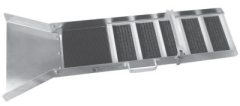
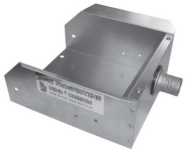
Parts Check List # #-6528 JOBE 2 1/2 HP Gas Power Sluice

#-6501 4 Leg Universal Sluice Stand

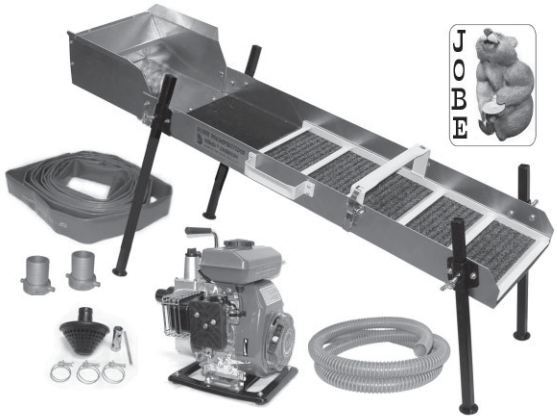


#-6504 JOBE 45 Yellow Jacket Stream Sluice



#-6505 Power Sluice Header Box

#-6525 JOBE 2 1/2 HP Gasoline Pump



#-5134 Eight feet of 1 1/2 inch intake hose

Use these parts for the intake side of the pump.

Intake Strainer

(2) Hose clamps for 1 1/2 inch hose

(1) #-5904 1 1/2 inch female pin lug fittings

#-5776 25 feet of 1 1/2 inch lay flat discharge hose

(1) #-5904 1 1/2 inch female pin lug fittings

Use these parts for the discharge side of the pump.

(2) Hose clamps for 1 1/2 inch hose

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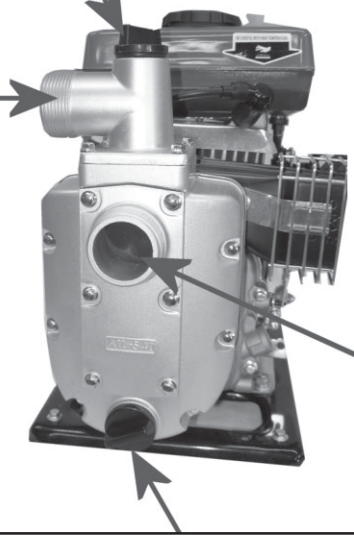
Typical Gasoline Powered Pump Setup

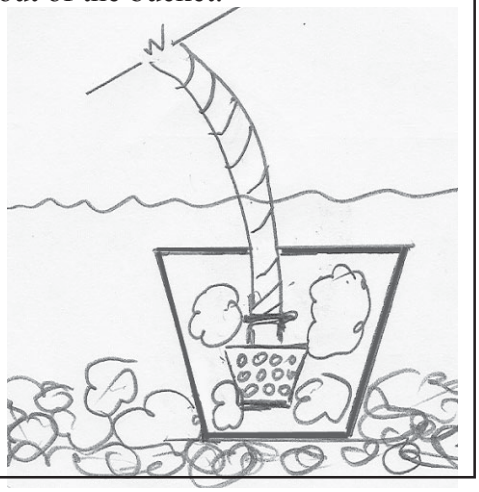
Your pump may look slightly different but the key components will be the same.

This is the cap covering the primer port. Remove this cap to fill the pump with water to prime it before you start the engine. This cap must be tightly screwed on anytime the engine is running.

This is the pump discharge port where the pressurized water leaves the pump. You will use a threaded adapter to attach a hose from this port to your equipment.



This is the pump intake port where water enters the pump from the water source you are using. You will attach a short hose to this port using a threaded adapter. The other end of the hose will have a screened inlet to keep debris out of the pump. It is important to keep the screen off the bottom of a stream because small stones or sand will be sucked into the pump and may damage the impeller. Use a submerged bucket as illustrated below to allow the pump intake screen to have access to water without allowing sand and other debris to enter the pump. Put a few large stones on top of the screen to keep it from being washed out of the bucket.



This is a drain port. It must be securely closed when the engine is running. You use this port to drain the pump at the end of each day's activities. Water that is allowed to stand in the pump for extended periods can damage the pump and seals by rust and corrosion.

NOTE:

A pump that is not properly primed can be damaged by running dry. The water in the pump acts as a lubricant and cools the seals. Be sure to prime the pump before you start the engine and verify that water is circulating freely through the pump.

This is a new four-cycle engine.

Before you attempt to operate the pump you need to fill the crank case of the engine with suitable motor oil. It is not a good idea to store a gasoline engine with fuel in the tank. If you are going to store this unit for any appreciable amount of time, you should drain fuel from the tank.