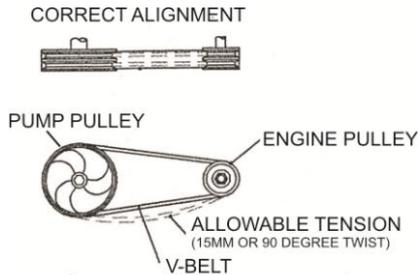


Operation Manual

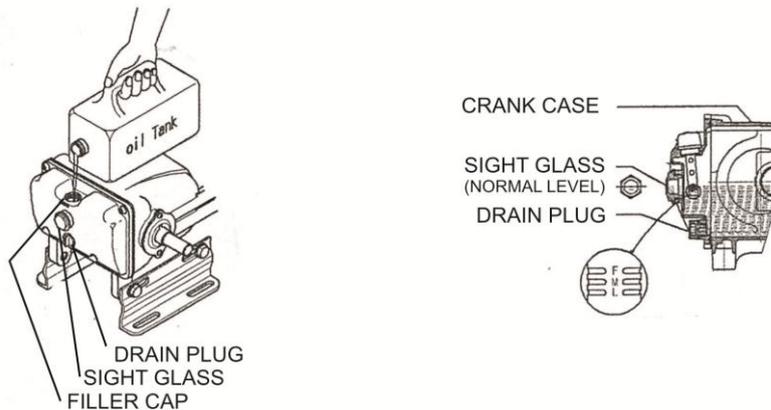
Robin / Ruby High Pressure Fire Fighter

1. Pre Operational Inspection – Ruby Pump

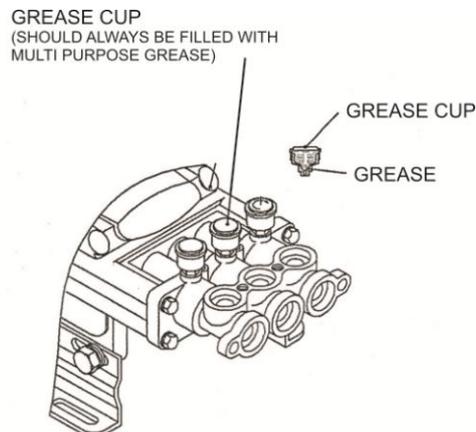
- Check belt tension and alignment between pump and motor. Belt should be able to twist through 90 degrees and ensure that pump and engine pulleys are in line.



- Check and adjust the oil level if necessary. Only use a good quality SAE30 or SAE40 motor oil. (Castrol GTX is used on delivery).

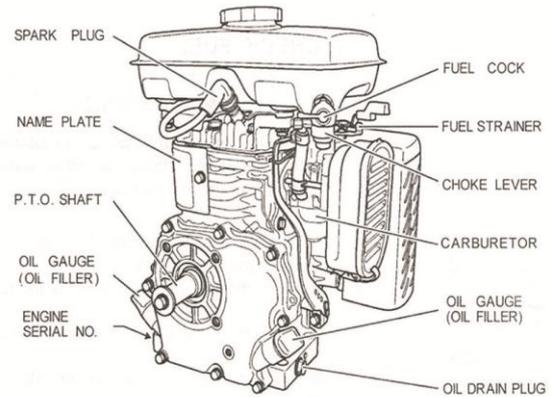
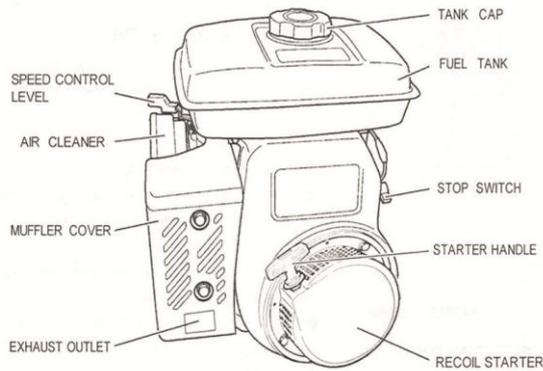


- Ensure that grease cups contain sufficient grease (Multi Purpose). Before initial operation, and after each 2 hours of use, turn the grease cups two turns each to ensure valve and piston lubrication.

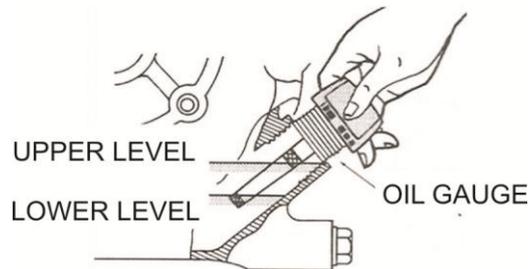


2. Pre Operational Inspection – Robin EY20 Engine

- Familiarise yourself with the operational controls of the engine, and visually check for oil or fuel leaks, and rectify if necessary



- Check oil level in the Engine and adjust to correct level if necessary. Always use a good quality SAE30 or multi-grade motor oil (Castrol GTX is used on delivery).



- Check and adjust fuel level.



WARNING

DO not refuel while smoking, near an open flame or other such potential fire hazards.

- ◆ Stop the engine and open the fuel cap
- ◆ Use unleaded fuel only
- ◆ Close the fuel cock before filling the tank
- ◆ Always use the tank filter when filling
- ◆ Wipe off any spilled fuel before starting

3. Pre Operational Inspection – Water Storage Tank

- Ensure that the tank Drain plug is securely closed.
- Ensure that the tank is filled to the correct level.
- Ensure that the water strainer (in the tank) is clean and free from debris.
- Ensure that the tank lid is securely closed.
- Ensure that the hoses are securely fitted to the pump.
- Check the tank for signs of leakage.

4. Operational Instructions

- Turn the water cock (on the pump) to the closed position
- Turn the engine stop switch to the “on” position.
- Open the fuel cock.
- Set the speed control lever to 1/3 open position.
- If the engine or ambient temperature is cold, close the choke lever.
- Position the engine on the compression stroke by pulling slowly on the recoil starter rope until resistance is felt on the rope.
- Return the rope to the original position and pull firmly and smoothly.
- After starting the engine, allow the rope to return to its original position.
- Once started, open the choke fully, and slowly increase the engine revs to maximum by positioning the speed control lever.
- Open the water cock on the pump to begin water flow from the tank to the pump.
- Ensure that, with spray gun closed, water is bypassing and returning to the tank (there should be no pressure indicated on the gauge at this time)
- Depress the handle on the gun, a high pressure water jet should be released from the gun, and the gauge should register a maximum pressure of 35 bar.
- Regulate the water pressure to the desired pressure (minimum 10 bar - maximum 35 Bar) by turning the black un-loader valve knob (clockwise to increase, anti – clockwise to decrease)
- Ensure that you have sufficient water and sufficient fuel on hand in case of top-up requirements.

Troubleshooting

Engine will not start

- Check that the engine stop switch is set to “on”
- Check that you have sufficient fuel, and that the fuel is fresh, and not old.
- Check that the fuel strainer is not blocked
- Check that the Air filter is clean and correctly fitted.
- Check that the spark plug has a good spark (this should be done by a qualified person, as there is a risk of electric shock)
- Check that the engine is turning freely, and that there is compression (resistance on the starter rope)
- Check that the pump is turning freely as the starter rope is pulled.

Water Pressure is low, and will not increase

- Check that the water level in the tank is sufficient to cover the suction strainer
- Check that the engine is running at maximum revolutions
- Release a possible air lock by opening and closing the unused water cock (be careful – this will release water and may wet the operator if you are not careful)
- Turn the black un-loader valve knob fully anti clockwise and sharply tap the top of the knob with the heel of your hand (this will release a stuck un-loader valve ball) and re-adjust the pressure by turning the knob clockwise until a pressure of 35 bar

Storage recommendations

- Always drain the fuel and run the carburettor dry if the unit is going to be stored for longer than 1 month.
- Drain the water, clean the strainer, and remove the water from the hoses (by compressed air) if the unit is going to be stored for longer than 1 month.
- Remove the spray-gun from the hose for safe keeping (theft of a spray gun will render the unit unusable)
- Keep the stored unit in a clean, dust free environment if possible, or cover the stored unit with a suitable cover. This will prevent unnecessary dirt and dust damaging the pump piston and engine parts)

We trust that you will get many years of successful use from your Fire Fighting Unit

Please service you engine and pump regularly at an authorised dealer to prevent failure