

OPERATION AND PARTS MANUAL



MODEL QP3THX TRASH PUMP (HONDA GX240RT2QMTNH1 GASOLINE ENGINE)

Revision #0 (12/21/17)

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publication, visit our website at:
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THIS MANUAL MUST ACCOMPANY THE EQUIPMENT AT ALL TIMES.



 WARNING 
CALIFORNIA — Proposition 65 Warning
Gasoline engine exhaust and some of its constituents are known to the State of California to cause cancer, birth defects and other reproductive harm.

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QP3THX Trash Pump

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NOTICE

Specifications and part numbers are subject to change without notice.

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Use the **internet** and qualify for a **5% Discount** on *Standard orders* for all orders which include complete part numbers.*

Note: Discounts Are Subject To Change



Order via Fax (Dealers Only):

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1-800-6-PARTS-7 (800-672-7877)

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|---|--|
| <input type="checkbox"/> Dealer Account Number | <input type="checkbox"/> Specify Preferred Method of Shipment: |
| <input type="checkbox"/> Dealer Name and Address | <input checked="" type="checkbox"/> UPS/Fed Ex <input checked="" type="checkbox"/> DHL |
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| <input type="checkbox"/> Return Fax Number | <input type="checkbox"/> Ground |
| <input type="checkbox"/> Applicable Model Number | <input type="checkbox"/> Next Day |
| <input type="checkbox"/> Quantity, Part Number and Description of Each Part | <input type="checkbox"/> Second/Third Day |

NOTICE

All orders are treated as *Standard Orders* and will ship the same day if received prior to 3PM PST.

WE ACCEPT ALL MAJOR CREDIT CARDS!



SAFETY INFORMATION

Do not operate or service the equipment before reading the entire manual. Safety precautions should be followed at all times when operating this equipment. Failure to read and understand the safety messages and operating instructions could result in injury to yourself and others.



SAFETY MESSAGES

The four safety messages shown below will inform you about potential hazards that could injure you or others. The safety messages specifically address the level of exposure to the operator and are preceded by one of four words: **DANGER**, **WARNING**, **CAUTION** or **NOTICE**.

SAFETY SYMBOLS

! **DANGER**

Indicates a hazardous situation which, if not avoided, **WILL** result in **DEATH** or **SERIOUS INJURY**.

! **WARNING**

Indicates a hazardous situation which, if not avoided, **COULD** result in **DEATH** or **SERIOUS INJURY**.







! **CAUTION**

Indicates a hazardous situation which, if not avoided, **COULD** result in **MINOR** or **MODERATE INJURY**.

NOTICE

Addresses practices not related to personal injury.

Potential hazards associated with the operation of this equipment will be referenced with hazard symbols which may appear throughout this manual in conjunction with safety messages.

Symbol	Safety Hazard
	Lethal exhaust gas hazards
	Explosion hazards
	Burn hazards
	Pressurized fluid hazards
	Battery acid hazards
	Eye safety hazards

SAFETY INFORMATION

GENERAL SAFETY

CAUTION

- **NEVER** operate this equipment without proper protective clothing, shatterproof glasses, respiratory protection, hearing protection, steel-toed boots and other protective devices required by the job or city and state regulations.



- **NEVER** operate this equipment when not feeling well due to fatigue, illness or when under medication.



- **NEVER** operate this equipment under the influence of drugs or alcohol.



NOTICE

- This equipment should only be operated by trained and qualified personnel 18 years of age and older.
- Whenever necessary, replace nameplate, operation and safety decals when they become difficult read.
- Manufacturer does not assume responsibility for any accident due to equipment modifications. Unauthorized equipment modification will void all warranties.
- **NEVER** use accessories or attachments that are not recommended by Multiquip for this equipment. Damage to the equipment and/or injury to user may result.
- **ALWAYS** know the location of the nearest fire extinguisher.
- **ALWAYS** know the location of the nearest first aid kit.
- **ALWAYS** know the location of the nearest phone or **keep a phone on the job site**. Also, know the phone numbers of the nearest **ambulance, doctor** and **fire department**. This information will be invaluable in the case of an emergency.



PUMP SAFETY

DANGER

- **NEVER** pump volatile, explosive, flammable or low flash point fluids. These fluids could ignite or explode.
- The engine fuel exhaust gases contain poisonous carbon monoxide. This gas is colorless and odorless, and can cause death if inhaled.
- The engine of this equipment requires an adequate free flow of cooling air. **NEVER** operate this equipment in any enclosed or narrow area where free flow of the air is restricted. If the air flow is restricted it will cause injury to people and property and serious damage to the equipment or engine.



- **NEVER** operate the equipment in an explosive atmosphere or near combustible materials. An explosion or fire could result causing severe **bodily harm or even death**.



WARNING

- **NEVER** pump corrosive chemicals or water containing toxic substances. These fluids could create serious health and environmental hazards. Contact local authorities for assistance.
- **NEVER** open the priming plug when pump is hot. Hot water inside could be pressurized much like the radiator of an automobile. Allow pump to cool to the touch before loosening plug. The possibility exists of scalding, resulting in severe bodily harm.
- **NEVER** disconnect any **emergency or safety devices**. These devices are intended for operator safety. Disconnection of these devices can cause severe injury, bodily harm or even death. Disconnection of any of these devices will void all warranties.



SAFETY INFORMATION

CAUTION

- **NEVER** lubricate components or attempt service on a running machine.
- **NEVER** block or restrict flow from discharge hose. Remove kinks from discharge line before starting pump. Operation with a blocked discharge line can cause water inside pump to overheat.

NOTICE

- **ALWAYS** fill the pump casing with water before starting the engine. Failure to maintain water inside the pump housing will cause severe damage to the pump and mechanical seal.
- In winter drain water from pump housing to prevent freezing.
- **NEVER** start the pump with the clean-out cover removed. The rotating impeller inside the pump can cut or sever objects caught in it. Before starting the pump, check that the clean-out cover is securely fastened.
- **ALWAYS** keep the machine in proper running condition.
- **ALWAYS** ensure pump is on level ground before use.
- Fix damage to machine and replace any broken parts immediately.
- **ALWAYS** store equipment properly when it is not being used. Equipment should be stored in a clean, dry location out of the reach of children and unauthorized personnel.

ENGINE SAFETY

WARNING

- **NEVER** operate the engine with heat shields or guards removed.
- **DO NOT** remove the engine oil drain plug while the engine is hot. Hot oil will gush out of the oil tank and severely scald any persons in the general area of the pump.



CAUTION

- **NEVER** touch the hot exhaust manifold, muffler or cylinder. Allow these parts to cool before servicing equipment.



NOTICE

- **NEVER** run engine without an air filter or with a dirty air filter. Severe engine damage may occur. Service air filter frequently to prevent engine malfunction.
- **NEVER** tamper with the factory settings of the engine or engine governor. Damage to the engine or equipment can result if operating in speed ranges above the maximum allowable.

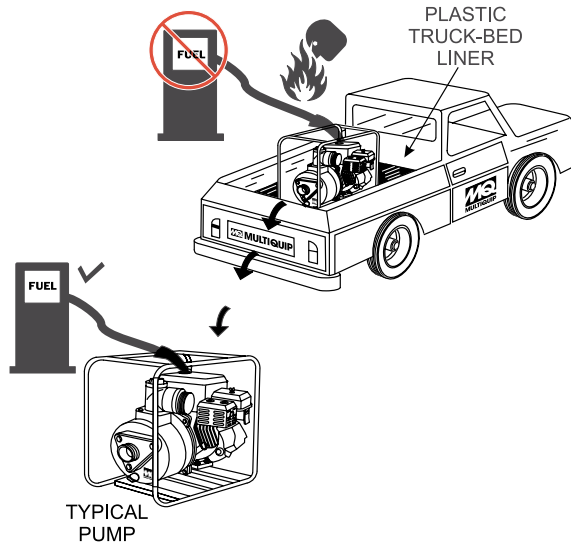



SAFETY INFORMATION

FUEL SAFETY

DANGER


- **DO NOT** add fuel to equipment if it is placed inside truck bed with plastic liner. Possibility exists of explosion or fire due to static electricity.





- **DO NOT** start the engine near spilled fuel or combustible fluids. Fuel is extremely flammable and its vapors can cause an explosion if ignited.
- **ALWAYS** refuel in a well-ventilated area, away from sparks and open flames.
- **ALWAYS** use extreme caution when working with **flammable** liquids.
- **DO NOT** fill the fuel tank while the engine is running or hot.
- **DO NOT** overfill tank, since spilled fuel could ignite if it comes into contact with hot engine parts or sparks from the ignition system.
- Store fuel in appropriate containers, in well-ventilated areas and away from sparks and flames.
- **NEVER** use fuel as a cleaning agent.
- **DO NOT** smoke around or near the equipment. Fire or explosion could result from fuel vapors or if fuel is spilled on a hot engine. 

BATTERY SAFETY (ELECTRIC START ONLY)

DANGER

- **DO NOT** drop the battery. There is a possibility that the battery will explode.
- **DO NOT** expose the battery to open flames, sparks, cigarettes, etc. The battery contains combustible gases and liquids. If these gases and liquids come into contact with a flame or spark, an explosion could occur. 

WARNING

- **ALWAYS** wear safety glasses when handling the battery to avoid eye irritation. The battery contains acids that can cause injury to the eyes and skin. 
- Use well-insulated gloves when picking up the battery.
- **ALWAYS** keep the battery charged. If the battery is not charged, combustible gas will build up.
- **DO NOT** charge battery if frozen. Battery can explode. When frozen, warm the battery to at least 61°F (16°C).
- **ALWAYS** recharge the battery in a well-ventilated environment to avoid the risk of a dangerous concentration of combustible gases.
- If the battery liquid (dilute sulfuric acid) comes into contact with **clothing or skin**, rinse skin or clothing immediately with plenty of water. 
- If the battery liquid (dilute sulfuric acid) comes into contact with **eyes**, rinse eyes immediately with plenty of water and contact the nearest doctor or hospital to seek medical attention.

CAUTION

- **ALWAYS** disconnect the **NEGATIVE** battery terminal before performing service on the equipment.
- **ALWAYS** keep battery cables in good working condition. Repair or replace all worn cables.

SAFETY INFORMATION

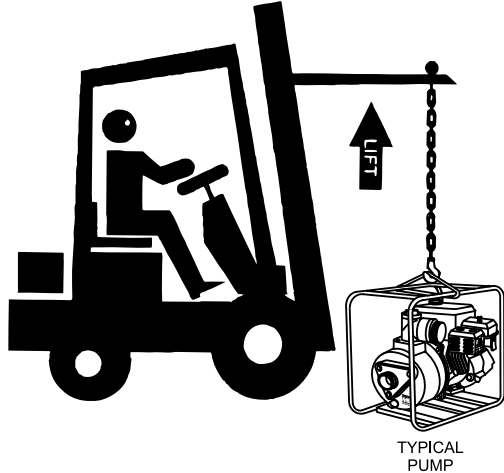
TRANSPORTING SAFETY

⚠ CAUTION

- **NEVER** allow any person or animal to stand underneath the equipment while lifting.

NOTICE


- Before lifting, make sure that the equipment parts (hook and vibration insulator) are not damaged and screws are not loose or missing.
- Always make sure crane or lifting device has been properly secured to the lifting bail (hook) of the equipment.
- **ALWAYS** shutdown engine before transporting.
- **NEVER** lift the equipment while the engine is running.
- Tighten fuel tank cap securely and close fuel cock to prevent fuel from spilling.
- Use adequate lifting cable (wire or rope) of sufficient strength.
- Use one point suspension hook and lift straight upwards.



- **DO NOT** lift machine to unnecessary heights.
- **ALWAYS** tie down equipment during transport by securing the equipment with rope.

ENVIRONMENTAL SAFETY

NOTICE

- Dispose of hazardous waste properly. Examples of potentially hazardous waste are used motor oil, fuel and fuel filters. 
- **DO NOT** use food or plastic containers to dispose of hazardous waste.
- **DO NOT** pour waste, oil or fuel directly onto the ground, down a drain or into any water source.

SPECIFICATIONS (PUMP)

Table 1. Specifications (Pump)		
Pump	Model	QP3THX
	Type	Trash Pump
	Suction	3.0 in. (76 mm.)
	Discharge Size	3.0 in. (76 mm.)
	Maximum Pumping Capacity	396 gallons/minute (1,500 liters/minute)
	Max. Solids Diameter	1.5 in. (38.1 mm)
	Maximum Suction Lift	25 ft. (7.6 m)
	Max. Head	95 ft. (29.0 m)
	Max. Pressure	41 psi (283 kPa)
Dry Net Weight		176 lbs. (80 kg.)

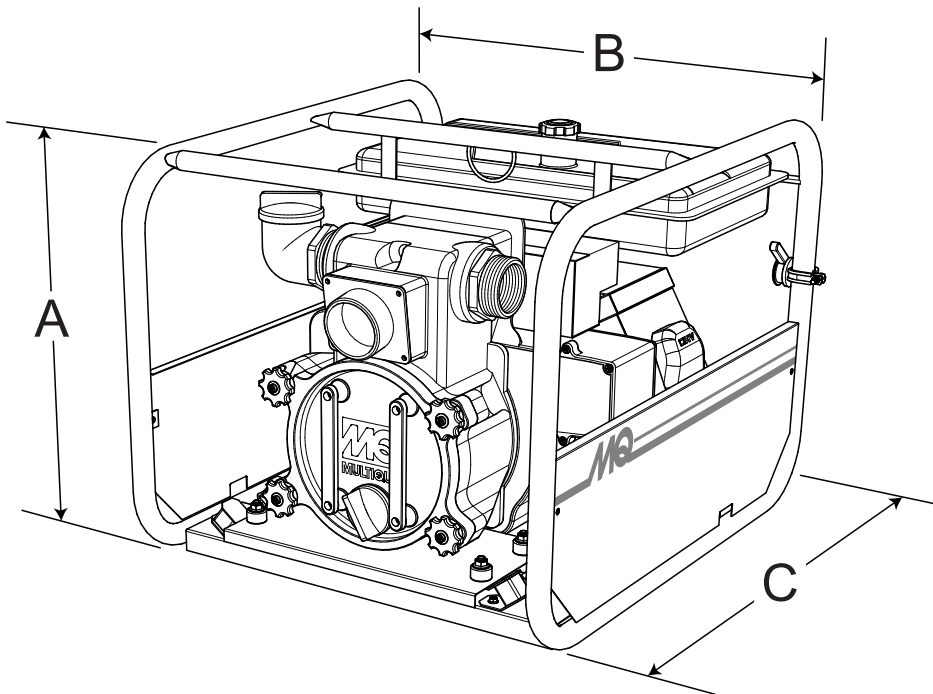


Table 2. Dimensions	
Reference Letter	Dimension in. (mm)
A	22.9 (582)
B	24.0 (610)
C	29.3 (745)

Figure 1. QP3THX Dimensions

SPECIFICATIONS (ENGINE)

Table 3. Specifications (Engines)		
Engine	Model	HONDA GX240RT2QMTNH1
	Type	Air-cooled 4 stroke, Single Cylinder, OHV, Horizontal Shaft Gasoline Engine
	Bore x Stroke	3.03 in. x 2.30 in. (77 mm x 58 mm)
	Displacement	270 cc (16.5 cu-in)
	Max Output	7.9 HP* / 3,600 RPM
	Fuel Tank Capacity	Approx. 4.2 U.S. Gallons (16 Liters)
	Fuel	Unleaded Automobile Gasoline
	Lube Oil Capacity	1.16 quarts (1.10 liters)
	Speed Control Method	Centrifugal Fly-weight Type
	Starting Method	Recoil Start
Dimension (L x W x H)		15.7 x 17.0 x 11.9 in. (400 x 432 x 302 mm)
Dry Net Weight		47.0 lbs (21.3 kg)

* Engine power ratings are calculated by the individual engine manufacturer and the rating method may vary among engine manufacturers. Multiquip Inc. and its subsidiary companies makes no claim, representation or warranty as to the power rating of the engine on this equipment and disclaims any responsibility or liability of any kind whatsoever with respect to the accuracy of the engine power rating. Users are advised to consult the engine manufacturer's owners manual and its website for specific information regarding the engine power rating.

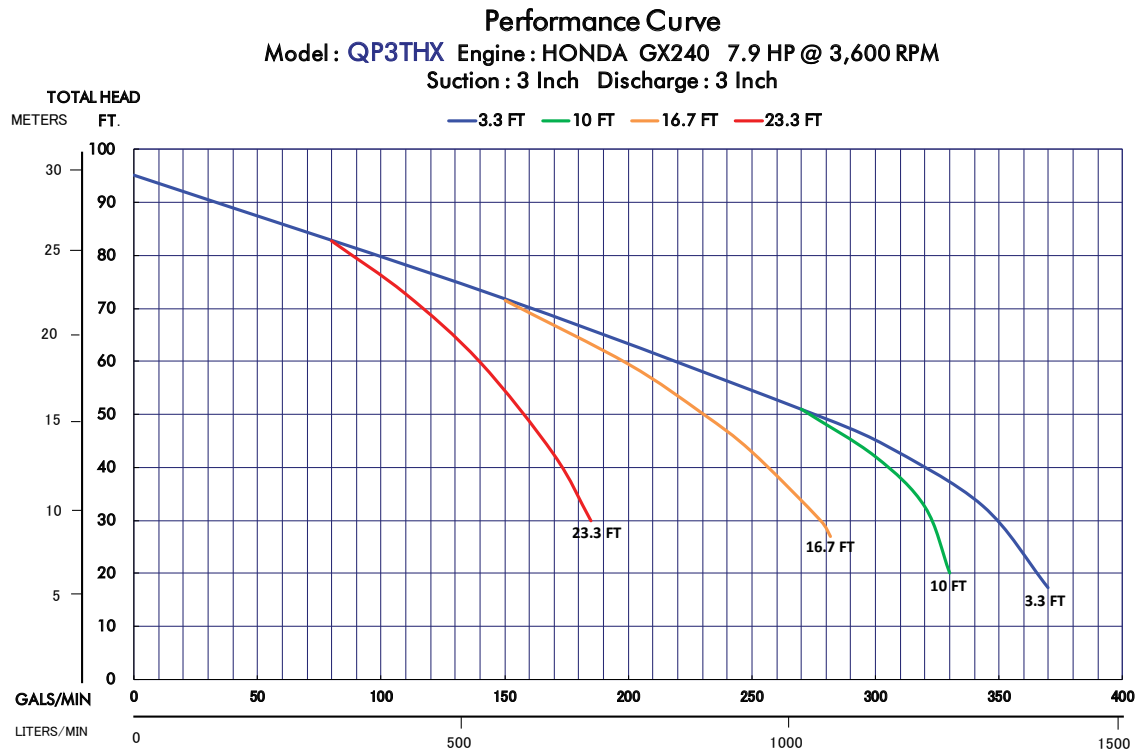


Figure 2. QP3THX Performance Curve

GENERAL INFORMATION

APPLICATION

The Multiquip QP3THX Trash Pump is designed to be used for dewatering applications. Both the suction and discharge ports on the QP3THX trash pump use a 3-inch diameter opening, which allows the pump to pump at a rate of approximately 396 gallons/minute (gpm) or 1,500 liters/minute (lpm).

This Wet Primed pump requires that the pump casing is first filled with water to assist with initial self-priming operations. Once a partial vacuum is created within the unit, the reduced atmospheric pressure allows water to flow through the suction line and the centrifugal force of the impeller/volute assembly permits water to be expelled from the discharge ports.

TRASH PUMP

Trash pumps derive their name from their ability to handle a greater amount of debris and solids than standard centrifugal pumps. These pumps generally handle solids up to 1/2 the size of the discharge opening making them less likely to clog. Also trash pumps are capable of handling water with 25% solids by weight.

The advantage of using a trash pump is that it can be quickly and easily disassembled in the field "without tools" and easily cleaned when clogged.

POWER PLANT

This trash pump is powered by a 7.9 horsepower air cooled 4-stroke, single cylinder HONDA GX240 gasoline engine that incorporates a low "Oil Alert Feature."

OIL ALERT FEATURE

In the event of low oil or no oil, the HONDA GX240 engine has a built-in oil alarm engine shut-down feature. In the event the oil level is low the engine will automatically shutdown.

SUCTION LIFT

This pump is intended to be used for dewatering applications and is capable of suction lifts up to 25 feet at sea level. For optimal suction lift performance keep the suction hose or line as short as possible. In general always place the pump as close to the water as possible.

PUMP SUPPORT

The pump should always be placed on solid stationary ground in a level position.

NEVER place the pump on *soft soil*. The suction hose or pipe connection should always be checked for tightness and leaks. A small suction leak in the hose or fittings could prevent the pump from priming.

Elevation

Higher elevations will effect the performance of the pump. Due to less atmospheric pressure at higher altitudes, pumps **DO NOT** have the priming ability that they have at sea level. This is due to the "thinner air" or lack of oxygen at higher altitudes.

A general rule of thumb is that for every 1,000 feet of elevation above sea level a pump will lose one foot of priming ability.

For example, in Flagstaff, Arizona where the elevation is approximately 7,000 feet, the pump would have a suction lift of only 18 feet rather than the 25 feet at sea level. Table 4 shows suction lift at various elevations.

Altitude Feet (Meters)	Suction Lift in Feet (Meters)			
Sea Level	10.0 (3.048)	15.0 (4.572)	20.0 (6.096)	25.0 (7.620)
2,000 (610)	8.80 (2.680)	13.2 (4.023)	17.6 (5.364)	22.0 (6.705)
4,000 (1,219)	7.80 (2.377)	11.7 (3.566)	15.6 (4.754)	19.5 (5.943)
6,000 (1,829)	6.90 (2.103)	10.4 (3.169)	13.8 (4.206)	17.3 (5.273)
8,000 (2,438)	6.20 (1.889)	9.30 (2.834)	12.4 (3.779)	15.5 (4.724)
10,000 (3,048)	5.70 (1.737)	8.60 (2.621)	11.4 (3.474)	14.3 (4.358)

Table 5 shows percentage drops in performance as elevation increases.

Altitude Feet (Meters)	Discharge Flow	Discharge Head
Sea Level	100%	100%
2,000 (610)	97%	95%
4,000 (1,219)	95%	91%
6,000 (1,829)	93%	87%
8,000 (2,438)	91%	83%
10,000 (3,048)	88%	78%

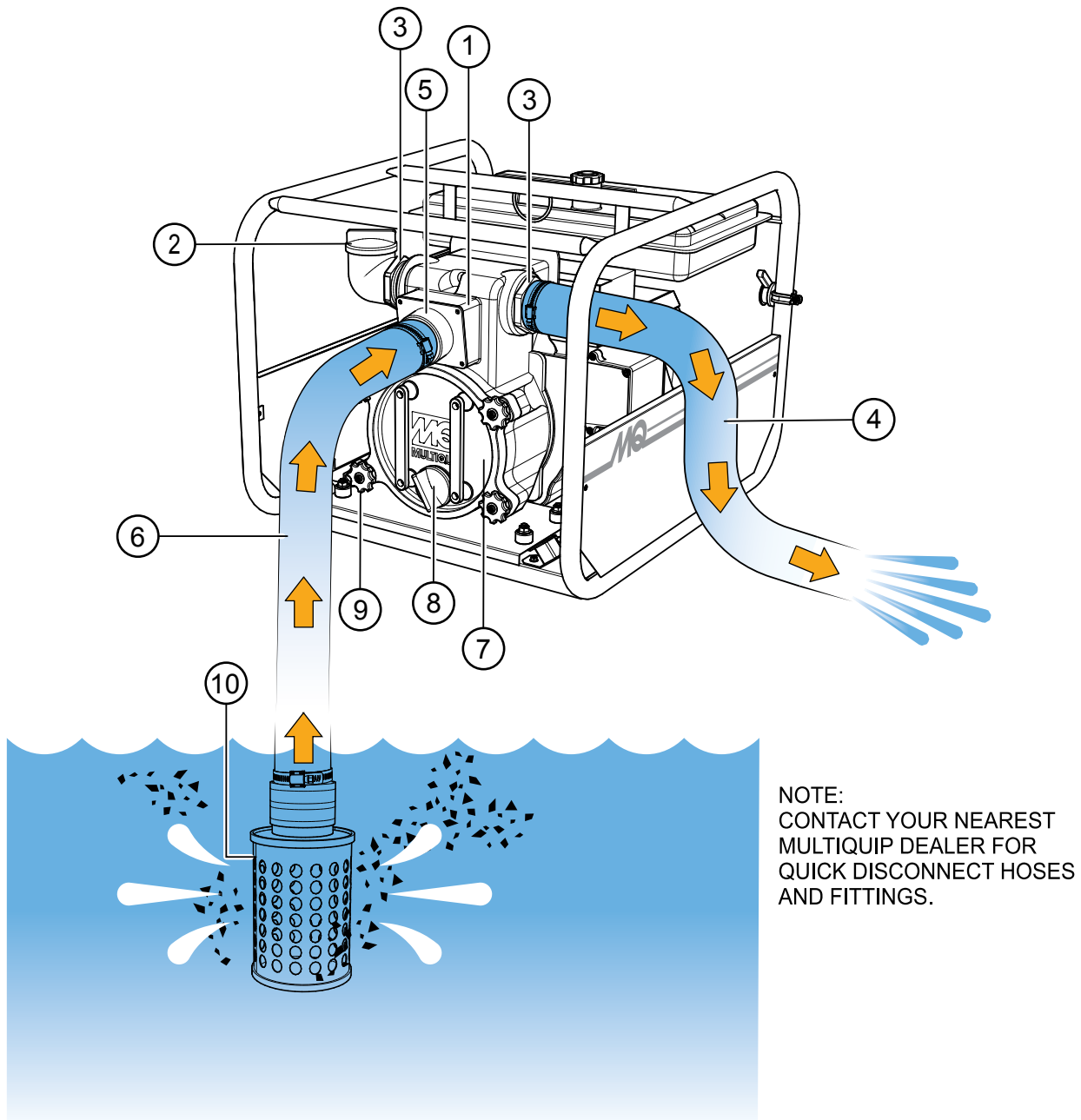


Figure 3. QP3THX Key Components

PUMP COMPONENTS

Figure 3 shows key components of the QP3THX.

1. **Pump** — The model QP3THX is a 3-inch trash pump used in general dewatering applications. Typical dewatering applications consist of: manholes, septic tanks, ponds, ditch water, silt water, muddy water, and water with debris.
2. **Fill Cap** — Prior to operation, the pump casing **MUST BE** filled with water. Remove this cap to add water to the pump. After the initial prime, a sufficient amount of water will be retained in the casing so that the operator will not need to re-prime later.
3. **Discharge Ports** — The pump is equipped with left and right side discharge ports. These ports are 3" male NPT thread and can accommodate discharge hose or pipe. Quick disconnect (Cam & Groove lock) hoses can be fitted onto the discharge ports with an optional coupler (A300A).
4. **Discharge Hose** — This pump is fitted with 3" male NPT thread discharge ports and can accommodate either threaded discharge hose or pipe. Quick disconnect (Cam & Groove lock) hoses can be fitted onto the discharge ports with an optional coupler (A300A). Make sure hoses lay flat and are not kinked. Contact MQ Sales Department for ordering information.
5. **Suction Port** — This pump is fitted with a 3" male NPT thread suction port and can accommodate either a threaded or quick disconnect (Cam & Groove lock) hose. For quick disconnect connections, an optional coupler (A300A) is necessary. Contact MQ Parts Department for ordering assistance.
6. **Suction Hose** — Use only recommended suction hoses. This pump is fitted with a 3" male NPT thread suction port and can accommodate threaded or quick disconnect (Cam & Groove lock) suction hose. Cam & Groove lock hose can be fitted onto the suction port with an optional coupler (A300A). Make sure the suction hose is not kinked. Contact MQ Sales Department for ordering information.
7. **Clean-out Cover** — When the pump is subjected to applications where large quantity of debris is present, it may be necessary to clean out the casing cavity of large rocks and such that have not passed through the pump. To open and gain access to the pump's clean-out cavity, loosen the four locking knobs (item 9). Grip the cover handles and twist counterclockwise. Once the cover is clear of the four knob fasteners, pull the cover out towards you.
8. **Drain Plug** — After usage, and for storage, remove this plug and drain all water from the pump casing.
9. **Locking Knobs** — Turn both knobs counterclockwise to release cover. Turn clockwise to secure clean-out cover.
10. **Strainer** — Always attach a strainer to bottom side of the suction hose to prevent large objects and debris from entering the pump. Strainer should be positioned so that it will remain completely under water. Running the pump with the strainer above water for long periods can damage pump.

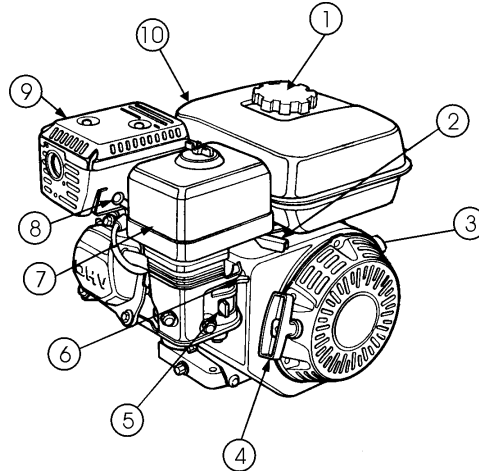


Figure 4. Engine Controls and Components

INITIAL SERVICING

The engine (See Figure 4) must be checked for proper lubrication and filled with fuel prior to operation. Refer to the manufacturer's engine manual for instructions and details of operation and servicing. The engine shown above is a HONDA engine, operation for other types of engines may vary somewhat.

1. **Fuel Filler Cap** — Remove this cap to add unleaded gasoline to the fuel tank. Make sure cap is tightened securely. **DO NOT** over fill.

DANGER



Adding fuel to the tank should be done only when the engine is stopped and has had an opportunity to cool down. In the event of a fuel spill, **DO NOT** attempt to start the engine until the fuel residue has been completely wiped up, and the area surrounding the engine is dry.

2. **Throttle Lever** — Used to adjust engine RPM speed (lever advanced forward **SLOW**, lever back toward operator **FAST**).
3. **Engine ON/OFF Switch** — ON position permits engine starting, OFF position stops engine operations.
4. **Recoil Starter (pull rope)** — Manual-starting method. Pull the starter grip until resistance is felt, then pull briskly and smoothly.
5. **Fuel Valve Lever** — **OPEN** to let fuel flow, **CLOSE** to stop the flow of fuel.

6. **Choke Lever** — Used in the starting of a cold engine, or in cold weather conditions. The choke enriches the fuel mixture.
7. **Air Cleaner** — Prevents dirt and other debris from entering the fuel system. Remove wing-nut on top of air filter canister to gain access to filter element.

NOTICE

Operating the engine without an air filter, with a damaged air filter, or a filter in need of replacement will allow dirt to enter the engine, causing rapid engine wear.

WARNING



Engine components can generate extreme heat. To prevent burns, **DO NOT** touch these areas while the engine is running or immediately after operating. **NEVER** operate the engine with the muffler removed.

8. **Spark Plug** — Provides spark to the ignition system. Set spark plug gap to 0.6 - 0.7 mm (0.028 - 0.031 inch). Clean spark plug once a week.
9. **Muffler** — Used to reduce noise and emissions.
10. **Fuel Tank** — Holds unleaded gasoline. For additional information refer to engine owner's manual.

INSPECTION (ENGINE)

CAUTION



DO NOT attempt to operate the pump until the Safety Information, General Information and Inspection sections of this manual have been read and thoroughly understood.

BEFORE STARTING

1. Read safety instructions at the beginning of manual.
2. Clean the pump, removing dirt and dust, particularly the engine cooling air inlet, carburetor and air cleaner.
3. Check the air filter for dirt and dust. If air filter is dirty, replace air filter with a new one as required.
4. Check carburetor for external dirt and dust. Clean with dry compressed air.
5. Check fastening nuts and bolts for tightness.

Engine Oil Check

1. To check the engine oil level, place the pump on secure level ground with the engine stopped.
2. Remove the filler dipstick from the engine oil filler hole (See Figure 5) and wipe clean.

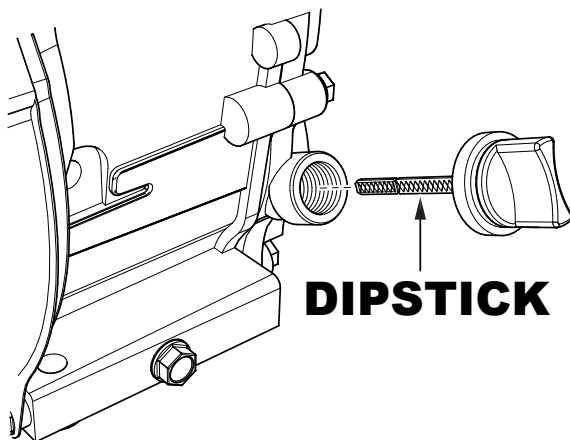


Figure 5. Engine Oil Dipstick (Removal)

3. Insert and remove the dipstick without screwing it into the filler neck. Check the oil level shown on the dipstick.
4. If the oil level is low (See Figure 6), fill to the edge of the oil filler hole with the recommended oil type (Table 6). Maximum oil capacity is 1.16 quarts (1.1 liters).

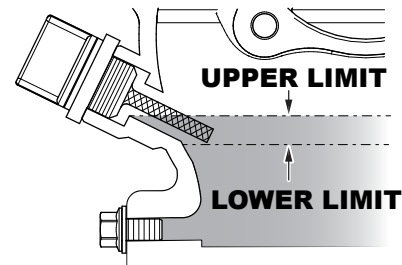


Figure 6. Engine Oil DipStick (Oil Level)

Table 6. Oil Type

Season	Temperature	Oil Type
Summer	25°C or Higher	SAE 10W-30
Spring/Fall	25°C~10°C	SAE 10W-30/20
Winter	0°C or Lower	SAE 10W-10

DANGER



Motor fuels are highly flammable and can be dangerous if mishandled. **DO NOT** smoke while refueling. **DO NOT** attempt to refuel the pump if the engine is *hot!* or *running.*

Fuel Check

1. Remove the gasoline cap located on top of fuel tank.
2. Visually inspect to see if the fuel level is low. If fuel is low, replenish with unleaded fuel.
3. When refueling, be sure to use a strainer for filtration. **DO NOT** top-off fuel. Wipe up any spilled fuel *immediately!*

1. It is advantageous to place the pump as close as possible to the water source (Figure 7) on a solid, level operating surface. The most critical factor for successful pump operations is not to exceed 25' Total Suction Lift (at sea level).
2. Ensure that the pump has the proper level of fuel and engine oil.
3. Initially prime the pump by removing the fill cap (see Figure 3) and filling the casing with water. If the pump casing is not filled with water prior to operations, it will not be able to start the pumping process and you risk overheating the mechanical seal assembly.
4. Attach the proper suction and discharge hoses to the pump ports. Ensure that the hose O-rings are in place, and that hose do not show any cracks, gouges, or holes. The hoses should not be kinked, and must be secured tightly to their respective ports.
5. A proper suction hose is commonly reinforced with rigid PVC helix and is specifically designed to safeguard against collapsing during pumping operations. It is essential that the pump utilize a suction hose with the same diameter as the suction port.
6. Ensure that the strainer is placed on the end of the suction hose, and that the hose is placed in the water source in such a manner as not to bury the strainer into sand or silt.

CAUTION

The strainer should be positioned so it will remain completely **under water**. Running the pump with the strainer above water for long periods can damage the pump.

7. The discharge side may utilize proper discharge hoses, PVC pipe, or concrete pipe.
8. Check that discharge hoses lay flat and as straight as possible. Remove any sharp bends or kinks from the hose so the water flow cannot be blocked.
9. Once the engine is started; and depending on the application set-up, the priming process will take a few moments before water begins to flow.
10. The performance of the pump (Flow, Head, Water Velocity, and Pressure) is dependent on the many factors that surround the application. These factors include, but are not limited to: operating altitude, suction lift, discharge and suction hose diameter and length, overall friction loss coefficients, the specify gravity of the fluid to be pumped, the fluid temperature, and total discharge head.

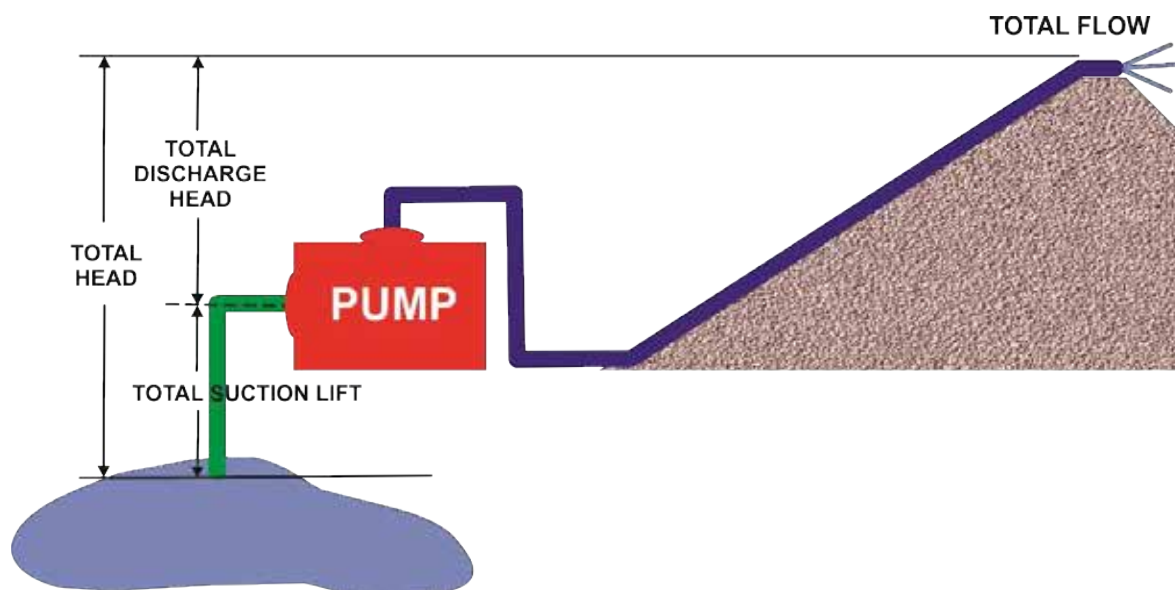


Figure 7. Pump Placement

CAUTION

DO NOT attempt to start the engine unless the pump has previously been primed with water. Severe pump damage will occur if pump has not been primed.

STARTING THE ENGINE

1. Place the engine fuel valve lever (See Figure 8) to the **ON** position.

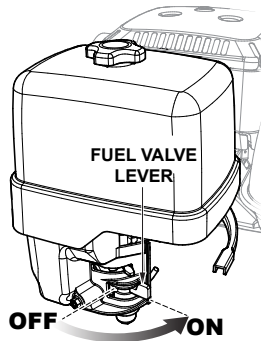


Figure 8. Engine Fuel Valve Lever (ON Position)

2. Move the throttle lever (See Figure 9) to idle position.

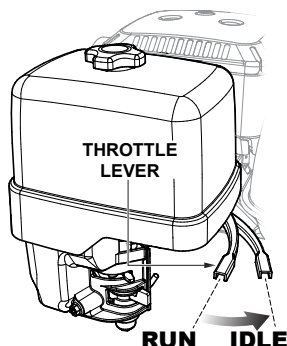


Figure 9. Throttle Lever (Idle Position)

3. Place the choke lever (See Figure 10) in the **CLOSED** position if starting a cold engine.

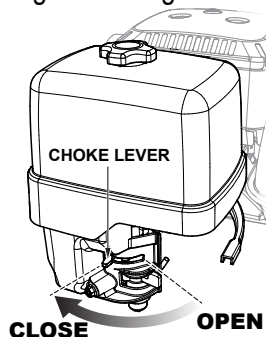


Figure 10. Engine Choke Lever (Closed)

4. Place the choke lever (See Figure 11) in the **OPEN** position if starting a warm engine or the temperature is warm.



Figure 11. Engine Choke Lever (Open)

5. Place the engine **ON/OFF** switch (See Figure 12) in the **ON** position.

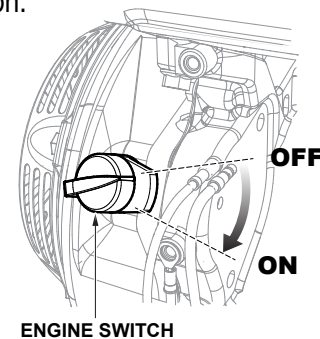


Figure 12. Engine ON/OFF Switch (ON Position)

6. Grasp the starter grip (See Figure 13) and slowly pull it out. The resistance becomes the hardest at a certain position, corresponding to the compression point. Pull the starter grip briskly and smoothly for starting.

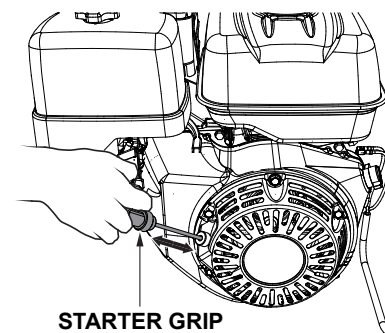


Figure 13. Starter Grip

7. If the engine has started and the choke lever was moved to the **CLOSED** position to start the engine, gradually move the choke lever to the **OPEN** position (Figure 14) as the engine warms up. If the engine has not started repeat steps 1 through 6.

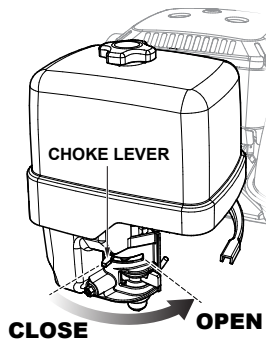


Figure 14. Choke Lever (Open)

8. Before the pump is placed in to operation, run the engine for several minutes. Check for fuel leaks, and noises that would associate with a lose component.
9. To begin pumping, place the throttle lever (See Figure 15) in the **RUN** position. If water is not flowing out of the discharge port, turn off the engine and check for and clear any obstructions within the suction hose.

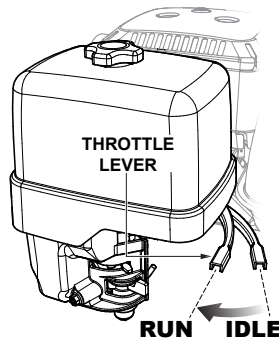


Figure 15. Throttle Lever (Run)

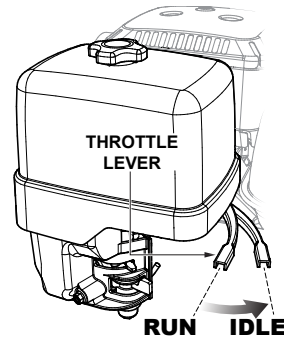


Figure 16. Throttle Lever (Idle)

2. After the engine cools, turn the engine **ON/OFF** switch to the **OFF** position (See Figure 15).

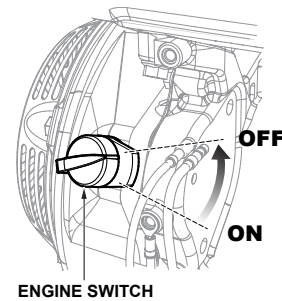


Figure 17. Engine ON/OFF Switch (OFF)

3. Place the fuel shut-off lever (See Figure 16) in the **OFF** position

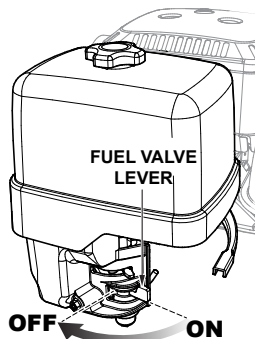


Figure 18. Fuel Valve Lever (OFF)

WARNING

Water must always be flowing through the pump casing while the engine is running. Loss of flow may be the result of a loss of prime, restricted water flow or a dead-head situation. Please note that in such a condition, water in the pump can reach temperatures of 150-200°F in 15 to 20 minutes. This can cause serious burns if this hot water comes into contact with unprotected skin.

Before touching or opening the fill plug or drain plug, first turn off the engine and allow the pump casing to cool to the touch, and then open the pump carefully. Be cautious of any built up water pressure.

CAUTION

ALWAYS run engine at **full speed** while pumping.

Emergency Shutdown

1. Move the throttle lever quickly to the **IDLE** position, and place the engine **ON/OFF** switch in the **OFF** position.

MAINTENANCE (PUMP)

PUMP VACUUM TEST

CAUTION

DO NOT attempt to start the engine unless the pump has previously been **primed** with water. Severe pump damage will occur if pump has not been primed.

To perform the pump vacuum test do the following:

1. Remove the pump fill cap (See Figure 3), and fill the pump with water.
2. Start the engine as outlined in the initial start-up section, and wait for the pump to begin pumping.
3. As shown in Figure 19, place a water hose inside the discharge opening of the pump, and turn on the water. This flow of water into the discharge opening will **prevent** the pump from running dry.
4. Place the Pump Vacuum Tester (P/N 7000030) over the pump suction (inlet) opening (See Figure 19) with the vacuum gauge facing upwards. It may be necessary to apply a small amount of water around the rubber seal of the vacuum tester to make a good suction fit.
5. Check and make sure that there are no air leaks between the vacuum tester and the inlet port on the pump. If air leaks are present reseal vacuum tester.
6. Run the pump for a few minutes while monitoring the vacuum gauge. If the gauge indicates a reading between -25 and -20 in. Hg. (inches of mercury) then it can be assumed that the pump is working correctly.

NOTICE

25 in. Hg (inches of mercury) translates into 25 feet of lift at **sea level**.

7. If the vacuum tester gauge indicates a reading below -20 in. Hg, it can then be assumed that the pump is not functioning correctly, and corrective action needs to be taken.
8. To test the flapper valve, shutdown the engine. The vacuum tester should remain attached to the pump suction inlet port by vacuum. This indicates the pump's flapper valve is seating properly to hold water in the suction hose when the engine is stopped. This prevents backflow and allows for faster priming when the engine is restarted.

ADJUSTING IMPELLER CLEARANCE

1. If it is necessary to replace impeller or volute, be sure clearance between impeller and volute is adjusted
2. The impeller should be as close to the volute as possible without rubbing against it. Clearance is adjusted by adding or removing shims from behind the impeller.
3. Check clearance between impeller and insert by slowly pulling starter rope to turn impeller.

NOTICE

It is important not to remove too many shims or the clearance between the impeller and volute will become **too wide** and pump performance will be reduced. Remember as the impeller wear down, additional shims may be required to maintain the clearance between the impeller and insert.

4. Check the impeller every six months for wear, and for clearance between the impeller face and the volute. Also check the shaft seal for wear, as well as the shaft sleeve.

PUMP CLEANING

After pumping water containing large amounts of dirt and debris, perform the following:

1. Remove the drain plug from the pump housing (Figure 3) and drain any water left in the pump.
2. See Components section, Clean-out Cover, for pump cleaning procedure.
3. Clean and remove dirt, debris from pump casing. Inspect impeller and volute for wear. Replace any damaged or worn parts.

CAUTION

The impeller may develop sharp edges. Use extreme care when cleaning around the impeller to prevent being cut.

MAINTENANCE (PUMP)

CAUTION

DO NOT RUN PUMP WITHOUT WATER.

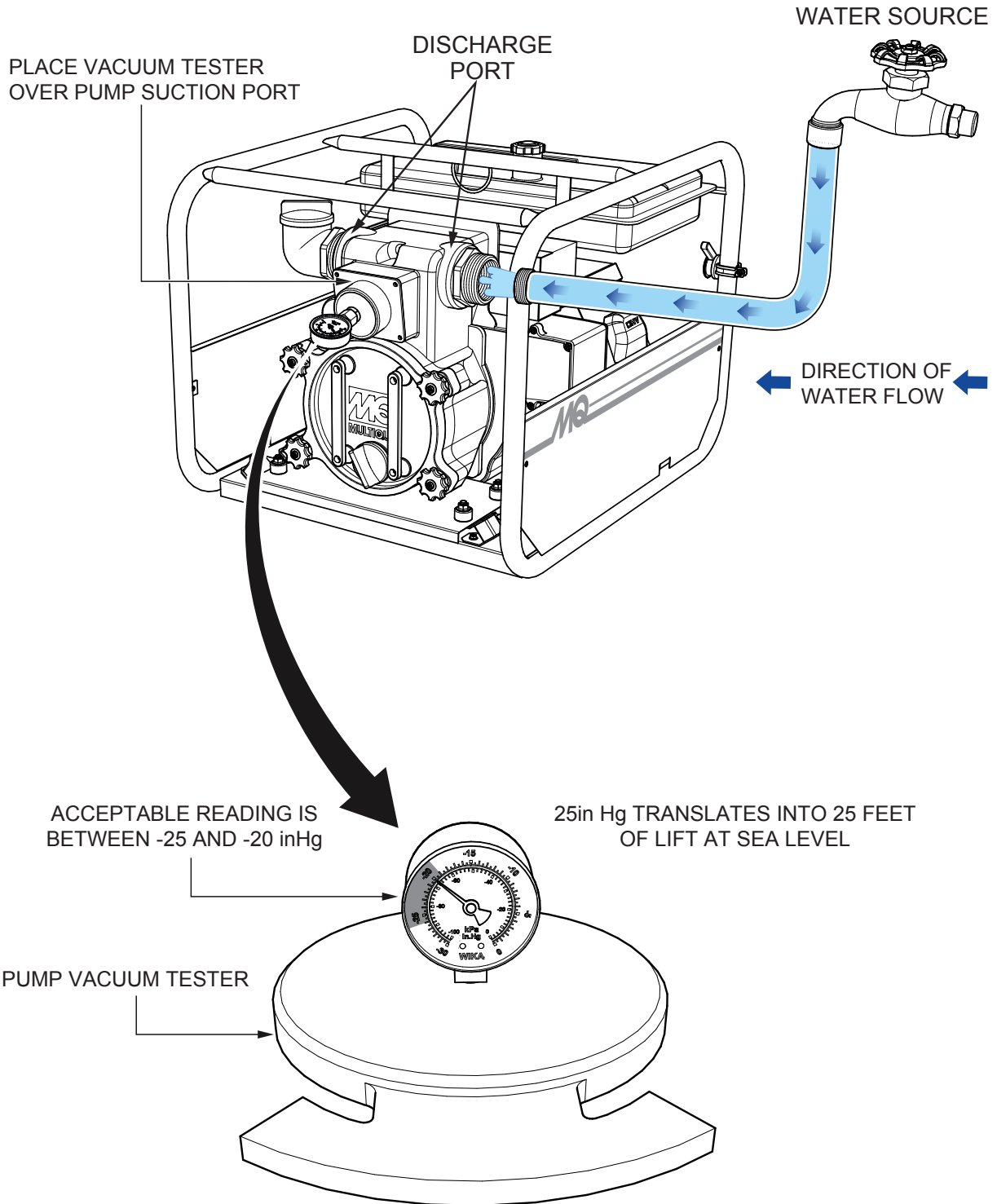


Figure 19. Pump Vacuum Tester

MAINTENANCE (ENGINE)

ENGINE MAINTENANCE

Perform engine maintenance procedures as referenced by Table 7 below:

Table 7. Engine Maintenance Schedule							
Description (3)	Operation	Before	First Month or 10 hrs	Every 3 Months or 25 hrs	Every 6 Months or 50 hrs	Every Year or 100 hrs	Every 2 Years or 200 hrs
Engine Oil	CHECK	X					
	CHANGE		X				
Air Cleaner	CHECK	X					
	CHANGE			X (1)			
All Nuts and Bolts	Re-tighten If Necessary	X					
Spark Plug	CHECK-CLEAN				X		
	REPLACE						X
Cooling Fins	CHECK				X		
Spark Arrester	CLEAN					X	
Fuel Tank	CLEAN					X	
Fuel Filter	CHECK					X	
Idle Speed	CHECK-ADJUST					X (2)	
Valve Clearance	CHECK-ADJUST						X (2)
Fuel lines	CHECK	Every 2 years (replace if necessary) (2)					

1. Service more frequently when used in **DUSTY** areas.
2. These items should be serviced by your service dealer, unless you have the proper tools and are mechanically proficient. Refer to the HONDA shop Manual for service procedures.
3. For commercial use, log hours of operation to determine proper maintenance intervals.

NOTICE

Refer to manufacturer engine manual for specific servicing instructions.

MAINTENANCE (ENGINE)

DAILY

1. Thoroughly remove dirt and oil from the engine and control area. Clean or replace the air cleaner elements as necessary. Check and retighten all fasteners as necessary. Check the spring box and bellows for oil leaks. Repair or replace as needed.

WEEKLY

1. Remove the fuel filter cap and clean the inside of the fuel tank.
2. Remove or clean the filter at the bottom of the tank.
3. Remove and clean the spark plug (See Figure 20), then adjust the spark gap to 0.028~0.031 inch (0.6~0.7 mm). This unit has electronic ignition, which requires no adjustments.

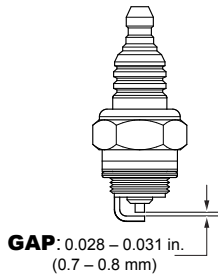


Figure 20. Spark Plug Gap

ENGINE OIL

1. Drain the engine oil when the oil is **warm** as shown in Figure 21.
2. Remove the oil drain bolt and sealing washer and allow the oil to drain into a suitable container.
3. Replace engine oil with recommended type oil as listed in Table 5. Engine oil capacity is 1.16 quarts (1.1 liters). **DO NOT** over fill.
4. Install drain bolt with sealing washer and tighten securely.

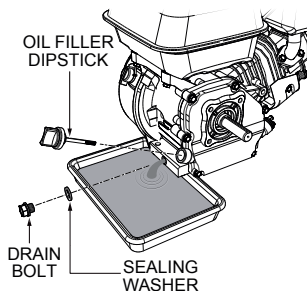


Figure 21. Engine Oil (Draining)

DANGER



DO NOT use gasoline as a cleaning solvent, because that would create a risk of fire or explosion.

ENGINE AIR CLEANER

1. Remove the air cleaner cover and foam filter element as shown in Figure 22.
2. Tap the paper filter element (See Figure 22) several times on a hard surface to remove dirt, or blow compressed air [not exceeding 30 psi (207 kPa, 2.1 kgf/cm²)] through the filter element from the air cleaner case side. **NEVER** brush off dirt. Brushing will force dirt into the fibers. Replace the paper filter element if it is excessively dirty.
3. Clean foam element in warm, soapy water or non-flammable solvent. Rinse and dry thoroughly. Dip the element in clean engine oil and completely squeeze out the excess oil from the element before installing.

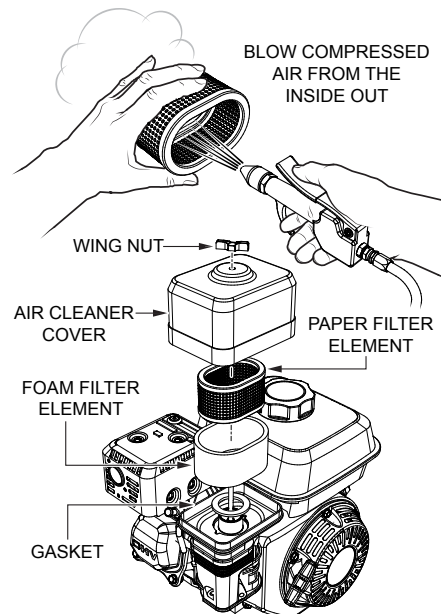


Figure 22. Engine Air Cleaner

MAINTENANCE (ENGINE)

SPARK ARRESTER CLEANING

Clean the spark arrester every 6 months or 100 hours.

1. Remove the 4 mm screw (3) from the exhaust deflector, then remove the deflector. See Figure 23.
2. Remove the 5 mm screw (4) from the muffler protector, then remove the muffler protector.
3. Remove the 4 mm screw from the spark arrester, then remove the spark arrester

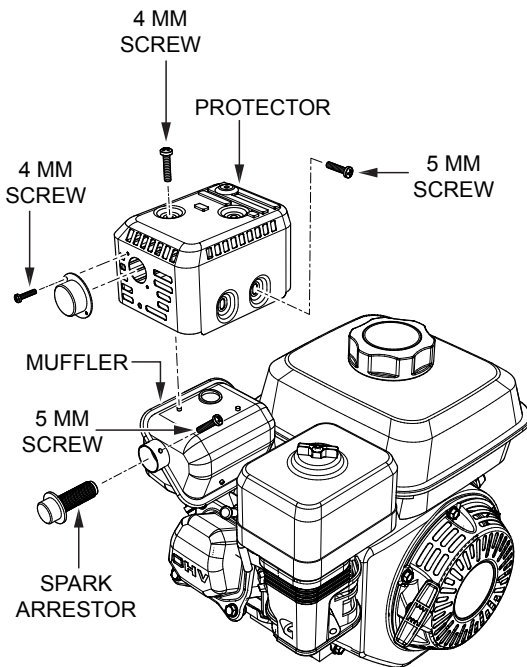


Figure 23. Spark Arrester Removal

4. Carefully remove carbon deposits from the spark arrester screen (Figure 24) with a wire brush.

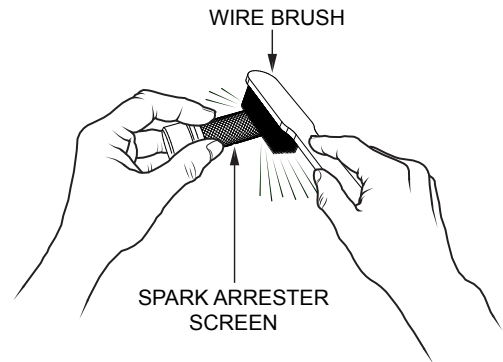


Figure 24. Cleaning The Spark Arrester

5. If the spark arrester is damaged and has breaks or holes, replace with a new one.
6. Reinstall the spark arrester and muffler protector in reverse order of disassembly.

PUMP STORAGE

For storage of the pump for over 30 days, the following is required:

- Drain the fuel tank completely.
- Run the engine until the fuel is completely consumed.
- Completely drain used oil from the engine crankcase and fill with fresh clean oil, then follow the procedures described in the engine manual for engine storage.
- Remove the drain plug from the pump and drain out any water from left in the housing.
- Remove the pump cover and clean inside of pump housing. Coat inside of pump housing with a light film of oil to reduce corrosion. A spray can of oil works well for this application.
- Cover suction and discharge ports with duct tape to prevent any foreign matter from falling into pump.
- Cover pump and engine with plastic covering or equivalent and store in a clean, dry place.
- To protect the water cooled-seals, place one-half pint of lubricating oil (new or used) through the discharge opening on the pump and crank the engine several times. This will prevent excessive corrosion and also keep the mechanical seal lubricated.

TROUBLESHOOTING (ENGINE)

Table 8. Engine Troubleshooting

Symptom	Possible Problem	Solution
Difficult to start		
Fuel is available but spark plug will not ignite. (Power available at high tension cable).	Ignition plug being bridge?	Check ignition system.
	Carbon deposit at ignition?	Clean or replace ignition.
	Short circuit due to defective insulators?	Replace insulators.
	Improper spark gap?	Set spark plug gap to the correct gap.
Fuel is available but spark plug will not ignite. (Power NOT available at high tension cable).	Short circuit at stop switch?	Check stop switch circuit. Replace stop switch if defective.
	Ignition coil defective?	Replace ignition coil.
Fuel is available and spark plug ignites (compression normal).	Muffler clogged with carbon deposits?	Clean or replace muffler.
	Mixed fuel quality is inadequate?	Check fuel to oil mixture.
	Fuel in use inadequate (water, dust)?	Flush fuel system and replace with fresh fuel.
	Air Cleaner clogged?	Clean or replace air cleaner.
Fuel is available and spark plug ignites (compression low).	Defective cylinder head gasket?	Tighten cylinder head bolts or replace head gasket.
	Cylinder worn?	Replace cylinder.
	Spark plug loose?	Tighten spark plug.
Operation not satisfactory		
Not enough power available (compression normal, no miss-firing).	Air cleaner clogged?	Clean or replace air cleaner.
	Air in fuel line?	Bleed (remove air) from fuel line.
	Fuel level in carburetor float chamber improper?	Adjust carburetor float.
	Carbon deposits in cylinder?	Clean or replace cylinder.
Not enough power available (compression normal, miss-firing).	Ignition coil defective?	Flush fuel system and replace with fresh fuel.
	Ignition plug often shorts?	Replace ignition wires, clean ignition.
	Fuel in use inadequate (water, dust)?	Flush fuel system and replace with fresh fuel.
Engine overheats.	Excessive carbon deposition in combustion chamber?	Clean or replace crankcase.
	Exhaust or muffler clogged with carbon.	Clean or replace muffler.
	Spark plug heat value incorrect?	Replace spark plug with correct type spark plug.

TROUBLESHOOTING (ENGINE/PUMP)

Table 8. Engine Troubleshooting

Symptom	Possible Problem	Solution
Operation not satisfactory		
Rotational speed fluctuates.	Governor adjustment improper?	Adjust governor to correct lever.
	Governor spring defective?	Clean or replace ignition.
	Fuel flow erratic?	Check fuel line.
	Air taken in through suction line?	Check suction line.
Recoil starter not working properly.	Dust in rotating part?	Clean recoil starter assembly.
	Spring failure?	Replace spiral spring.

Table 9. Pump Troubleshooting

Symptom	Possible Problem	Solution
Pump does not take on water.	Not enough priming water in the housing?	Add water.
	Engine speed too low?	Increase throttle.
	Strainer plugged?	Clean strainer.
	Suction hose damaged?	Replace or repair hose, and clamps.
	Air leak at suction port?	Check that fittings are tight and properly sealed.
	Pump is located too high above water line?	Move pump closer to water.
	Debris collecting in pump housing?	Clean pump housing.
	Too much distance between impeller and volute.	Adjust clearance by adding shims or replace impeller. Min. .006" - Max. .020".
	Water leaking out weep hole between pump and engine?	Check condition of mechanical seal and gaskets, between pump end and engine housing.
Pump takes in water, little or no discharge.	Engine speed too low?	Increase throttle speed.
	Suction strainer partially plugged?	Clean strainer.
	Impeller/Volute worn?	Adjust clearance by adding shims or replace impeller/volute.
Suction hose leaks at inlet.	Fittings/clamps are not sealed properly?	Tighten, replace or add clamp. (Keep extra seals on pump).
	Hose diameter is too large?	Use smaller diameter hose or replace hose.
Discharge does not stay on coupling.	Pressure too high?	Check pressure, add additional clamp.
	Hose kinked or end blocked?	Check hose.
Impeller does not turn: pump is hard to start.	Impeller jammed or blocked?	Open pump cover and clean dirt and debris from inside housing.
	Impeller and volute binding?	Adjust clearance by removing shim from behind impeller.
	Defective engine?	See Engine Owner's Manual.

EXPLANATION OF CODE IN REMARKS COLUMN

The following section explains the different symbols and remarks used in the Parts section of this manual. Use the help numbers found on the back page of the manual if there are any questions.

NOTICE

The contents and part numbers listed in the parts section are subject to change **without notice**. Multiquip does not guarantee the availability of the parts listed.

SAMPLE PARTS LIST

NO.	PART NO.	PART NAME	QTY.	REMARKS
1	12345	BOLT	1	INCLUDES ITEMS W/%
2%		WASHER, 1/4 IN.		NOT SOLD SEPARATELY
2%	12347	WASHER, 3/8 IN. ...	1	MQ-45T ONLY
3	12348	HOSE	A/R	MAKE LOCALLY
4	12349	BEARING	1	S/N 2345B AND ABOVE

NO. Column

Unique Symbols — All items with same unique symbol (@, #, +, %, or >) in the number column belong to the same assembly or kit, which is indicated by a note in the “Remarks” column.

Duplicate Item Numbers — Duplicate numbers indicate multiple part numbers, which are in effect for the same general item, such as different size saw blade guards in use or a part that has been updated on newer versions of the same machine.

NOTICE

When ordering a part that has more than one item number listed, check the remarks column for help in determining the proper part to order.

PART NO. Column

Numbers Used — Part numbers can be indicated by a number, a blank entry, or TBD.

TBD (To Be Determined) is generally used to show a part that has not been assigned a formal part number at the time of publication.

A blank entry generally indicates that the item is not sold separately or is not sold by Multiquip. Other entries will be clarified in the “Remarks” Column.

QTY. Column

Numbers Used — Item quantity can be indicated by a number, a blank entry, or A/R.

A/R (As Required) is generally used for hoses or other parts that are sold in bulk and cut to length.

A blank entry generally indicates that the item is not sold separately. Other entries will be clarified in the “Remarks” Column.

REMARKS Column

Some of the most common notes found in the “Remarks” Column are listed below. Other additional notes needed to describe the item can also be shown.

Assembly/Kit — All items on the parts list with the same unique symbol will be included when this item is purchased.

Indicated by:

“INCLUDES ITEMS W/(unique symbol)”

Serial Number Break — Used to list an effective serial number range where a particular part is used.

Indicated by:

“S/N XXXXX AND BELOW”

“S/N XXXX AND ABOVE”

“S/N XXXX TO S/N XXX”

Specific Model Number Use — Indicates that the part is used only with the specific model number or model number variant listed. It can also be used to show a part is NOT used on a specific model or model number variant.

Indicated by:

“XXXXX ONLY”

“NOT USED ON XXXX”

“Make/Obtain Locally” — Indicates that the part can be purchased at any hardware shop or made out of available items. Examples include battery cables, shims, and certain washers and nuts.

“Not Sold Separately” — Indicates that an item cannot be purchased as a separate item and is either part of an assembly/kit that can be purchased, or is not available for sale through Multiquip.

SUGGESTED SPARE PARTS

QP3THX TRASH PUMP

1 to 3 units

Qty.	P/N	Description
1	1992040033	IMPELLER
1	0811885446	MECH. SEAL SLEEVE
2	0803442930	MECHANICAL SEAL
2	0631211159	CAP, FLD. WITH O-RING
2	0483602250	O-RING (DRAIN COVER)
2	0489403400	O-RING (CASING)
2	0482200240	O-RING (IMP.MECH.SEAL)
4	0852834525	ADJUST LINER .30
4	0852854525	ADJUST LINER .50
1	8910240950	FUEL CAP
1	8910310980	FUEL FILTER

NOTICE

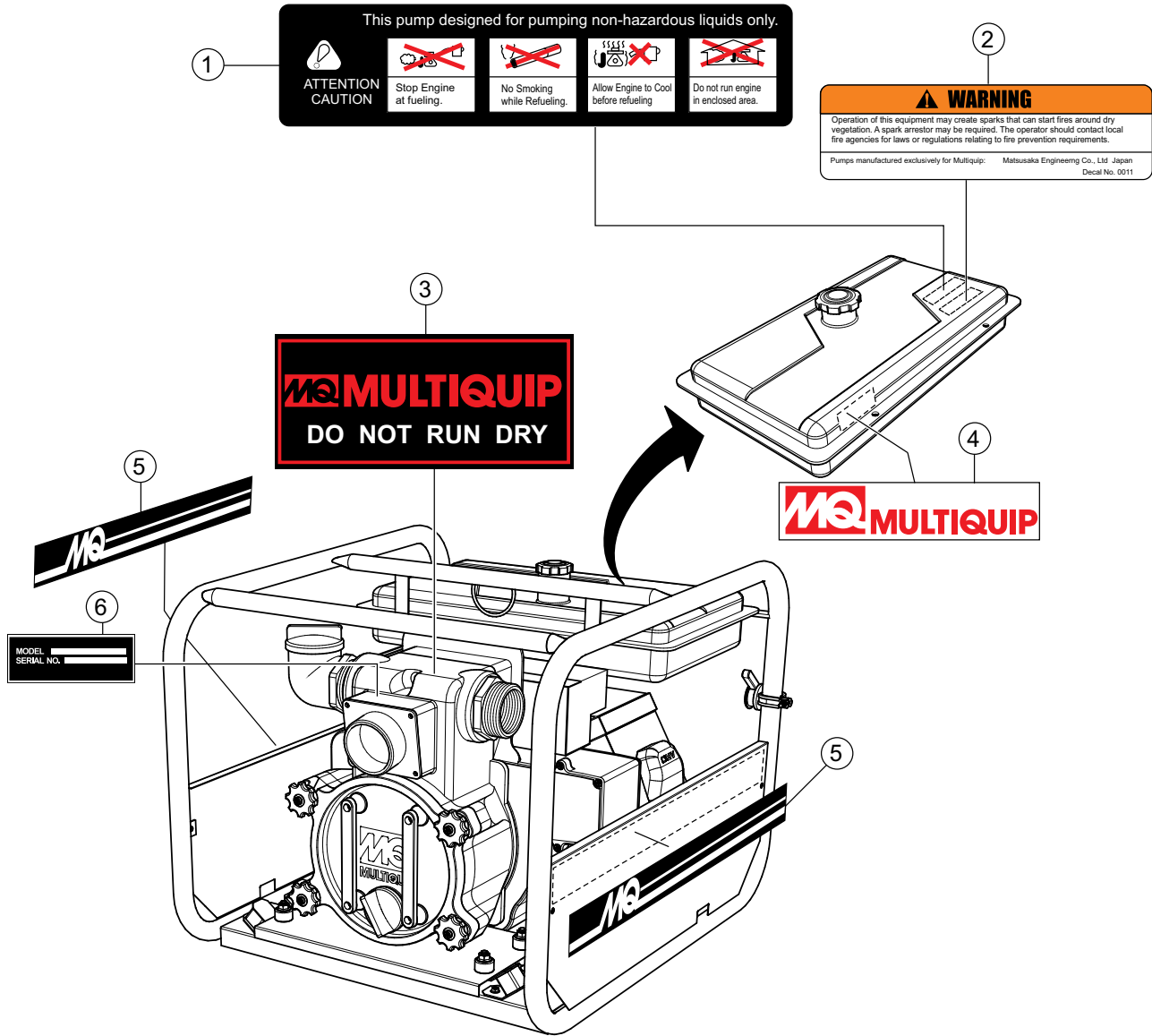
Part numbers on this Suggested Spare Parts list may supersede/replace the part numbers shown in the following parts lists.

HONDA GX240RT2QMTNH1 ENGINE

1 to 3 units

Qty.	P/N	Description
2	172118990000	ELEMENT,AIRCLEANER
3	9807956846	SPARK PLUG (BPR6ES)
1	28462ZE2W11	ROPE, RECOIL START
1	28461Z5T003	KNOB, RECOIL START

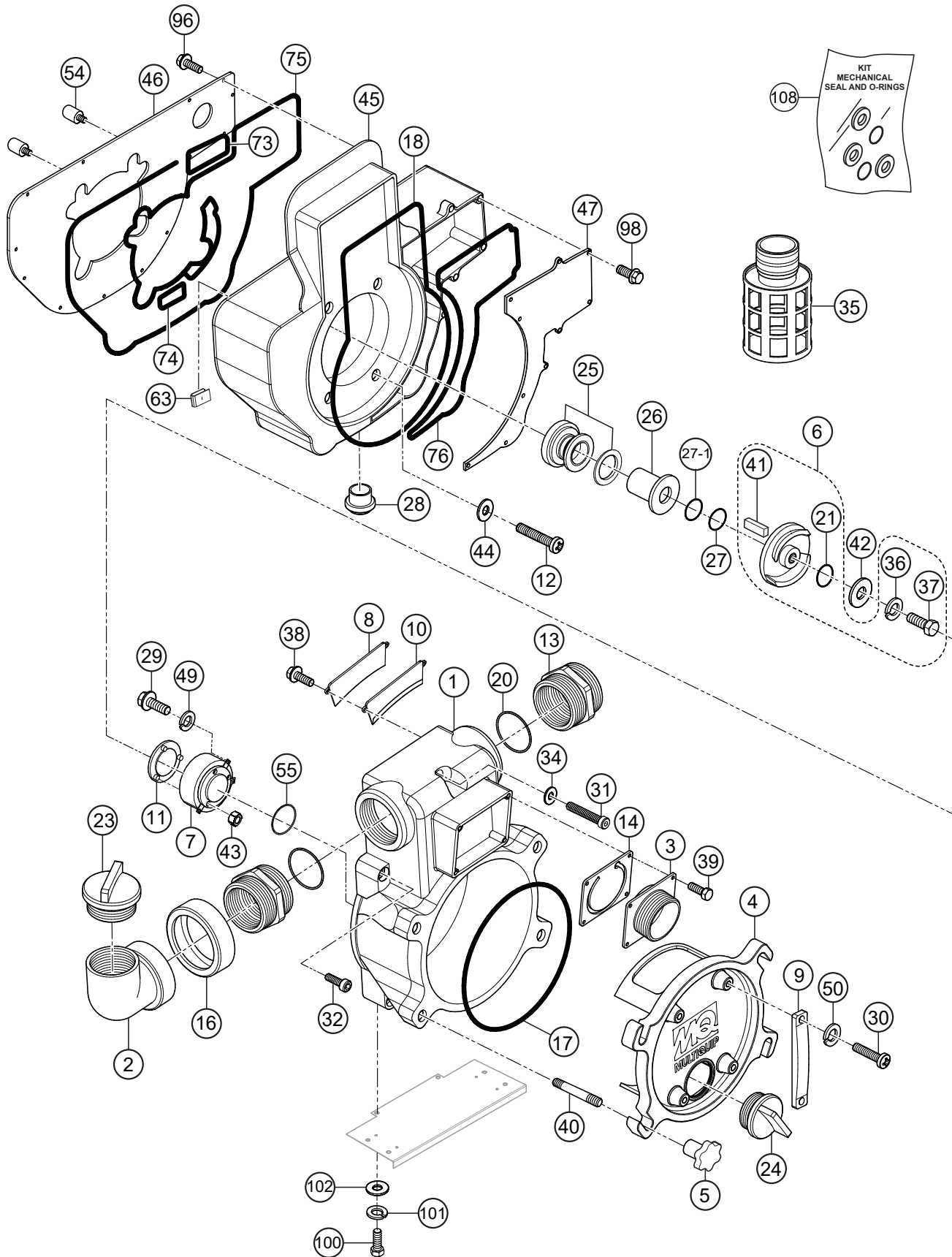
NAMEPLATE AND DECALS ASSY.



NAMEPLATE AND DECALS ASSY.

<u>NO.</u>	<u>PART NO.</u>	<u>PART NAME</u>	<u>QTY.</u>	<u>REMARKS</u>
1	2200121	DECAL: CAUTION, HAZARDOUS LIQUIDS	1	
2	2200231	DECAL: WARNING, START FIRES	1	
3	2200201	DECAL: DO NOT RUN DRY	1	
4	2200191	DECAL: MQ LOGO, FUEL TANK	1	
5	2200131	DECAL: MQ LOGO, FRAME	2	
6		SERIAL PLATE	1.....	CONTACT MQ PARTS DEPT.

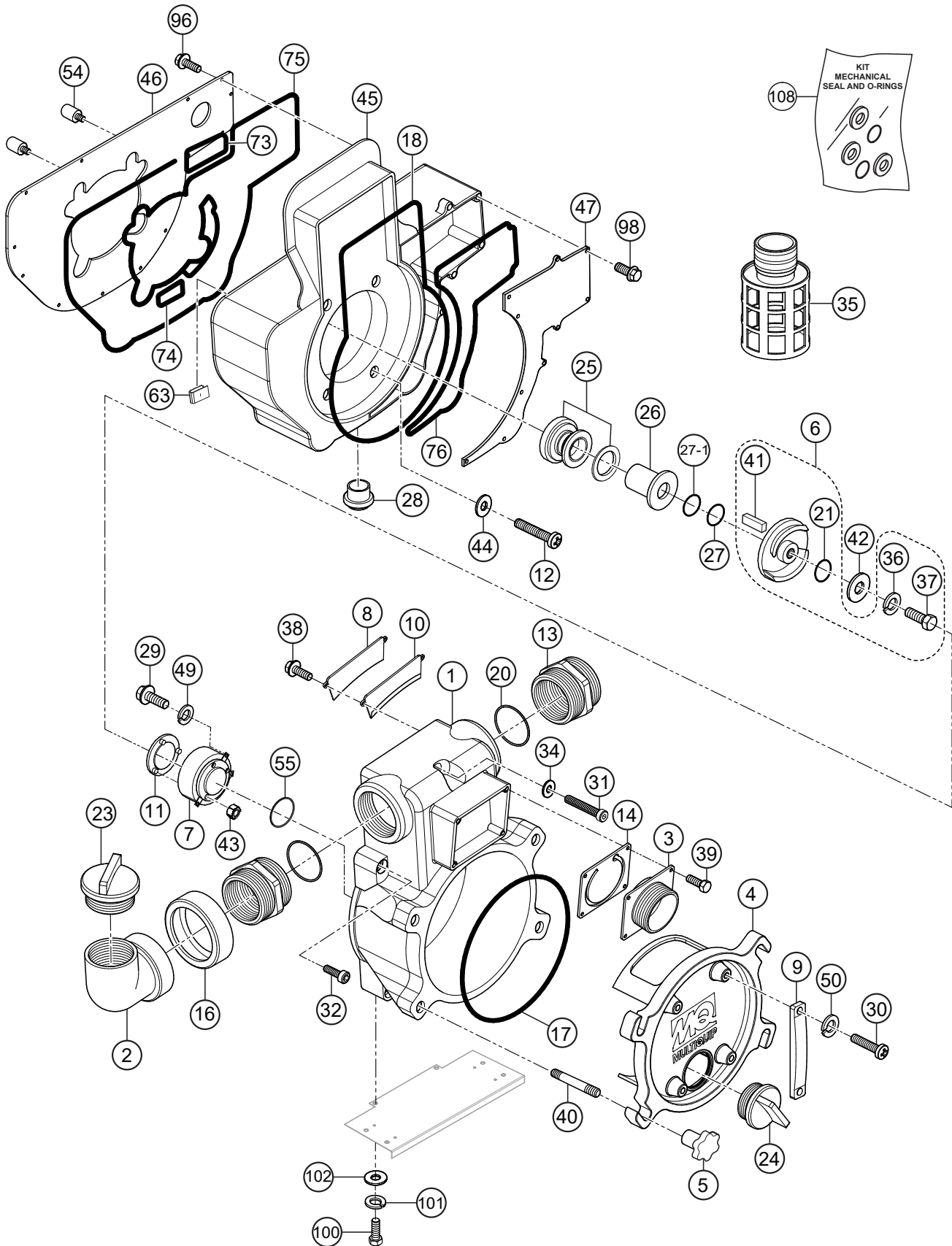
PUMP ASSEMBLY



PUMP ASSEMBLY

<u>NO.</u>	<u>PART NO.</u>	<u>PART NAME</u>	<u>QTY.</u>	<u>REMARKS</u>
1	1992100011	CASING	1	
2	89100015500014	FLOODING ELBOW	1	
3	13910001600014	SUCTION COVER	1	
4	1992100173	DRAIN COVER	1	
5	19920002200014	DRAIN COVER HANDLE	4	
6	1992040033ASSY	IMPELLER	1	REPLACES P/N 1992040033 INCLUDES ITEMS W/%
7	1992000110	VOLUTE CASING	1	
8	1992100742	SUCTION PLATE	1	
9	12471002500002	DRAIN COVER SET HANDLE.....	2	REPLACES P/N 1247100250
10	1992330410	SUCTION PLATE PACKING	1	
11	1992250700	WEAR PLATE	1	
12	0131290689	CAP SCREW (CASING COVER SET BOLT)	4	
13	07904330300014	NIPPLE	2	
14	1378350350	CHECK VALVE	1	
16	8910131560	FLOODING ELBOW COUPLING	1	
17#	0483602250	O-RING (DRAIN COVER)	1	
18	0489403400	O-RING (CASING)	1	
20	0481310800	O-RING (NIPPLE)	2	
21%#	0482200240	O-RING (IMPELLER, MECHANICAL SEAL)	2	
23	0631211159	FLOODING CAP W/O-RING	1	
24	0631211159	FLOODING CAP W/O-RING	1	
25#	0803442930	MECHANICAL SEAL	1	
26#	0811885446	MECHANICAL SEAL SLEEVE	1	
27#	0852834525	ADJUST LINER	1	
27-1#	0852854525	ADJUST LINER	1	
28	0631214057	PLUG	1	
29	0131190823	CAP SCREW (VOLUTE CASING)	4	
30	0141090825	SCREW (DRAIN COVER SET HANDLE)	4	
31	0131191290	CAP SCREW (CASING)	1	
32	0131191235	CAP SCREW (CASING)	4	
34	0459220120	SEAL WASHER (CASING COVER)	1	
35	0742214080	STRAINER	1	
36%	0458220100	SEAL WASHER IMPELLER	1	
37%	0191190750	BOLT IMPELLER	1	

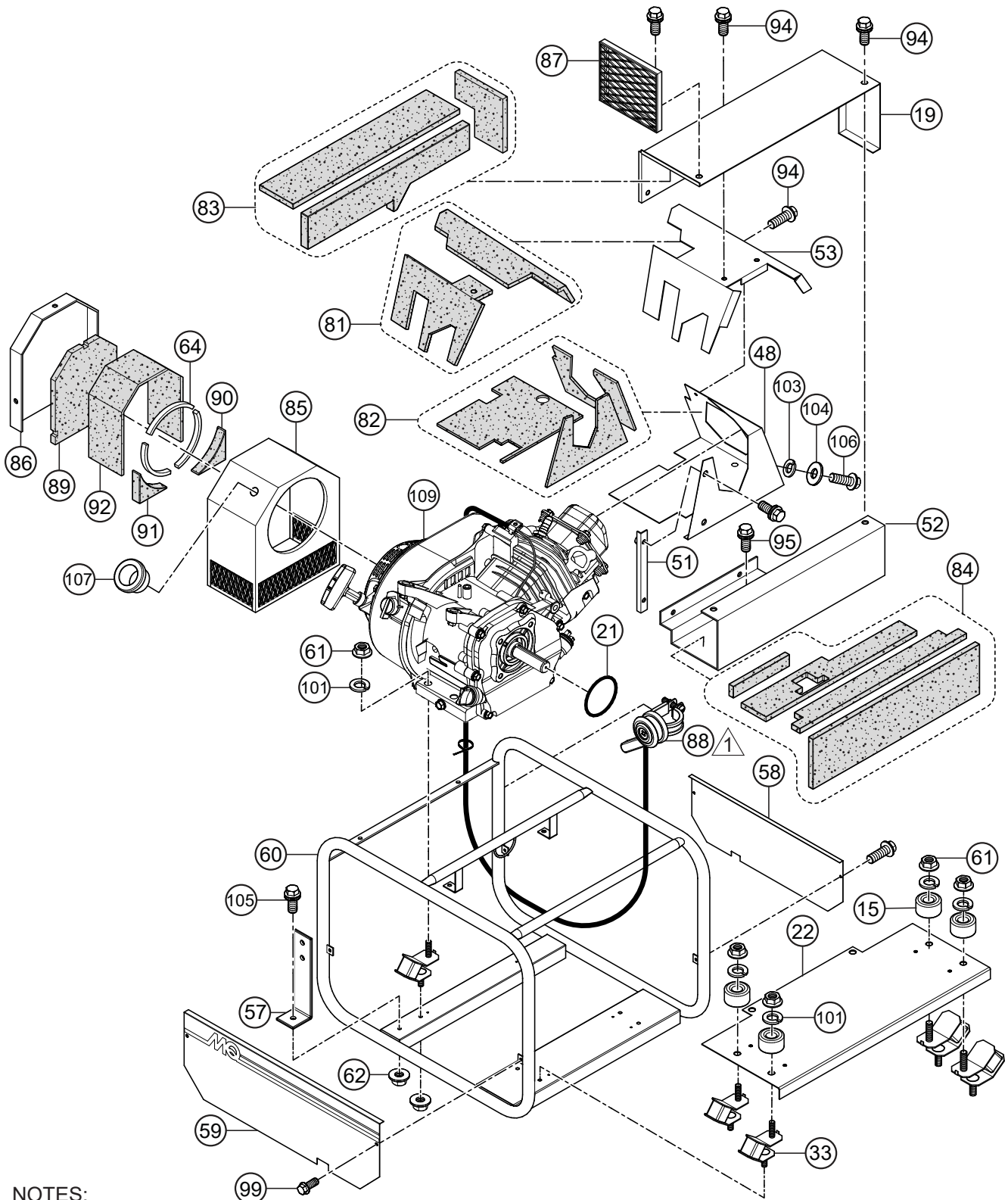
PUMP ASSEMBLY (CON'T.)



PUMP ASSEMBLY (CON'T.)

<u>NO.</u>	<u>PART NO.</u>	<u>PART NAME</u>	<u>QTY.</u>	<u>REMARKS</u>
38	0181090820	BOLT W/LOCK WASHER (SUCTION PLATE)	2	
39	0181090825	BOLT W/LOCK WASHER (SUCTION COVER)	4	
40	0151191257	STUD BOLT (DRAIN COVER HANDLE)	4	
41%	0520040431	KEY, IMPELLER	1	
42	1466251240	IMPELLER WASHER.....	1.....	REPLACES P/N 43342012400011
43	0204490060	U-NUT WEAR PLATE	3	
44	0458220071	SEAL, WASHER (CASING COVER)	4	
45	8910100520	CASING COVER	1	
46	8910101440	CASING COVER PLATE (ENGINE SIDE)	1	
47	8910101450	CASING COVER PLATE (CASING SIDE)	1	
49	0451290080	LOCK, WASHER (VOLUTE CASING)	4	
50	0451290080	LOCK, WASHER (DRAIN CVR. SET HANDLE)	4	
54	8910503760	SILENCER	2	
55	0480570850	O-RING (VOLUTE CASING)	1	
63	0472512020	CLIP	3	
73	8910670460	SILICON O-RING 1	1	
74	8910670470	SILICON O-RING 2	1	
75	8910670480	SILICON O-RING 3	1	
76	8910670490	SILICON O-RING 4	1	
96	0105060616	HEX. HEAD SCREW W/CAPTIVE WASHER	23	
98	0161050510	FLAT HEAD SCREW	10	
100	012210020	BOLT.....	2.....	REPLACES P/N 0105051020
101	0451250100	LOCK, WASHER	2	
102	031110160	FLAT, WASHER.....	2.....	REPLACES P/N 0401450100
108	KIT3TE	MECH. SEAL, SLEEVE, AND O-RINGS.....	1.....	INCLUDES ITEMS W/#

FRAME ASSY.



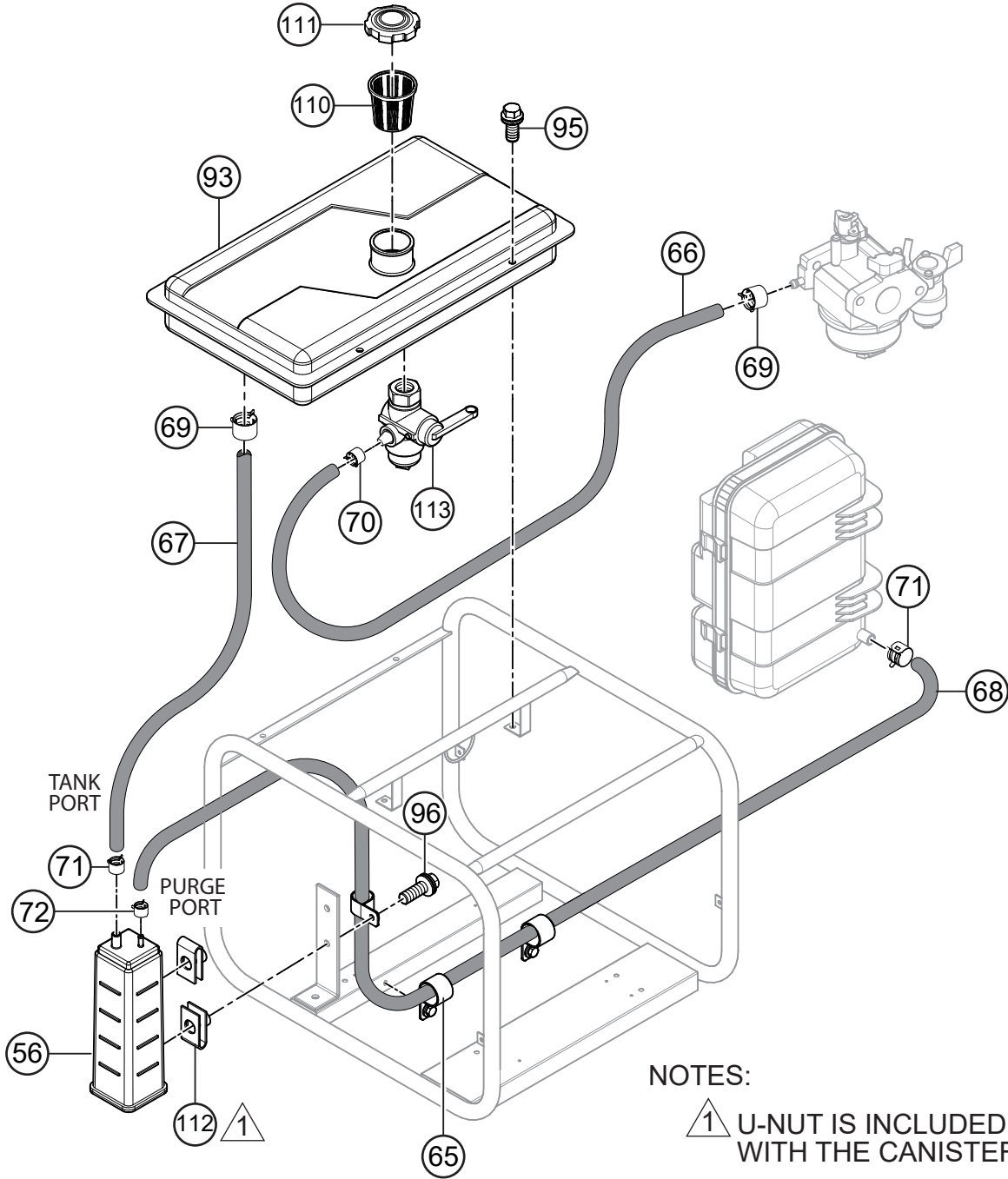
NOTES:

1 THROTTLE LEVER
INCLUDES CABLE.

FRAME ASSY.

<u>NO.</u>	<u>PART NO.</u>	<u>PART NAME</u>	<u>QTY.</u>	<u>REMARKS</u>
15	73082246500014	CUSHION RUBBER SPACER	4	
19	8910205130C014	DUCT H	1	
21%#	0482200240	O-RING (IMPELLER, MECHANICAL SEAL)	2	
22	8910214550C014	CUSHION RUBBER PLATE	1	
33	0725223229	CUSHION RUBBER	6	
48	8910215110C014	DUCT G	1	
51	8910215120C014	ACCESSORY (DUCT G)	1	
52	8910215140C014	DUCT I	1	
53	8910215180C014	DUCT F	1	
57	8911204320P002	BRACKET (CANISTER)	1	
58	8911204680C014	SIDE PANEL (RIGHT HAND)	1	
59	8911204690C014	SIDE PANEL (LEFT HAND)	1	
60	8911214010P002	BASE	1	
61	0205490101	NUT	6	
62	0209150080	FLANGE NUT	7	
64	0490230500	URETHANE SHEET	1	
81	8910718350	GLASS WOOL (DUCT F)	1	
82	8910718360	GLASS WOOL (DUCT G)	1	
83	8910718370	GLASS WOOL (DUCT H)	1	
84	8910718380	GLASS WOOL (DUCT I)	1	
85	8911214560C014	BOX (RECOIL)	1	
86	8911214570C014	COVER (RECOIL)	1	
87	8911215190C014	DUCT END COVER	1	
88	8911237080	THROTTLE LEVER W/CABLE	1	
89	8911718310	GLASS WOOL (RECOIL COVER)	1	
90	8911718320	GLASS WOOL (BOX RECOIL)	1	
91	8911718330	GLASS WOOL (BOX RECOIL)	1	
92	8911718340	GLASS WOOL (BOX RECOIL)	1	
94	0105060510	HEX. HEAD SCREW W/CAPTIVE WASHER	12	
95	0105060612	HEX. HEAD SCREW W/CAPTIVE WASHER	2	
99	0141150616	SCREW	4	
101	0451250100	LOCK, WASHER	6	
103	0401450080	FLAT, WASHER	1	
104	0451290080	LOCK, WASHER	1	REPLACES P/N 0451250080
105	0105060820	HEX. HEAD SCREW W/CAPTIVE WASHER	1	
106	0105050816	BOLT	1	
107	C600000004	ROPE BUSHING	1	
109	GX240RT2QMTNH1	ENGINE, HONDA	1	

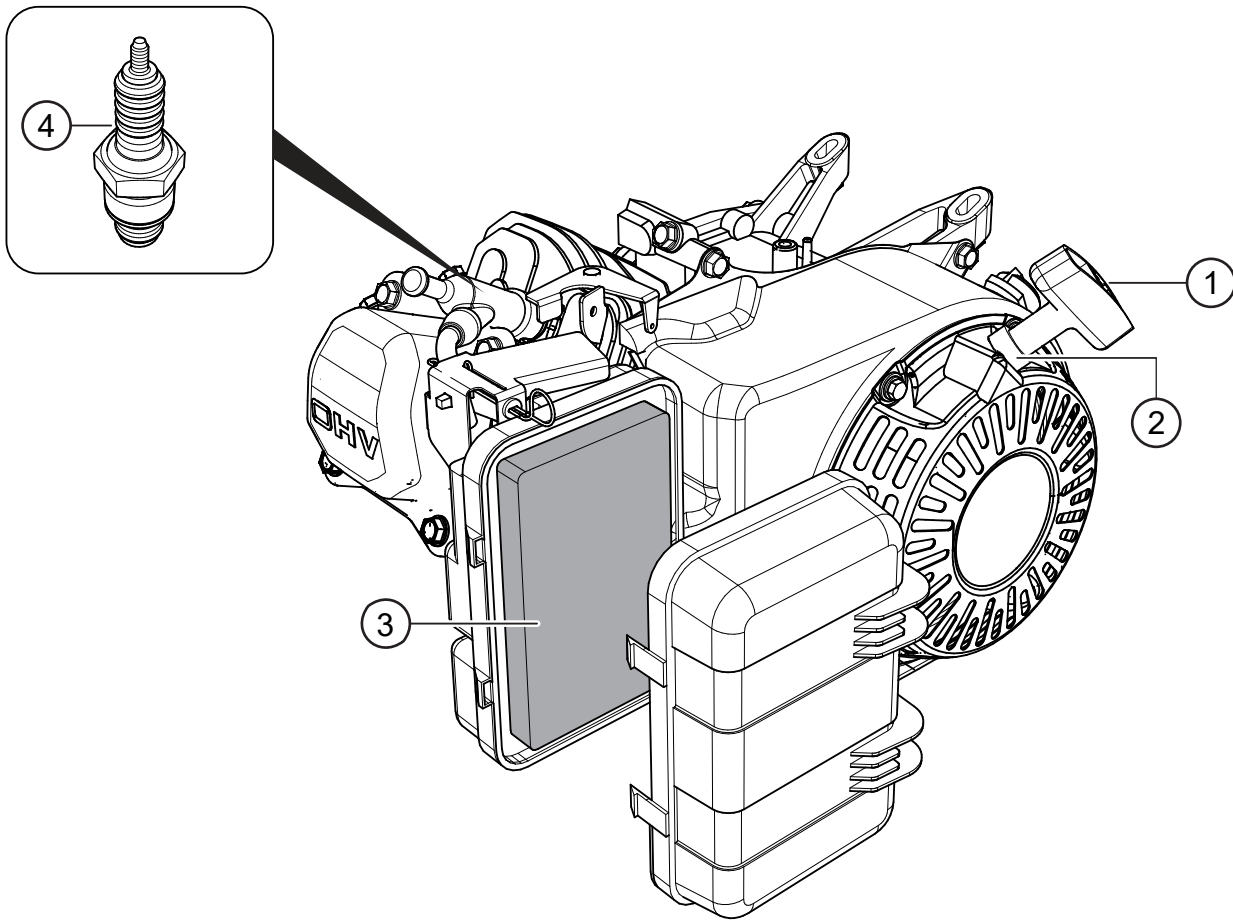
FUEL TANK ASSY.



FUEL TANK ASSY.

<u>NO.</u>	<u>PART NO.</u>	<u>PART NAME</u>	<u>QTY.</u>	<u>REMARKS</u>
56	8910802500	CANISTER.....	1.....	INCLUDES ITEM W/@
66	8911343700	HOSE (COCK-CARBURETOR)	1	
67	8910343720	HOSE (FUEL TANK-CANISTER)	1	
68	8910343730	HOSE (AIR CLEANER-CANISTER)	1	
69	0937200008	HOSE CLIP	2	
70	0937200009	HOSE CLIP	1	
71	0937200012	HOSE CLIP	2	
72	0937200014	HOSE CLIP	1	
95	0105060612	HEX. HEAD SCREW W/CAPTIVE WASHER	4	
110	8910310980	FUEL FILTER	1	
111	8910240950	FUEL CAP	1	
112@		U-NUT, CANISTER.....	2.....	NOT SOLD SEPARATELY
113	8910140990	FUEL VALVE	1	

ENGINE SERVICE PARTS



ENGINE SERVICE PARTS

<u>NO.</u>	<u>PART NO.</u>	<u>PART NAME</u>	<u>QTY.</u>	<u>REMARKS</u>
1	28461Z5T003	KNOB, RECOIL START	1	
2	28462ZE2W11	ROPE, RECOIL START	1	
3	172118990000	ELEMENT, AIR CLEANER	1	
4	9807956846	SPARK PLUG (BPR6ES)	1	

TERMS AND CONDITIONS OF SALE — PARTS

PAYMENT TERMS

Terms of payment for parts are net 30 days.

FREIGHT POLICY

All parts orders will be shipped collect or prepaid with the charges added to the invoice. All shipments are F.O.B. point of origin. Multiquip's responsibility ceases when a signed manifest has been obtained from the carrier, and any claim for shortage or damage must be settled between the consignee and the carrier.

MINIMUM ORDER

The minimum charge for orders from Multiquip is \$15.00 net. Customers will be asked for instructions regarding handling of orders not meeting this requirement.

RETURNED GOODS POLICY

Return shipments will be accepted and credit will be allowed, subject to the following provisions:

1. A Returned Material Authorization must be approved by Multiquip prior to shipment.
2. To obtain a Return Material Authorization, a list must be provided to Multiquip Parts Sales that defines item numbers, quantities, and descriptions of the items to be returned.
 - a. The parts numbers and descriptions must match the current parts price list.
 - b. The list must be typed or computer generated.
 - c. The list must state the reason(s) for the return.
 - d. The list must reference the sales order(s) or invoice(s) under which the items were originally purchased.
 - e. The list must include the name and phone number of the person requesting the RMA.
3. A copy of the Return Material Authorization must accompany the return shipment.
4. Freight is at the sender's expense. All parts must be returned freight prepaid to Multiquip's designated receiving point.

5. Parts must be in new and resalable condition, in the original Multiquip package (if any), and with Multiquip part numbers clearly marked.
6. The following items are not returnable:
 - a. Obsolete parts. (If an item is in the price book and shows as being replaced by another item, it is obsolete.)
 - b. Any parts with a limited shelf life (such as gaskets, seals, "O" rings, and other rubber parts) that were purchased more than six months prior to the return date.
 - c. Any line item with an extended dealer net price of less than \$5.00.
 - d. Special order items.
 - e. Electrical components.
 - f. Paint, chemicals, and lubricants.
 - g. Decals and paper products.
 - h. Items purchased in kits.
7. The sender will be notified of any material received that is not acceptable.
8. Such material will be held for five working days from notification, pending instructions. If a reply is not received within five days, the material will be returned to the sender at his expense.
9. Credit on returned parts will be issued at dealer net price at time of the original purchase, less a 15% restocking charge.
10. In cases where an item is accepted, for which the original purchase document can not be determined, the price will be based on the list price that was effective twelve months prior to the RMA date.
11. Credit issued will be applied to future purchases only.

PRICING AND REBATES

Prices are subject to change without prior notice. Price changes are effective on a specific date and all orders received on or after that date will be billed at the revised price. Rebates for price declines and added charges for price increases will not be made for stock on hand at the time of any price change.

Multiquip reserves the right to quote and sell direct to Government agencies, and to Original Equipment Manufacturer accounts who use our products as integral parts of their own products.

SPECIAL EXPEDITING SERVICE

A \$35.00 surcharge will be added to the invoice for special handling including bus shipments, insured parcel post or in cases where Multiquip must personally deliver the parts to the carrier.

LIMITATIONS OF SELLER'S LIABILITY

Multiquip shall not be liable hereunder for damages in excess of the purchase price of the item with respect to which damages are claimed, and in no event shall Multiquip be liable for loss of profit or good will or for any other special, consequential or incidental damages.

LIMITATION OF WARRANTIES

No warranties, express or implied, are made in connection with the sale of parts or trade accessories nor as to any engine not manufactured by Multiquip. Such warranties made in connection with the sale of new, complete units are made exclusively by a statement of warranty packaged with such units, and Multiquip neither assumes nor authorizes any person to assume for it any other obligation or liability whatever in connection with the sale of its products. Apart from such written statement of warranty, there are no warranties, express, implied or statutory, which extend beyond the description of the products on the face hereof.

Effective: February 22, 2006

OPERATION AND PARTS MANUAL

HERE'S HOW TO GET HELP

PLEASE HAVE THE MODEL AND SERIAL
NUMBER ON-HAND WHEN CALLING

UNITED STATES

Multiquip Corporate Office

18910 Wilmington Ave.
Carson, CA 90746
Contact: mq@multiquip.com

Tel. (800) 421-1244
Fax (310) 537-3927

Service Department

800-421-1244
310-537-3700

Fax: 310-537-4259

Technical Assistance

800-478-1244

Fax: 310-943-2238

MQ Parts Department

800-427-1244
310-537-3700

Fax: 800-672-7877
Fax: 310-637-3284

Warranty Department

800-421-1244
310-537-3700

Fax: 310-943-2249

CANADA

Multiquip

4110 Industriel Boul.
Laval, Quebec, Canada H7L 6V3
Contact: jmartin@multiquip.com

Tel: (450) 625-2244
Tel: (877) 963-4411
Fax: (450) 625-8664

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Multiquip (UK) Limited Head Office

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Globe Lane,
Dukinfield, Cheshire SK16 4UJ
Contact: sales@multiquip.co.uk

Tel: 0161 339 2223
Fax: 0161 339 3226

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This manual MUST accompany the equipment at all times. This manual is considered a permanent part of the equipment and should remain with the unit if resold.

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