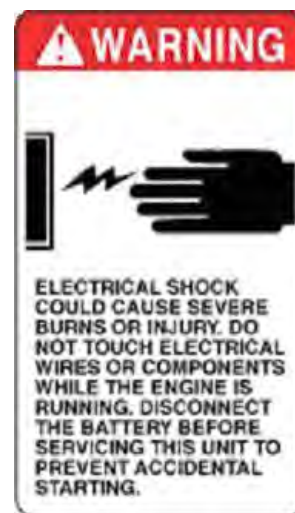
44-080 DECAL,  
WARNING, USE IN WELL VENTILATED AREA



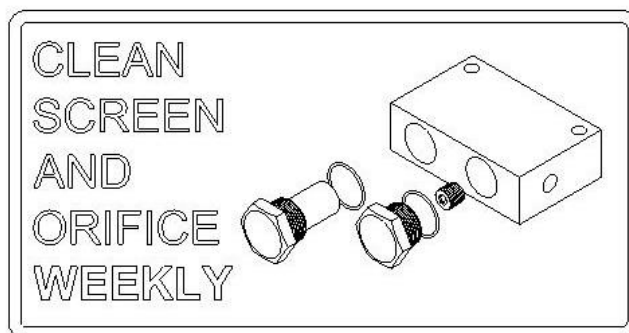
44-085 DECAL,  
WARNING, ROTATING MACHINERY



44-067 DECAL,  
WARNING READ MANUAL



44-066, DECAL  
WARNING ELECTRICAL SHOCK



44-090 DECAL, MANIFOLD MAINTENANCE

**UNLEADED GASOLINE ONLY**  
(SEE OWNERS MANUAL)

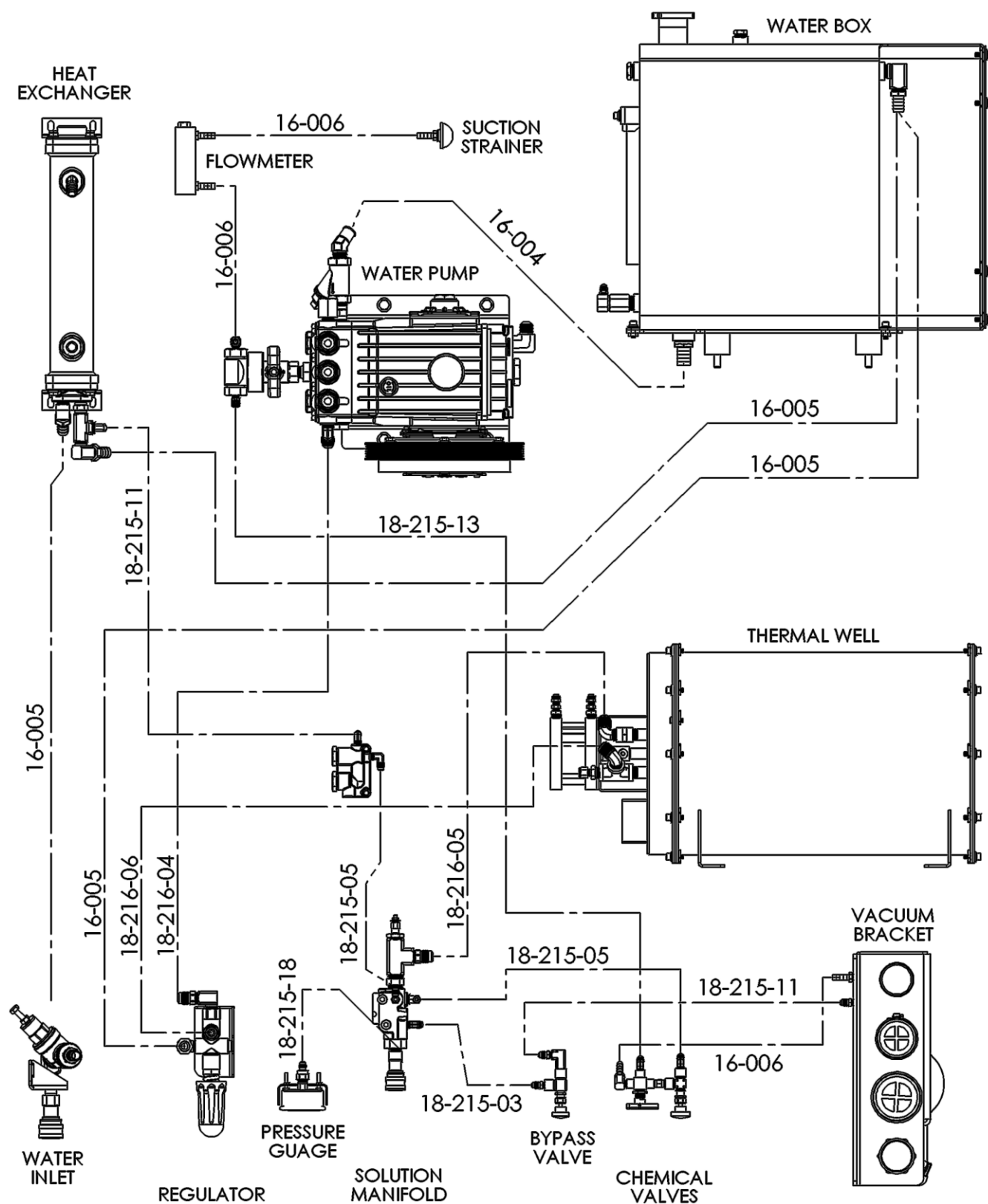
44-079 DECAL, UNLEADED FUEL ONLY



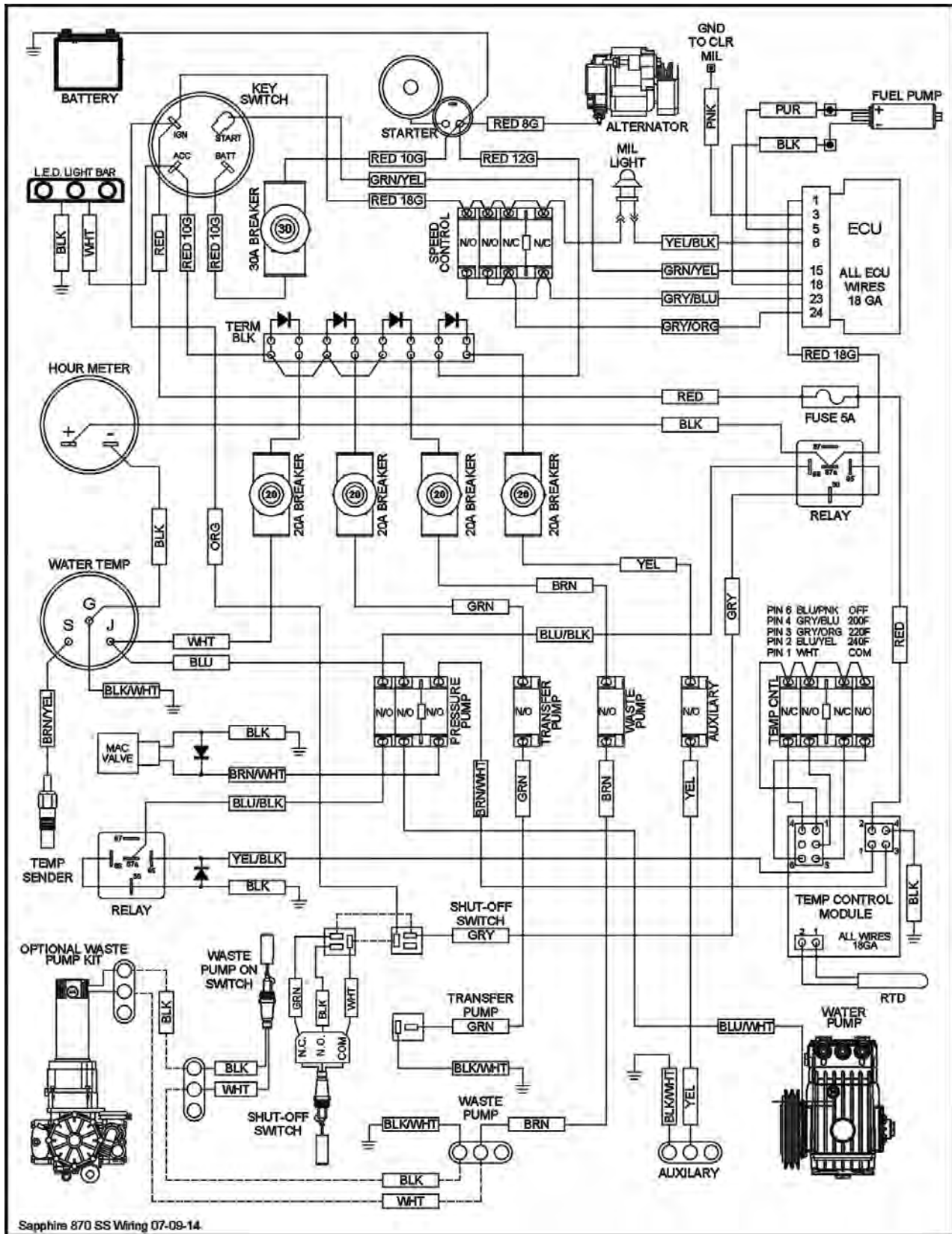
44-111 DECAL, 870 SS®

## SECTION 5

### HOSE ROUTING DIAGRAM

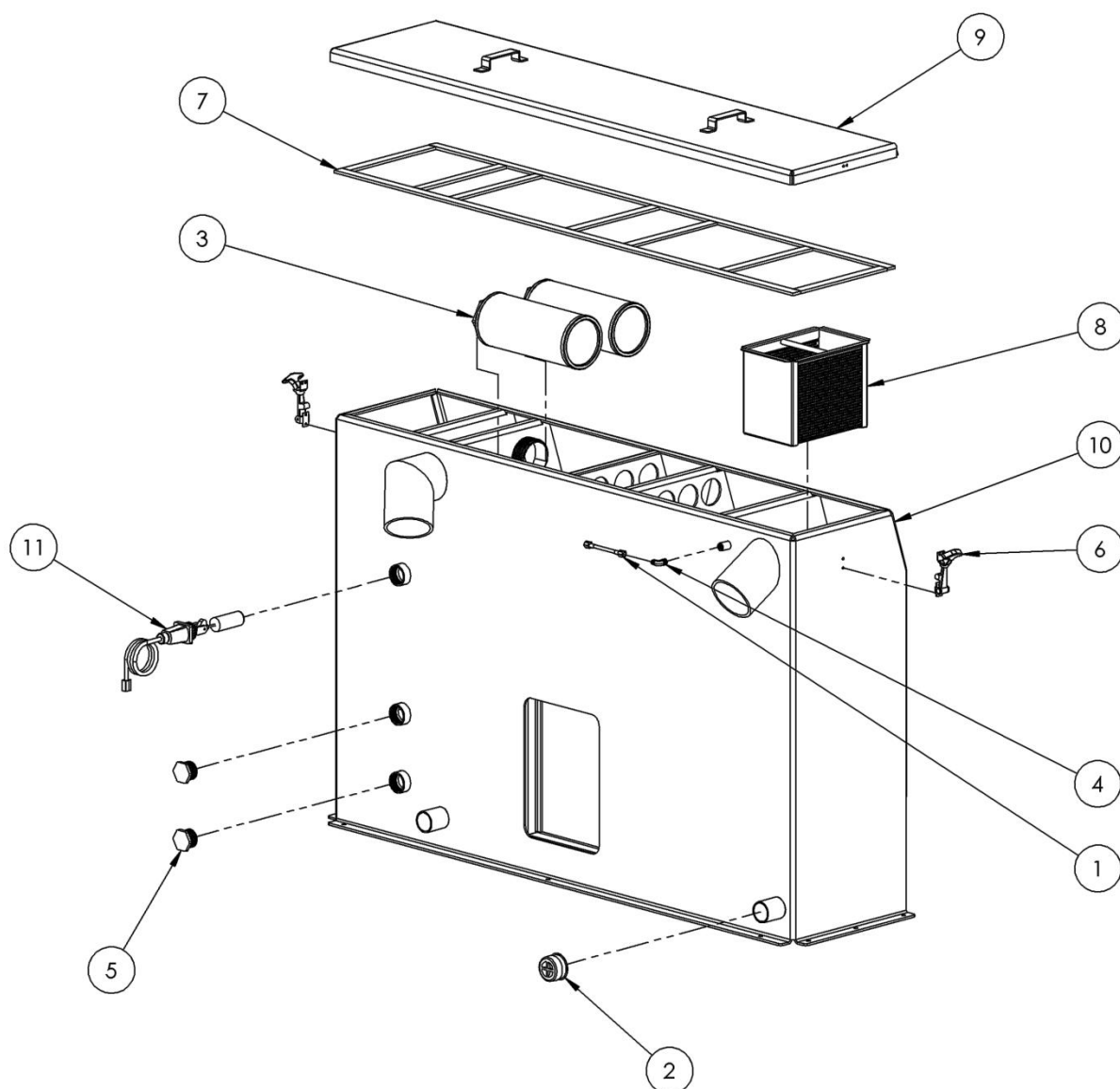


## WIRING DIAGRAM





## SECTION 5



**69-310, ASSEMBLY, WASTE TANK**

Item No.	Part Number	Qty	Description
1	18-215-16	1	HOSE ASSEMBLY, 3/16 ID X 38 OL
2	19-009	1	CAP, PLUG 2 IN RUBBER
3	20-021	2	STRAINER, FILTER 3 IN 100 MESH
4	21-064	1	ELL, 1/4 P X 1/4 T BRASS
5	21-097	2	PLUG, 1/4 IN PVC
6	40-003	2	LATCH, PRE-FILTER BOX
7	41-018	199"	GASKET, SPONGE 1 IN X 45 FT
8	61-002	1	WELDMENT, STRAINER BASKET
9	61-672	1	WELDMENT, LID LARGE RECOVERY TANK
10	61-690	1	WELDMENT, HC RECOVERY TANK
11	69-000	1	FLOAT SWITCH