


**Congratulations** on your purchase of the **MODEL 570 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 **570SS** 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 570 SS®** Truck-mount Cleaning units manufactured by:

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

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**MODEL 570 SS®** MANUAL  
**PART# 49-053**

# SAPPHIRE SCIENTIFIC LIMITED WARRANTY

## Sapphire Scientific Model 570 SS

### What Does This Warranty Cover?

This warranty covers the Sapphire Scientific Model 570 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 (90) 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 90 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:** **GENERAL INFORMATION**

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## **2. RECEIVING YOUR TRUCKMOUNT UNIT**

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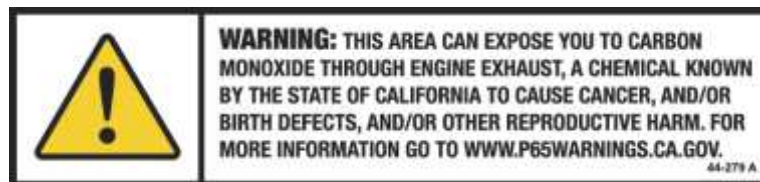
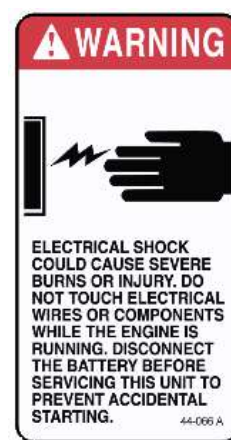
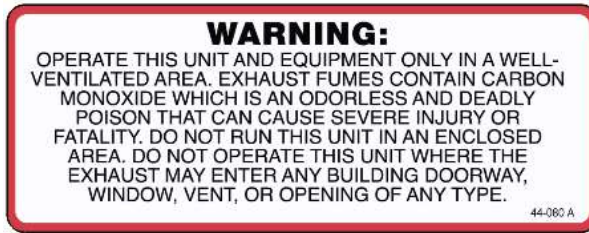
SECTION 1

**1. SAFETY**

**⚠ WARNING For Your Safety!**

The following **WARNING** labels are on your **MODEL 570 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



**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 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**

**14. DO NOT** smoke around the machine. Gas fumes could accumulate and ignite. Battery

**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 20 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.

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

## SECTION 1

gases are extremely flammable. This will prevent possible explosions.

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 1130 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.

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

23. **WARNING! DO NOT** alter or modify your **570SS** 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.**

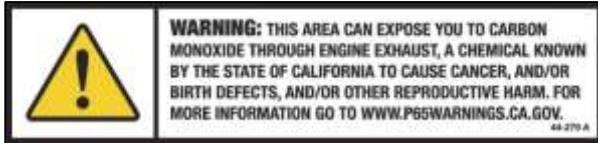
**ALL FUEL ADAPTOR KITS AND FUEL TANKS USED IN THE STATE OF CALIFORNIA MUST MEET CURRENT CALIFORNIA AIR RESOURCES BOARD (ARB) REGULATIONS.**

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

## SECTION 1

**A California Proposition 65 warning decal has been included with your Model 570.**

**For equipment used in the state of California, this decal must be prominently displayed in a location inside the vehicle near the 570.**





## SECTION 1

### **SPECIFICATIONS**

Engine Speed .....	3000 rpm (High Speed No Load)
.....	1500 rpm (Idle No Load)
Water Pump RPM.....	1500 rpm
Vacuum Pump RPM.....	3000 rpm
Water Flow Rate .....	5.0 GPM (maximum)
Water Pump Pressure.....	1500 PSI (maximum)
Vacuum Relief Valve .....	13 in. Hg
Waste Tank Capacity (at shut-off) .....	75 gal.
Console Weight .....	1056 lbs.
Console Weight (w/standard waste tank & hoses).....	1454 lbs.
Operating Weight (full water box & standard waste tank) .....	2200 lbs.

### **TORQUE VALUES**

Engine Pulley Rear .....	39.8 - 43.4 ft/lbs
Engine Pulley Front .....	72.3 - 79.6 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 570 SS<sup>®</sup>** Truck-mount unit weighs (with waste tank and hoses) approximately 1454 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 3/4 ton capacity with a maximum payload of no less than 2500lbs.

#### **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 570 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 SF, SG, SH, SJ or higher. **Do not use additives.** High quality 30W oil is recommended. A 10-30 synthetic blend may be used after 50 hours of operation for a new or rebuilt engine to allow the piston rings to properly seat. It is never recommended to extend oil change intervals past 100 hours.

Engine oil capacity	3.4 L 3.59 U.S.qts
---------------------	-----------------------

Tightening torque	Drain Plug	32.4 to 37.3 N·m 3.3 to 3.8 kgf·m 23.9 to 27.5 lbf·ft
-------------------	------------	---

**NOTE:** Using lower service class oil or extending oil change intervals longer than recommended can cause engine damage.

## 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 570 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 570 SS<sup>®</sup>** 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 570 SS<sup>®</sup>** unit should arrive with the following items as well as any optional accessories:

## **EQUIPMENT LISTING**

- **SAPPHIRE SCIENTIFIC MODEL 570 SS<sup>®</sup>** 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
- 50 ft. of ¼ in. high pressure solution hose with shutoff valve and quick connects

- 50 ft. of ¼ in. high pressure solution with quick connects
- 150 ft. of 2 in vacuum hose
- 50 ft. water supply hose with quick connect

## **OPTIONAL EQUIPMENT**

- 50 ft. 2in. vacuum hose
  - Part # 18-003
- 50 ft. 2-1/2in. vacuum hose
  - Part # 18-333
- Vacuum hose connectors
  - Part # 21-003
- High-pressure solution hoses
  - Part # 18-000
  - With shutoff valve Part # 18-001
- Automatic waste pump kit
  - Part # 68-158
- Demand pump system
  - Part # 68-190
  -

## **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

# **SECTION 2:** **INSTALLATION**

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### **3. INSTALLATION**

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

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

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

Because the **SAPPHIRE SCIENTIFIC MODEL 570 SS®** console weighs approximately 1056 lbs., a forklift is necessary to place the unit into the vehicle. Place the forks under the unit. Using two “C” clamps, secure the console to the forks. 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. **SAPPHIRE SCIENTIFIC** strongly recommends a side door installation for the **MODEL 570 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.

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 mounting rails and waste tank mounting holes will serve as a template. Drill eight (8) to ten (10)  $1\frac{3}{32}$  in. diameter holes for the console and six (6) to eight (8)  $1\frac{3}{32}$  in. diameter holes for the waste tank.

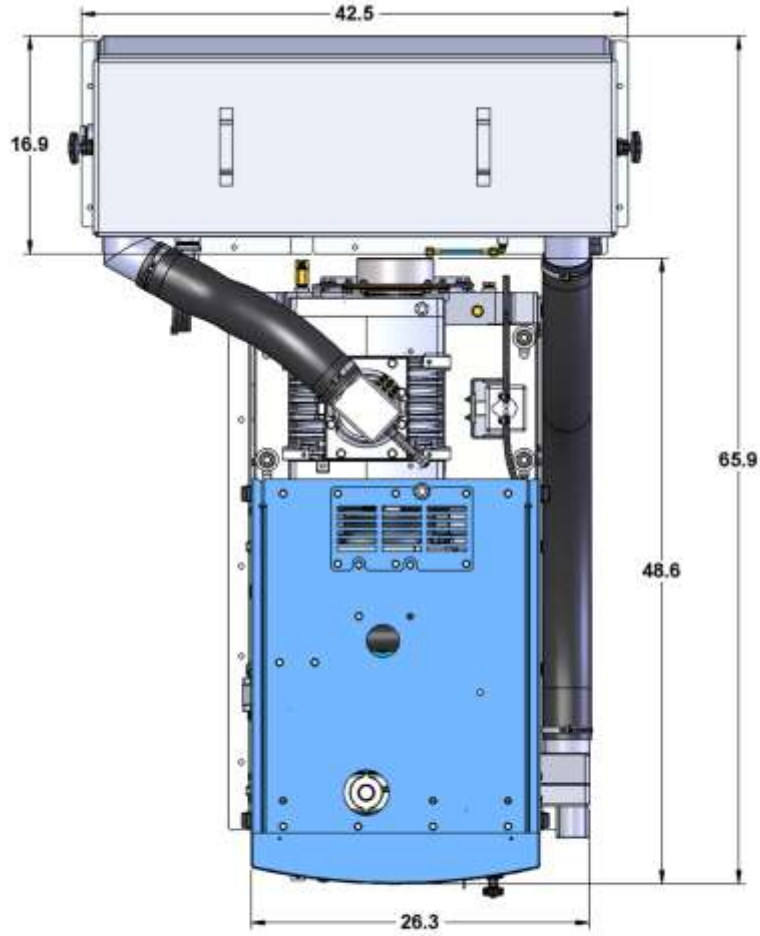
B. Using the provided mounting hardware kit:

1. Insert grade 5, 3/8-16 × 4 in. hex head cap screws with flat washers through the console and waste tank mounting holes. The two 5/16-18 x 6 in. hex head cap screws are provided if the unit is being installed into a Ford Transit. See your Transit installation guide for more information.
2. Install the provided mounting plates underneath the vehicle floor. Use the larger plates where space is available.
3. Screw the provided 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.

**! WARNING!** Do not alter or modify your **570SS** 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.

SECTION 2

DIMENSIONAL DIAGRAM



## SECTION 2

### INSTALLATION OF FUEL LINES



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



**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. Fuel pump must be mounted in a vertical position as near as possible to the fuel supply, and not located near any heat sources. 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.



**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



**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 in a well-ventilated area only. 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.

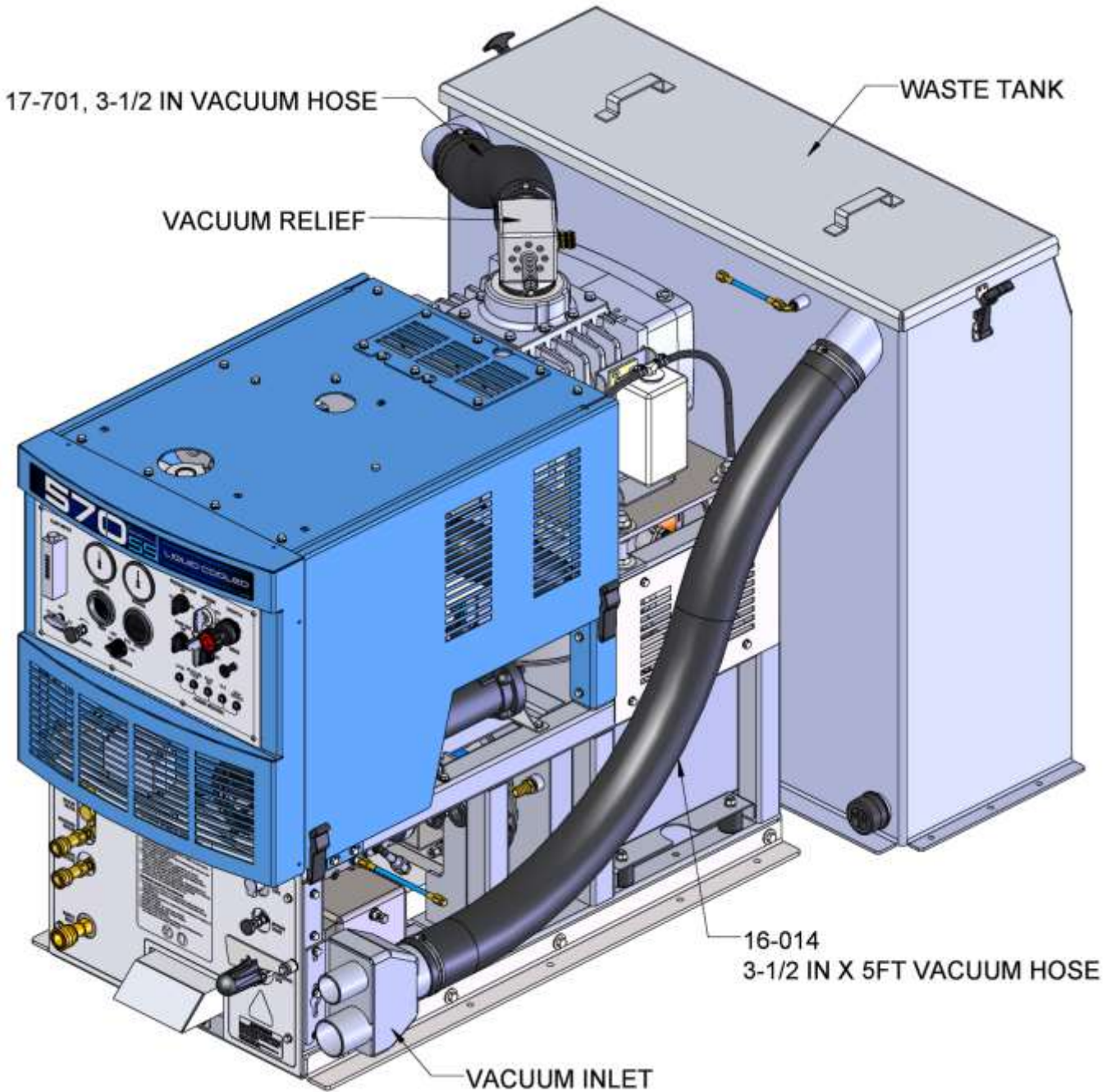
### FIRE EXTINGUISHER

**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**

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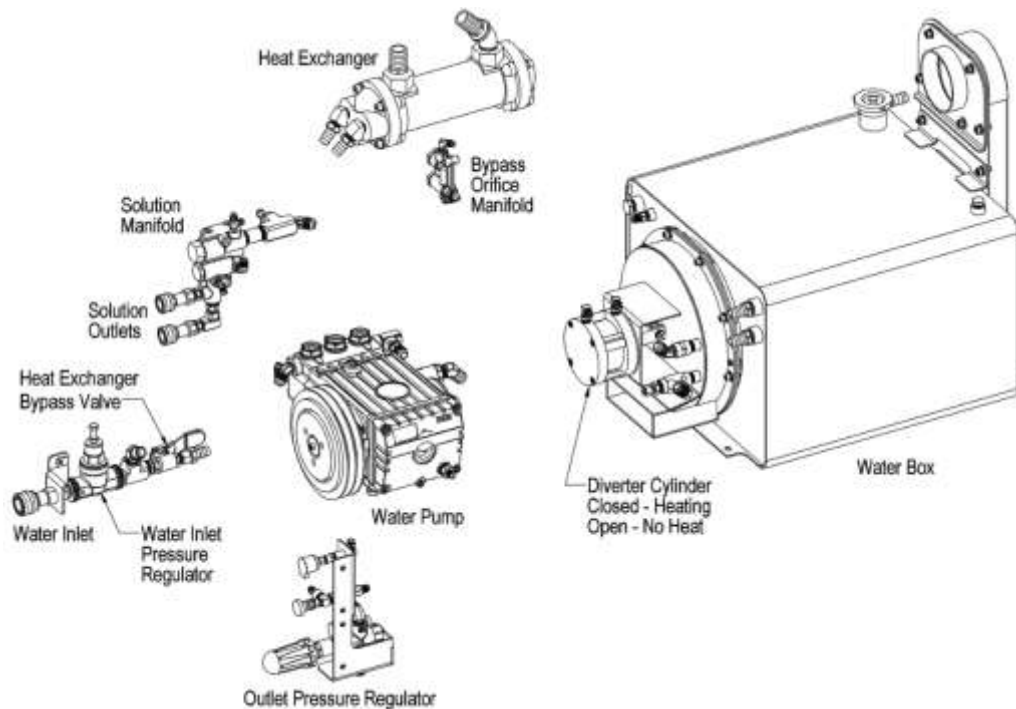
## 4. SYSTEMS

**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 RESERVOIR

The water reservoir is a pressurized vessel. 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 through the Inlet Pressure Regulator (where incoming water pressure is reduced to 15 psi) and into the water box through the heat exchanger. A bypass valve is included behind the inlet pressure regulator when cooler water is desired, bypassing the heat exchanger and delivering water directly into the water box.



### WATER/HEATING SYSTEM

The incoming water is pre-heated while cooling the engine through the heat exchanger. It is then sent to the water box where heat is maintained using radiant heat generated by the vacuum blower, engine and coil housing.

The water then flows to the water pump where it is pressurized. From there it flows to the heat exchanger where it travels through finned tubing 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. Solution pressure is controlled by the Outlet Pressure Regulator.

## SECTION 3

### VACUUM SYSTEM

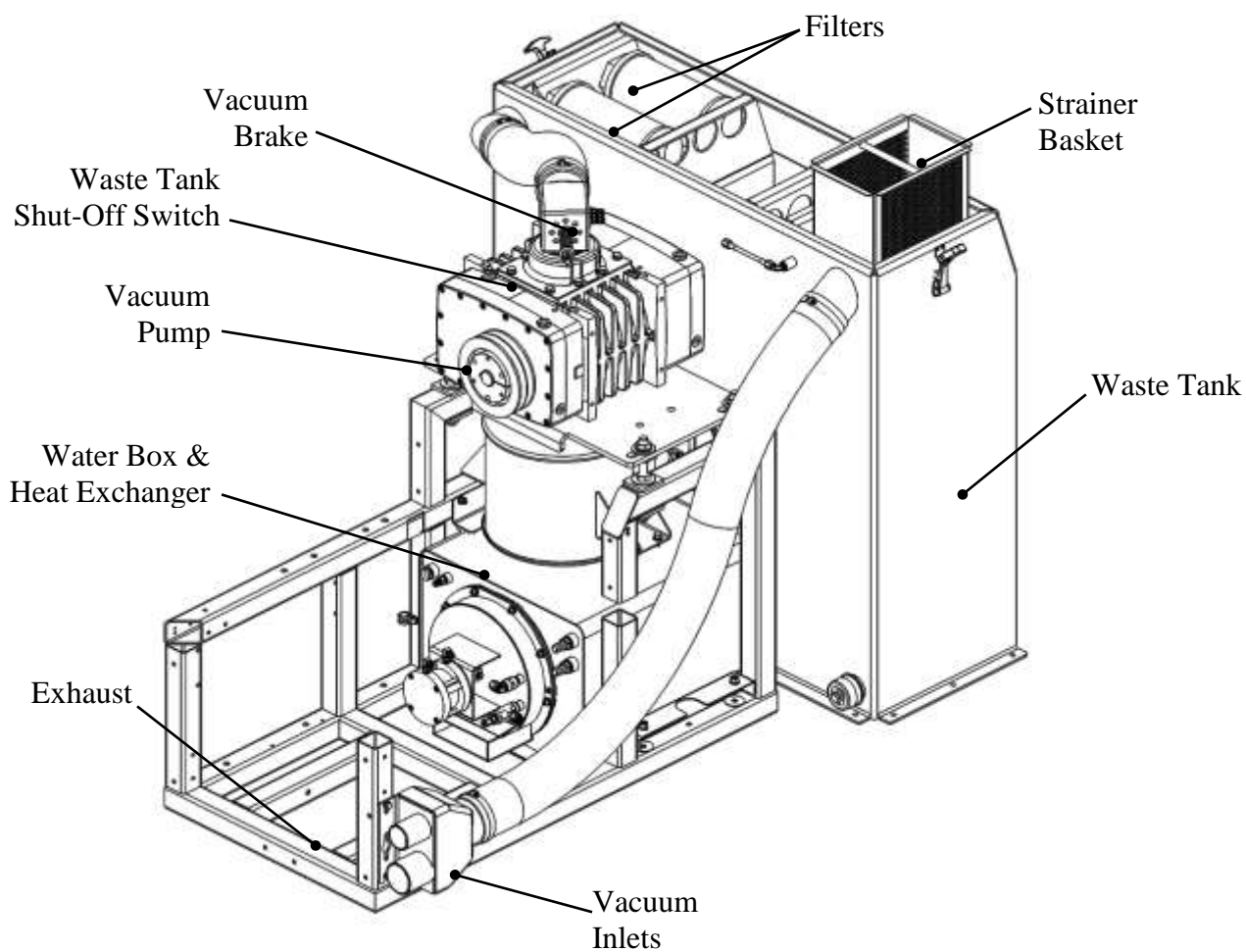
The engine turning a vacuum pump generates the vacuum. The air is channeled in one side of the vacuum pump, compressed and discharged on the opposite side, creating airflow. This airflow is used to do the work necessary for the extraction process. A vacuum nozzle applied to the carpet surface removes 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 down

stream into a silencer for noise abatement. Exiting the silencer, this hot air is directed through the heat exchanger

The vacuum pump speed is factory set to maximize vacuum pressure and provide sustained system life. Do not alter the vacuum speed outside the recommended range shown in the Technical Specifications section.

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.



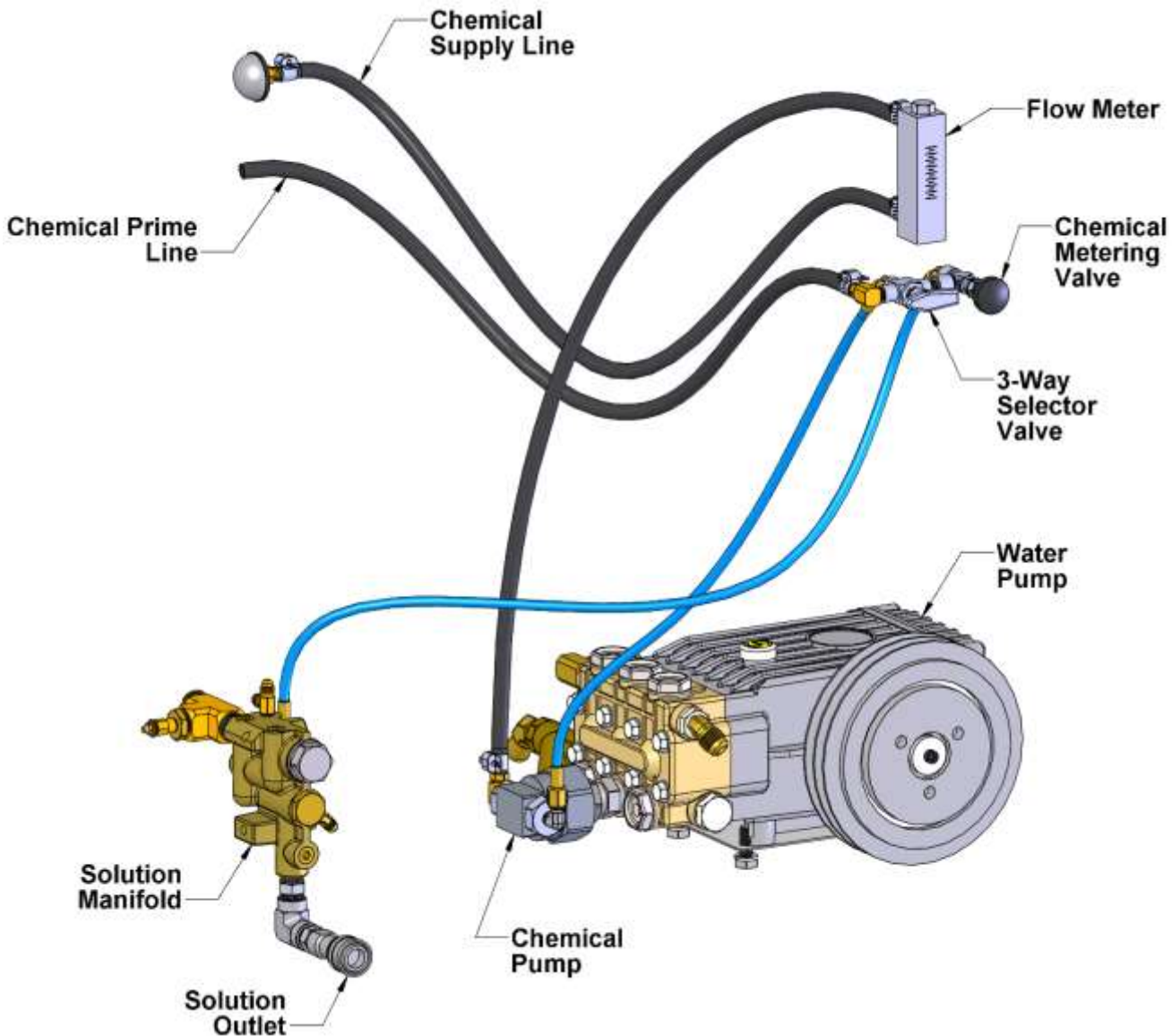
## SECTION 3

### 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.



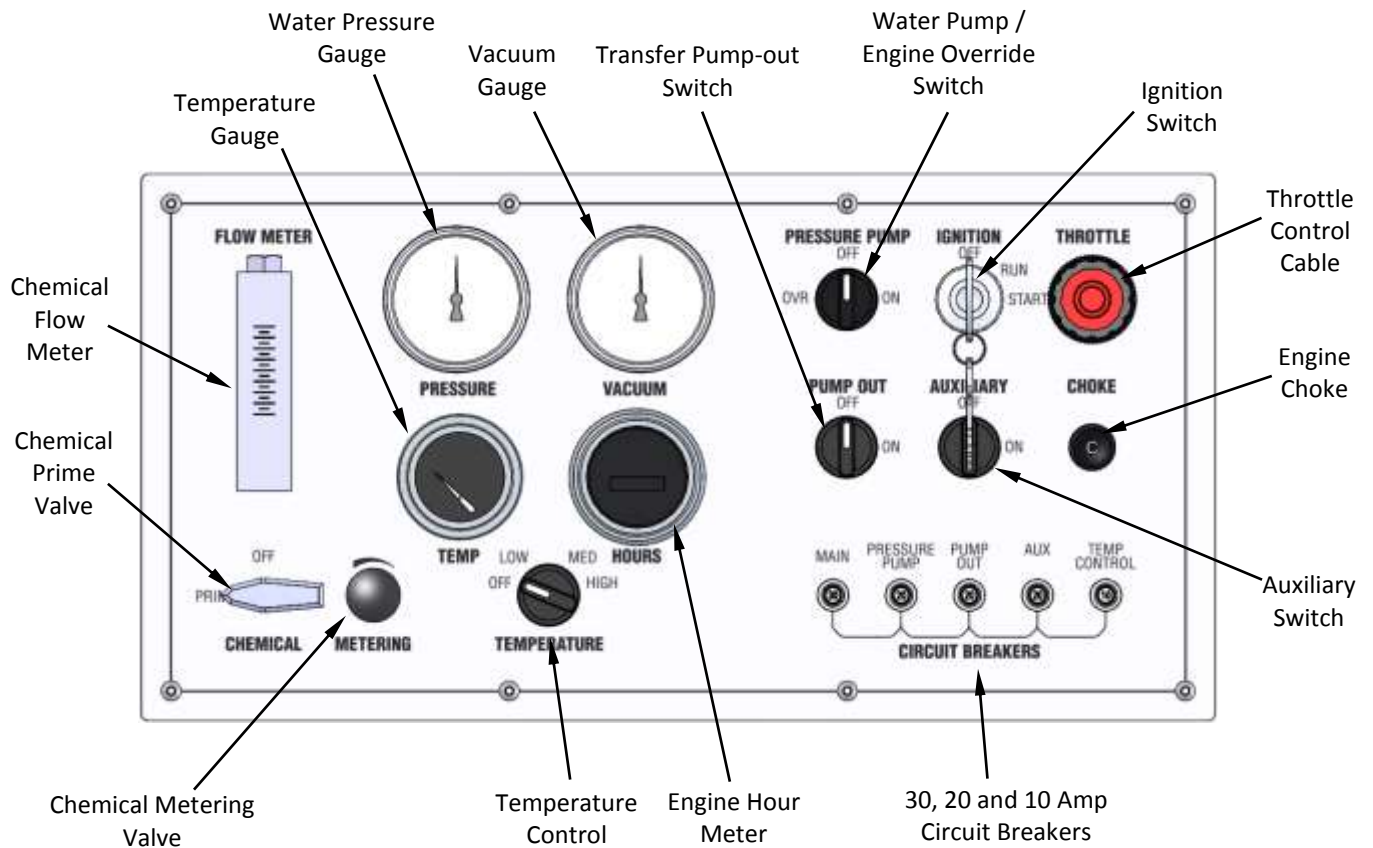
# 5. OPERATION

## PREPARATION

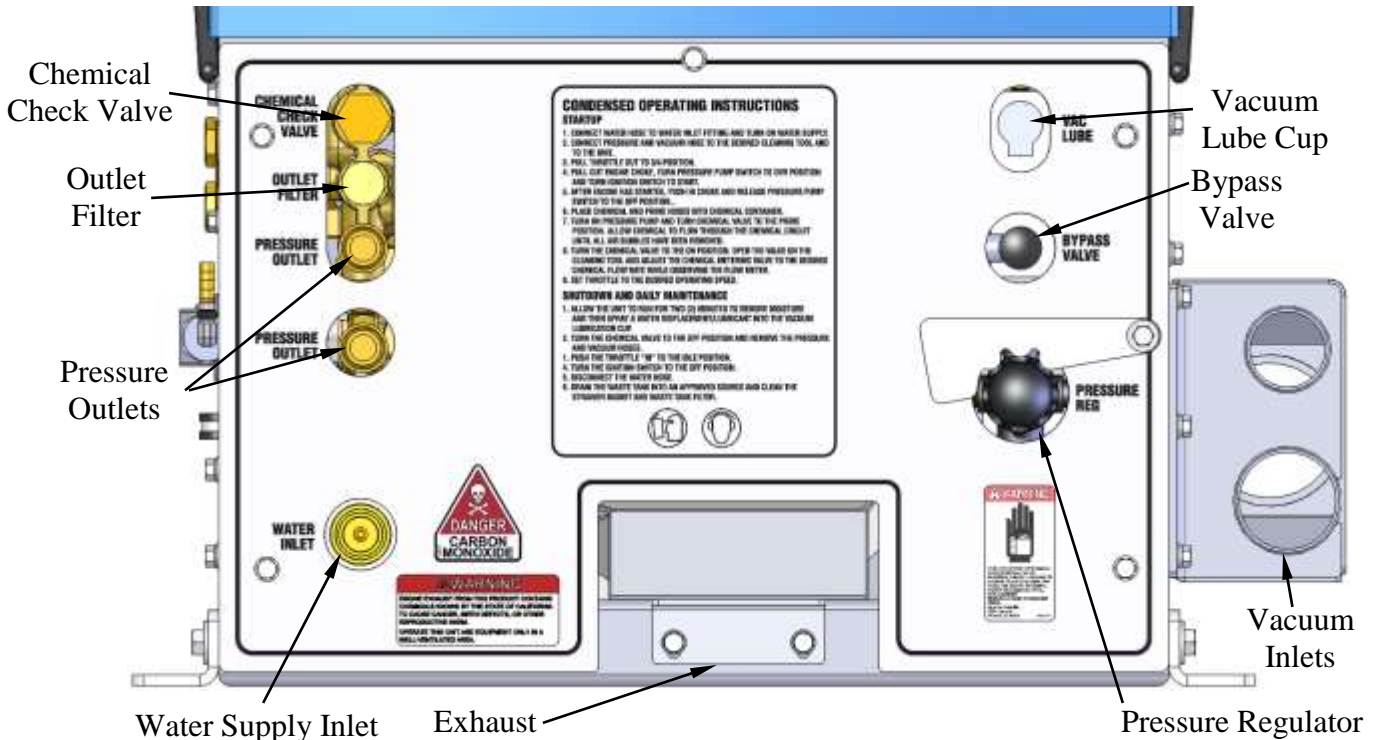
This section of the operator's manual explains how to prepare, start, operate, shut down and maintain your **SAPPHIRE SCIENTIFIC MODEL 570 SS®** mobile cleaning unit. The **MODEL 570 SS®** unit is easy to operate, however only trained operators should proceed.



**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



1. Set throttle control, pull out engine choke, turn solution pump switch to override and turn ignition key to start.
2. Push in engine choke after engine has started.
3. Set throttle control to desired speed.
4. 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) to 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 that the total floor tool size does not exceed #6. Using larger jet sizes on your **MODEL 570 SS**<sup>®</sup> unit may reduce cleaning temperatures.

### 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.

3. 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.

### AUTOMATIC WASTE PUMP

1. If your unit is equipped with an optional automatic waste pump, connect one end of the  $\frac{5}{8}$  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  $\frac{5}{8}$  in. I.D.

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



## SECTION 3



**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 cable to a minimum of 50% of throttle control maximum for 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



1. Set the throttle control cable on the front control panel to a minimum of 50% of throttle control maximum. Make certain that the **water pump switch** is in the **OFF** position. Proceed into the extraction process.

## SECTION 3

### **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. Adjust the throttle cable to the idle position.
5. Switch the temperature control to the lowest setting.
6. 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.

7. Unplug the vacuum inlet and remove load. Next, return the throttle control cable to idle position, and let idle for 3 to 5 minutes.
8. Turn the ignition switch to the **OFF** position.
9. 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.
10. 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.

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



**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.

12. 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.

13. 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.**

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

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

## SECTION 3

### **FREEZE PROTECTION**



**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.

#### **WINTERIZING YOUR UNIT WITH ANTI-FREEZE:**

1. Disconnect your water supply. If you have an on-board water supply, fully drain it when your unit is down for long periods.
2. Run the unit on low to extract as much water as possible. This can be done through the bypass valve or an open-ended hose connected to the solution outlet.
3. Add one gallon of 100% glycol based anti-freeze directly to the water box. On pressurized systems, remove the radiator cap to fill.
4. Purchase a pre-assembled winterizing hose from Sapphire Scientific, part number 68-168. Alternatively, you can make a short hose with a 1/4" male quick connect to a 3/8" male quick connect.

5. Create a loop with the winterizing hose by connecting one end to the water inlet and the other end to the solution outlet on the front of the unit.

6. Turn the pressure regulator all the way down. Start the unit in idle, turn the water pump switch to the ON position and run coolant through the system. Allow the unit to run for about 3 minutes to fully circulate the 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.

#### **WINTERIZING YOUR HOSES AND TOOLS WITH ANTI-FREEZE:**

1. To winterize your hoses and tools, connect all hoses to the solution outlet. Connect a tool to the hoses. Make sure that the tool will drain into an approved anti-freeze container.
2. Make sure the pressure regulator is turned all the way down. Start the unit in idle and turn the water pump on. Open the tool valve until anti-freeze begins to flow from the tool. Repeat this procedure with all hoses and tools as necessary. Disconnect and store the hoses and tools once they have been filled with anti-freeze.

## SECTION 3

### REMOVING ANTI-FREEZE FROM THE UNIT CONTINUED:

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.**

**Recover any anti-freeze that comes out of the tools and hoses and store in an approved container. ALWAYS reuse or recycle anti-freeze.**

## SECTION 4

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

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## 6. MAINTENANCE CHART

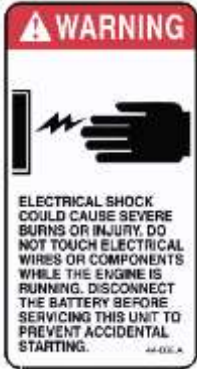
Engine	Daily	Check engine oil level. (2) Fill to proper level.
Vacuum Pump	Daily	Spray WD-40 (or Equivalent) into the lubrication cup for 5 seconds.
Water Pump	Daily	Check water pump oil level. (3) Fill to proper level.
Vacuum Inlet Filter	Daily	Inspect filter, clean and or replace if required. (1)
Waste 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.
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 **yearly**, 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 570 SS®** unit. A planned preventative maintenance program will ensure that your **SAPPHIRE SCIENTIFIC MODEL 570 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.** High quality 30W oil is recommended. A 10-30 synthetic blend may be used after 50 hours of operation for a new or rebuilt engine to allow the piston rings to properly seat. It is never recommended to extend oil change intervals past 100 hours.

Engine oil capacity	3.4 L 3.59 U.S.qts
---------------------	-----------------------

Tightening torque	Drain Plug	32.4 to 37.3 N·m
		3.3 to 3.8 kgf·m
		23.9 to 27.5 lbf·ft

**NOTE:** Using lower service class oil or extending oil change intervals longer than recommended can cause engine damage.

3. Replace spark plugs every **1000 hours**. Use **only OEM specified spark plugs.**
4. Adjust valves to .0057-.0073 inches every 1000 hours.
5. Clean the engine air filter element **weekly**. Replace the element every **yearly**.
6. 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

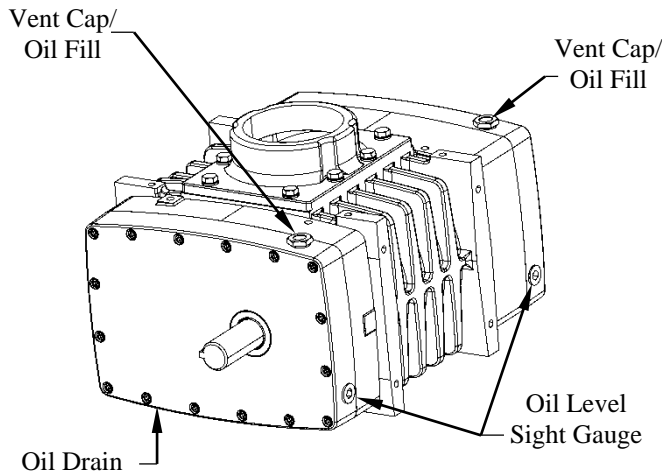
### VACUUM PUMP

**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.



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 **2 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**.

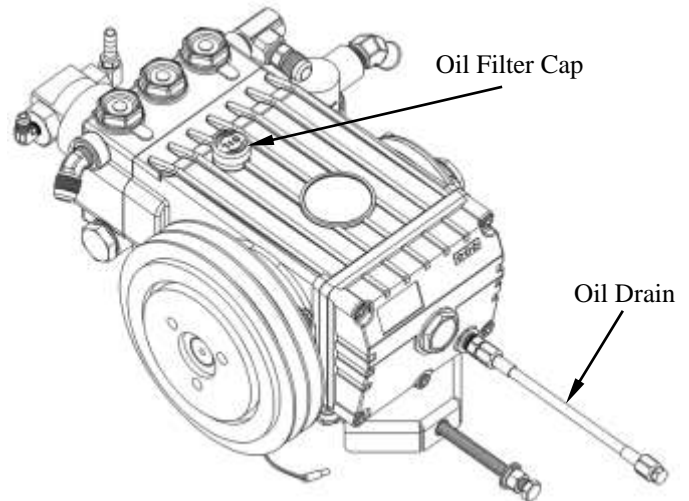
3. Drain, flush and replace the oil **every 1000 hours or yearly, whichever comes first**.

**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 Industrial Pump Oil, (Part # 13-030). Change the crankcase oil every **500 hours** thereafter.



## SECTION 4

### Vacuum Pump:

#### **Belt Replacement Procedures for Model 570:**

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

- 1) Disconnect the negative battery cable
- 2) Remove hose from waste tank to vacuum pump
- 3) Remove side hoods and top panel
- 4) Remove left and right hand belt guards
- 5) Loosen the hose clamp under the blower
- 6) Lower the blower plate approximately 1/2"
- 7) Tip the back of the blower up
- 8) Remove all belts. Install new belts
- 9) After belts have been installed, check for proper tension and alignment. Do this using a belt gauge. Set deflection to 1/4"; 10-12 lbs tension
- 10) Check pulleys for alignment using a straight edge (example: 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 and hub screws after the first **50 hours** and again at **100 hours** of operation. Re-torque these bolts 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	478	39.8
Vacuum Pump Hub #38-032	180	15

**Note:** Engine Pulley/flywheel is factory set at 868 in/lbs (72.3 ft/lbs)

## SECTION 4

### WASTE TANK STRAINER BASKET

The strainer basket located in the waste tank should be emptied and cleaned on a **daily** basis. Microban 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.

### PRESSURE REGULATOR

Lubricate the o-rings in the pressure regulator every **100 hours**. Use only o-ring lubricant (Part #13-003).

### VACUUM HOSES

To ensure maximum hose life, **SAPPHIRE SCIENTIFIC** recommends that you wash out the hoses with fresh water **daily**. Micro-ban QGC cleaner as 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.

#### ENGINE SPEED

1. Adjust the engine speed to 3000 RPM max.

#### **⚠ WARNING!**

**DO NOT** attempt to adjust without a tachometer and NEVER adjust the engine above 3000 RPM.

#### 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 13" Hg. Always ensure the lock nut is retightened.

#### WATER PUMP DRIVE BELT

To tighten the water pump belt:

1. Loosen the four bolts under the plate, 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.

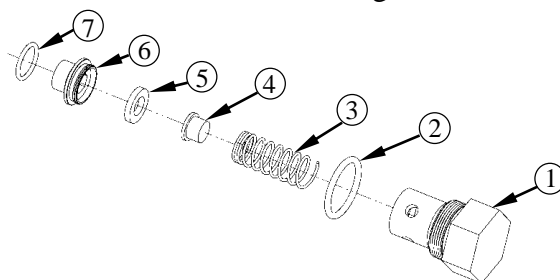
#### SOLUTION OUTLET CHECK VALVE

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 570 SS<sup>®</sup>** unit features a stainless steel chemical pump and metering system. The chemical pump requires only the replacement of the diaphragm 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.

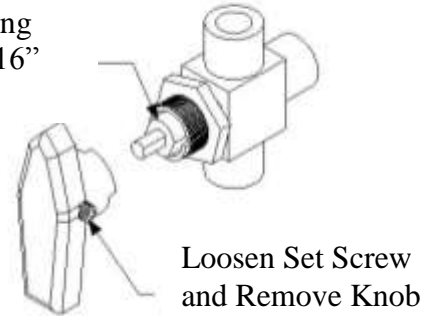
To replace the check valves, remove the check valve caps, replace the check valves and reassemble using new o-rings. **DO NOT** attempt to reuse o-rings after the check valves have been removed.

### PACKING NUT ADJUSTMENT CHEMICAL METERING/SELECTOR VALVES

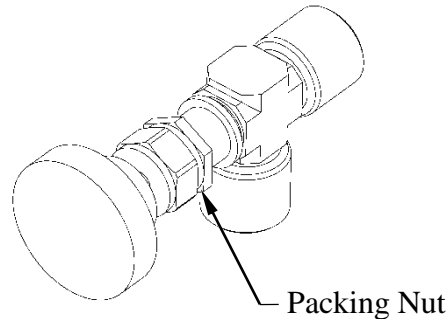
Inspect the packing nut for proper tension on the chemical metering and chemical selector valves every **200 hours**. When turning the knob, there should be some resistance. If not, slightly tighten the packing nut. **DO NOT** over tighten. Keeping the packing properly adjusted will eliminate possible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

#### Chemical Prime Valve

Adjust the packing nut by turning the packing bolt clockwise at 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:

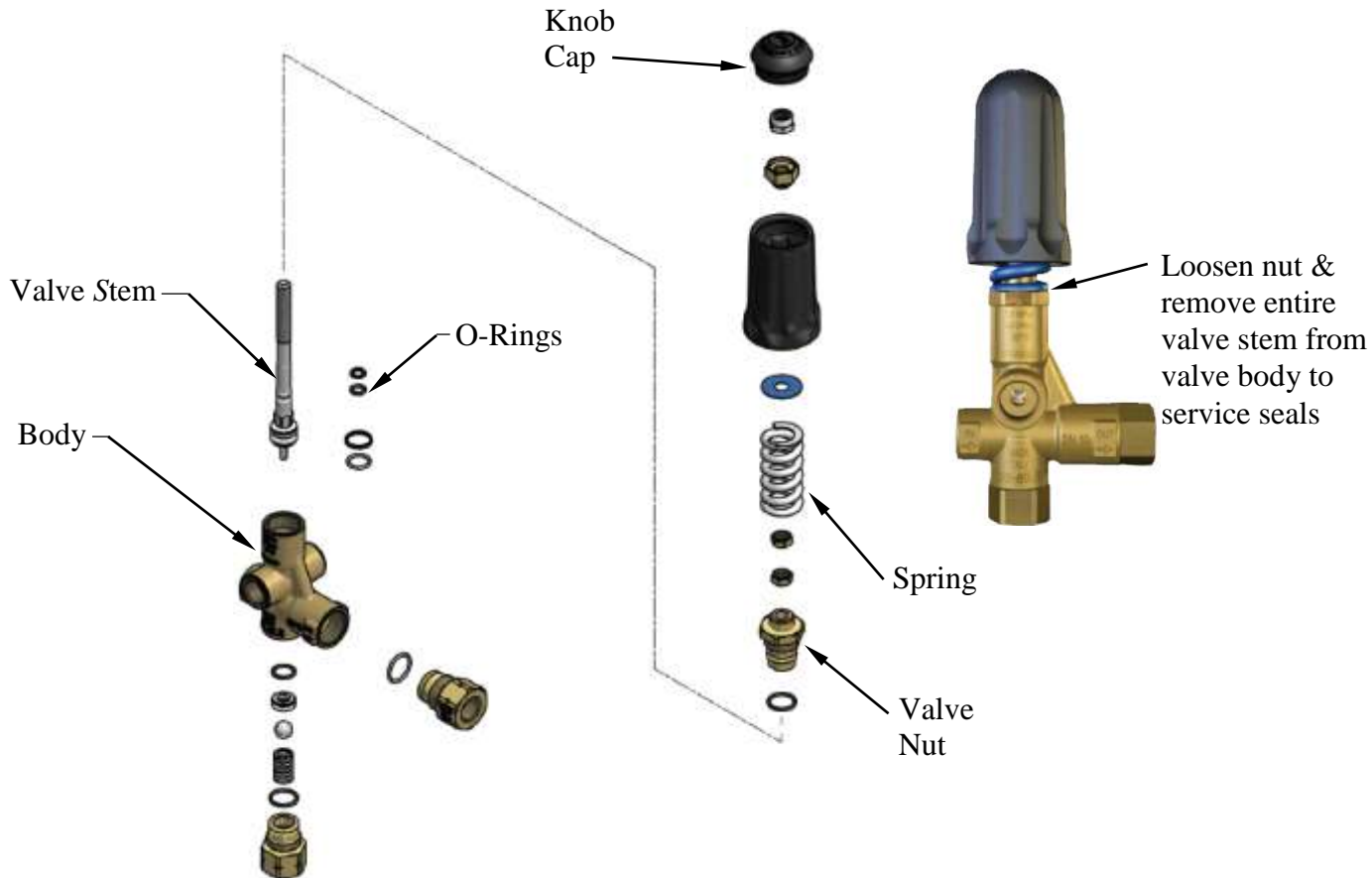
1. With the unit running, close the cleaning tool valve. Check the pressure gauge. Open the tool valve. Set the pressure regulator so that the pressure gauge reads 450 PSI with the tool valve closed. With the tool valve open, there should be a normal drop in pressure. If the drop is greater than 100 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-ring 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.**

**WARNING!** Do not alter or modify your **570SS** 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.

### 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 (located on engine), fuel shut-off solenoid (located on engine).	Test these components. If any are defective, replace. Consult the 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 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 Engine Operation and Maintenance Manual.
<b>Starter turns over engine, but will not start</b>	Engine is malfunctioning	Refer to 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 1200 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.
	Leaky pop-off valve on water box	
	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 4

### 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.
Vacuum pump is worn out.	Replace the vacuum pump.	
<b>Excessive Vacuum</b>	Improper throttle adjustment.	Adjust throttle to set desired vacuum pressure.
	Vacuum relief valve requires adjustment.	Readjust the vacuum relief valve.

### 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 there is a problem with the inlet pressure regulator.	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).

## SECTION 4

### 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.	Improper engine speed	Using a tachometer, check the engine speed. Full throttle engine speed is 3000 RPM. Idle engine speed is 1500 RPM. Refer to the “engine speed” section for instructions on how to re-adjust.
	Pressure regulator o-rings are dry.	Lubricate o-rings, using o-ring lubricant
	Pressure regulator has worn o-rings	Check o-rings. If necessary, replace.
	Pressure regulator is dirty, stuck open, or improperly adjusted.	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 proper 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 fittings. Re-apply thread sealant where required. If any fittings are damaged, replace.
	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" section in this manual). 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 and replace, if required.
	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).

## TROUBLESHOOTING: CHEMICAL SYSTEM

PROBLEM	CAUSE	SOLUTION
<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 in this manual.

# **SECTION 5:** **PARTS and ACCESSORIES**

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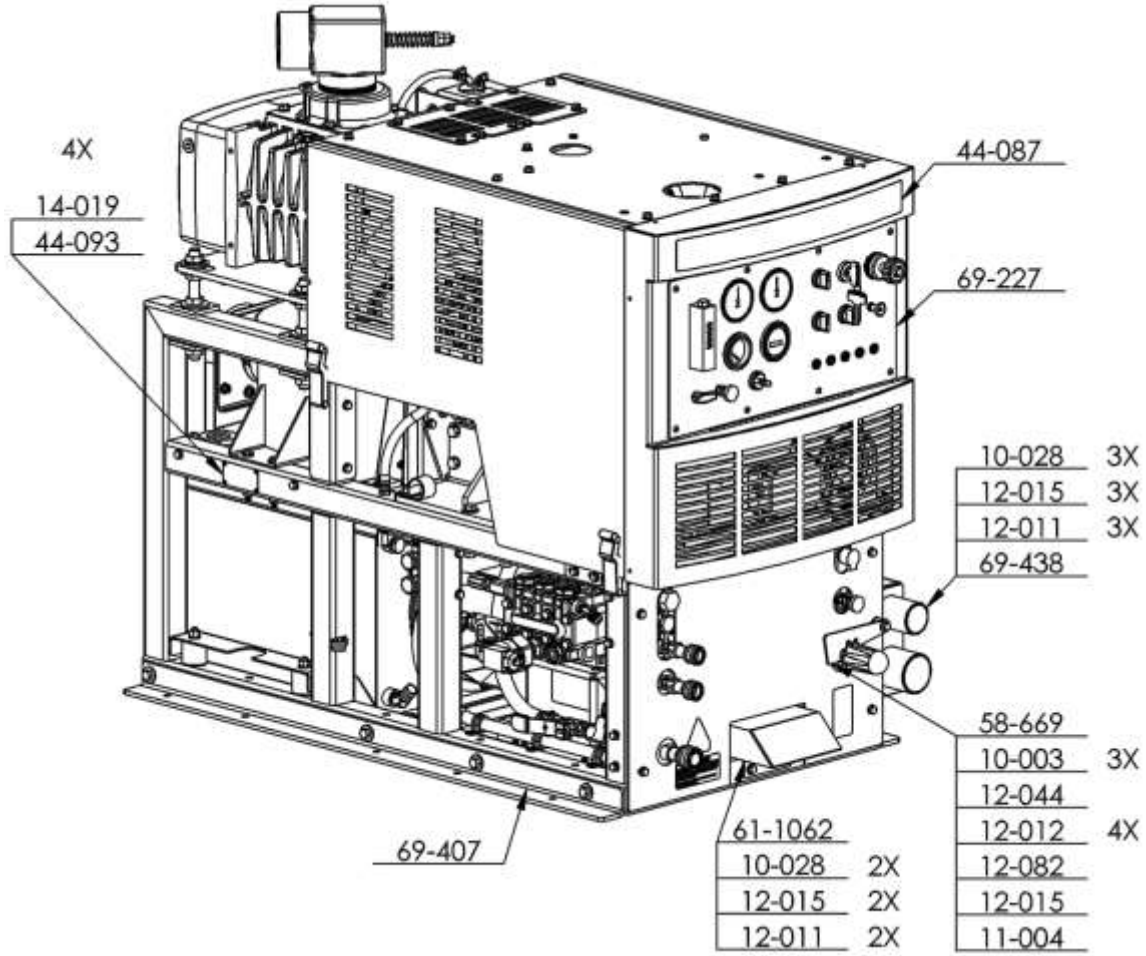
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1	44-187	DECAL, CO DANGER TRIANGLE
1	44-278	DECAL, WARNING CA PROP 65
2	11-090	NUT, 5/16-18 TOPLOCK GRC Z
2	12-030	WASHER, 5/16 NORD LOCK
20	10-388	SCREW, MACH 5/16-18 X 1-1/4 SOCHD BLK
1	61-1062	WELDMENT, EXHAUST EXTENSION
1	69-415	ASSY, COOLANT HEAT EXCHANGER
1	44-262	DECAL, THERMAL VALVE
1	58-524	ANGLE, CONSOLE MTG RAIL LS
1	58-523	ANGLE, CONSOLE MTG RAIL RS
2	10-004	SCREW, MACH 3/8-16 X 1-1/4 HEXHD
4	14-004	CLAMP,WIRE CUSHION 3/4 ID X 1/4 BOLT
1	69-227	ASSEMBLY, INSTRUMENT PANEL
3	10-003	BOLT, 1/4-20 X 3 1/2 HH ZP
8	10-025	SCREW, MACH 1/4-20 X 3/4 HXHD GRD5
18	10-028	SCREW, MACH 1/4-20 X 2-3/4 HXHD
12	10-030	SCREW, MACH 3/8-16 X 3 HXHD
2	10-032	SCREW, MACH 1/4-20 X 3/4 HXHD
2	10-034	BOLT, 5/16-18 X 3/4 HH ZP
2	10-149	SCREW, 6-32 X 1-2 PHP ZP
2	10-160	BOLT, 1/4-20 X 4 1/2 HH ZP
3	10-165	SCREW, MACH 1/4-20 X .50 FHSCS SS
2	10-174	SCREW, MACH 5/16-18 X 3 HXHD
15	11-004	NUT, 1/4-20 ZINC
5	11-005	NUT, 5/16-18 ZINC
14	11-006	NUT, 3/8-16 ZINC
2	11-021	NUT, 6-32 NYLOK
1	11-088	NUT, 7/16-20 THIN NYLOK ZPS
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4	12-012	WASHER, FLAT 1/4 USS
28	12-013	WASHER, FLAT 3/8 SAE
14	12-014	LKWSR, 3/8 ZINC
32	12-015	LKWSR, 1/4 ZINC
5	12-016	LKWSR, 5/16 ZINC
7	12-017	WASHER, FLAT 5/16 SAE ZINC
1	12-021	WASHER, FLAT, 7/16 ZINC
1	12-044	WASHER, FLAT, .38 X .812 X .03 PTFE (95630A245)
1	12-082	SPACER, .75 OD X .26 ID X .50 L LDPE
1	14-005	CLAMP,WIRE CUSHION 5/8 ID X 1/4 BOLT
2	14-008	CLAMP, HOSE #72
4	14-019	RIVET, ALUM NAMEPLATE
2	14-021	CLAMP, 1.00 ID VINYL COVERED
2	14-050	CLAMP, HOSE 4 1/2 TO 2 1/2 HD SS
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3.0 IN	16-110	HOSE, 4.5 ID X 3 FT SILICONE 550F
1	44-087	DECAL, PRODUCT 570SS
1	44-093	PLATE, SERIAL 570SS
1	58-669	LEVER, REGULATOR STOP
1	61-825	WELDMENT, SILENCER
1	66-360	FITTING, 5/16 FUEL LINE MANIFOLD
1	69-208	ASSY, BLOWER BELT GUARD 570SS
1	69-249	ASSY, MANIFOLD BLOCK & BYPASS
1	69-407	ASSY, FRAME AND ENCLOSURES
1	69-411	VACUUM PUMP, TI 408 HORZ RH CW
1	69-412	ASSY, COOLING AND HEAT EXCHANGE
1	69-414	ASSY, ENGINE
1	69-423	ASSY, QD BRACKET
1	69-438	ASSY, VAC INLET BRACKET
1	69-465	ASSY, GENERAL PRESSURE PUMP 570
1	69-506	ASSY, REGULATOR BRACKET
1	69-525	ASSY, DIVERTER LOCKOUT
1	69-583	ASSY, THERMAL WELL
1	69-634	ASSY, TEMP CONTROL MODULE
QTY	PART NO.	DESCRIPTION

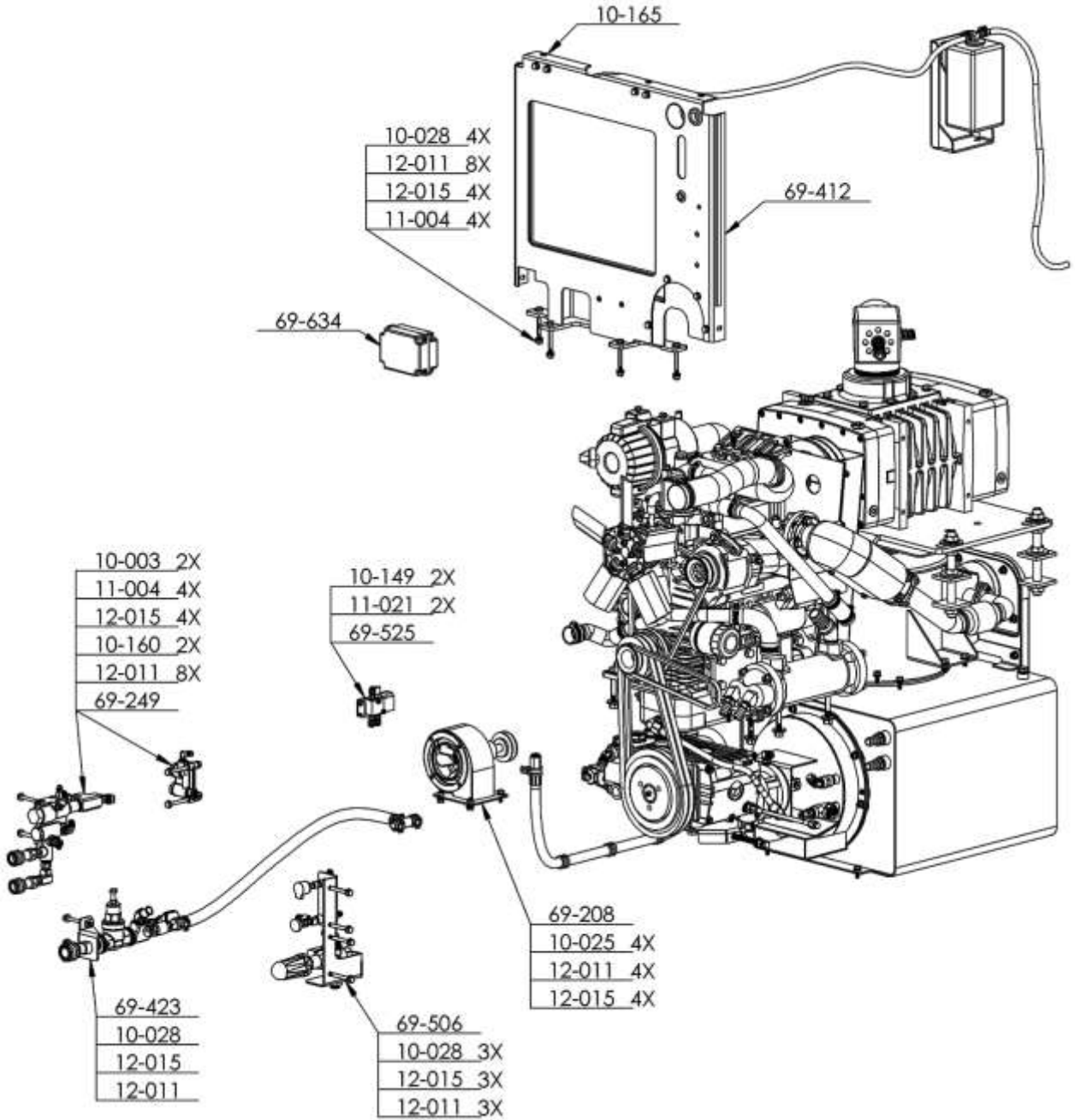
### 70-570, CONSOLE, SAPPHIRE 570SS BOM TABLE

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70-570, CONSOLE, SAPHIRE 570SS (SEE BOM TABLE)

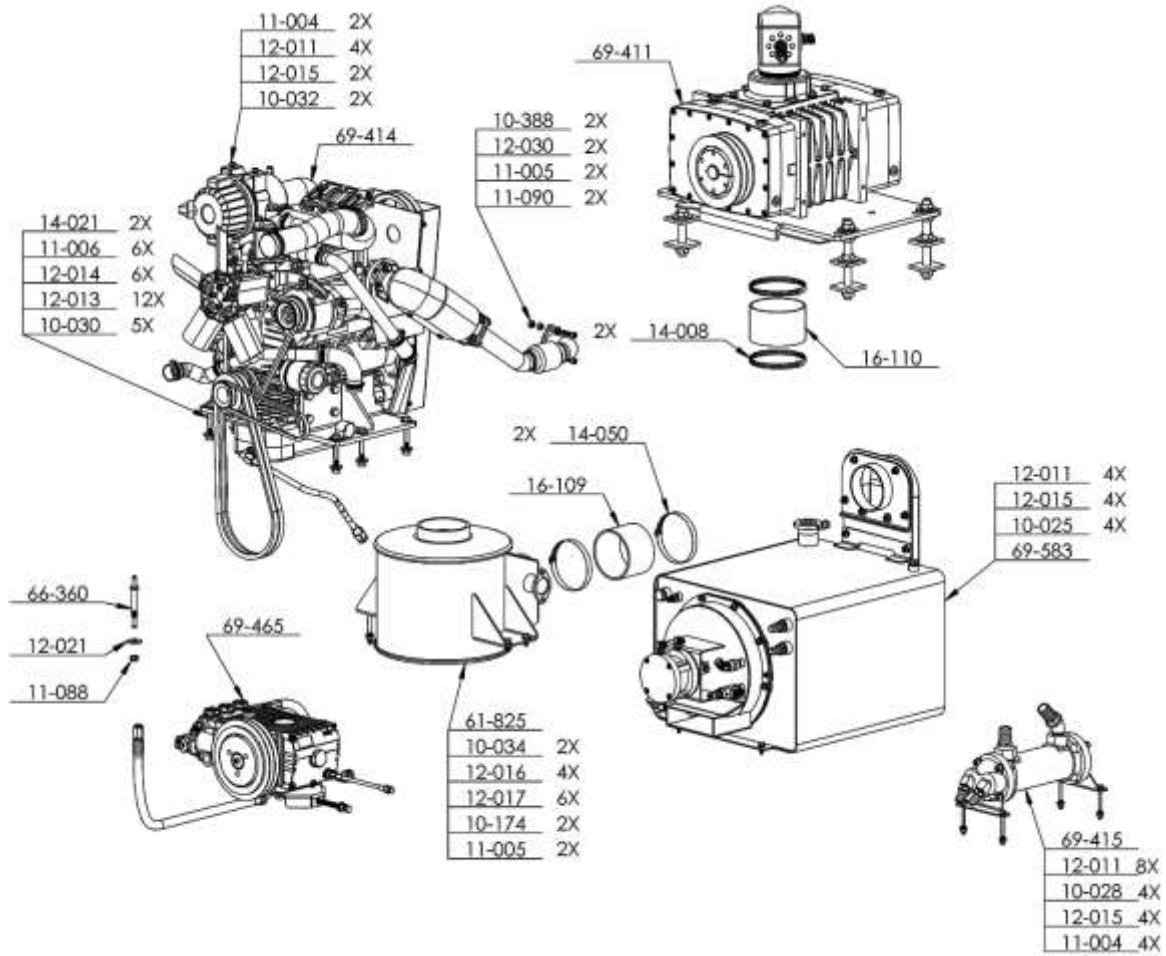
SECTION 5



70-570, CONSOLE, SAPPHIRE 570SS (SEE BOM TABLE)



## SECTION 5



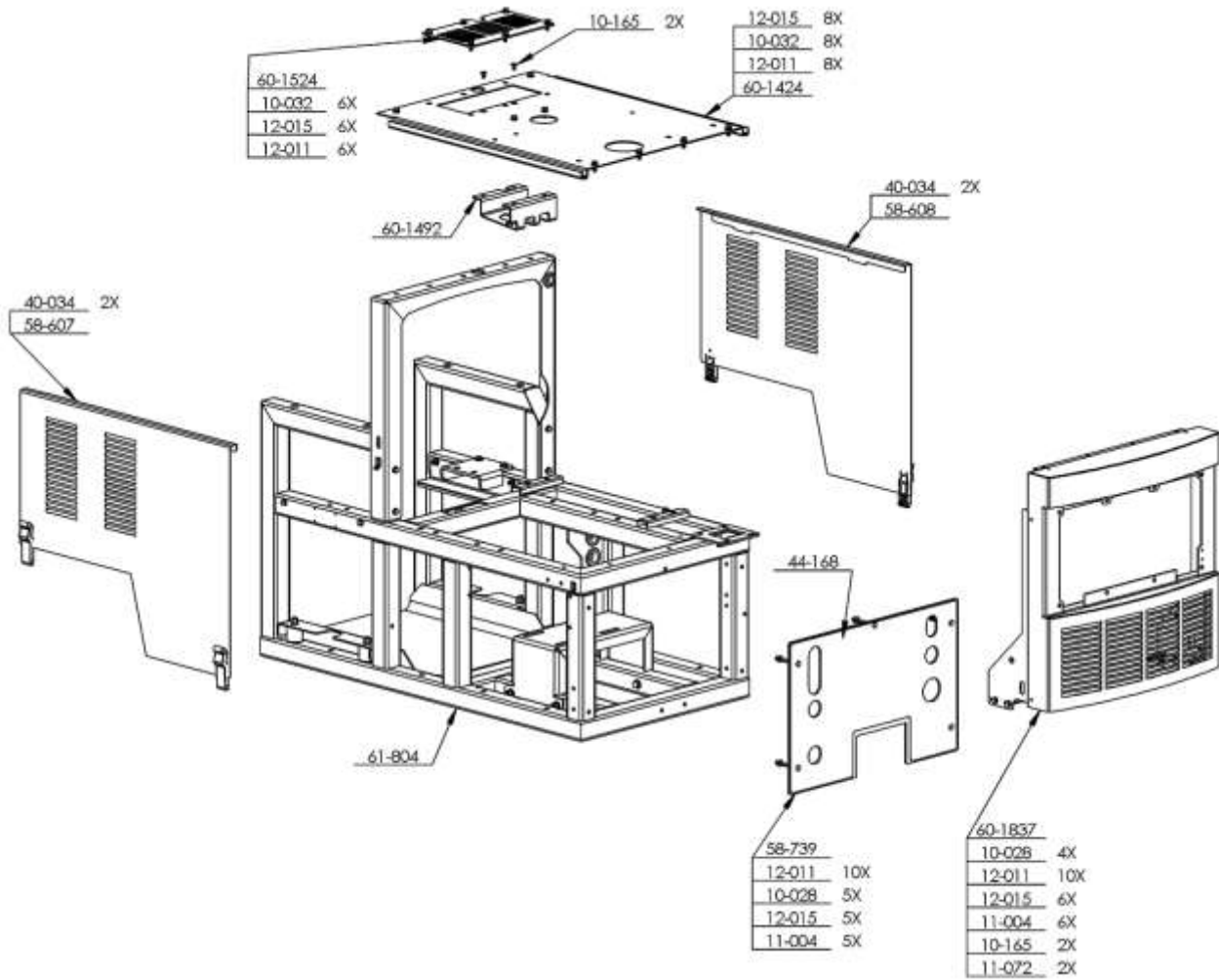
**70-570, CONSOLE, SAPPHIRE 570SS (SEE BOM TABLE)**

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18	10-028	SCREW, MACH 1/4-20 X 2-3/4 HXHD
4	10-030	SCREW, MACH 3/8-16 X 3 HXHD
14	10-032	SCREW, MACH 1/4-20 X 3/4 HXHD
4	10-165	SCREW, MACH 1/4-20 X .50 FHSCS SS
2	10-174	SCREW, MACH 5/16-18 X 3 HXHD
22	11-004	NUT, 1/4-20 ZINC
2	11-005	NUT, 5/16-18 ZINC
8	11-006	NUT, 3/8-16 ZINC
2	11-072	NUT, WELL 1/4-20 X .187 RUBBER
54	12-011	WASHER, FLAT #12 SAE
8	12-013	WASHER, FLAT 3/8 SAE
8	12-014	LKWSR, 3/8 ZINC
36	12-015	LKWSR, 1/4 ZINC
2	12-016	LKWSR, 5/16 ZINC
4	12-017	WASHER, FLAT 5/16 SAE ZINC
8	12-049	WASHER, 3/8 X 1-1/2 FENDER ZINC
1	14-004	CLAMP,WIRE CUSHION 3/4 ID X 1/4 BOLT
4	40-034	LATCH, DRAW SS CONCEALED MOUNT
1	41-071	GROMMET, 1-3/8" OD X 3/4" ID X 1/8" PANEL
4	41-095	ISOLATOR, 1.5 OD X 1.5 TALL 50 DURO
2	41-122	GROMMET, 1.0 ID X 1.75 OD X 1/4 PANEL
1	44-168	DECAL, LOWER FRONT 570
1	58-607	PANEL, LEFT SIDE 570SS
1	58-608	PANEL, RIGHT SIDE 570SS
1	58-739	PANEL, LOWER FRONT
1	60-1424	PANEL, TOP
1	60-1524	COVER, TOP PANEL
1	60-1592	BRACKET, GENERAL PRESSURE PUMP 570
1	61-804	WELDMENT, FRAME 570SS
1	61-806	WELDMENT, FRAME REAR BRACE
1	61-836	WELDMENT, COIL MTG BRACKET
1	61-996	WELDMENT, FRONT BEZEL
1	61-1058	WELDMENT, WATER BOX CRADLE
1	61-1063	WELDMENT, SILENCER SUPPORT
2	69-584	ASSY, WATER BOX RESTRAINT
QTY	PART NO.	DESCRIPTION

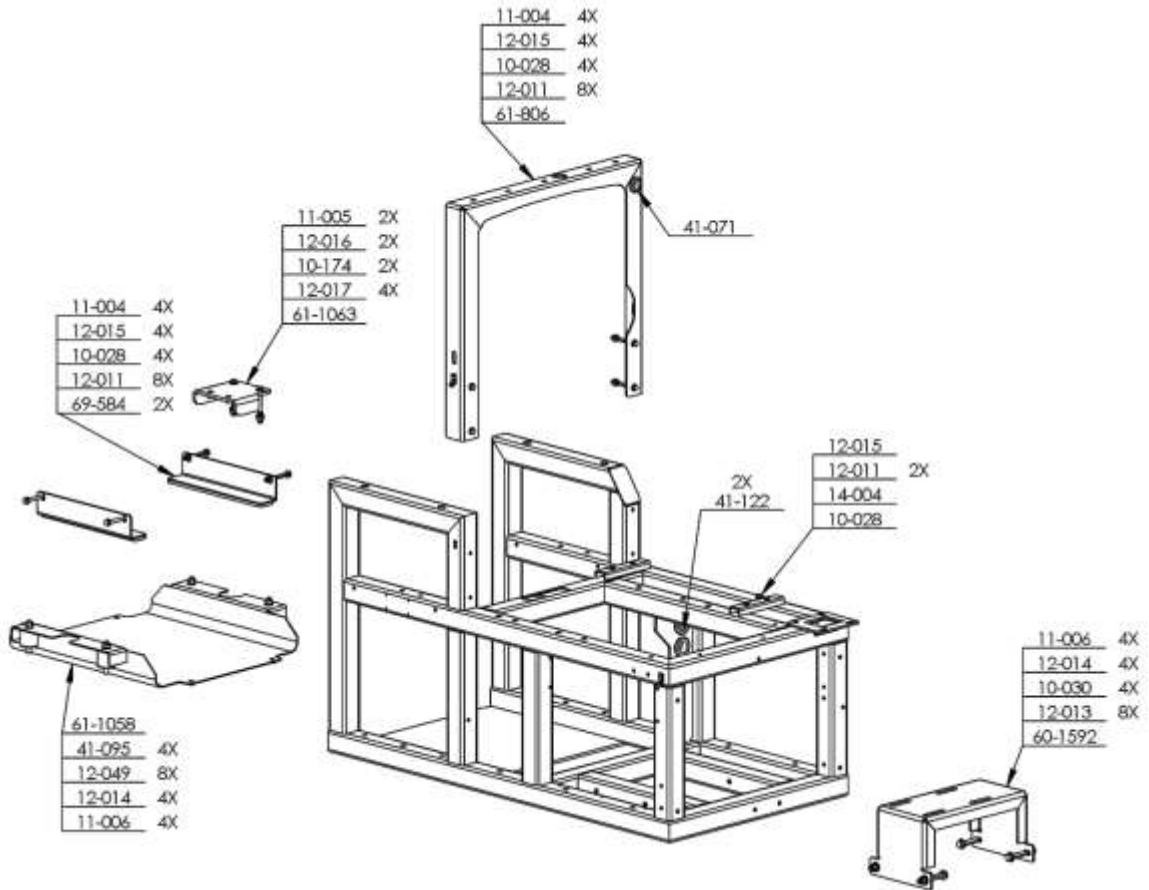
**69-407, ASSY, FRAME AND ENCLOSURES, BOM TABLE**

## SECTION 5



**69-407 ASSY, FRAME AND ENCLOSURES, (SEE BOM TABLE)**

## SECTION 5



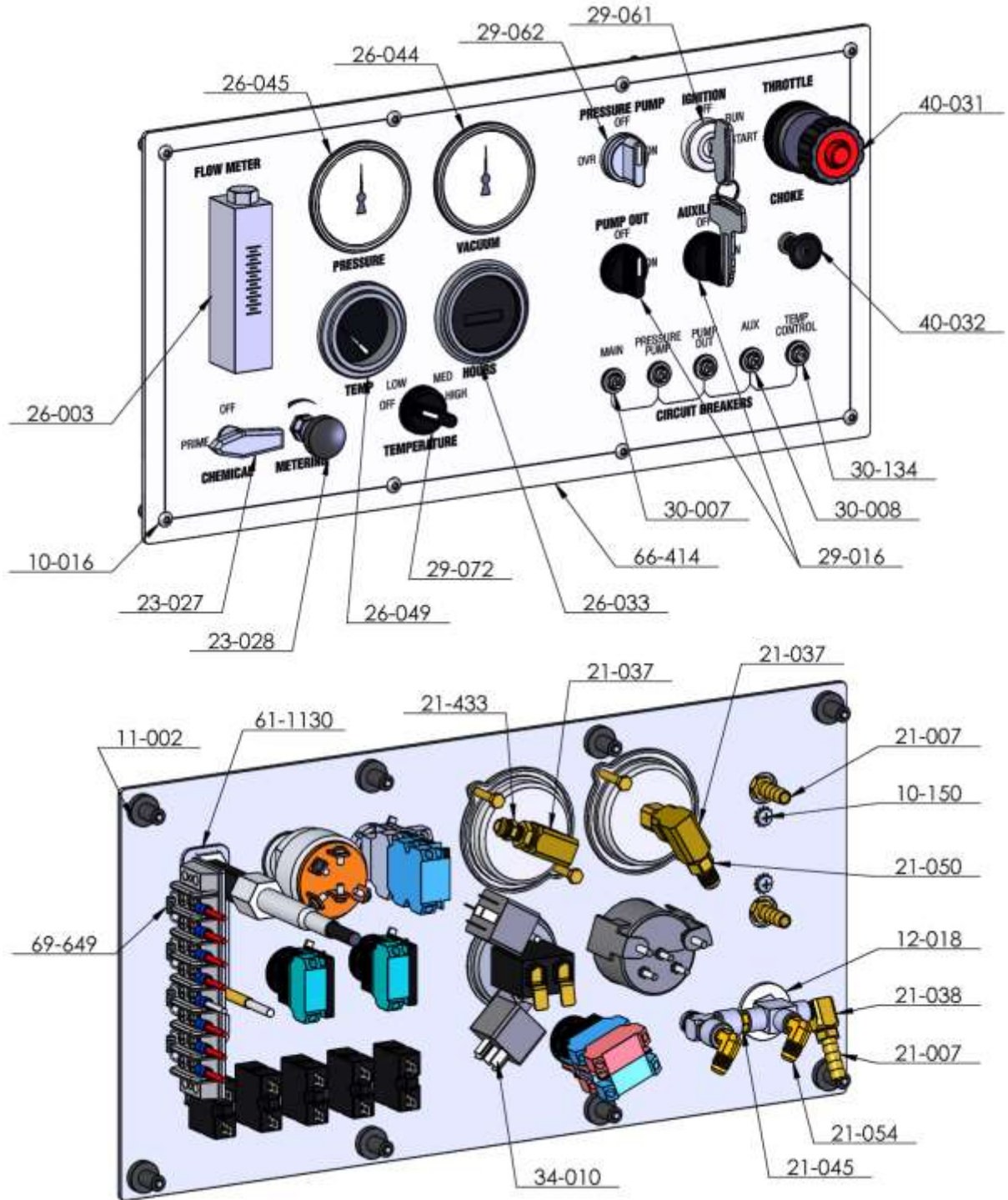
**69-407 ASSY, FRAME AND ENCLOSURES, (SEE BOM TABLE)**

## SECTION 5

1	69-649	ASSY, TERMINAL BLOCK 8 CIRCUIT
1	66-414	PANEL, INSTRUMENT 570 SCREENED
1	21-045	NIP, 1/8 IN HEX BRASS
1	26-049	GAUGE, WTR TEMP CHROME 280 DEG.
1	30-134	BREAKER, 10 AMP
2	29-016	SWITCH, ROTARY NON-ILLUMINATED
1	61-1130	WELDMENT, TERMINAL BLOCK MOUNT
8	10-016	SCREW, MACHINE 10-32 X 1 SOCHD SS
2	10-150	SCREW - 10-32 X .500 PHP ZP
8	11-002	NUT, WELL G 10-32
1	12-018	WASHER, FLAT 1/2 USS
2	12-027	LKWSR, EXT TOOTH #12
3	21-007	FITG, BRB 1/8 P X 5/16 H BR
2	21-037	ELL, 1/4 IN. BRASS
1	21-038	ELL, STREET 1/8 IN BRASS
1	21-050	CONN, 1/4 NPT X 1/4 JIC BRASS
2	21-054	ELL, 1-8P X 1-4 T BRASS
1	21-433	CONN, 1/4 P X 1/4 POLY
1	23-027	VALVE, 3-WAY BALL 1/8 FP SS
1	23-028	VLV, MET 1/8 FP (CHEM) RT ANG SS
1	26-003	FLOWMETER, 1/8 FP
1	26-033	HOURLMETER, HOBBS CHROME BEZEL
1	26-044	GAUGE, VACUUM 2.5 IN 0-30 IN/HG
1	26-045	GAUGE, PRESSURE 2.5 IN 0-1500 PSI
1	29-062	SWITCH, ROTARY 3 POS SR FROM LEFT 3 NO 1 NC
1	29-072	SWITCH, ROTARY, 4POS 2NO 2NC
1	30-007	BREAKER, 30 AMP
3	30-008	BREAKER, 20 AMP
2	34-010	RELAY, ENG.SHTDWN12V20/30AMP
1	40-031	CABLE, THROTTLE
1	40-032	CABLE, CHOKE
QTY	PART NO.	DESCRIPTION

**69-638, ASSY, INSTRUMENT PANEL, (BOM TABLE)**

SECTION 5



69-638, ASSY, INSTRUMENT PANEL (SEE BOM TABLE)

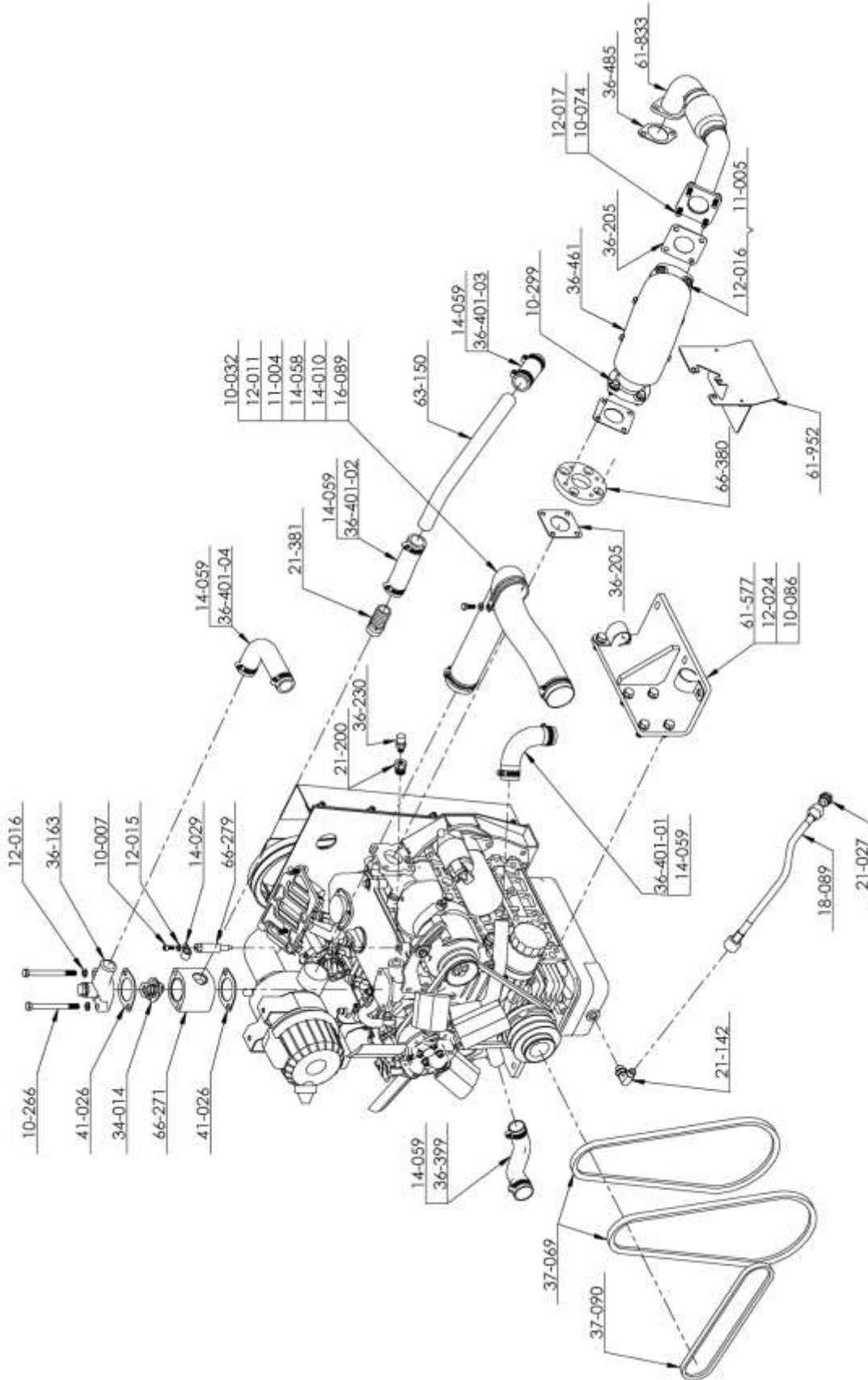
SECTION 5

QTY	PART NO.	DESCRIPTION
1	35-018	FAN BLADE, 12.00 DIA 5 BLADE KUBOTA 570SS
1	36-163	HOUSING, THERMOSTAT KUBOTA 90
1	36-188	AIR INTAKE, CARB KUBOTA
3	36-205	GASKET, ENGINE EXHAUST KUBOTA 31 HP
1	36-230	SWITCH, 230 DEG KUBOTA TEMP
1	36-397	ASSY, KUBOTA 31 HP AIR CLEANER
1	36-399	HOSE, LOWER RADIATOR KUBOTA 31 HP
1	36-400	HOSE, CARB TO AIR CLEANER
1	36-401-01	HOSE, RADIATOR 1.00 ID X 90 DEG
1	36-401-02	HOSE, RADIATOR 1.00 ID X 3.00L
1	36-401-03	HOSE, RADIATOR 1.00 ID X 3.00L
1	36-401-04	HOSE, RADIATOR 1.00 ID X 90 DEG
1	36-485	GASKET, ENGINE EXHAUST SLOTTED
2	37-069	BELT, AX36 GATES EPDM
2	37-070	BELT, 5VX433 GATES EPDM
1	37-071	BELT, XL7350 EPDM
1	37-090	BELT, 3L250 GATES EPDM
2	41-026	GASKET, THERMOSTAT KUBOTA
1	45-037	ENGINE, KUBOTA 31 HP CATALYTIC
1	61-576	WELDMENT, ENGINE MOUNT LS
1	61-577	WELDMENT, ENGINE MOUNT RS
1	61-588	WELDMENT, CROSSOVER INLET
1	61-833	WELDMENT, EXHAUST TUBE
1	61-952	WELDMENT, STARTER HEAT SHIELD
1	63-150	TUBE, THERMOSTAT TO HEAT EXCHANGER
1	66-268	PULLEY, 6.3 OD 5V 2G KUBOTA ENGINE
1	66-270	SPACER, BREEZA FAN
1	66-271	HOUSING, DUAL THERMOSTAT
1	66-272	PULLEY, FRONT ENGINE FAN DRIVE
1	66-273	PULLEY, ENGINE FRONT
2	66-279	STANDOFF, VALVE COVER KUBOTA 31HP
1	66-380	ADAPTER, CATALYTIC CONVERTER
1	69-242	ASSY, BELT GUARD

QTY	PART NO.	DESCRIPTION
2	11-036	NUT, M8 X 1.25 HEX JAM
1	36-461	CATALYTIC CONVERTER, KUBOTA
2	14-021	CLAMP, 1.00 ID VINYL COVERED
4	10-299	BOLT, HEX FLANGE 5/16-18 X 3/4 ZP
2	10-007	SCREW, MACH 1/4-20 X 1/2 SOCHD SS
4	10-012	SCREW, MACH M6-1.0 X 30MM SOCHD GR 8
2	10-025	SCREW, MACH 1/4-20 X 3/4 HXHD GRD5
1	10-032	SCREW, MACH 1/4-20 X 3/4 HXHD
4	10-074	SCREW, MACH 5/16-18 X 1 SOCHD SS
12	10-086	SCREW, 10MM-1.25 X 25 Z 8.8 HCS
1	10-091	SCREW, 8-32 X 1/4 SHCS
5	10-162	BOLT, 10MM-1.25 X 40MM G8 HWH ZP
1	10-164	SCREW, M12-1.50 X 30MM G8 HWH
2	10-266	SCREW, MACH M8-1.25 x 100MM HEXHD GR 8
1	11-004	NUT, 1/4-20 ZINC
4	11-005	NUT, 5/16-18 ZINC
4	12-010	WASHER, FLAT M6 ZP
4	12-011	WASHER, FLAT #12 SAE
8	12-015	LKWSR, 1/4 ZINC
6	12-016	LKWSR, 5/16 ZINC
8	12-017	WASHER, FLAT 5/16 SAE ZINC
12	12-024	LKWSR, 10MM ZINC
4	14-010	CLAMP, HOSE #32 SS
2	14-029	CLAMP, 1/2 ID VINYL COVERED
1	14-058	CLAMP, WIRE CUSHION 2-1/4 X 1/4 BOLT
10	14-059	CLAMP, HOSE #16
2.17 FT	16-089	HOSE, 2.00 ID X .03W FLEX HI-FLOW DUST BLACK HELIX
1	18-089	HOSE 3/8 FJIC X 1/2 FJIC SWIVEL
1	21-027	PLUG, 1/2 T BR
1	21-142	FITG, 3/8 MJIC X M12X1.5 90 DEG
1	21-200	BUSHING, 3-8 NPT X 1-8 FNPT BRASS
1	21-381	FITG, 3/4P X 1H BRASS
1	34-014	THERMOSTAT, KUBOTA 195 DEG

69-414, ASSY, ENGINE BOM TABLE

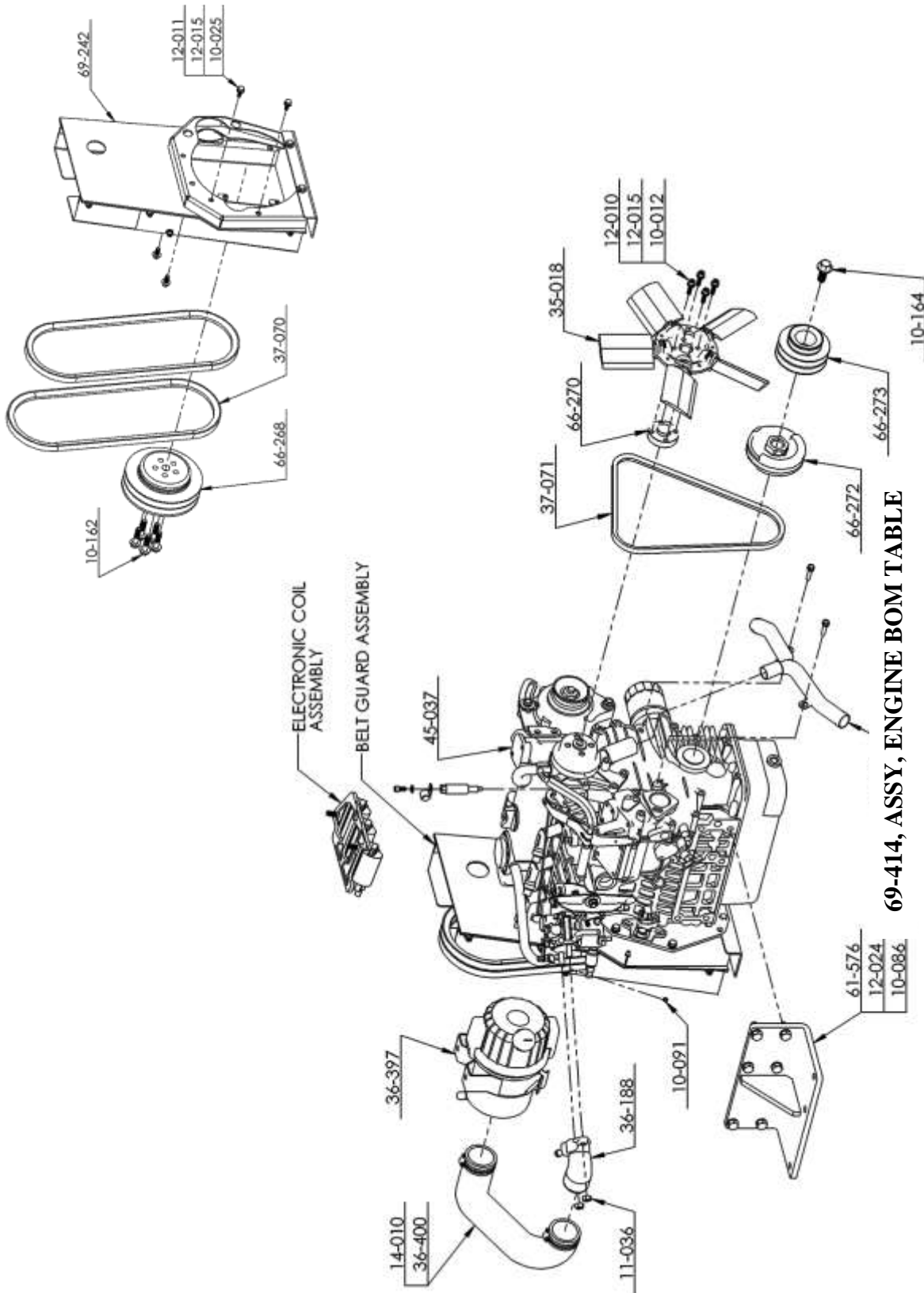
SECTION 5



69-414, ASSY, ENGINE BOM TABLE



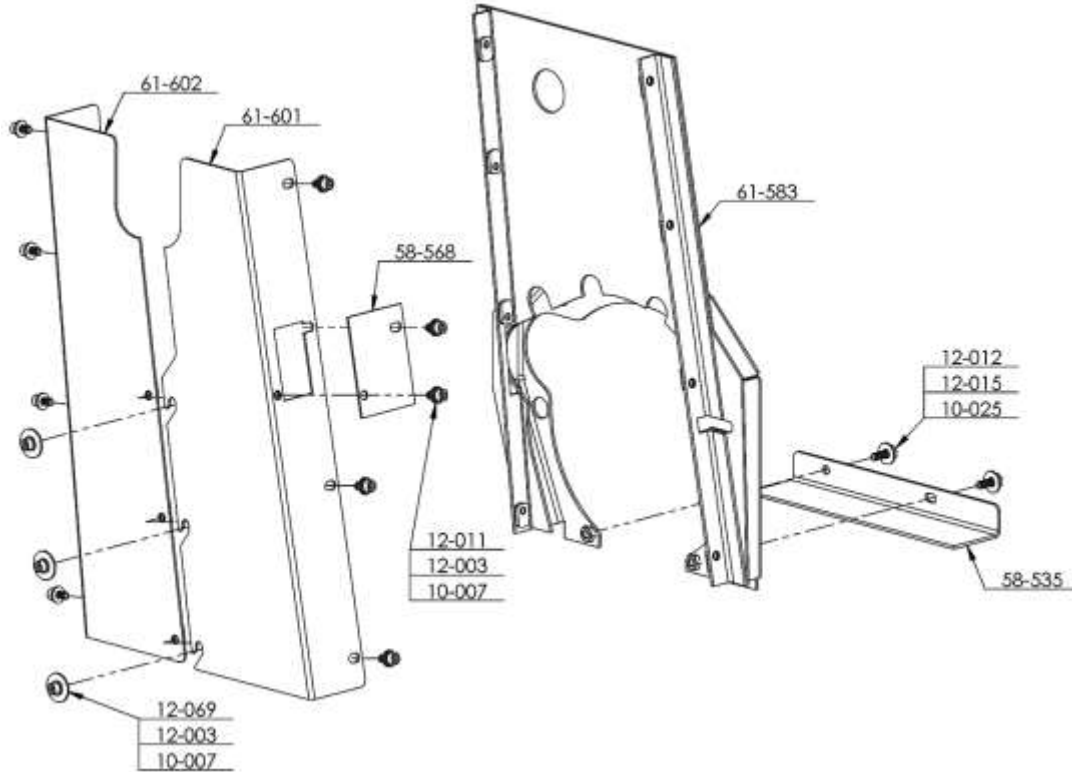
SECTION 5



69-414, ASSY, ENGINE BOM TABLE

## SECTION 5

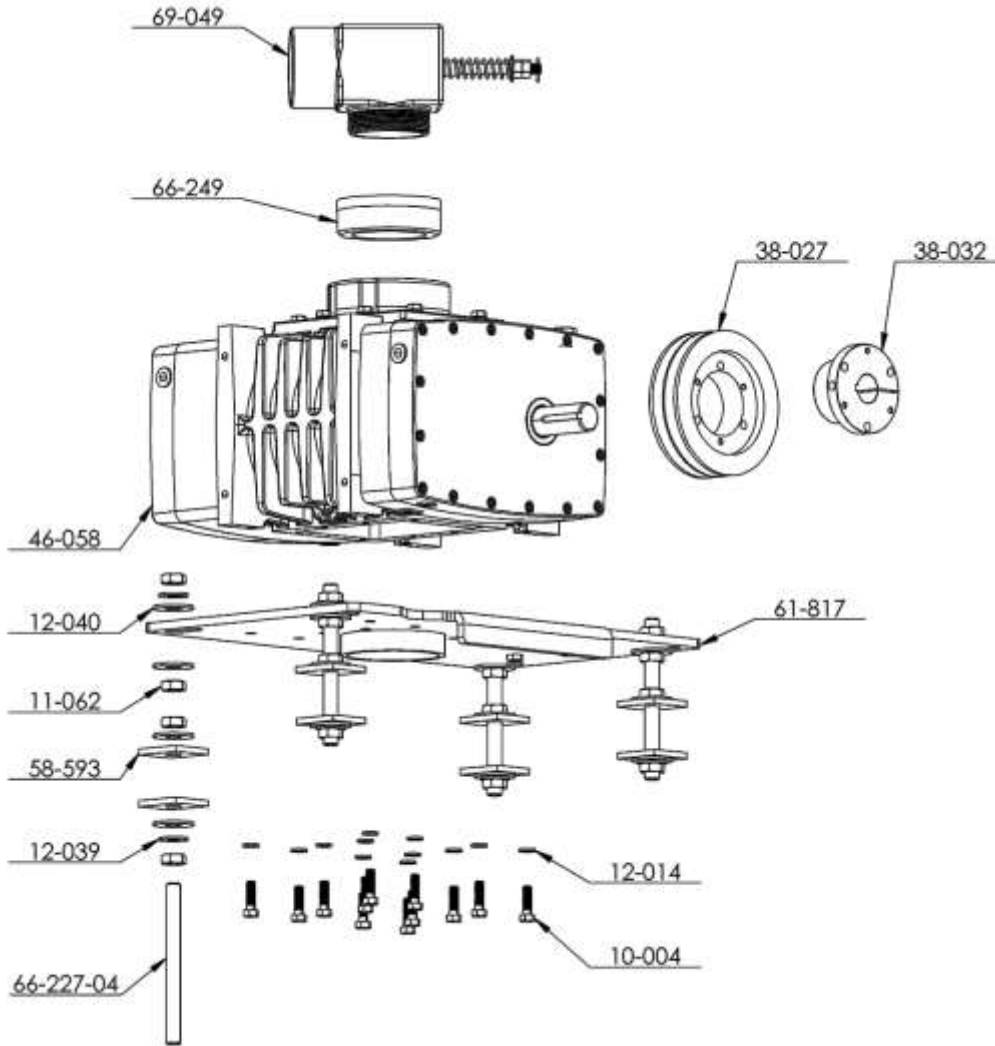
### 69-414 "BELT GUARD ASSEMBLY"



### 69-242, ASSEMBLY, BELT GAURD

12	10-007	SCREW, MACH 1/4-20 X 1/2 SOCHD SS
2	10-025	SCREW, MACH 1/4-20 X 3/4 HXHD GRD5
12	12-003	LKWSR, 1/4 IN SS
9	12-011	WASHER, FLAT #12 SAE
2	12-012	WASHER, FLAT 1/4 USS
2	12-015	LKWSR, 1/4 ZINC
3	12-069	WASHER, FENDER 1/4 X 1.0 ZP
1	58-535	PANEL, BELT GUARD BOTTOM
1	58-568	PLATE, INSPECTION COVER
1	61-583	WELDMENT, BELT GUARD SUPPORT
1	61-601	WELDMENT, BELT GUARD LS
1	61-602	WELDMENT, BELT GUARD RS
QTY	PART NO.	DESCRIPTION

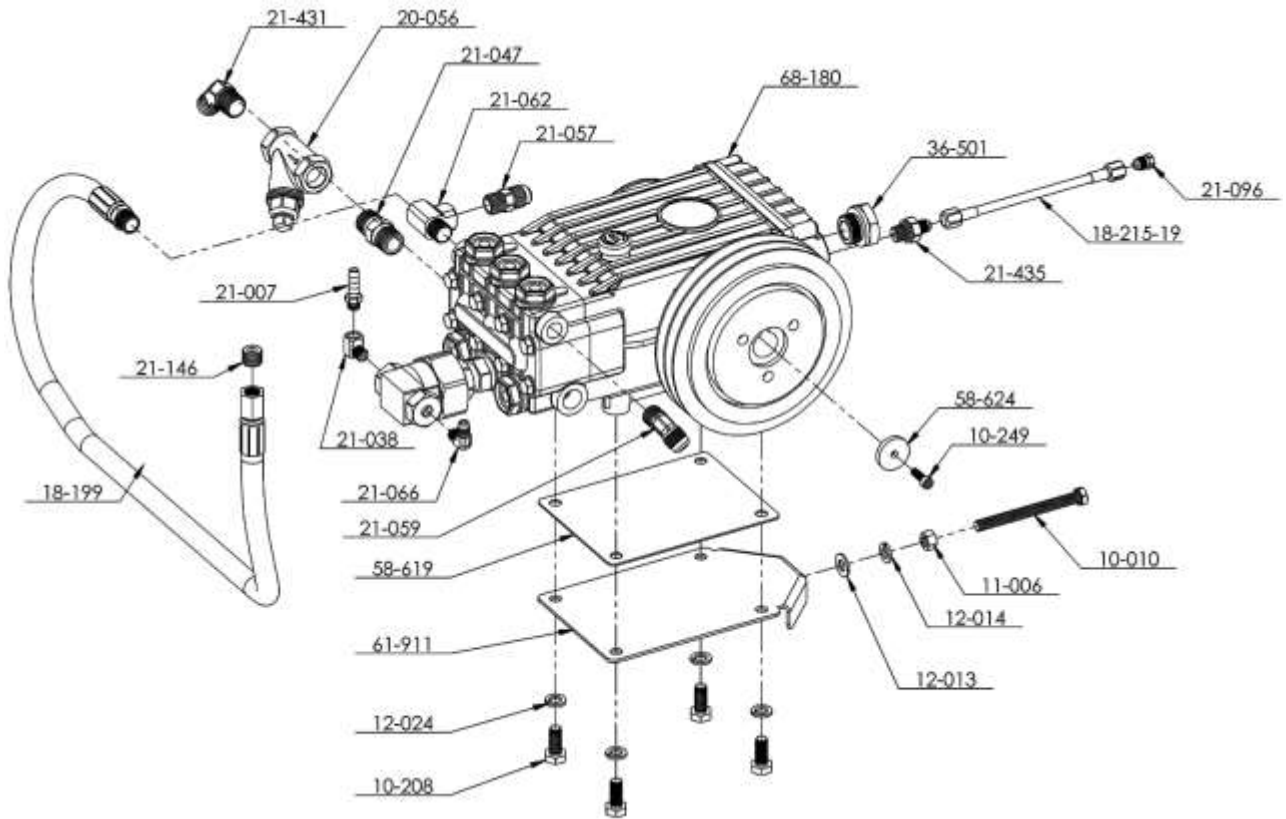
## SECTION 5



**69-411, ASSEMBLY, VACUUM BLOWER**

16	13	12-040	WASHER, FLAT .625 USS
8	12	12-039	WASHER, LOCK, .625
16	11	11-062	NUT, 5/8-18 JAM
4	10	66-227-04	THREADED ROD, .625-18 UNF 2A X 7.0 IN
8	9	58-593	PLATE, BLOWER MOUNTING
12	8	12-014	LKWSR, 3/8 ZINC
12	7	10-004	SCREW, MACH 3/8-16 X 1-1/4 HEXHD
1	6	38-032	HUB, SK 1.25
1	5	38-027	PULLEY, 5V6305K
1	4	69-049	ASSEMBLY, VACUUM BRAKE
1	3	66-249	ADAPTER, 4 IN NPT TO 3 IN NPT
1	2	61-817	WELDMENT, BLOWER MOUNTING PLATE
1	1	46-058	VACUUM PUMP, HELI FLOW HF408 HORZ RH CW
QTY	ITEM	PART NO.	DESCRIPTION

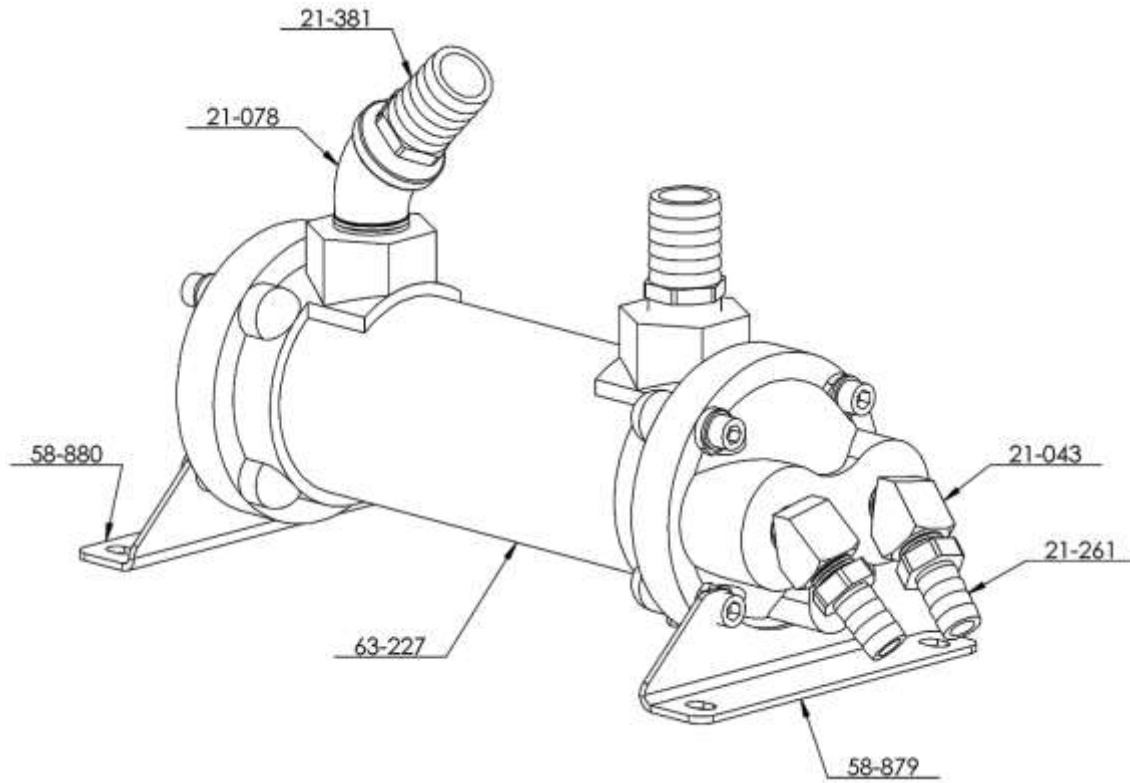
## SECTION 5



### 69-465 ASSEMBLY, WATER PUMP

1	36-501	PLUG, GP OIL LEVEL
1	20-056	STRAINER, 1/2 WYE BRASS
1	10-010	BOLT, TAP 3/8-16 X 4 GR 5
4	10-208	SCREW, M10-1.5 X 30MM HCS Z GR8.8
1	10-249	SCREW, MACH M6-1.0 X 20MM SOCHD BLK
1	11-006	NUT, 3/8-16 ZINC
1	12-013	WASHER, FLAT 3/8 SAE
1	12-014	LKWSR, 3/8 ZINC
4	12-024	LKWSR, 10MM ZINC
1	18-199	HOSE, PULSE 3/8 S 36 IN
1	18-215-19	HOSE ASSEMBLY, 3/16 ID X 04 FJIC X 04 FJIC X 7.0 L W / SS & CVR
1	21-007	FTTG, BRB 1/8 P X 5/16 H BR
1	21-038	ELL, STREET 1/8 IN BRASS
1	21-047	NIP, 1/2 IN HEX BRASS
1	21-057	CONN, 3/8 NPT X 1/2 JIC BRASS
1	21-059	ELL, 3/8 NPT X 1/2 JIC 45 DEG BRASS
1	21-062	TEE, 3/8 FNPT X NPT X FNPT BRASS
1	21-066	ELL, 1/8 NPT X 1/4 JIC SS
1	21-096	PLUG, 1/4 JIC BRASS
1	21-146	PLUG, 3/8 NPT BRASS
1	21-431	ELL, 1/2P X 3/4H 45 DEG BRASS
1	21-435	FTTG, 1-4 BSPP X 1-4 JIC STEEL
10 IN	32-025	LOOM, HI HEAT .250 DIA. BLACK
1	58-619	PLATE, GEN HTS2016SR SHIM .060 THK
1	58-624	WASHER, .255 X 1.20 X 7GA
1	61-911	WELDMENT, PRESSURE PUMP ADJUST 570
1	68-180	ASSY, PRESSURE PUMP
QTY	PART NO.	DESCRIPTION

## SECTION 5



### 69-415 ASSEMBLY, HEAT EXCHANGER

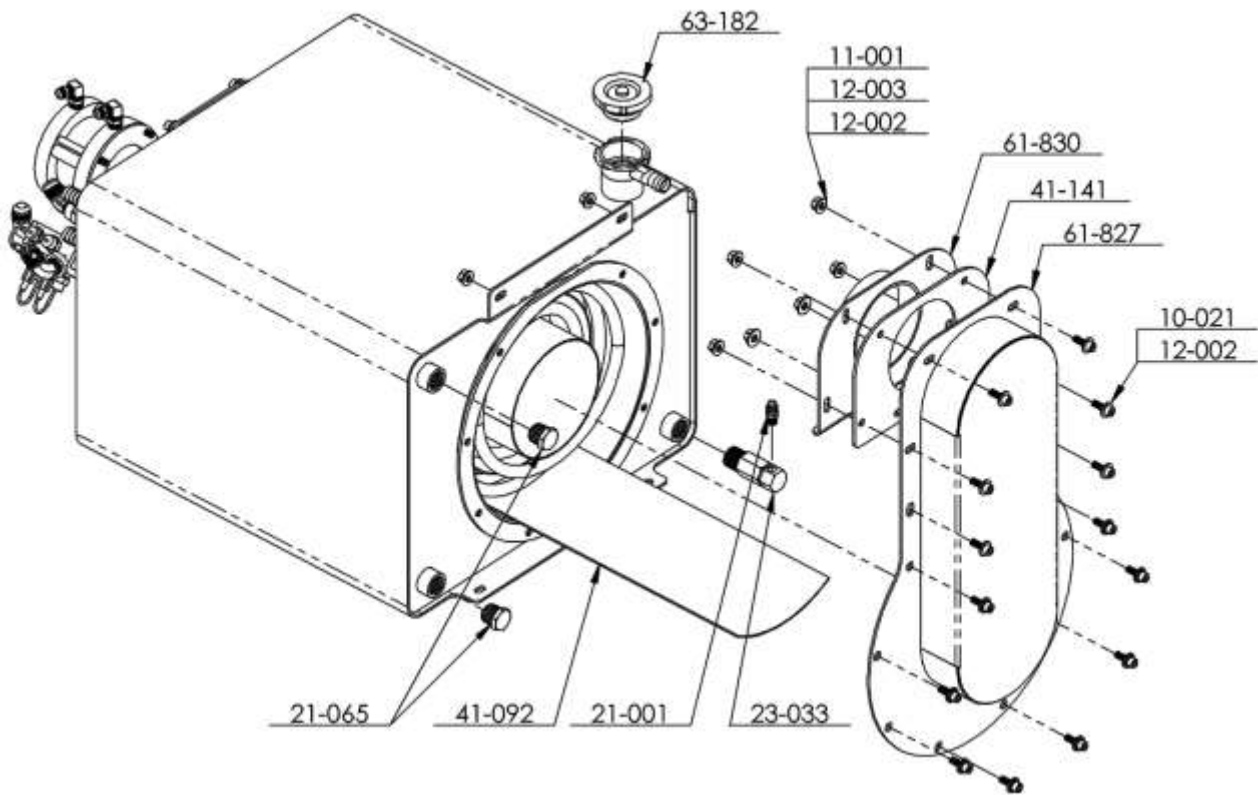
2	21-261	FITTING, 5/8 HOSE BARB X 3/8 NPT BRASS
2	21-043	ELL, STREET 3/8 IN 45 DEG BRASS
2	21-381	FTTG, 3/4P X 1H BRASS
1	21-078	ELL, STREET PIPE 3/4 45 DEG
1	58-880	BRACKET, H. E. MOUNT REAR
1	58-879	BRACKET, H. E. MOUNT FRONT
1	63-227	HEAT EXCHANGER, ENGINE COOLANT
QTY	PART NO.	DESCRIPTION

## SECTION 5

2	10-007	SCREW, MACH 1/4-20 X 1/2 SOCHD SS
34	10-021	SCREW, MACH 1/4-20 X 3/4 SOCHD SS
4	10-143	BOLT, 1/4-20 X 3 SHCS ZP
1	10-234	BOLT, 3/8 X 7/8 SHOULDER 5/16-18 THD
8	11-001	NUT, 1/4-20 SS
1	11-090	NUT, 5/16-18 TOPLOCK GRC Z
32	12-002	WASHER, FLAT 1/4 SS ANC
36	12-003	LKWSR, 1/4 IN SS
2	12-044	WASHER, FLAT, .38 X .812 X .03 PTFE (95630A,245)
2	12-054	WASHER, FLT 1/4 X .734 OD ZINC
1	21-001	CONN, 1/8 P X 1/4 T BR
2	21-011	ELL, 1/8 NPT X 1/4 POLY BRASS
1	21-050	CONN, 1/4 NPT X 1/4 JIC BRASS
1	21-059	ELL, 3/8 NPT X 1/2 JIC 45 DEG BRASS
1	21-061	ELL, 3/8 P X 1/2 T BRASS
3	21-065	PLUG, 1/2 NTP SOLID BRASS HXHD
1	21-073	COUPLING, 3/8 NPT BRASS
2	21-076	BUSHING, 1/4 M X 1/8 F BRASS
2	21-109	FTTG, 1/2 NPT X 5/8 BARB BRASS
1	21-412	TEE, 3-8 NTP SS
1	21-431	ELL, 1/2P X 3/4H 45 DEG BRASS
1	23-033	VALVE, 165 DEG THERMAL CAT 7145
1	23-067	CYLINDER, AIR, BIMBA FO-701.5-CMTV
1	41-069	GASKET, DIVERTER CYLINDER
1	41-092	GASKET, 5-13/16 X 17 X .062 SILICONE SHT W/PSA
1	41-141	GASKET, INLET ADAPTER
1	61-530	WELDMENT, DIVERTER PLATE
1	61-531	WELDMENT, DIVERTER CHAMBER
1	61-532	WELDMENT, FINNED TUBE COIL
1	61-827	WELDMENT, INLET ADAPTER
1	61-830	WELDMENT, INLET ADAPTER TUBE
1	61-1048	WELDMENT, WATER BOX
1	61-1050	WELDMENT, DIVERTER COVER
1	61-1051	WELDMENT, DIVERTER HOUSING PLATE
1	63-182	CAP, RADIATOR 23LB
1	66-211	.875 SQ CLEVIS WITH 5E-11 THREAD
1	66-480	FTTG, 3/8 NPT X 1/4 COMP MODIFIED
QTY	PART NO.	DESCRIPTION

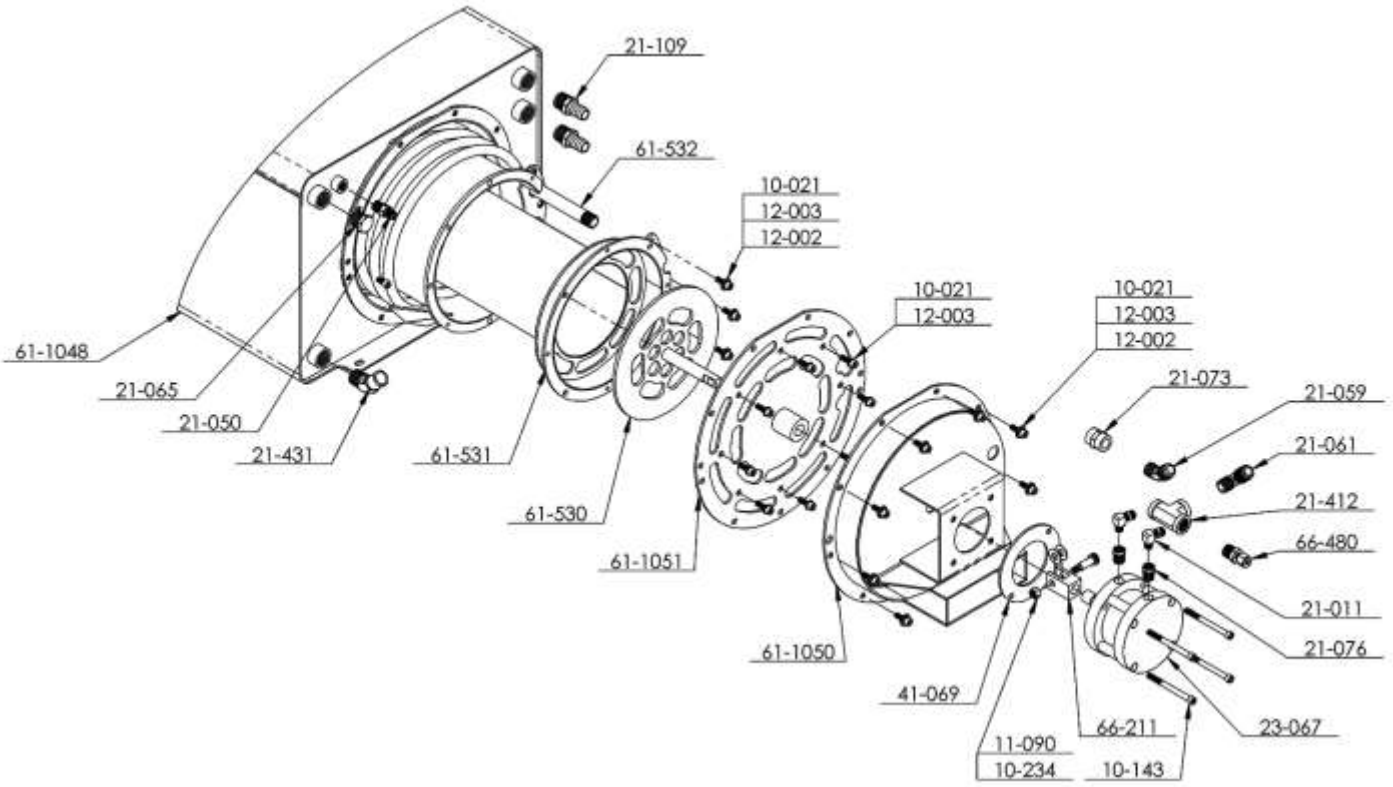
### 69-583, ASSY, THERMAL WELL, BOM TABLE

SECTION 5



69-583, ASSY, THERMAL WELL (SEE BOM TABLE)

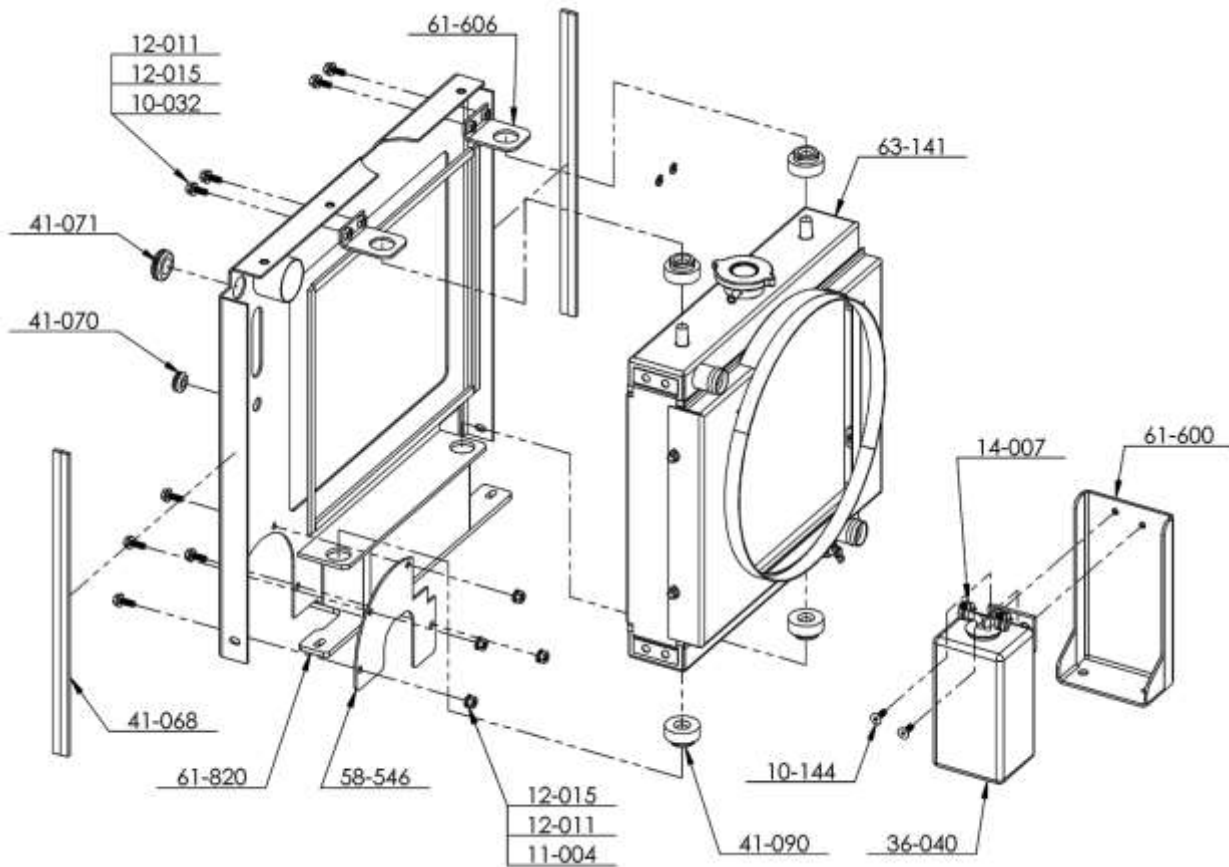
SECTION 5



69-583, ASSY, THERMAL WELL (SEE BOM TABLE)



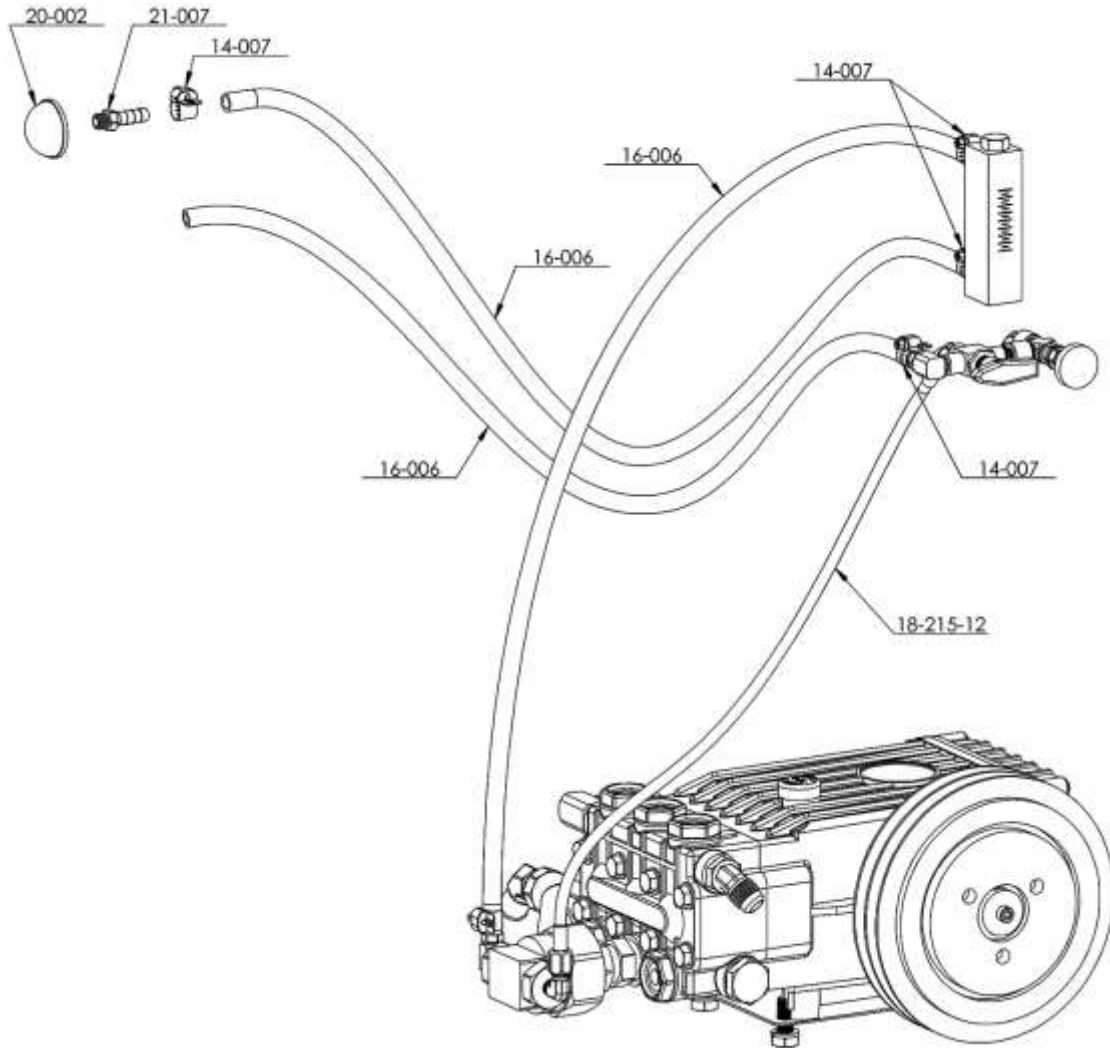
## SECTION 5



**69-412, ASSY, COOLING AND HEAT EXCHANGE**

8	10-032	SCREW, MACH 1/4-20 X 3/4 HXHD
2	10-144	SCREW, 1/4-20 X 3/4 SS FHSCS
4	11-004	NUT, 1/4-20 ZINC
12	12-011	WASHER, FLAT #12 SAE
8	12-015	LKWSR, 1/4 ZINC
2	14-007	CLAMP, HOSE #4 SS
4 FT	16-129	HOSE, 5/16 VACUUM
1	36-040	BOTTLE, O/F KUBOTA #1905972090
9.6 FT	41-068	GASKET, 3/8 X 3/16 RIBBED
1	41-070	GROMMET, 7/8" OD X 3/8" ID X 1/8" PANEL
1	41-071	GROMMET, 1-3/8" OD X 3/4" ID X 1/8" PANEL
4	41-090	ISOLATER, KUBOTA RADIATOR MOUNT
1	58-546	PLATE, BELT GUARD BLOWER COVER
1	61-600	WELDMENT, BRACKET OVERFLOW BOTTLE
2	61-606	WELDMENT, UPPER RADIATOR MOUNT BRACKET
1	61-820	WELDMENT, RADIATOR SUPPORT
1	63-141	RADIATOR, 570 SS
QTY	PART NO.	DESCRIPTION

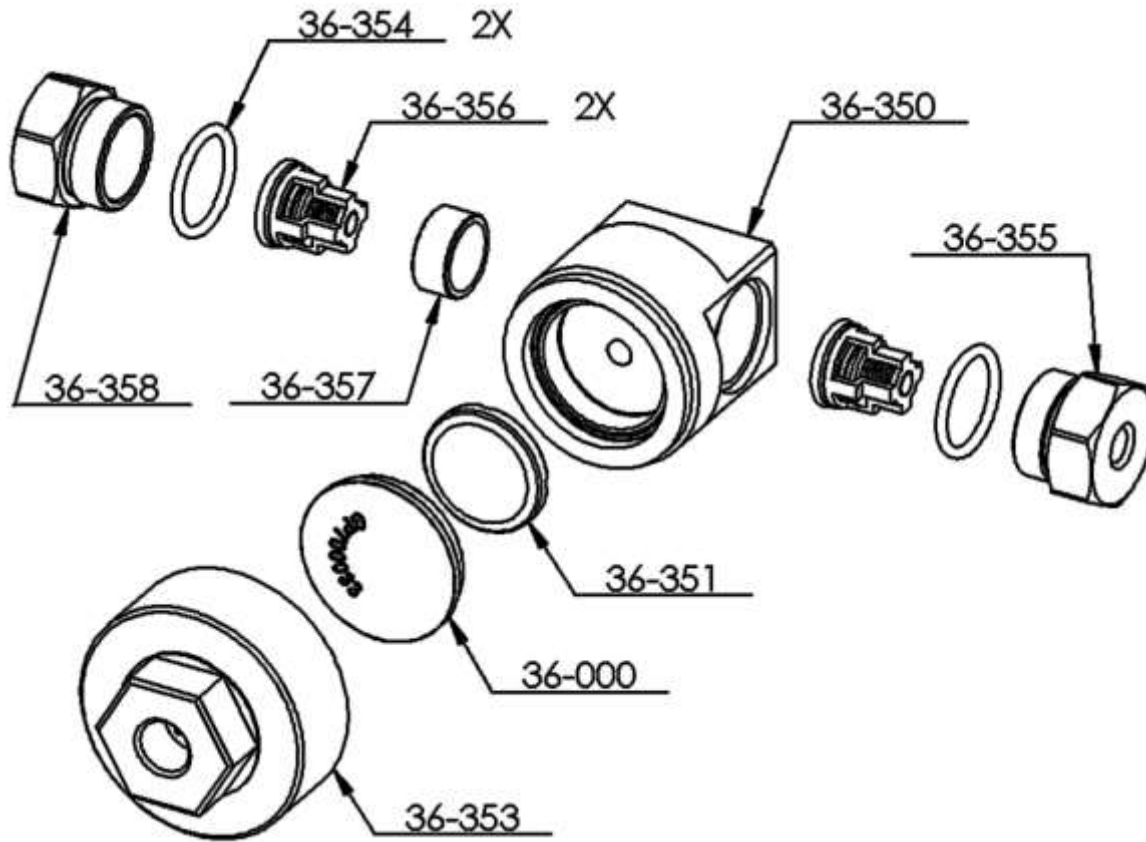
## SECTION 5



### CHEMICAL PUMPING SYSTEM

1	18-215-12	HOSE ASSY, 3/16 ID X 04 FJIC X 04 FJIC X 22.0L W / SS & CVR
N/A	16-006	HOSE, BRAIDED 5/16 IN
5	14-007	CLAMP, HOSE #4 SS
1	21-007	FTG, BRB 1/8 P X 5/16 H BR
1	20-002	STRAINER, SUCTION END 1/8 FNPT
QTY	PART NO.	DESCRIPTION

SECTION 5



46-056 PUMP, CHEMICAL, GENERAL PUMP

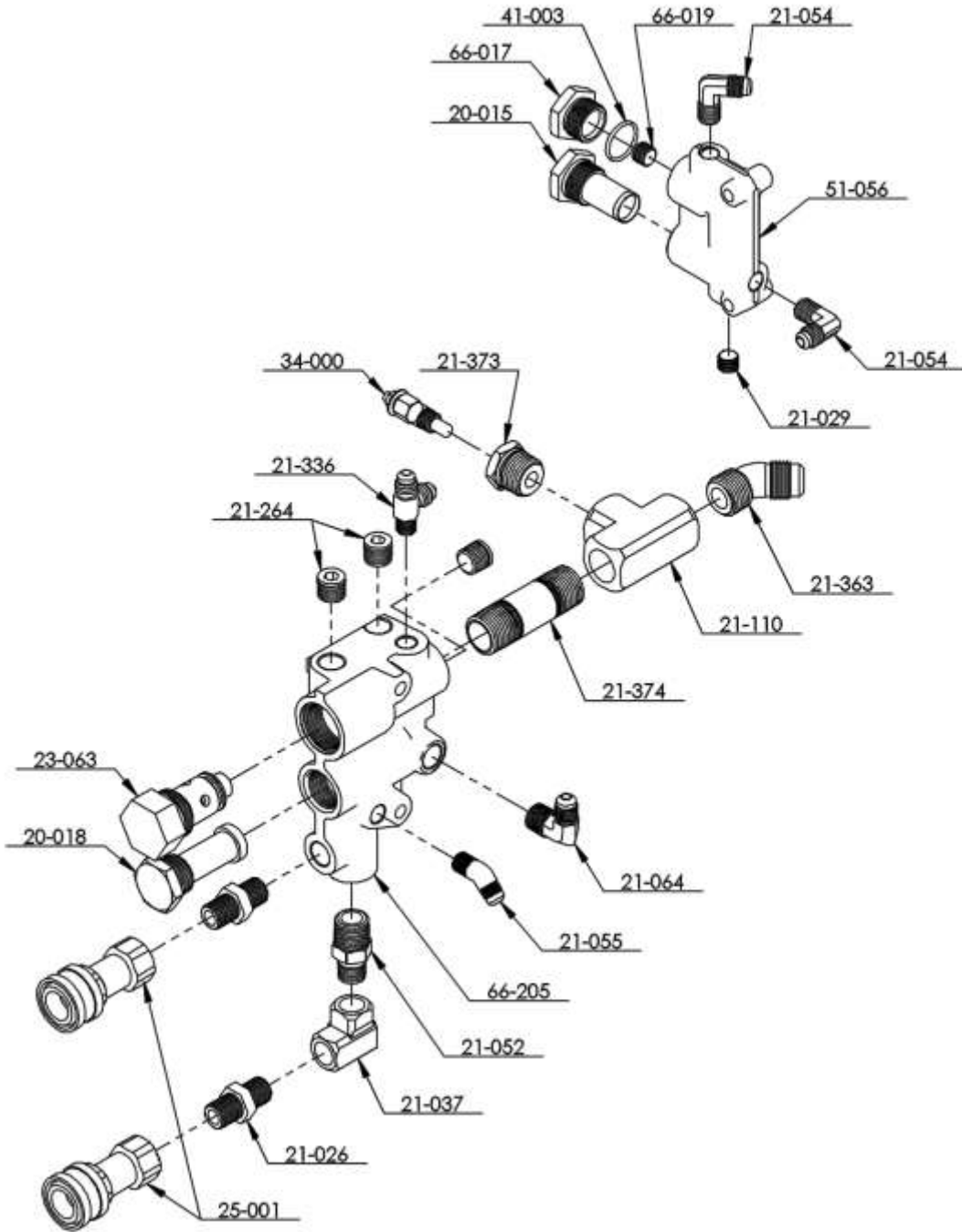
1	36-350	BODY, PULSE PUMP
1	36-351	DISC, PLASTIC
1	36-000	DIAPHRAGM, RUBBER
1	36-353	COVER, INLET
2	36-354	O-RING, 70 DURO
1	36-355	VALVE CAP, 303SS 520195
2	36-356	ASSY, VALVE KIT
1	36-357	SPACER, 303SS RING
1	36-358	VALVE CAP, 330SS 520196
QTY	PART NO.	DESCRIPTION

**SECTION 5**

1	20-015	SCREEN, BYPASS MANIFOLD
1	20-018	SCREEN, CHECK VALVE MANIFOLD
2	21-026	NIP, 1/4 HEX BRASS
1	21-029	PLUG, 1/8 NPT SOCKET HD BRASS
1	21-037	ELL, 1/4 IN. BRASS
1	21-052	NIP, 3-8 X 1-4 HEX BRASS
2	21-054	ELL, 1-8P X 1-4 T BRASS
1	21-055	ELL, 1-8 P X 1/4 T 45 DEG BRASS
1	21-064	ELL, 1/4 P X 1/4 T BRASS
1	21-110	TEE, 1/2 NPT BRASS
3	21-264	PLUG, 1/4 NPT BRASS
1	21-336	TEE, RUN 1/8 NPT X 1/4 JIC X 1/4 JIC BRASS
1	21-363	ELL, 1/2 NPT X 1/2 JIC 45 DEG BRASS
1	21-373	BUSHING, 1/2 NPT X 1/8 FNPT BRASS
1	21-374	NIPPLE, 1/2 NPT X 2-1/2L 304SS
1	23-063	CHECK VALVE MANIFOLD
2	25-001	DSC, 1/4F X 1/4FP BRASS
1	34-000	SENER, TEMP, 140-320 DEGREE
1	41-003	ORING, .676 ID .816 OD
1	51-056	FORGING, BYPASS MANIFOLD
1	66-017	CAP, CHECK VALVE
1	66-019	ORIFICE, BYPASS, .029 RED
1	66-205	MANIFOLD BLOCK
QTY	PART NO.	DESCRIPTION

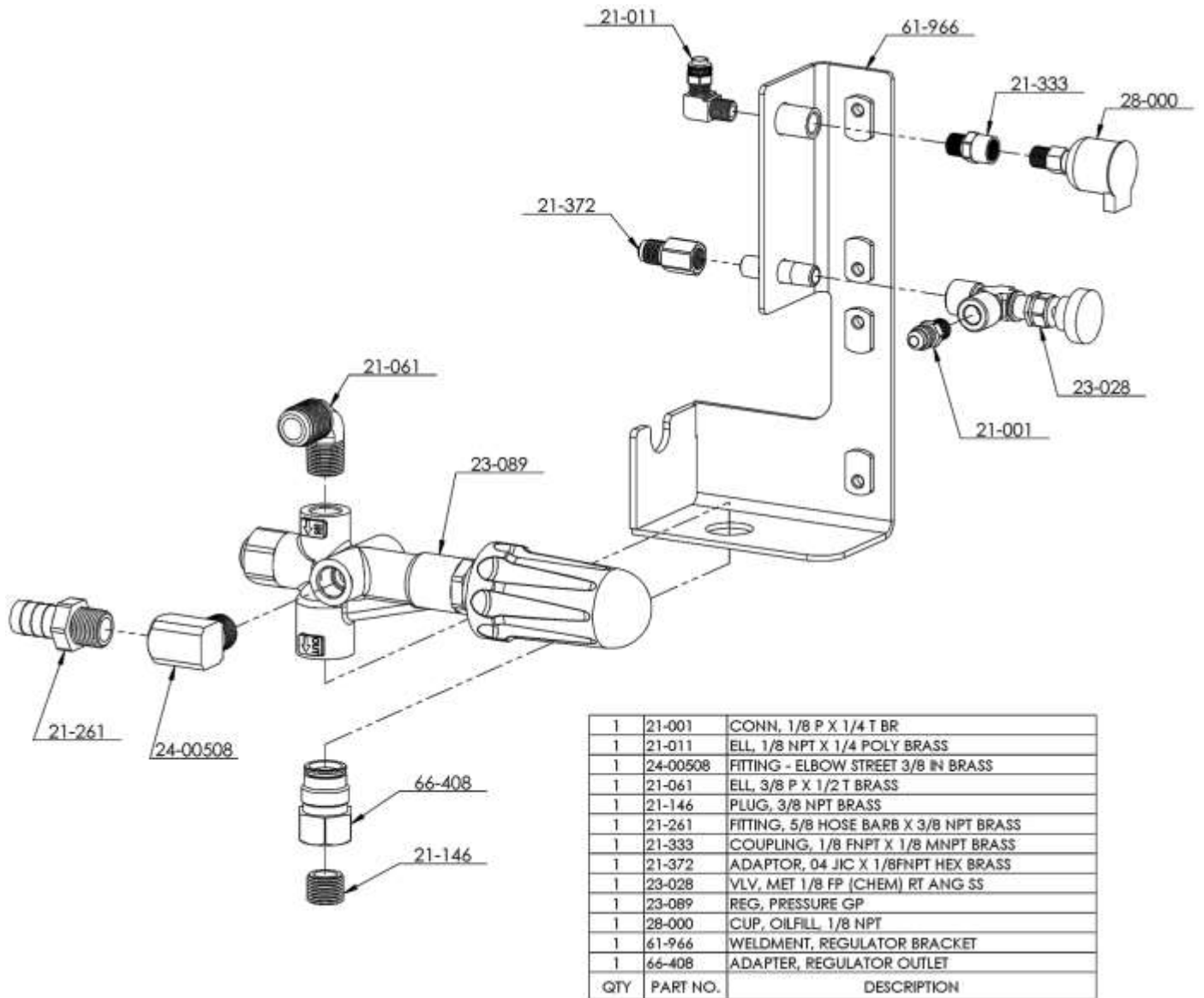
**69-249, ASSY, MANIFOLD BLOCK & BYPASS MANIFOLD (BOM TABLE)**

SECTION 5



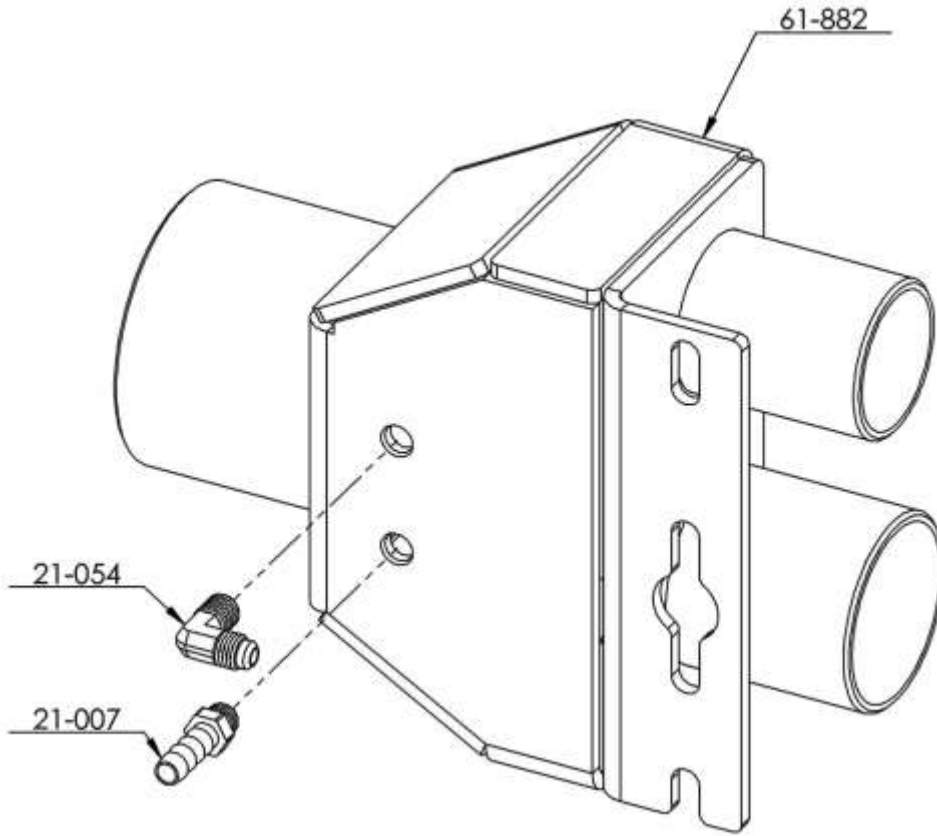
69-249, ASSY, MANIFOLD BLOCK & BYPASS MANIFOLD

## SECTION 5



**69-506 ASSEMBLY, REGULATOR BRACKET, 570 SS**

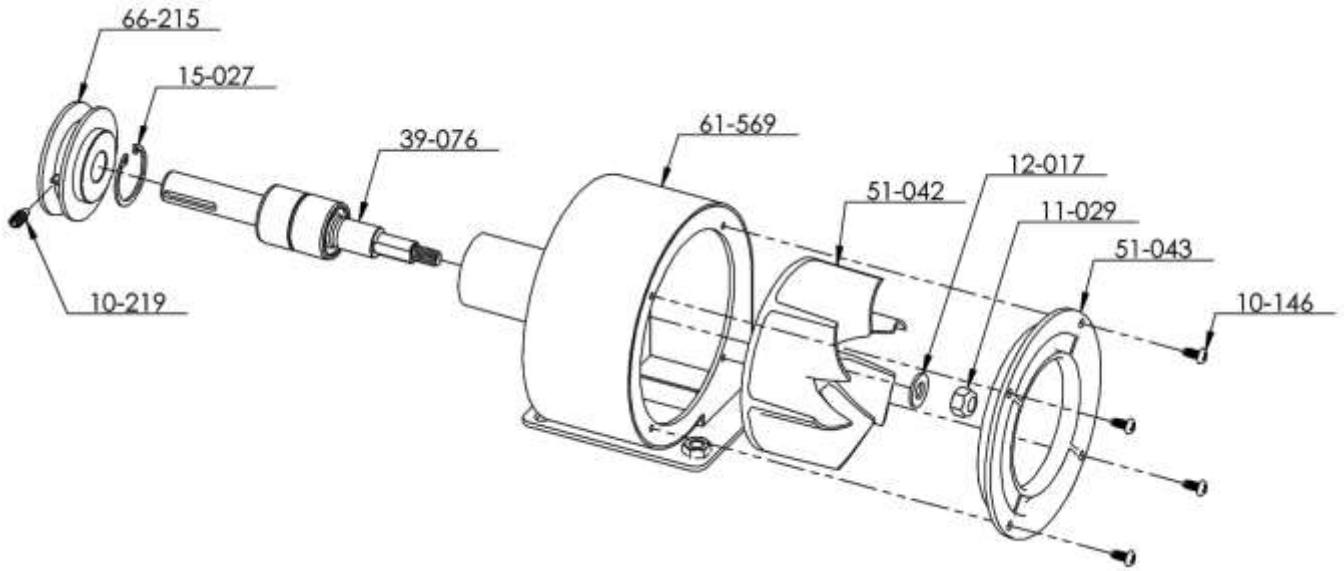
SECTION 5



69-438, ASSEMBLY, VAC INLET BRACKET

1	3	21-054	ELL, 1-8P X 1-4 T BRASS
1	2	21-007	FTG, BRB 1/8 P X 5/16 H BR
1	1	61-882	WELDMENT, VAC INLET BRACKET
QTY	ITEM	PART NO.	DESCRIPTION

## SECTION 5

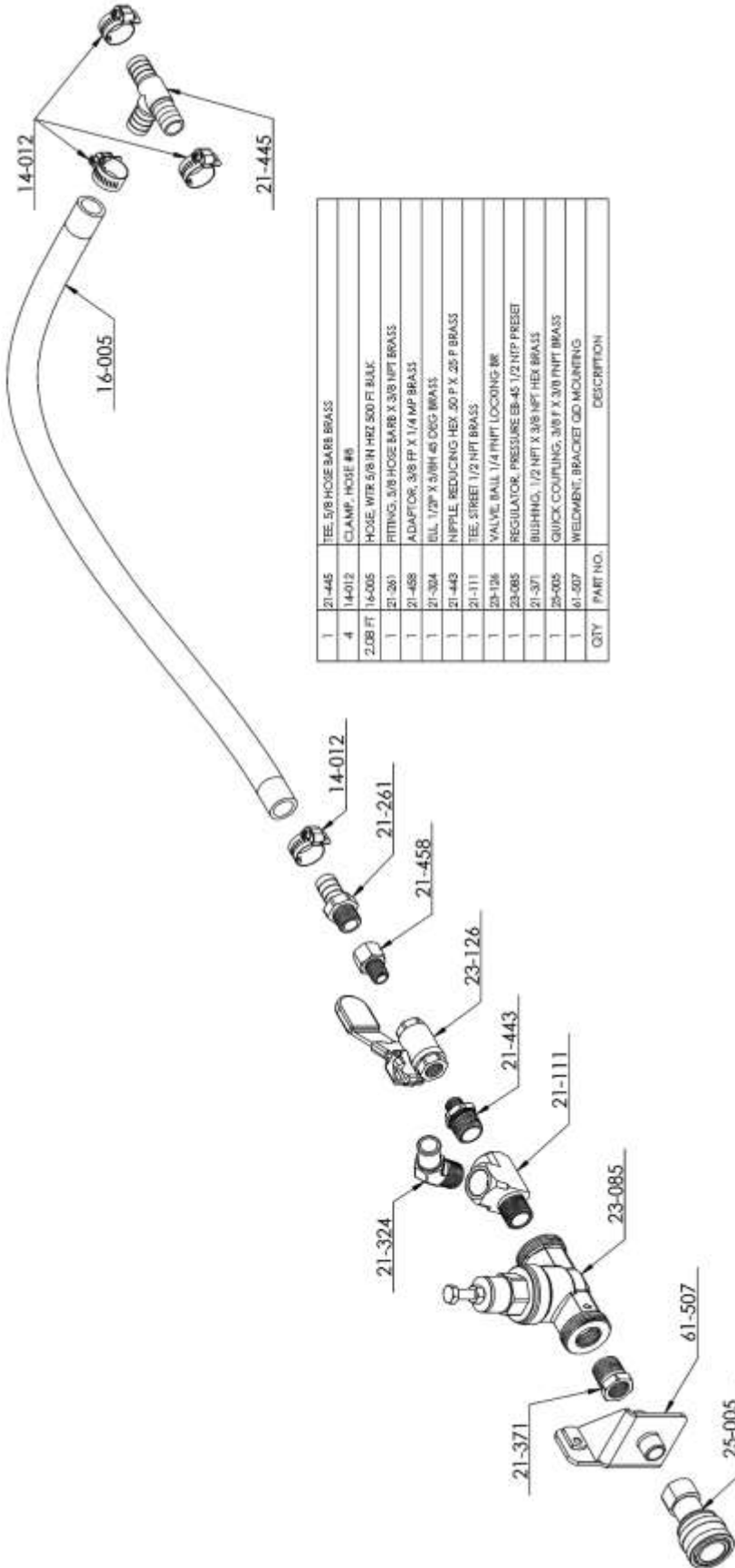


### 69-208, ASSEMBLY, BELT GUARD BLOWER

1	39-076	BEARING, BELT GUARD BLOWER
4	10-146	SCREW, 8-32 X .375 PHP F THREAD CUTTING ZP
1	10-219	SCREW, FULL DOG SET 1/4-20 X 1/2 BLK
1	11-029	NUT, 5/16-18 NYLOCK
1	12-017	WASHER, FLAT 5/16 SAE ZINC
1	15-027	SNAP RING, 1.187 INTERNAL
1	51-042	AIR WHEEL, MOLDED
1	51-043	COVER, AIR WHEEL
1	61-569	WELDMENT, BLOWER HOUSING
1	66-215	PULLEY, 3L BELT X 2.340 OD
QTY	PART NO.	DESCRIPTION



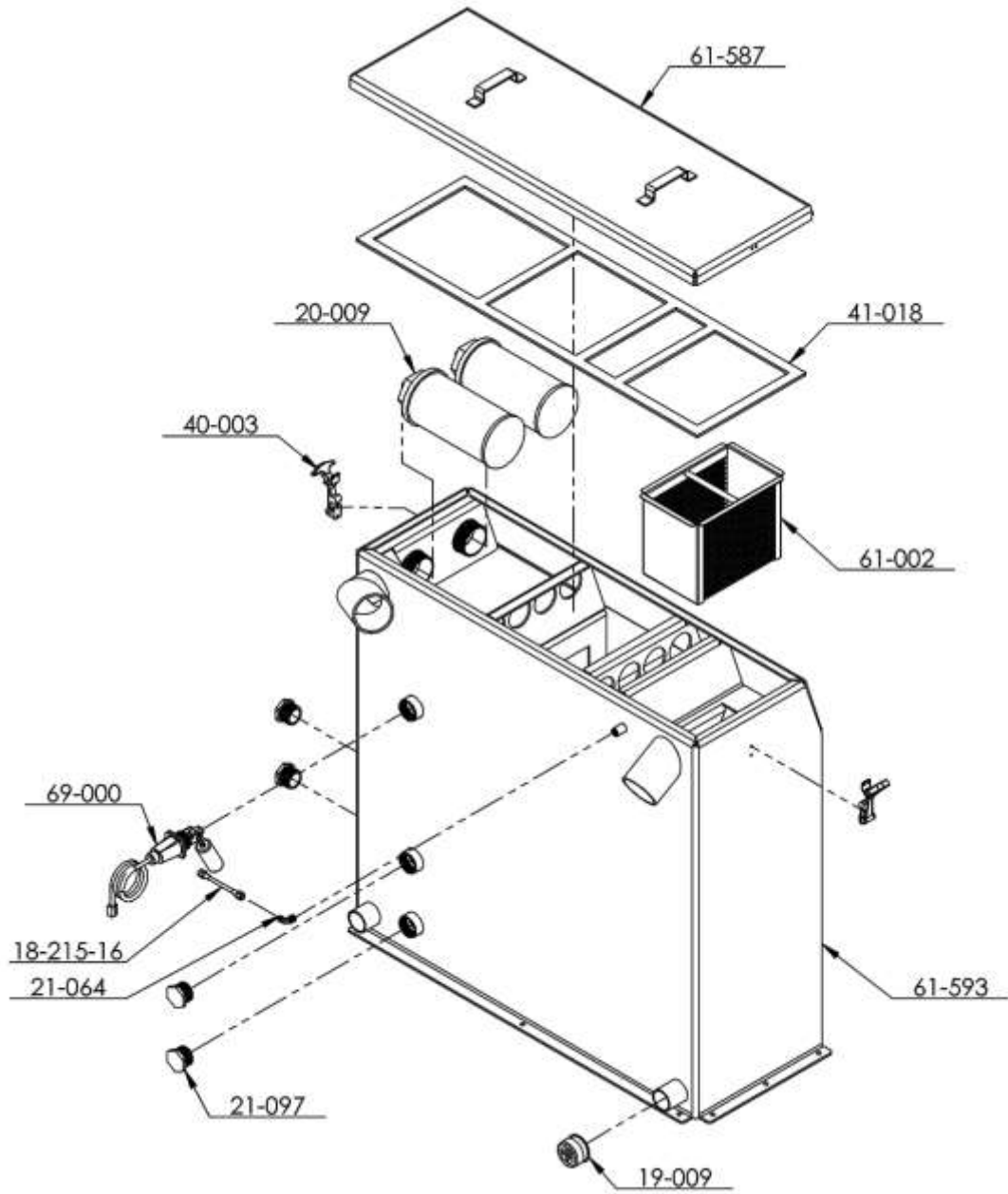
SECTION 5



QTY	PART NO.	DESCRIPTION
1	21-445	TEE, 5/8 HOSE BARB BRASS
4	14-012	CLAMP, HOSE #8
2.08 FT	16-005	HOSE, WTR, 5/8 IN HRZ, 500 FT BULK
1	21-261	FITTING, 3/8 HOSE BARB X 3/8 NPT BRASS
1	21-458	ADAPTOR, 3/8 FP X 1/4 MF BRASS
1	21-304	ELL, 1/2" X 3/8" 45 DEG BRASS
1	21-443	NIPPLE, REDUCING, HEX, 50 F X, 25 F BRASS
1	21-111	TEE, STREET, 1/2 NPT BRASS
1	23-126	VALVE BALL, 1/4 NPT LOCKING BR
1	23-085	REGULATOR, PRESSURE EB-45, 1/2 NPT PRESET
1	21-371	BUSHING, 1/2 NPT X 3/8 NPT HEX BRASS
1	25-005	QUICK COUPLING, 3/8 F X 3/8 NPT BRASS
1	61-507	WELDMENT, BRACKET QD MOUNTING

69-423 ASSEMBLY, BRACKET .375 QD FITTING

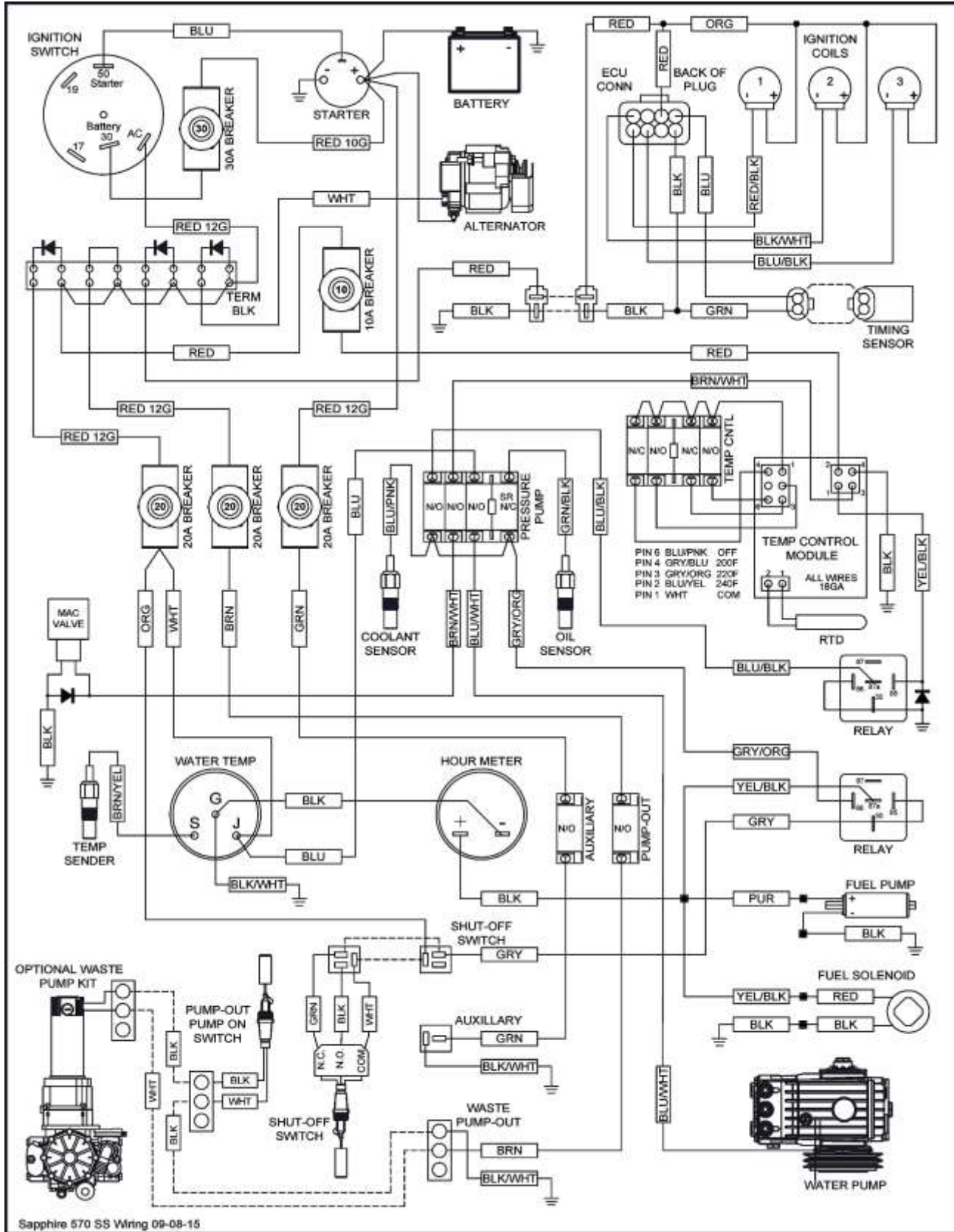
## SECTION 5



**69-250, ASSEMBLY, WASTE TANK**

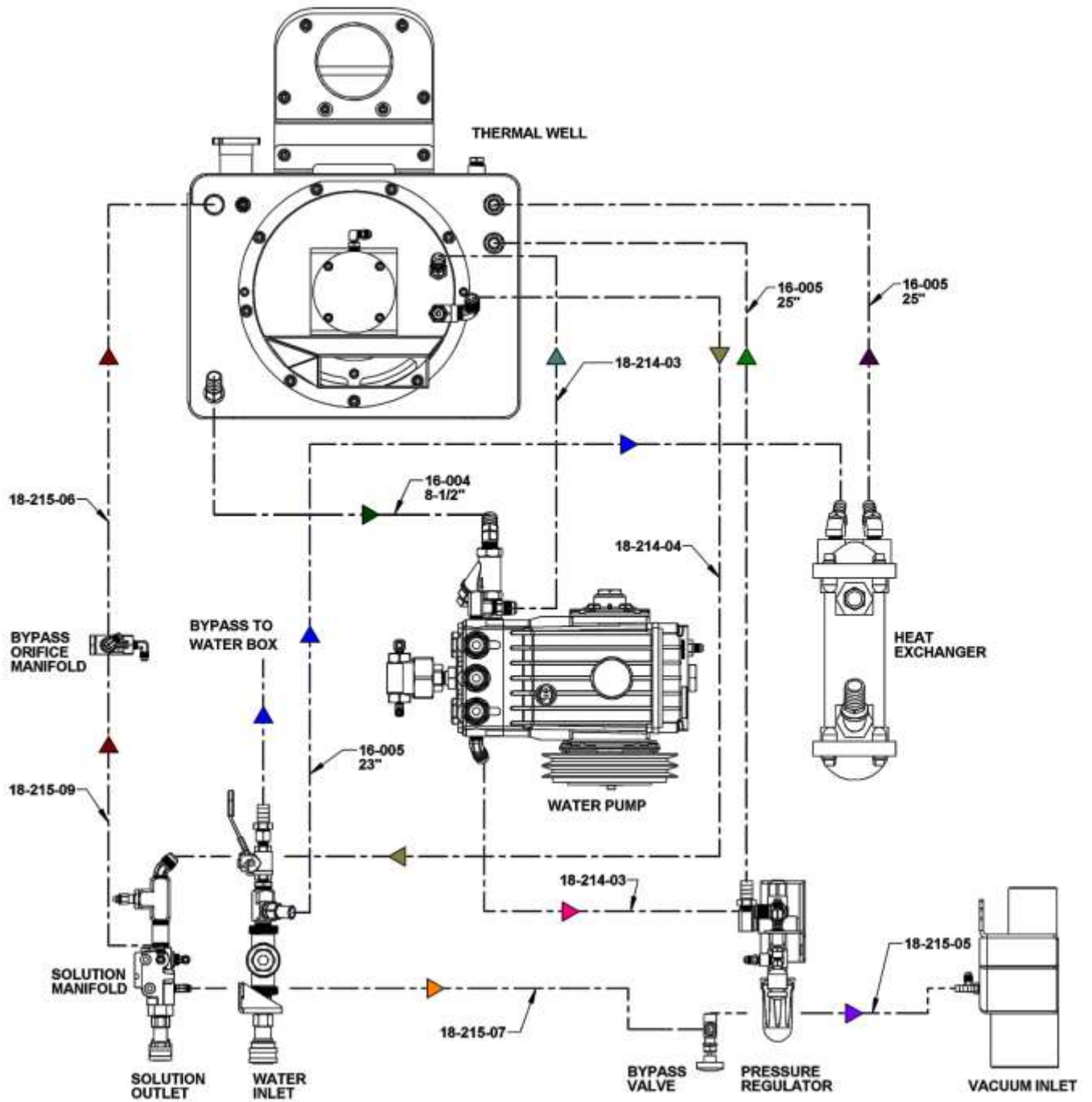
2	40-003	LATCH, PRE-FILTER BOX
1	69-000	FLOAT SWITCH
4	21-097	PLUG, 1-1/4 IN PVC
1	19-009	CAP, 2 IN RUBBER
1	18-215-16	HOSE ASSEMBLY, 3-16 ID X 38 OL
1	21-064	ELL, 1/4 P X 1/4 T, BRASS
135 IN	41-018	GASKET, SPONGE 1 IN
1	61-587	WELDMENT, LID
1	61-002	WELDMENT, STRAINER BASKET
2	20-009	2.5 NPT X 5.0 FILTER SCREEN
1	61-593	WELDMENT, WASTE TANK
QTY	PART NO.	DESCRIPTION

# SECTION 5 ELECTRICAL DIAGRAM



SECTION 5

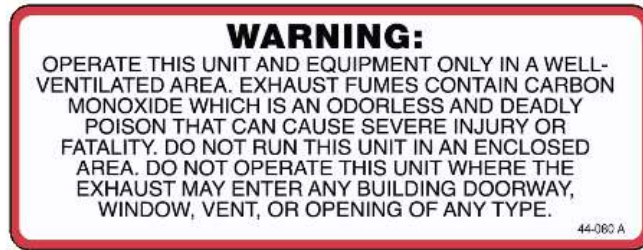
HOSE IDENTIFICATION / FLOW DIAGRAM



SECTION 5



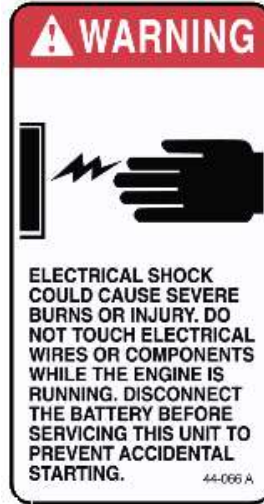
44-084 DECAL,  
CAUTION, HOT SURFACE



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



44-085 DECAL,  
WARNING, ROTATING MACHINERY



44-066 DECAL,  
WARNING, ELECTRICAL SHOCK



44-067 DECAL,  
WARNING, READ MANUAL



44-090 DECAL,  
MANIFOLD MAINTENANCE



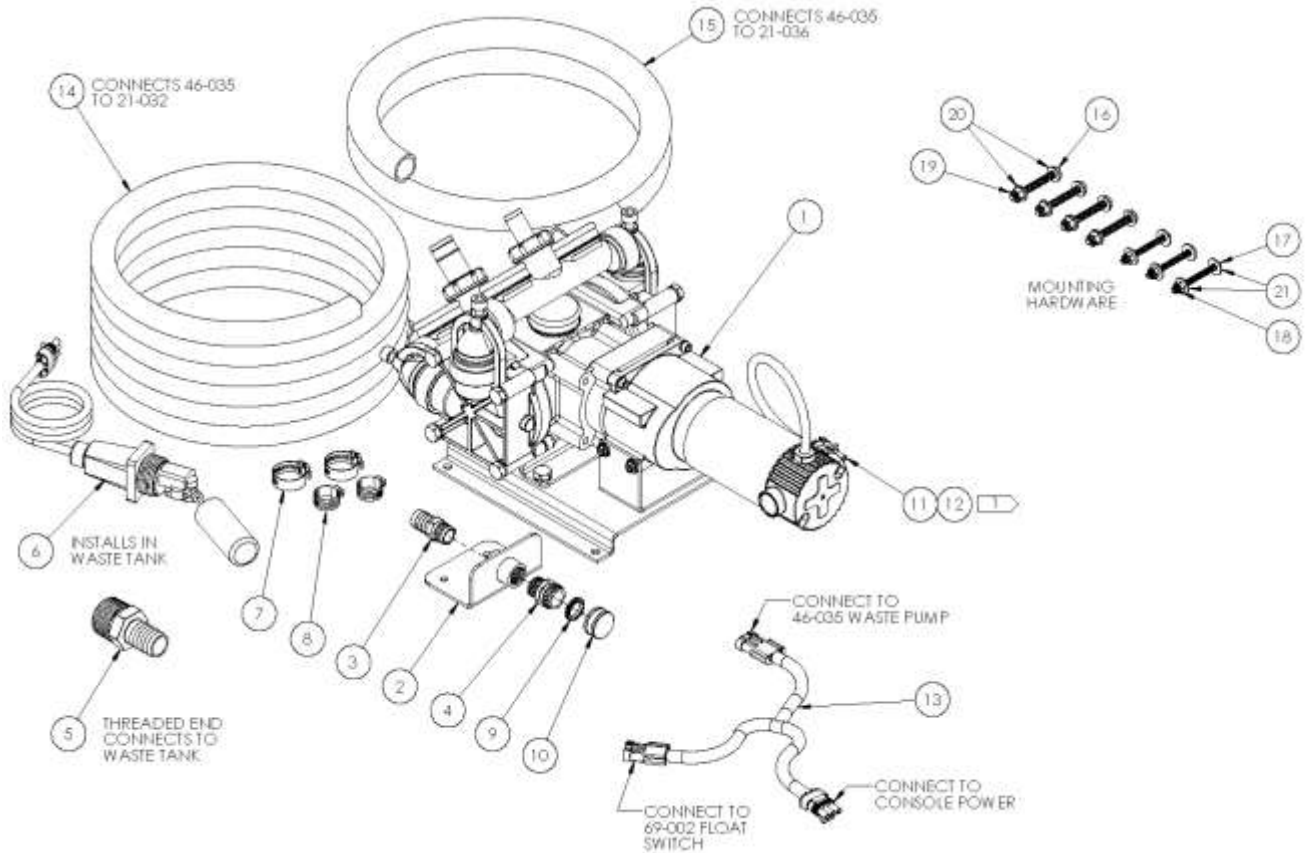
44-079 DECAL,  
UNLEADED FUEL ONLY



44-087 DECAL, 570 SS®

SECTION 5

**11. ACCESSORIES**

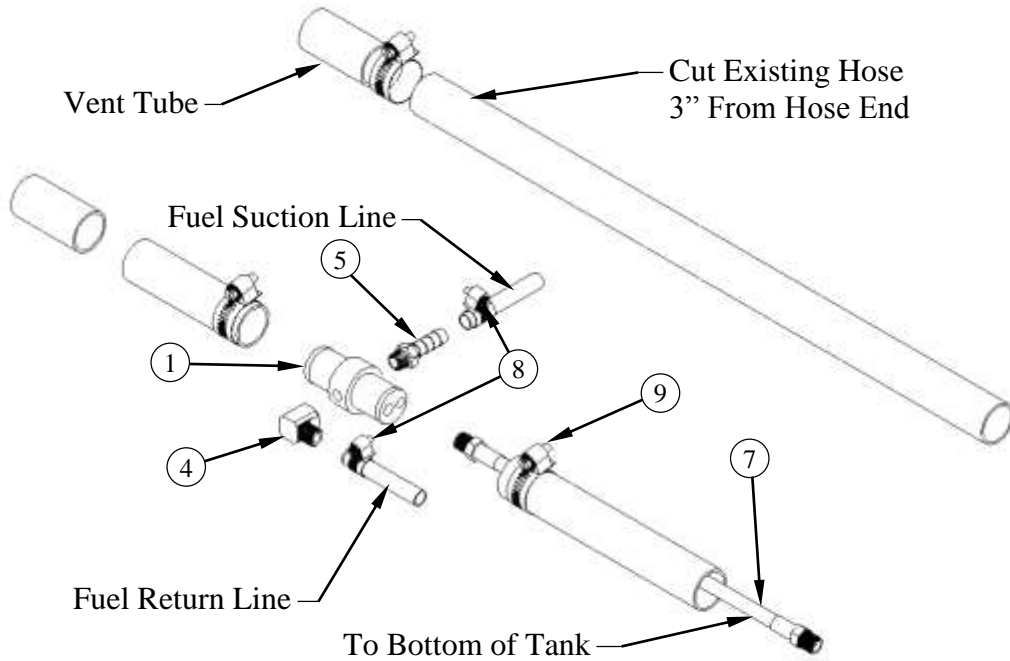


**68-158, ASSY, WASTE PUMP OUT**

Item No.	Part Number	Qty	Description
1	46-035	1	PUMP, WASTE
2	61-656	1	WELDMENT, HOSE BRACKET
3	21-032	1	FTTG, BRB 1/2 P X 3/4 H BRASS
4	21-398	1	FTTG, GRDN HOSE 1/2 P X 3/4 H
5	21-036	1	FTTG, BARB 1-1/4 P X 1 IN BARB
6	69-002	1	ASSY, LVL SENSOR SHTOFF WASTE PUMP
7	14-006	2	CLAMP, HOSE #20 SS
8	14-000	2	CLAMP, HOSE #12 X .5 SS
9	41-038	1	WASHER, GARDEN HOSE CAP
10	21-071	1	CAP, GARDEN HOSE 3/4 BRASS
11	31-016	1	CONN, 3 PRG 1/2 TWR #38045 WAYTEK
12	31-019	3	PIN, FEMALE #31035 WAYTEK
13	47-031	1	HARNES, WASTE PUMP OUT
14	16-004	6 FT	HOSE, WTR 3/4 IN HRZ 500 FT BULK
15	16-018	2 FT	HOSE, WTR 1 IN HRZ 100 FT BULK
16	10-178	4	BOLT, TAP 5/16-18 X 2-1/2 HXHD Z
17	10-068	3	BOLT, TAP 1/4-20 X 2-1/2
18	11-013	3	LKNUT, 1/4-20 NYLOK
19	11-029	4	NUT, 5/16-18 NYLOK
20	12-017	8	WASHER, FLAT 5/16 SAE ZINC

## SECTION 5

### 1992 TO 2002 FORD FUEL LINE INSTALLATION

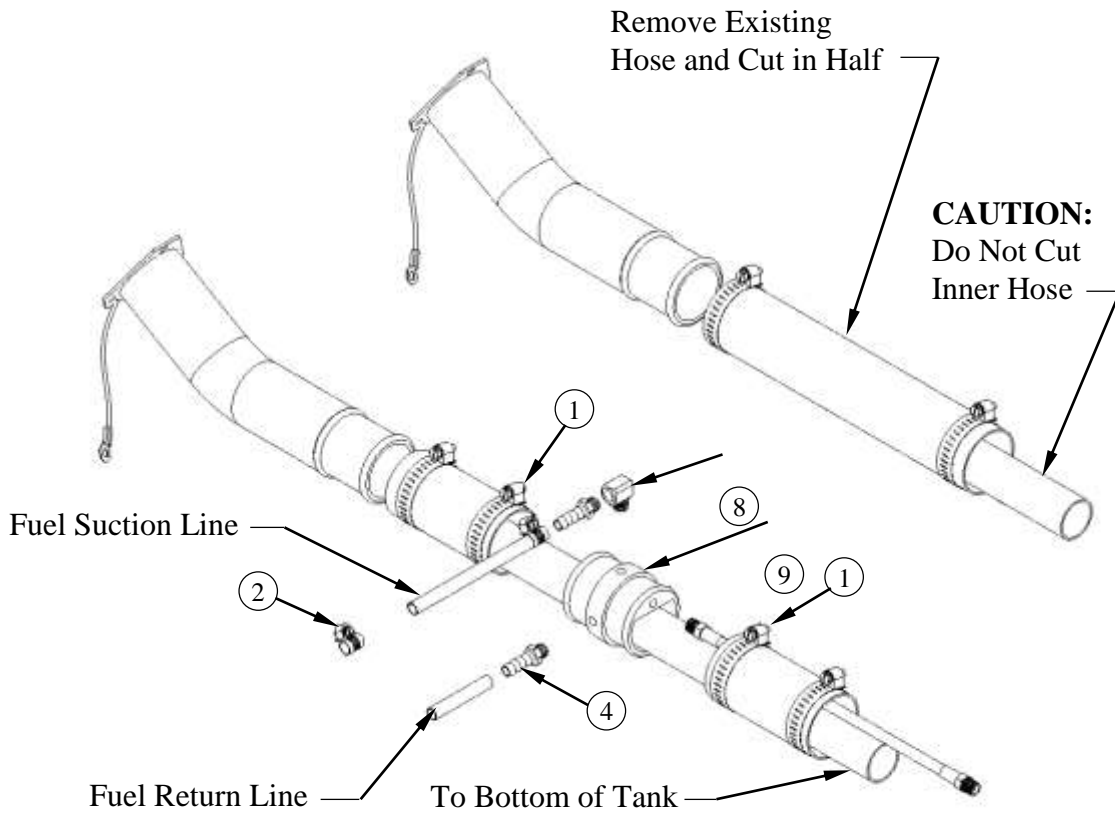


#### 69-005FI KIT, FUEL HOOKUP FORD FI

Item No.	Part Number	Qty	Description
1	66-031	1	ADAPTOR, VENT TUBE(FORD)
2	21-086	2	FTTG, BULKHEAD 1/4 IN BRASS
3	21-039	2	ELL, 1/4 IN LG STREET BRASS
4	21-038	1	ELL, STREET 1/8 IN BRASS
5	21-007	2	FTTG, BRB 1/8P X 5/16 H BR
6	21-006	4	FTTG, BRB 1/4P X 5//16H BR
7	18-028	1	HOSE, 3/16 X 25 (1/8P X 1/8P NO COVER)
8	14-011	6	CLAMP, HOSE FUEL # 6
9	14-000	2	CLAMP, HOSE #12

## SECTION 5

# CHEVY AND GMC FULL SIZE VAN FUEL LINE INSTALLATION



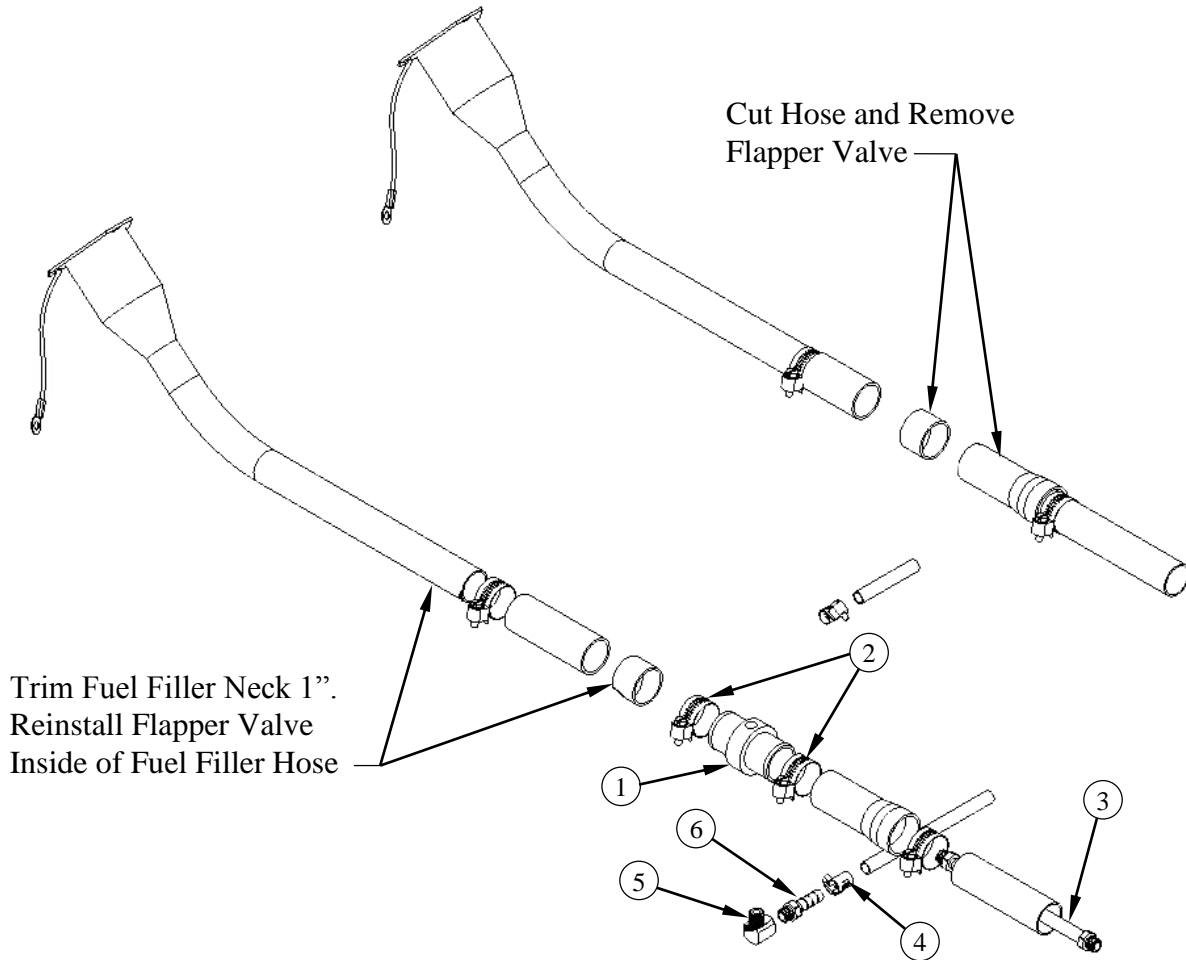
### 69-003FI KIT, FUEL HOOKUP 97 & 2002 FI

Item No.	Part Number	Qty	Description
1	14-010	2	CLAMP, HOSE # 32
2	14-011	6	CLAMP, HOSE FUEL # 6
3	21-006	4	FTTG, BRB 1/4P X 5//16H BR
4	21-007	2	FTTG, BRB 1/8P X 5/16 H BR
5	21-038	1	ELL, STREET 1/8 IN BRASS
6	21-039	2	ELL, 1/4 IN LG STREET BRASS
7	21-086	2	FTTG, BULKHEAD 1/4 IN BRASS
8	21-116	1	ELL, 1/8 FP X 1/8 FP BRONZE
9	66-030	1	ADAPTOR, FUEL NECK(CHEVY)
10	18-027	2	HOSE, 3/16 X 5 (1/8P X 1/8P NO CVR)



## SECTION 5

# 2003 CHEVY AND GMC FULL SIZE VAN FUEL LINE INSTALLATION

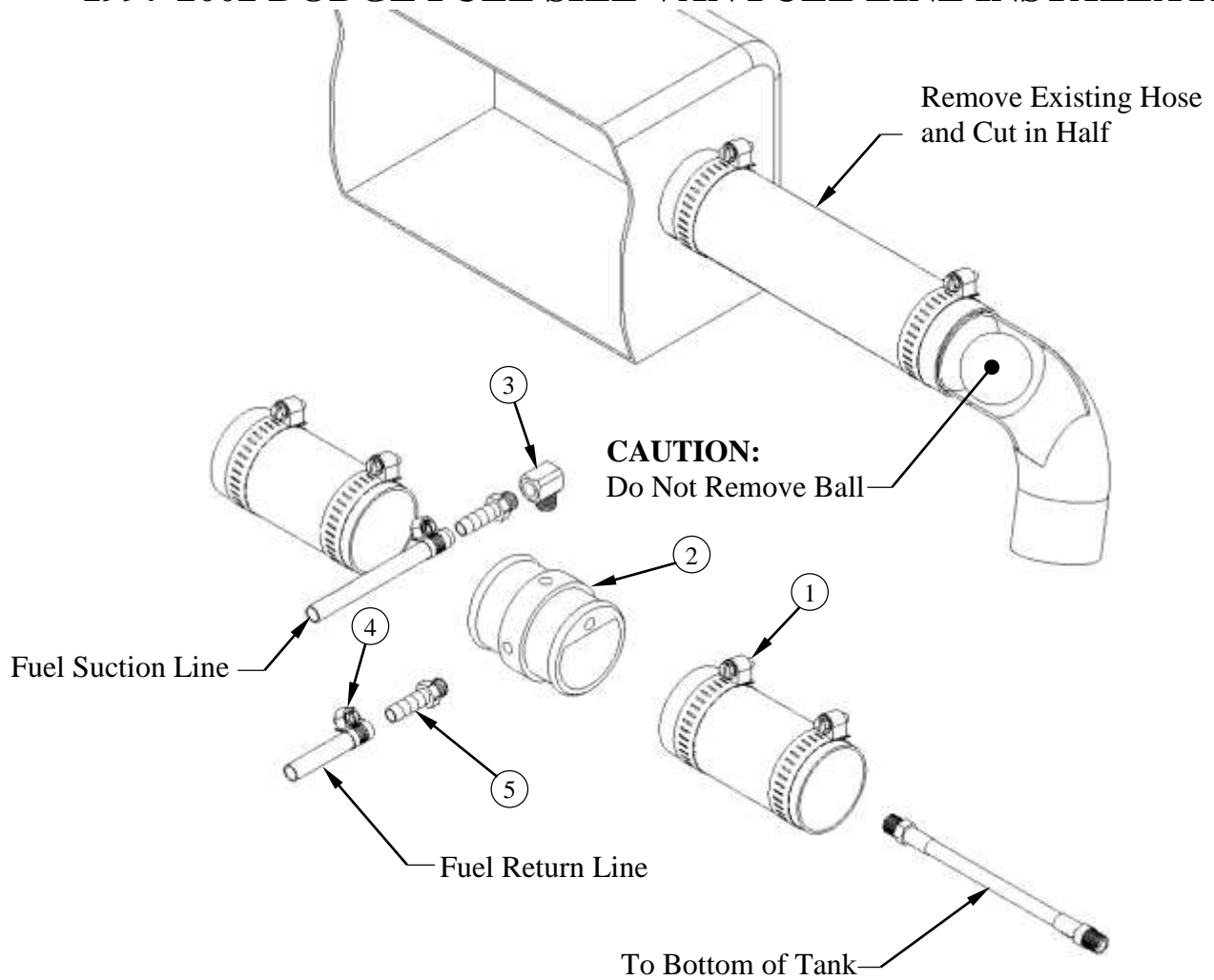


### 69-018FI KIT, FUEL HOOKUP 2003 CHEVY FI

Item No.	Part Number	Qty	Description
1	66-034	1	ADAPTOR, FUEL FLR CHVY 2003
2	14-006	2	CLAMP, HOSE # 20
3	18-028	1	HOSE, 3/16 X 25 (1/8P X 1/8P NO COVER)
4	14-011	6	CLAMP, HOSE FUEL # 6
5	21-038	1	ELL, STREET 1/8 IN BRASS
6	21-007	2	FTTG, BRB 1/8P X 5/16 H BR
7	21-039	2	ELL, 1/4 IN LG STREET BRASS
8	21-006	4	FTTG, BRB 1/4P X 5//16H BR
9	21-086	2	FTTG, BULKHEAD 1/4 IN BRASS

SECTION 5

1997-2002 DODGE FULL SIZE VAN FUEL LINE INSTALLATION



69-004FI KIT, FUEL HOOKUP CHEVY/DODGE FI

Item No.	Part Number	Qty	Description
1	14-010	2	CLAMP, HOSE # 32
2	66-030	1	ADAPTOR,FUEL NECK(CHEVY)
3	21-038	1	ELL, STREET 1/8 IN BRASS
4	14-011	6	CLAMP, HOSE FUEL # 6
5	21-007	2	FTTG, BRB 1/8P X 5/16 H BR
6	18-028	1	HOSE, 3/16 X 25 (1/8P X 1/8P NO COVER)
7	21-086	2	FTTG, BULKHEAD 1/4 IN BRASS
8	21-006	4	FTTG, BRB 1/4P X 5//16H BR
9	21-039	2	ELL,1/4 IN LG STREET BRASS

## SECTION 5

### Fuel Line Bulkhead Installation (Inside Vehicle)

1. Select an appropriate location on the vehicle floor away from operator or maintenance traffic and away from contact with any accessories or tools while in use or transit. Make sure your hole is within adequate reach of the supplied hose in the finished assembly.
2. Drill a 3/4 inch hole through the vehicle floor at the location chosen for the bulkhead connector.
3. Install the bulkhead connector by inserting the fitting and tightening the nut and lock washer on the opposite side of the vehicle floor.
4. Inside the vehicle, attach the hose barb fitting and connect the fuel line from the console.
5. Drill a 1/2 inch hole nearby the bulkhead fitting for the fuel pump electrical extension harness to pass through.

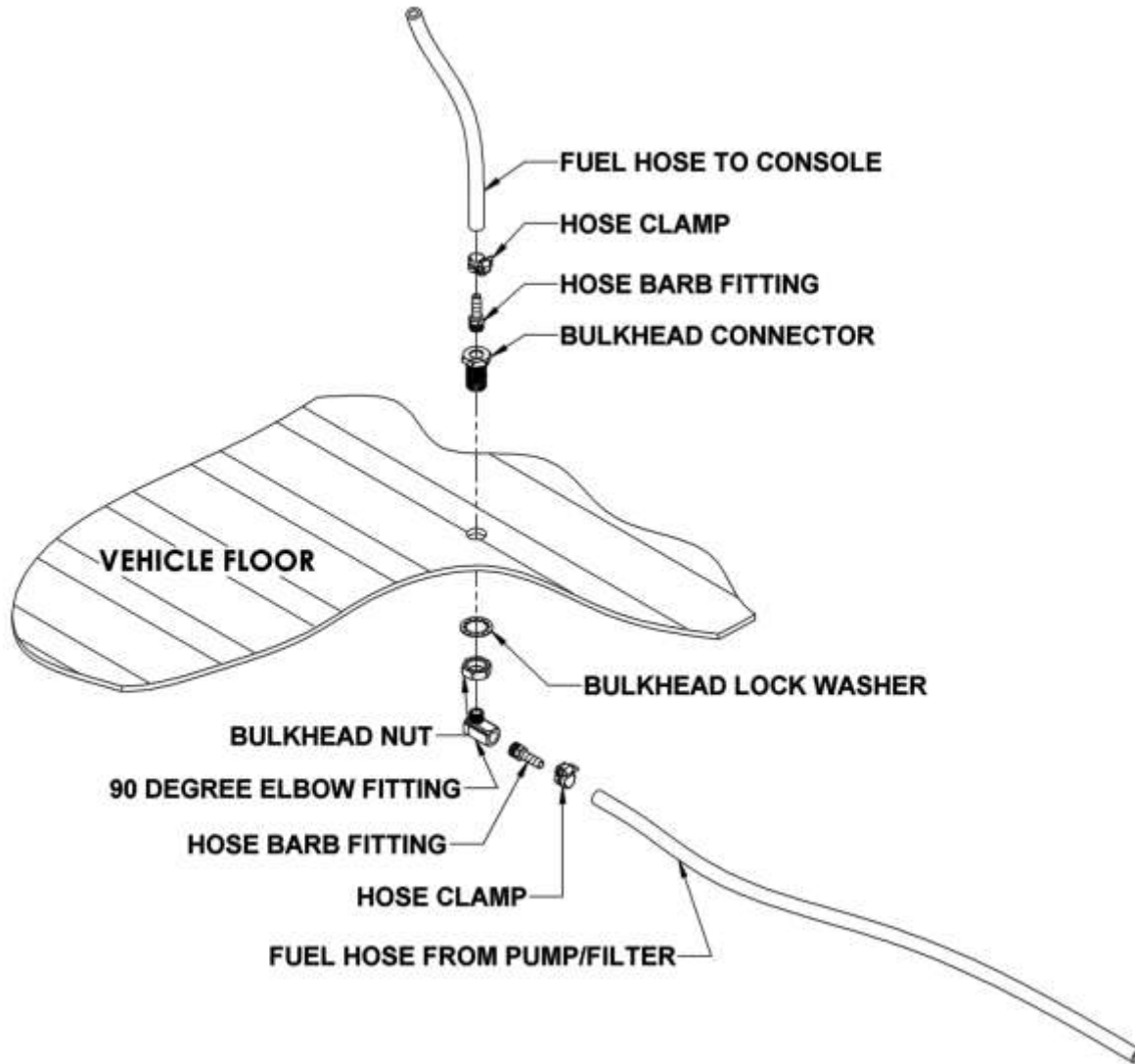


Figure 1. Fuel Line Bulkhead Assembly

## SECTION 5

### Fuel Pump Assembly Installation (Underneath the Vehicle Floor)

1. Locate an appropriate location for the fuel pump assembly housing to mount underneath the vehicle that will not cause damage to the vehicle or compromise the fuel line routing or components.
2. Remove the housing lid from the fuel pump assembly.
3. Use the supplied Tek screws to install the lid of the fuel pump housing to the vehicle.

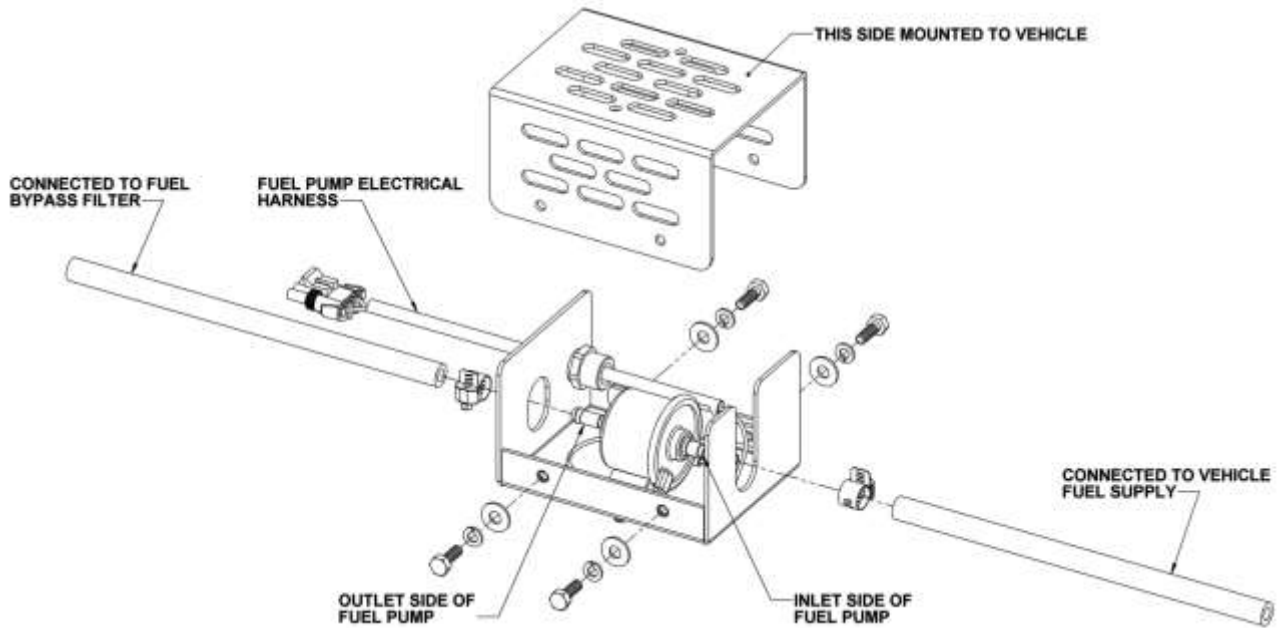
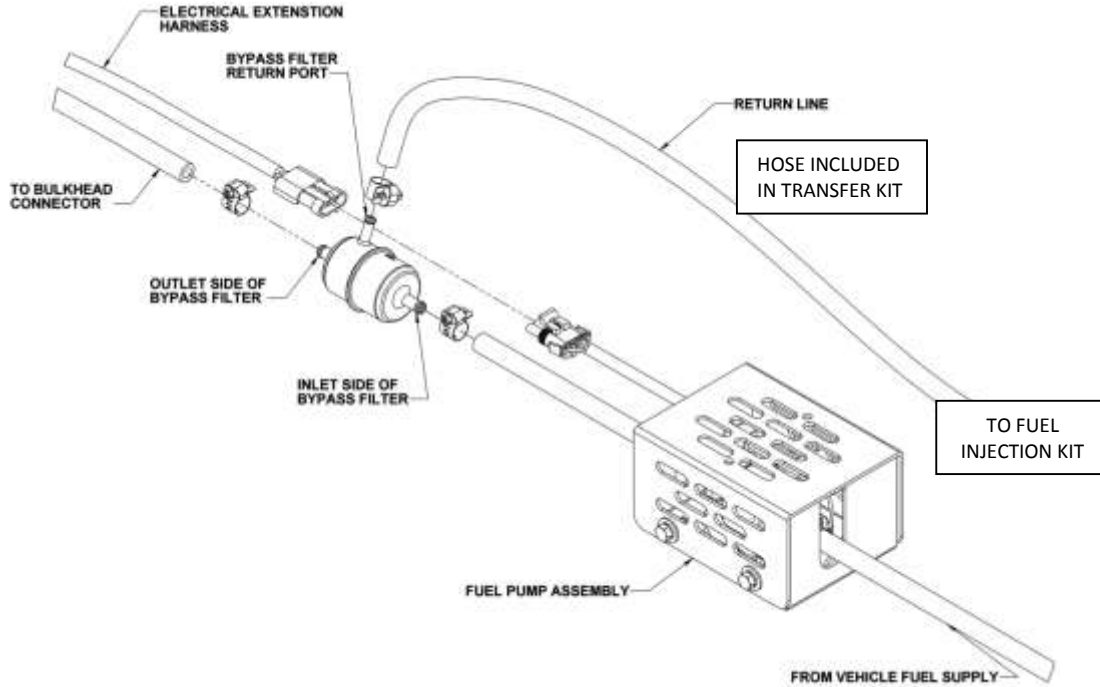


Figure 2. Fuel Pump Assembly Detail

## SECTION 5

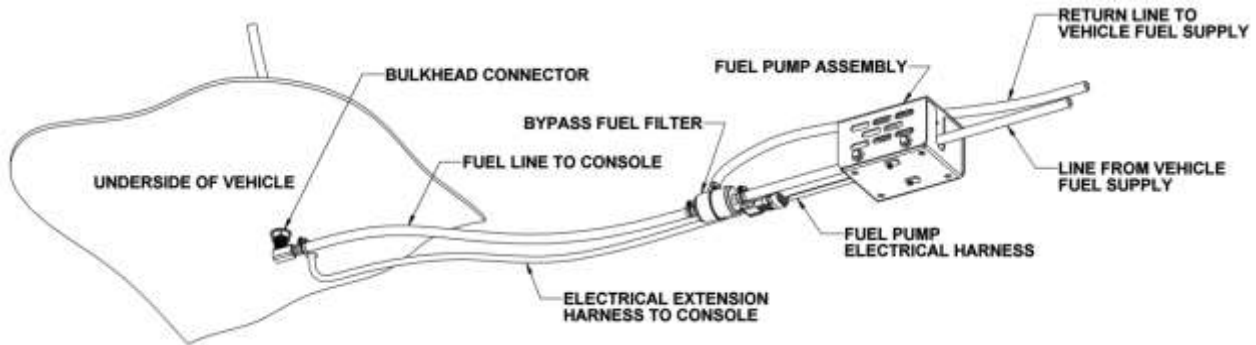
### Fuel Supply & Return Line Installation (Underneath the Vehicle Floor)

1. Refer to the transfer flow kit instructions found with the appropriate kit for your vehicle.
2. Connect the fuel line from the transfer flow kit to the inlet side of the fuel pump.
3. Connect the outlet side of the fuel pump to the inlet side of the fuel bypass filter.
4. Connect the return line from the bypass filter return port back to the vehicle fuel supply.



**Figure 3. Fuel Pump and Filter Detail**

5. Attach the 90 degree elbow and hose barb fittings to the bulkhead connector underneath the vehicle.
6. Connect a segment of hose between the outlet side of the fuel bypass filter to the hose barb fitting.
7. Ensure that all hose clamps are properly tightened.
8. Connect the electrical extension harness to the fuel pump harness, running the other end up through a hole in the floor of the vehicle, connecting to the console harness.



**Figure 4. Vehicle Underside Fuel Line Installation**