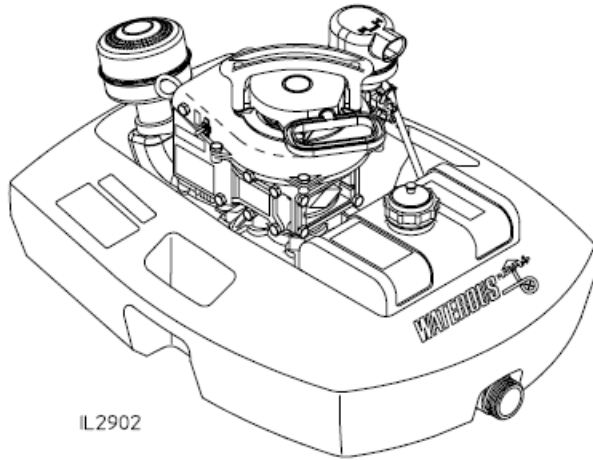


Floto-pump M (Standard & High Pressure) Operation and Maintenance Instructions

Table of Contents



IL2902



Read through the safety and operating instructions carefully before using your Waterous Floto- pump.

NOTE: Instructions subject to change without notice

Important Information -----	1
Safety Instructions -----	2
Warning Decals -----	5
Operation -----	6
Pump Operating Features -----	6
Fuel Mixture-----	7
Starting the Engine-----	7
Stopping the Engine-----	7
Carburetor Adjustment-----	8
General Operating Hints-----	8
Storage-----	9
Ordering Repair Parts-----	9
Fire Hose Testing-----	10
Troubleshooting -----	11
Pump Repair Parts -----	13
Float and Fuel System-----	14
Exhaust and Air Intake-----	15
Pump – Standard-----	16
Pump – High Pressure-----	17
Engine (Starter and Ignition)-----	18
Engine (Carburetor and Power Head)-----	19

Before operating your new Floto-pump, read this instruction booklet and view the video.

Waterous offers two types of Floto-Pumps: the standard model and the high pressure model. Although they have two different performance levels and capacities, the operating procedure is essentially the same. The following instructions include operation, maintenance and a list of repair parts for your Floto-Pump. Before operating your Floto-Pump, you need to have proper fire fighting training and protective clothing.

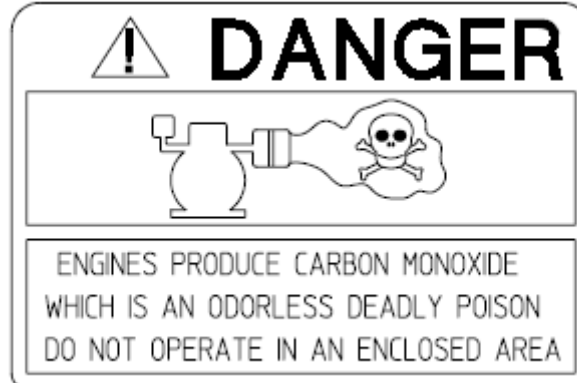
The protective clothing should include a helmet, goggles, ear protection, a mask, leather gloves, boots and a jacket and pants made of a fire resistant, heavy cotton or denim material. Contact your local fire station, your Waterous dealer, or call us at 651-450-5000 to find out how you can get the proper training and protective clothing.

The Floto Pump is designed and intended for use as portable firefighting equipment.

 **DANGER**

Exhaust gas hazard. Can cause illness or death.

Do not run the engine in an enclosed area. Exhaust gases contain carbon monoxide, an odorless, deadly poison.



 **DANGER**

Fire or explosion hazard. Can cause personal injury or death.

A fire or explosion may result if the following instructions are not followed:

1. **DO NOT** remove fuel tank cap nor fill fuel tank while engine is hot or running. (Allow engine to cool two minutes before refueling.)
2. If gasoline is spilled, move machine away from the area of the spill and avoid creating any source of ignition until the gasoline has evaporated.
3. **DO NOT STORE, SPILL OR USE GASOLINE NEAR AN OPEN FLAME**, or devices such as a stove, furnace or water heater which utilize a pilot light, or devices which can create a spark.
4. Refuel outdoors or only in well ventilated areas.
5. **DO NOT OPERATE ENGINE WITHOUT A MUFFLER.** Inspect muffler periodically and replace, if necessary.
6. **DO NOT** operate the engine if air cleaner or cover directly over the carburetor air intake is removed.
7. **DO NOT** choke carburetor to stop the engine.
8. **DO NOT** check for spark with spark plug removed (use an approved tester).
9. **DO NOT** crank engine with spark plug removed. (If the engine floods, place throttle in "FAST" and crank until engine starts.)
10. **DO NOT** use the pump to pump flammable liquids.

 **WARNING**

Death or serious personal injury might occur if proper operating procedures are not followed. The pump operator, as well as individuals connecting supply or discharge hoses to the apparatus must be familiar with these pump operating instructions as well as other operating instructions and manuals for the apparatus, water hydraulics and component limitation.

 **WARNING**

Pressure Hazard. May result in personal injury.

Prior to connection or removal of hoses, caps or other closures with pump intake or pump discharge connections, relieve pressure by opening drains.

⚠ WARNING**Scalding Water Hazard. May result in serious burns.**

When operating the pump, be sure to open at least one discharge valve slightly to prevent the pump from overheating. If the pump runs for a few minutes completely closed, it may heat the water enough to scald someone when the valve is opened. Overheating can damage the packing, seals and other pump parts. If the apparatus builder has installed a by-pass system or other provision designed to prevent overheating, opening a discharge valve may be unnecessary.

⚠ WARNING**Suction and high pressure hazard.****May cause injuries to the hands, fingers or severe cuts or abrasions to the skin.**

Never insert hands or fingers into the intake or discharge openings while engine is running. Never spray high pressure water at a person or animal.

WARNING**Pump overheat hazard.****May cause damage to the pump.**

Do not run the pump dry for any extended period of time to prevent the pump from overheating.

⚠ WARNING**Accidental starting hazard. May cause personal injury to the hand, arm or feet.**

Prevent accidental starting by removing the spark plug wire and grounding it when servicing the engine or equipment.

⚠ WARNING**Excessive speed notice. May cause personal injury.**

Operating an engine at excessive high speeds increases the danger of personal injury. Do not tamper with the governor springs, governor links or other parts which may cause an increase in governed engine speed. Do not tamper with the engine speed selected by the original equipment manufacturer.

⚠ WARNING**Moving or rotating parts hazard. May cause personal injury.**

Always keep hands and feet clear of moving or rotating parts to prevent injury.

⚠ WARNING**High temperature components. May cause severe burns.**

Do not touch hot mufflers, cylinders or fins as contact may cause burns.

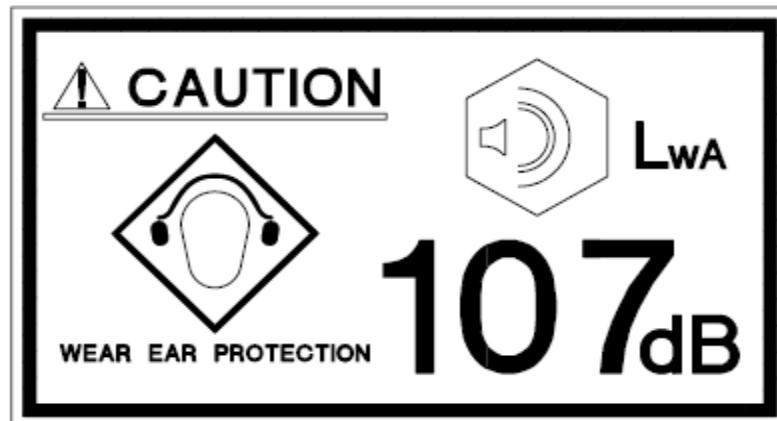


⚠ WARNING**Kickback notice. May cause injury to hand or arm.**

To prevent hand or arm injury, pull the cord slowly until resistance is felt then pull the starter cord rapidly to avoid kickback.

⚠ WARNING

DO NOT strike the flywheel with a hammer or hard object as this may cause the flywheel to shatter in operation. Use correct tools to service the engine.

**⚠ CAUTION****Loud noise levels. May cause temporary or permanent hearing loss.**

Always wear protective hearing equipment (custom molded ear plugs, sound-reducing head gear) when operating the engine.

IMPORTANT NOTES:

1. Ambient operating temperature range: -32°F to 118°F (-28°C to 48°C)
2. Maximum sound pressure level: 107 dBA @ 1.5 meters
3. Floto Pumps are designed to be carried by one or two people.

⚠ WARNING**Hose Testing Hazard. May result in serious personal injury.**

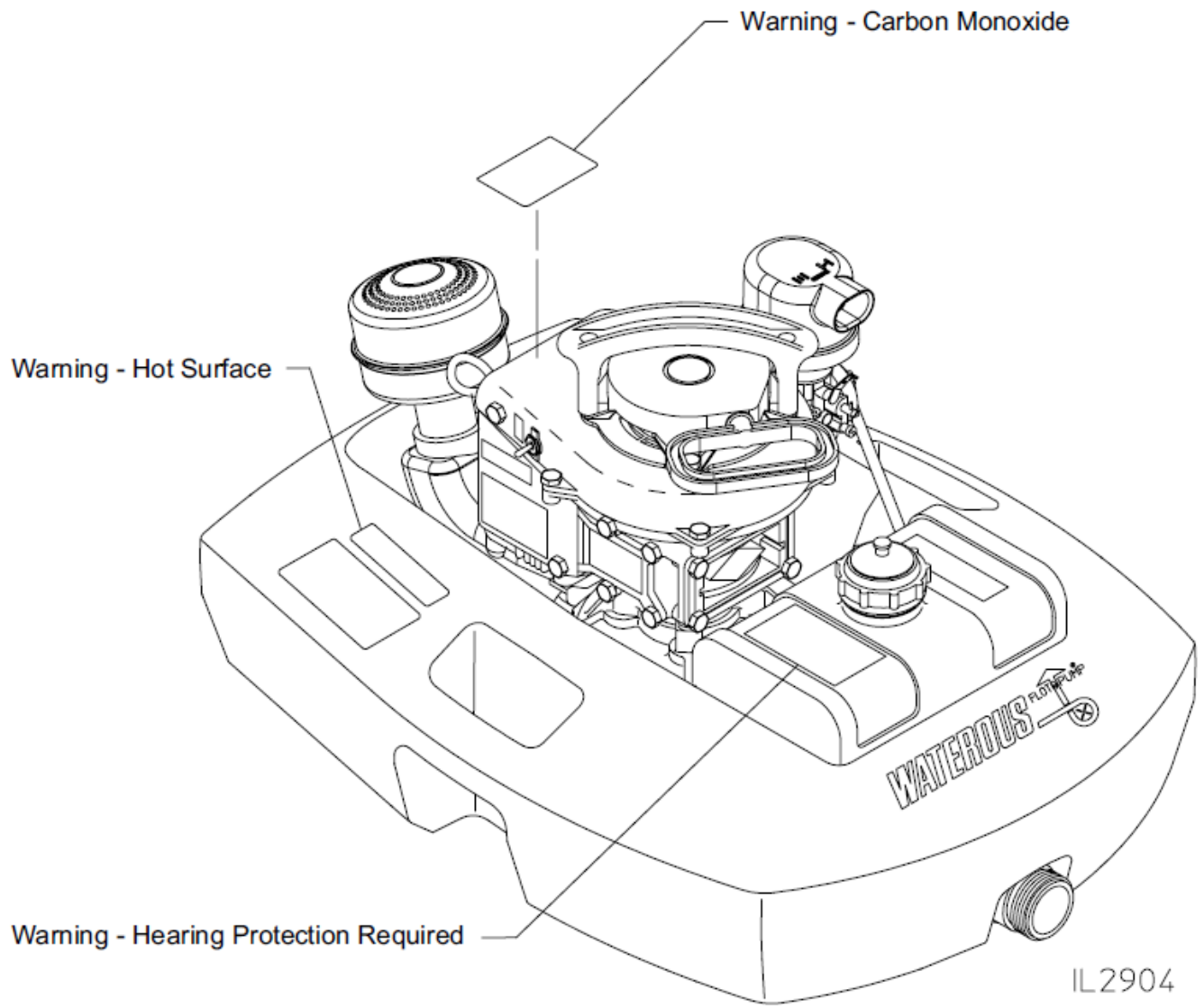
Due to a potential for catastrophic hose failure during service testing of fire hose, it is vital that safety precautions be taken to prevent exposure of anyone to this danger. Fire pumps on fire department apparatus are not designed for and should not be used for service testing of fire hoses. Hose testing machines should be used for service testing of fire hoses.

⚠ WARNING**Pressure Hazard. May result in serious personal injury.**

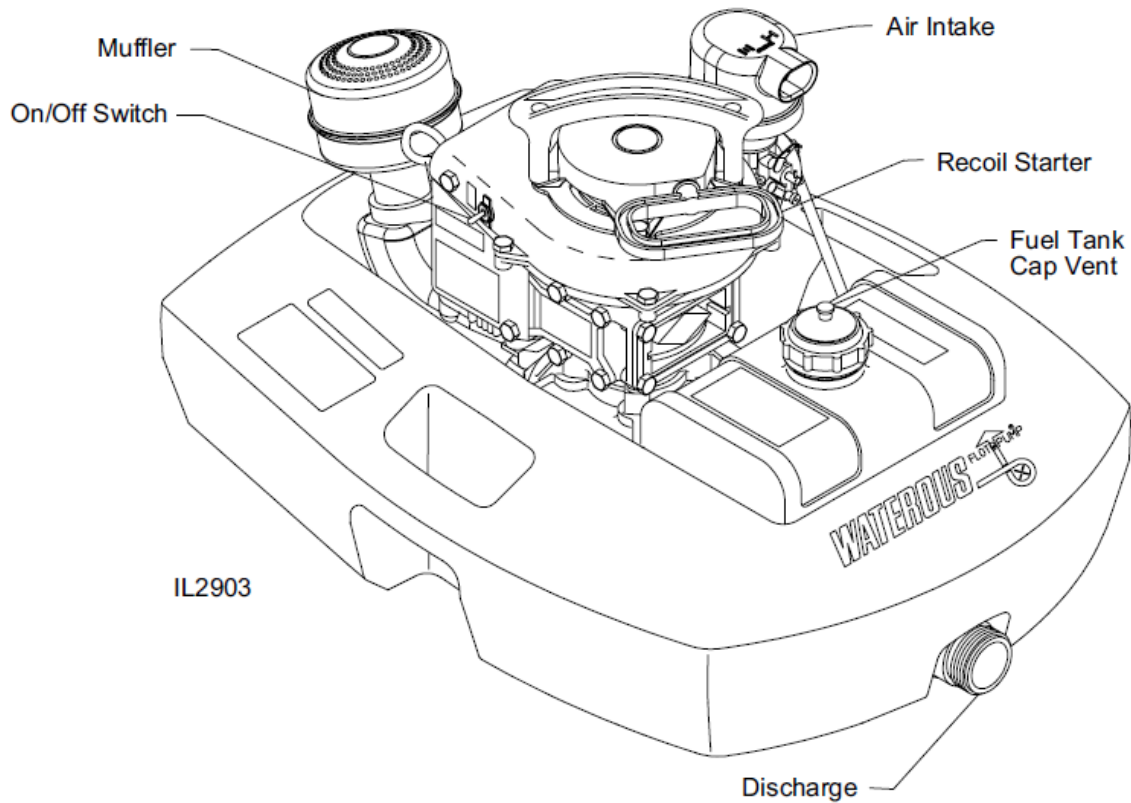
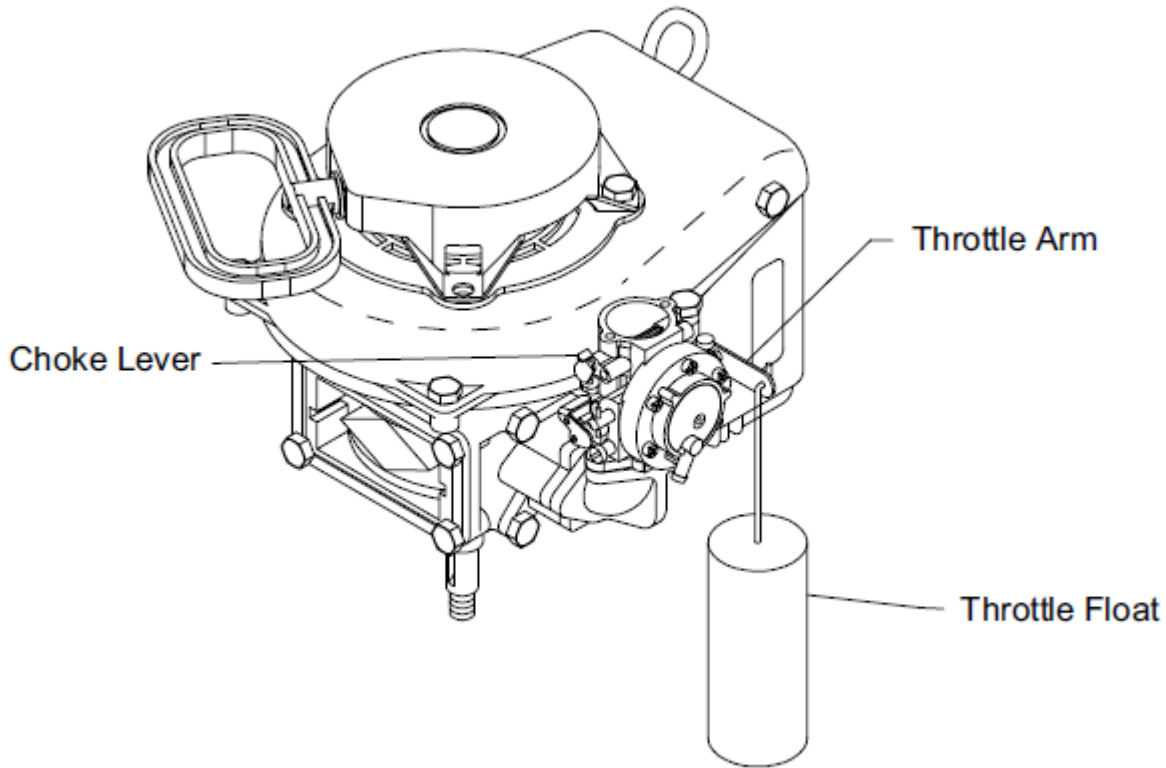
If a fire pump on a fire department apparatus is used for service testing of fire hoses, the procedures in NFPA 1962 **MUST be followed** including the use of a fire department gate valve with a ¼-inch (6 mm) hole drilled through the gate installed between the fire apparatus discharge outlet and the hose test layout to prevent a volume surge from the pump in the event a hose bursts during testing.

⚠ WARNING**Scalding Water Hazard. May result in serious burns.**

If a fire pump on a fire department apparatus is used for service testing of fire hoses, pump discharge water must be circulated through a by-pass system or discharged through a slightly open discharge valve, or some other provision must be used to prevent overheating. If the pump runs for a few minutes without adequate flow through the pump, water may be heated enough to scald someone when a valve is opened.



Pump Operating Features



IL2903

Preparation Before Operation

Symbols



This safety alert symbol indicates that this message involves personal safety. Words danger, warning and caution indicated degree of hazard. Death, personal injury and/or property damage may occur unless instructions are followed carefully.



You are not ready to operate this engine if you have not read and understood the previous safety items. Read this entire owner/operator manual and the operating instructions of the equipment this engine powers.

Fuel Mixture

Always use fresh fuel in the tank. In a separate, clean container thoroughly mix National Marine Manufacturers Association (NMMA), TC-W3® outboard oil with regular grade 87 octane (minimum) unleaded fuel.

Fuel:Oil Mix Ratio, 24:1			
Fuel	Oil	Fuel	Oil
1 Gal.	5.3 Fl. Oz.	1 Liter	42 mL
3 Gal.	16 Fl. Oz.	10 Liters	417 mL
5 Gal.	27 Fl. Oz.	20 Liters	833 mL

CAUTION

Oil and fuel separation.
May result in engine damage.

Do not use gasoline containing more than 10% alcohol or the oil may separate from the fuel.

WARNING

Fire or explosion hazard.
May result in personal injury or death.

Do not refuel the Floto-Pump with the engine running. Also make sure the muffler is cool before refueling to prevent an accidental fire or explosion.

Starting The Engine

1. Connect discharge hose to pump and lay hose out so it will be free of kinks and twists.
2. Make sure nozzle is closed.

NOTE: The pressurized discharge hose will hold the running Floto Pump out from shore, but a rope may be needed to prevent wind or current from swinging it back.

3. Open vent in fuel tank cap by turning it counterclockwise.
4. Move ignition switch to RUN (on) and close choke by moving choke lever in direction of arrow.
5. Grasp lifting handle on top of engine with one hand and pull starter handle with other hand.

NOTE: The throttle is operated by a float connected to the throttle arm and is automatically held in idle position until unit is placed in the water.

CAUTION

“Kick back” notice.
May result in possible injury.

To prevent hand or arm injury, pull the cord slowly until resistance is felt, then pull the start cord rapidly to avoid kick back.

When the engine starts, open the choke by moving choke lever toward engine.

CAUTION

Out of water operation.
May result in Floto-Pump damage.

Throttle may be opened manually for short • bursts" by lifting throttle control float assembly, but unit may be damaged by prolonged high speed operation out of water.

1. When engine is running smoothly, slowly place pump in water. (The throttle will automatically open wide.)
NOTE: If you set the pump in the water too fast the engine may stall if it is cold or the carburetor is not adjusted properly.
2. Pump speed and capacity will depend upon the type of nozzle and hose used.

WARNING

Hot temperature muffler.
May result in personal injury (burns).

Do not touch the muffler while the engine is running or shortly after the engine was running. To lift the Floto-Pump, use the hand on the top of the starter.

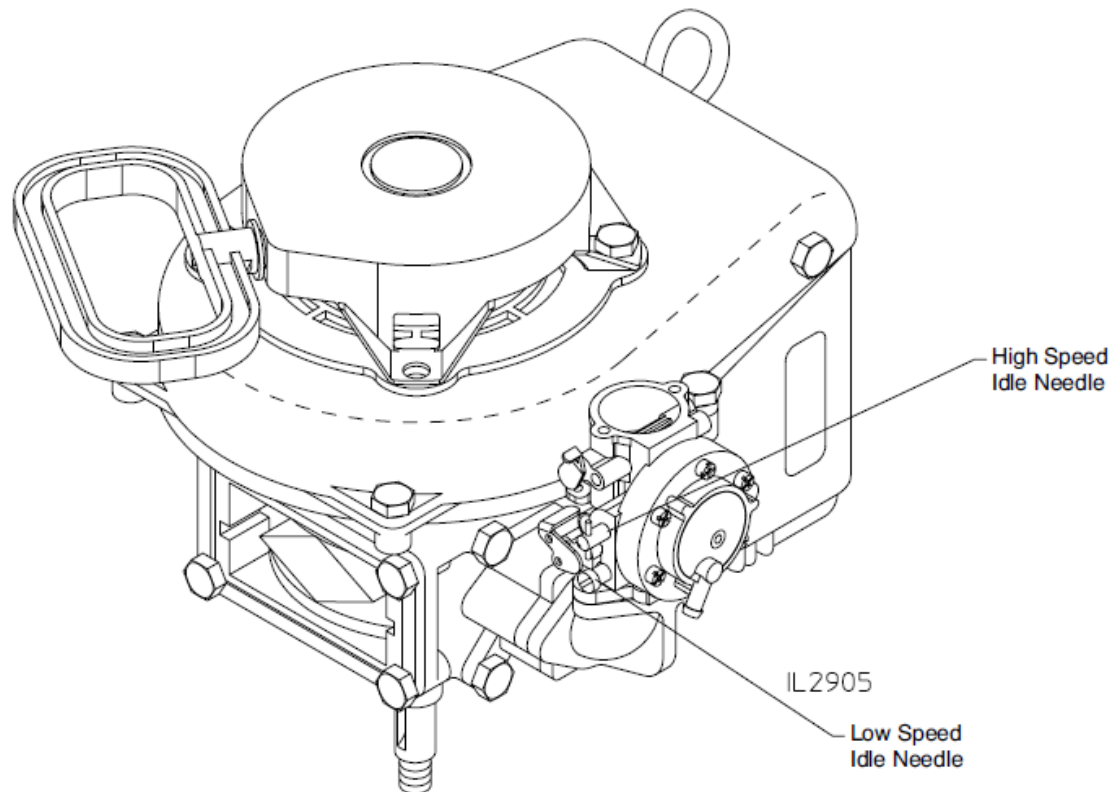
Stopping The Engine

1. Turn ignition switch to STOP (off) position.

NOTE: The pump may be removed from water before stopping the engine.

2. Before transporting the pump, close the fuel tank vent by turning it clockwise.

Carburetor Adjustment



The carburetor is factory adjusted, but may require readjustment, especially for cold weather operation or high altitudes.

If the fuel mixture is too lean, a cold engine may stall under a load. If the engine stalls as soon as the throttle opens, the "idle mixture" may be too lean. If the engine speeds up when the throttle opens, but stalls when the pump primes, then the "high speed" adjustment is probably too lean.

1. Turn both adjustment needles clockwise until completely closed.

CAUTION

Carburetor needle adjustment may result in seat damage.

Do not force adjustment needles tightly closed or the seat could be damaged.

2. Open both needles by turning counterclockwise one turn. This will be a rich setting and operation under a load will determine the best setting.
3. Adjust the low speed idle needle first, and accelerate. If the engine bogs down or accelerates slowly, turn the low speed idle needle clockwise until performance is acceptable. If the engine stalls on acceleration, turn the low speed idle needle counterclockwise until performance is satisfactory. The average low speed idle needle adjustment is one turn open.

4. Adjust the high speed needle next. Turn the high speed needle clockwise until engine runs smoothly. DO NOT go any leaner than necessary on the high speed adjustment as piston seizure can occur at high speed. The average high speed needle adjustment is one turn to open. This will vary according to outside temperature. Low temperatures generally require richer settings. (Adjust screw counterclockwise.)
5. If the engine runs too fast at idle speed, turn the idle stop screw counterclockwise until the desired idling speed is obtained. To increase idling speed, turn the idle stop screw clockwise.

General Operating Hints

1. When the pump is placed in the water with the hose empty, air will be expelled into the hose and the pump will prime quickly. If the hose is partially full of water, or kinked near the pump discharge, the pump may require 30 seconds or more to prime.
2. Ideally, the Floto Pump should not be operated in less than six inches of water. If the water is shallow, or if the water level goes low enough to permit the pump to rest on the bottom, sand or other foreign material entering the pump intake can cause the pump to seize. If this happens, free the pump with one of the following methods.

 **WARNING****Accidental starting.
May cause personal injury.**

Before attempting to free the pump, disconnect the spark plug wire from the engine to prevent accidental engine start up.

- a. Remove starter and turn engine counterclockwise until it turns freely.
- b. Remove screws which attach screen to float. With a suitable wrench, turn impeller nut clockwise (viewed from bottom of pump) until it turns freely. Reinstall intake screen.
- c. Remove intake screen as directed above. Remove bolts which attach the pump to float. Disconnect and plug fuel line at carburetor and lift engine and pump assembly out of float. Remove four self-locking nuts and plain washers, and lift off lower volute. Thoroughly clean impeller and turn it to make sure that it is free. If it does not turn freely, contact your Waterous dealer or call us at 651-450-5200. Reassemble pump.

Storage

Change the fuel in the tank at regular intervals. If you are going to store the pump for longer than two months, the following steps should be taken.

1. Do not run engine to remove the fuel left in the carburetor. Drain the carburetor by removing the fuel strainer cover.
2. Remove the spark plug and lubricate cylinder walls with three or four squirts of BA-TCW or NMMA TC--WII outboard oil.
3. Crank engine over once or twice to circulate the oil. Replace the spark plug.
4. If the engine is to be stored in an extremely damp area, remove the crankcase cover and lubricate the upper and lower main bearings in both ends of the connecting rod.

Ordering Repair Parts

Repair parts for your Floto-Pump are available from a Waterous dealer or directly from Waterous.

The following pages list the repair parts for the Standard Floto, High Pressure Floto and the engine repair parts.

Contact your Waterous dealer, or call a Waterous service specialist at 651-450-5200 with any questions.

Fire Hose Testing



WARNING

Hose Testing Hazard. May result in serious personal injury.

Due to a potential for catastrophic hose failure during service testing of fire hose, it is vital that safety precautions be taken to prevent exposure of anyone to this danger. Fire pumps on fire department apparatus are not designed for and should not be used for service testing of fire hoses. Hose testing machines should be used for service testing of fire hoses.

NFPA 1962 *Standard for the Inspection, Care, and use of Fire Hose, Couplings, and Nozzles and the Service Testing of Fire Hose* provides requirements and testing procedures for service-testing fire hose at least annually. NFPA 1962 includes procedures for service testing with either a hose testing machine or with a pump on a fire department fire apparatus.



WARNING

Pressure Hazard. May result in serious personal injury.

If a fire pump on a fire department apparatus is used for service testing of fire hoses, the procedures in NFPA 1962 **MUST be followed** including the use of a fire department gate valve with a ¼-inch (6 mm) hole drilled through the gate installed between the fire apparatus discharge outlet and the hose test layout to prevent a volume surge from the pump in the event a hose bursts during testing.

During fire hose testing with a fire pump on a fire department fire apparatus, the fire pump is required to be operated at high discharge pressure with little or no flow out of the apparatus.



WARNING

Scalding Water Hazard. May result in serious burns.

If a fire pump on a fire department apparatus is used for service testing of fire hoses, pump discharge water must be circulated through a by-pass system or discharged through a slightly open discharge valve, or some other provision must be used to prevent overheating. If the pump runs for a few minutes without adequate flow through the pump, water may be heated enough to scald someone when a valve is opened.

CAUTION

If a fire pump on a fire department apparatus is used for service testing of fire hoses, operating the pump at high discharge pressure with little or no flow may result in severe damage to the pump.

Problem	Cause	What To Do
1. Engine fails to start.	No fuel in tank.	Fill tank.
	Ignition switch off. Fuel tank vent closed.	Turn ignition switch on. Open fuel tank vent.
	Fuel line or fuel tank screen clogged.	Clean fuel line and screen.
	Flooded.	Hold throttle in fast position and crank engine or close carburetor main adjustment needle and crank until engine starts. Then turn needle to 1 turn open.
	Spark plug shorted or fouled.	Install new spark plug.
	Spark plug broken (cracked porcelain or electrodes broken).	Replace spark plug.
	Ignition lead wire shorted, broken or disconnected from spark plug.	Replace lead wire or attach to spark plug.
	Ignition inoperative (no spark from lead wire).	Contact factory or your nearest authorized dealer.
2. Engine hard to start.	Water in gasoline or stale fuel mixture.	Drain entire fuel system and refill with fresh fuel.
	Too much oil in fuel mixture.	Drain and refill with correct mixture.
	Engine over or under choked.	If flooded by over choking, proceed according to instructions in previous section. If under choked, move choke lever to closed position and crank 2 or 3 times.
	Carburetor out of adjustment.	See "Operating Instructions" under "Carburetor Adjustment."
	Gasket leaks (carburetor or reed plate gaskets).	Replace gaskets.
	Weak spark at lead wire.	Contact the factory or your nearest authorized dealer.
3. Engine misses.	Dirt in fuel line or carburetor.	Remove and clean.
4. Engine misses.	Carburetor improperly adjusted.	See "Operating Instructions" under "Carburetor Adjustment."
	Spark plug fouled, broken or incorrect gap setting.	Clean and replace spark plug; set gap at .030.
	Weak or intermittent spark at lead wire.	Contact the factory or your nearest authorized dealer.
5. Engine lacks power.	Air cleaner clogged.	Clean air cleaner.
	Carburetor out of adjustment.	See "Operating Instructions" under "Carburetor Adjustment."
	Muffler clogged.	Clean carbon from muffler.
	Clogged exhaust ports.	Remove muffler, rotate engine until the piston is at bottom of cylinder. With a wooden scraper or blunt tool, remove all carbon from exhaust ports. Be careful not to scratch or damage piston or cylinder walls. Blow any loose carbon with compressed air. Start engine and run briefly to remove all carbon, then install muffler.
	Poor compression.	Contact the factory or your nearest authorized dealer.
6. Engine overheats.	Insufficient oil in fuel mixture.	Mix fuel as shown in starting instructions.
	Air flow obstructed.	Clean flywheel, cylinder fins and screen.
7. Engine noisy or knocking.	Loose flywheel.	Tighten flywheel nut.
	Spark plug is incorrect heat range.	Replace plug specified for engine.
	Worn bearings, piston rings or cylinder walls.	Contact the factory or your nearest authorized dealer.
	Bent fan housing.	Remove fan housing and straighten bent portion.

Problem	Cause	What To Do
8. Engine stalls under load.	Carburetor main adjustment too lean.	See "Operating Instructions" under "Carburetor Adjustment."
	Engine overheats.	See number 5.

Refer to the following pages:

Float and Fuel system..... 14

Exhaust and Air Intake15

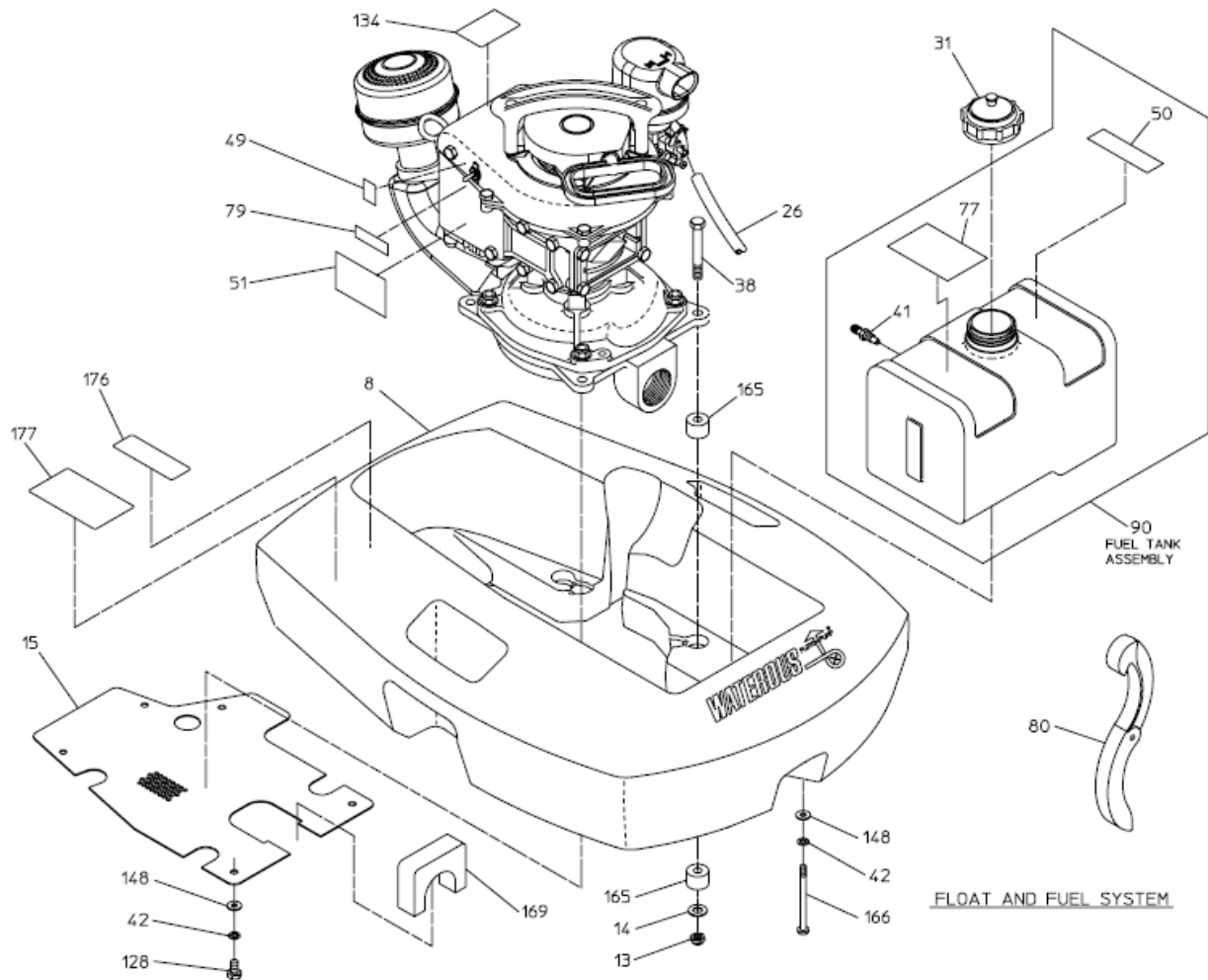
Pump - Standard16.....

Pump - High Pressure..... 17.....

Engine (Starter and Ignition) 18.....

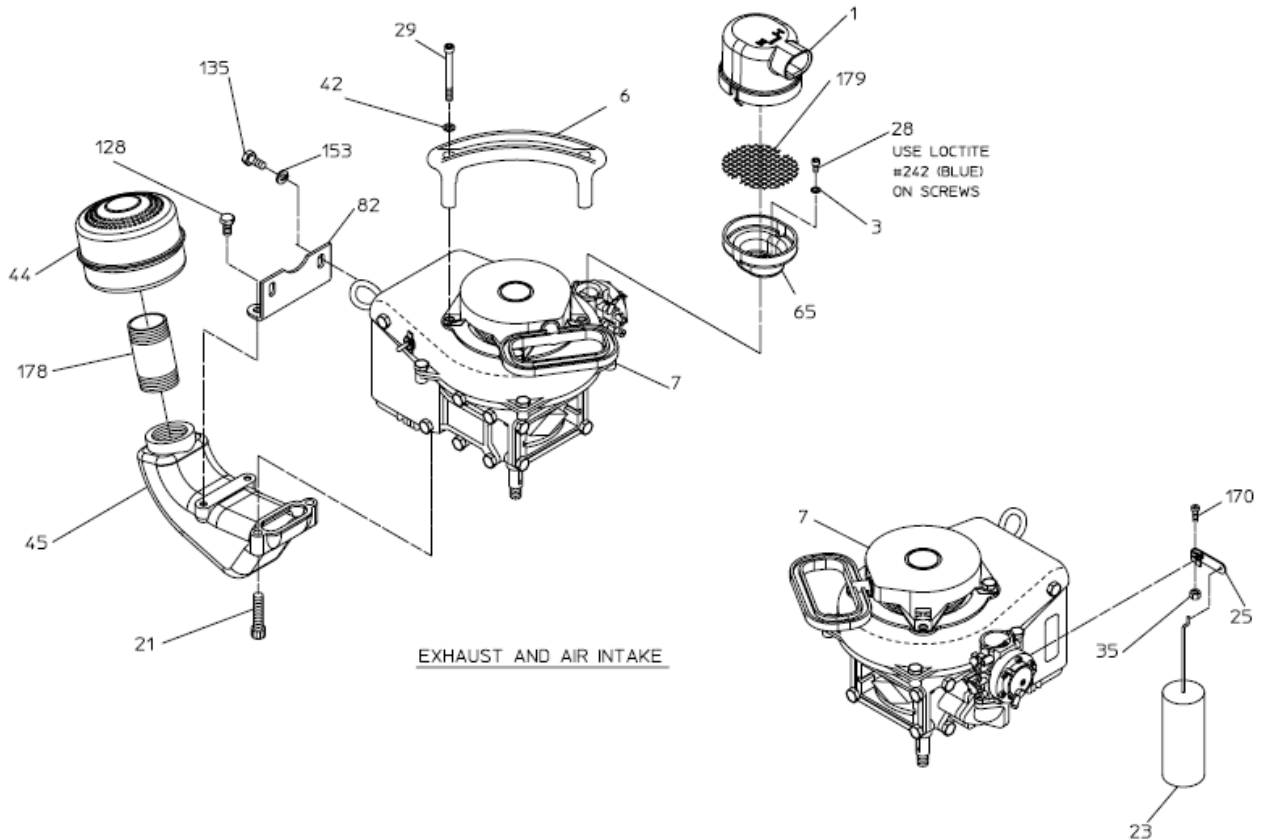
Engine (Carburetor and Power Head)19

REF.NO.	DESCRIPTION	REF NO..	DESCRIPTION
8	Float	77	Hearing protection warning decal
13	Self-locking nut, 3/8-16	79	Patent decal
14	Plain washer, 3/8 in.	80	Folding spanner wrench
15	Intake screen	90	Fuel tank subassembly (includes ref no. 41, 50 & 77)
26	Fuel line	128	Hex hd screw, 1/4-20 x 1/2 in.
31	Fuel tank cap	134	Carbon monoxide warning label
38	Hex hd screw, 3/8-16 x 2-3/4 in.	148	Plain washer, 1/4 in.
41	Fuel line filter	165	Rubber bushing
42	Lock washer, internal tooth, 1/4 in.	166	Pan hd screw, 1/4-20 x 2-3/4 in.
49	RUN-ST OP decal	169	Inlet chamber seal
50	Fuel mix decal	176	Hot warning decal
51	Name plate decal (includes pump serial number)	177	CE marking decal

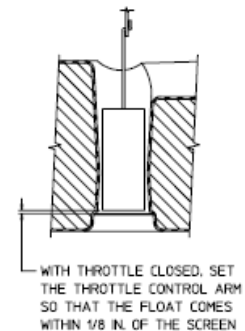


REF. NO.	DESCRIPTION
1	Air intake cover
3	Lock washer, internal tooth, no. 10
6	Lifting handle
7	Engine
21	Socket hd screw, 5/16-18 x 1-1/2 in.
23	Throttle control float
25	Throttle arm
28	Socket hd screw, no. 10-32 x 3/8 in. (use Loctite #242 (Blue) on screws
29	Socket hd screw, 1/4-20 x 2-1/2 in.
35	Self-locking nut, no. 10-24

REF. NO.	DESCRIPTION
42	Lock washer, internal tooth, 1/4 in.
44	Muffler
45	Exhaust adapter
65	Air intake base
82	Muffler bracket
128	Hex hd screw, 1/4-20 x 1/2 in.
135	Hex head screw, 1/4-20 x 5/8 in.
153	Lock washer, 1/4 in.
170	Fillister hd screw, no. 10-24 x 5/8 in.
178	Pipe nipple, 1-1/4 NPT x 5 in.
179	Air intake screen



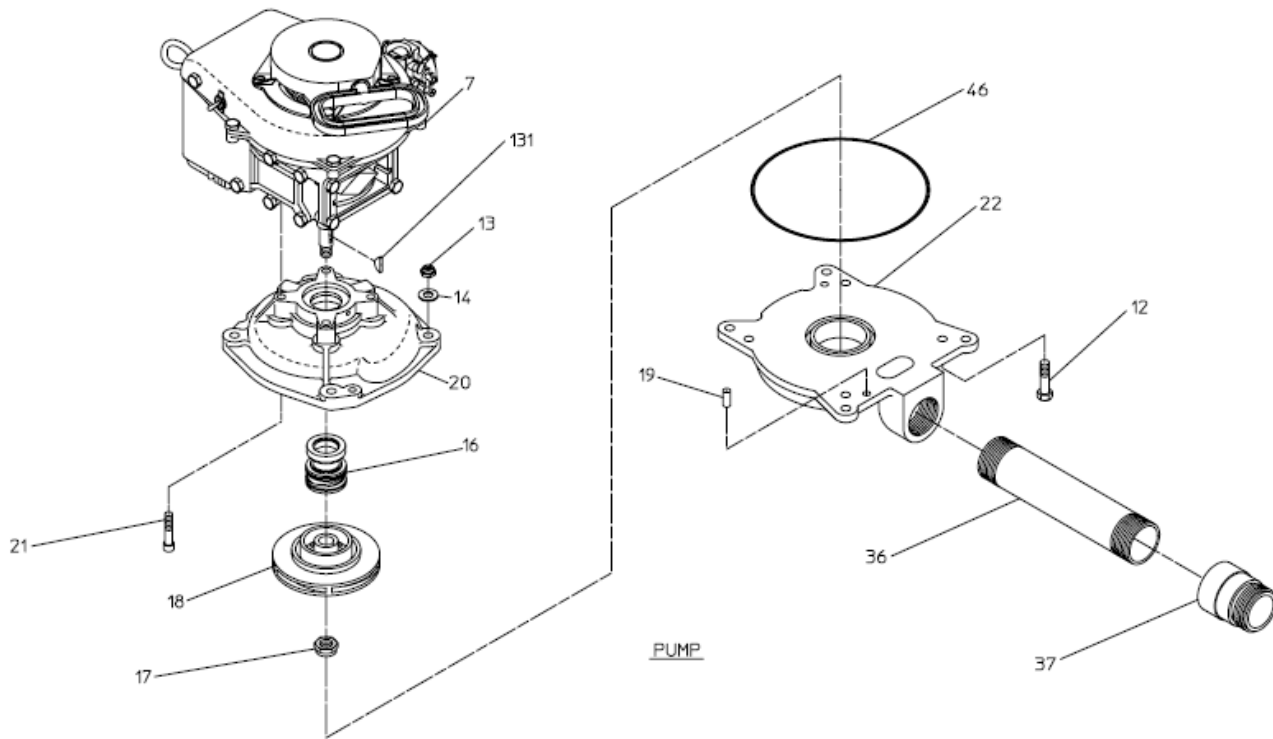
EXHAUST AND AIR INTAKE



WITH THROTTLE CLOSED, SET THE THROTTLE CONTROL ARM SO THAT THE FLOAT COMES WITHIN 1/8 IN. OF THE SCREEN

STANDARD FLOTO

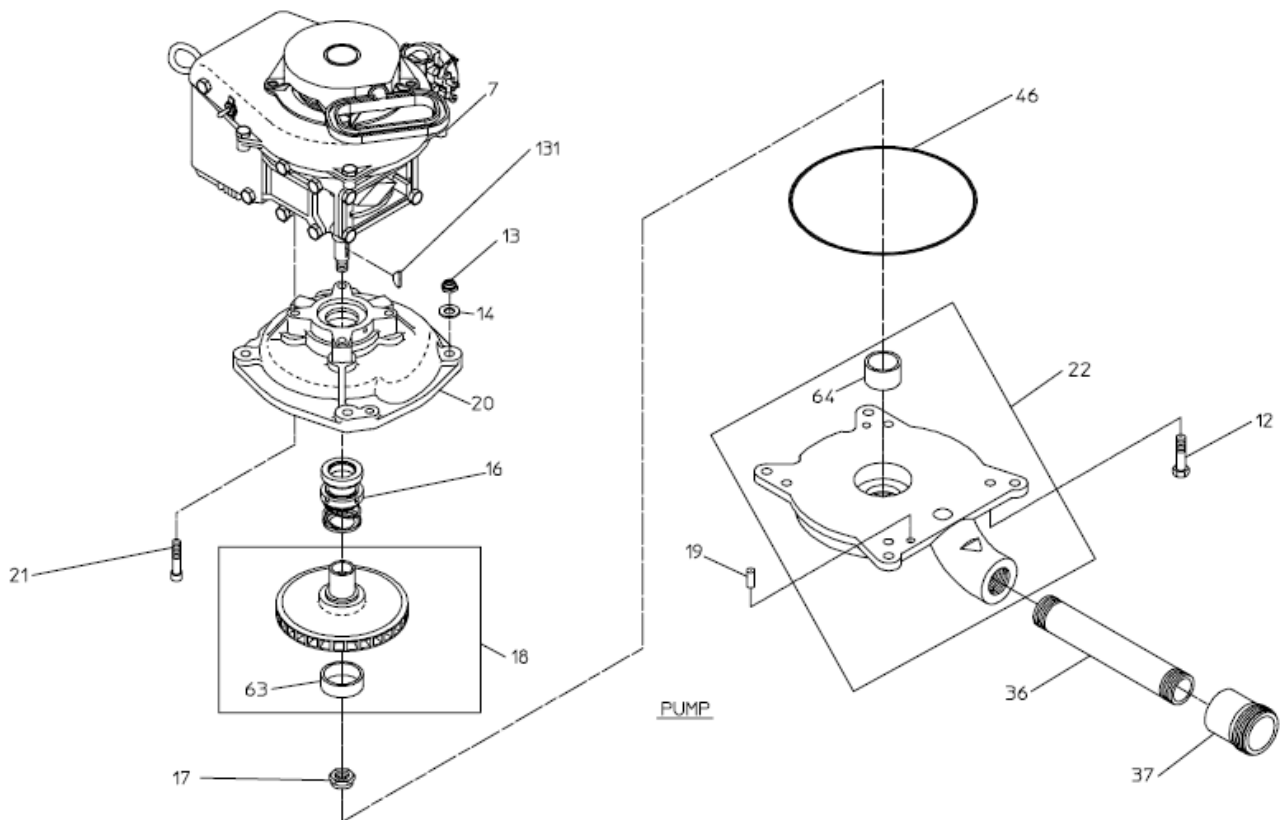
REF. NO.	DESCRIPTION	REF. NO.	DESCRIPTION
7	Engine	21	Socket hd screw, 5/16-18 x 1-1/2 in.
12	Hex hd screw, 3/8-16 x 1-1/2 in.	22	Body - lower volute
13	Self-locking nut, 3/8-16	36	Discharge nipple, 1-1/2 NPSH x 11 in., or 1-1/2 BSP x 11 in., or 1-1/2 NPT x 8-7/8 in. (1-1/2 NPT x 8-7/8 in. nipple requires REF. NO. 37 nozzle).
14	Plain washer, 3/8 in.	37	Discharge nozzle, 1-1/2 NH (not used with REF. NO. 36 NPSH or BSD discharge nozzles)
16	Mechanical seal	46	O-ring, 7-1/4 x 7-1/2 in.
17	Self-locking nut, 9/16-18	131	Woodruff key
18	Impeller		
19	Dowel pin, SS, 5/16 x 3/4 in.		
20	Body - upper volute		



Standard Floto

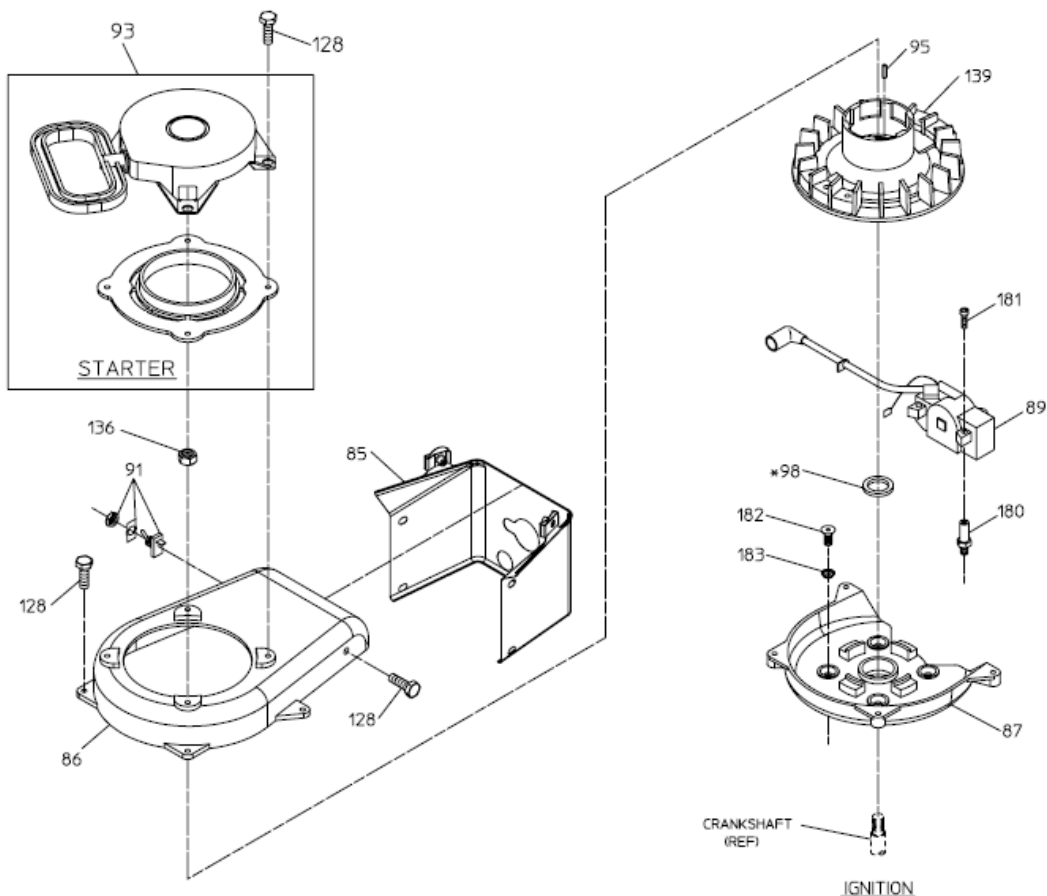
HIGH PRESSURE FLOTO

REF. NO.	DESCRIPTION	REF. NO.	DESCRIPTION
7	Engine	22	Body - lower volute subassembly (includes REF. NO. 64)
12	Hex hd screw, 3/8-16 x 1-1/2 in.	36	Pipe nipple, 1 NPT x 7-3/4 in.
13	Self-locking nut, 3/8-16	37	Discharge nozzle, 1-1/2 NH, 1-1/2 NPSH or 1-1/2 BSP
14	Plain washer, 3/8 in.	46	O-ring, 7-1/4 x 7-1/2 in.
16	Mechanical seal	63	Impeller bushing
17	Self-locking nut, 9/16-18	64	Volute bushing
18	Impeller subassembly (includes REF. NO. 63)	131	Woodruff key
19	Dowel pin, SS, 5/16 x 3/4 in.		
20	Body - upper volute		
21	Socket hd screw, 5/16-18 x 1-1/2 in.		



High Pressure Floto

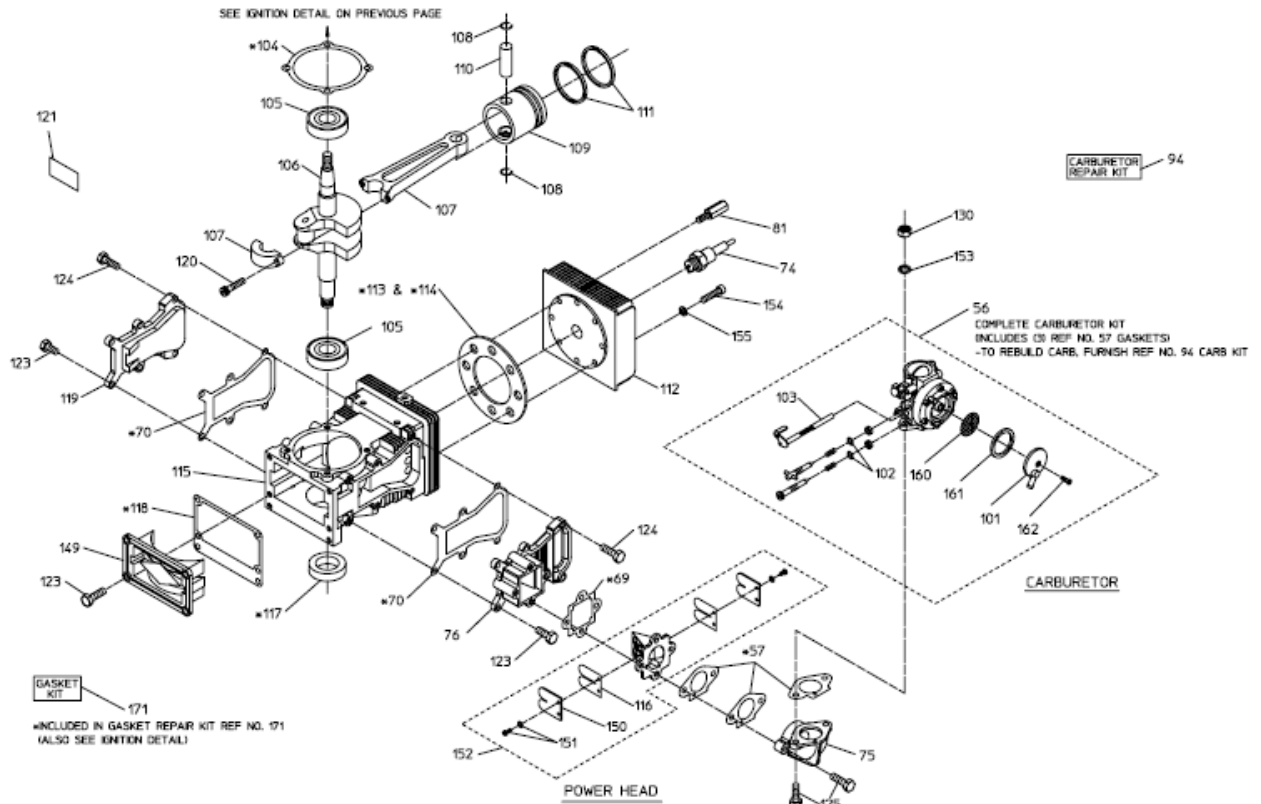
REF. NO.	DESCRIPTION	REF. NO.	DESCRIPTION
85	Cylinder cover (Includes decals)	128	Hex hd screw with serrated flange, 1/4-20 x 1/2 in.
86	Fan housing (Includes decals)	136	Hex nut, 7/16-20
87	Support plate	139	Flywheel
89	Ignition coil assembly	180	Ignition stud
91	Ignition switch	181	Socket hd screw, #10-32 x 3/4 in.
93	Starter	182	Flat hd screw, 1/4-20 x 5/8 in.
95	Flywheel key	183	Countersunk lock washer, 1/4 in.
98	Magneto end seal		



NOTE: ENGINE PARTS DESIGNATED BY A REF. NO. CAN BE SUPPLIED BY WATEROUS COMPANY OR A U.S. MOTOR POWER BEE DISTRIBUTOR OR DEALER. PARTS WITHOUT A REF. NO. CAN BE SUPPLIED BY U.S. MOTOR POWER ONLY. SEE U.S. MOTOR POWER'S SERVICE MANUAL FOR INFORMATION ON OBTAINING THESE PARTS.

*INCLUDED IN GASKET REPAIR KIT REF NO.171 (ALSO SEE POWER HEAD DETAIL)

REF. NO.	DESCRIPTION	REF. NO.	DESCRIPTION
56	Complete carburetor	116	Reed
57	Carburetor gasket	117	Drive end seal
69	Manifold gasket	118	Crankcase cover gasket
70	Transfer port cover gasket	119	Transfer port cover
74	Spark plug (Champion RL-86C)	120	Connecting rod screw
75	Carburetor adapter elbow	121	Crankpin roller set
76	Manifold	123	Hex hd screw with serrated flange, 1/4-20 x 5/8 in.
81	Head bolt stud	124	Hex hd screw with serrated flange, 1/4-20 x 3/4 in.
94	Carburetor repair parts kit	125	Hex hd screw with serrated flange, 1/4-20 x 1 in.
101	Fuel strainer cover	130	Hex nut, 1/4-20
102	Main adjustment screw washer	149	Crankcase cover
103	Throttle shaft and lever	150	Reed stop
104	Bearing cage gasket	151	Rnd hd screw with lock washer, no. 6-32 x 5/16 in.
105	Ball bearing	152	Reed plate (includes 116, 150 & 151)
106	Crankshaft	153	Spring lock washer, 1/4 in.
107	Connecting rod with cap	154	Socket hd screw, 1/4-20 x 1 in.
108	Retaining ring	155	Plain washer, 1/4 in.
109	Piston	160	Fuel strainer screen
110	Piston pin	161	Fuel strainer cover gasket
111	Piston ring set	162	Hex hd screw, no. 6-32 x 7/16 in.
112	Cylinder head	171	Power head gasket and seal kit
113	Head gasket, .032 in. thick		
114	Head gasket, .062 in. thick		
115	Cylinder w/seal		



W A T E R O U S

WATEROUS COMPANY, 125 HARDMAN AVENUE SOUTH
SOUTH ST. PAUL, MINNESOTA 55075-2456 U.S.A.
Phone: (651) 450-5000 • FAX: (651) 450-5090
