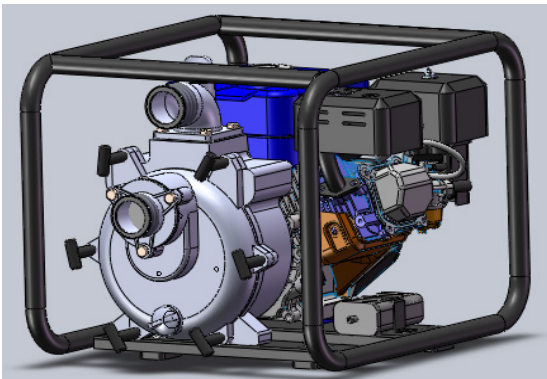


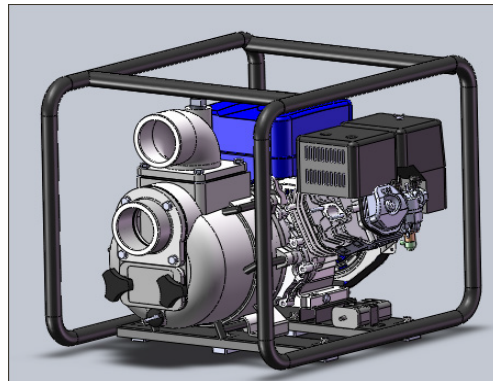


Portable Gasoline Trash Pump

Model 761204
2" Intake/Outlet 7HP



Mode I 761205
4" Intake/Outlet 14HP



QUESTIONS?

If any section of the manual is not understood, please contact Global Industrial Customer Service at 1-800-645-2986 or visit www.globalindustrial.com with any questions or concerns.

Save this manual for future reference

Danger: Read Safety Information and Entire Manual Before Use

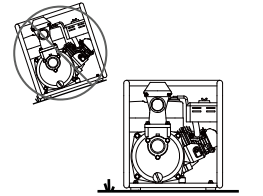
TABLE OF CONTENTS

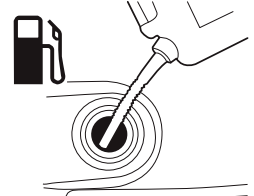
QUICK-START GUIDE	1
SAFETY INFORMATION	2
PARTS/TECHNICAL DATA	5
INSTALLATION.....	6
PREPARING THE ENGINE	7
ADD OIL	7
ADD GASOLINE	7
PRIMING THE PUMP	8
OPERATING THE PUMP	8
STARTING THE ENGINE	8
STOPPING THE ENGINE.....	9
MAINTENANCE.....	9
MAINTENANCE SCHEDULE	10
SERVICING SPARK PLUG.....	11
SERVICING AIR FILTER.....	11
CLEANING	12
STORAGE.....	12
TROUBLESHOOTING	13

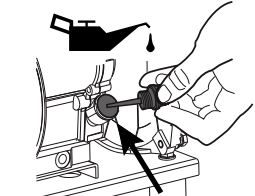
QUICK-START GUIDE

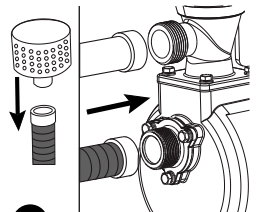
READ MANUAL BEFORE OPERATING YOUR TRASH PUMP
DANGER: OPERATE OUTSIDE ONLY

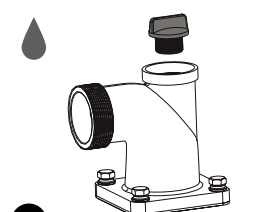
START

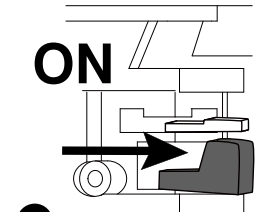
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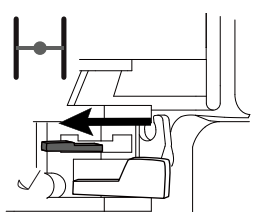
1 Flat Surface Outdoors
- 


2 Add Fuel
- 

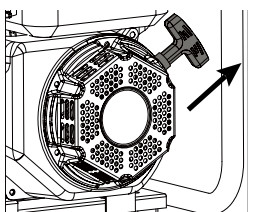
3 Add Engine Oil
- 

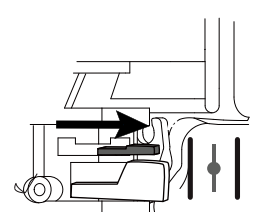
4 Connect Hoses
- 

5 Fill Primer Pump with Water
- 

6 Turn on Fuel Switch
- 

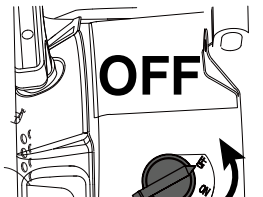
7 Choke to "CLOSED"
- 

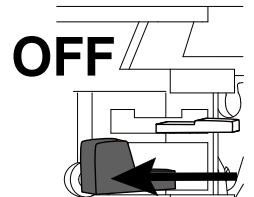
8 Turn Switch On
- 

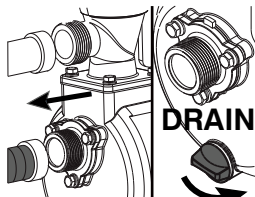
9 Pull Start
- 

10 Choke to "OPEN"

SHUT DOWN

- 

1 Turn Switch Off
- 

2 Turn off Fuel Switch
- 

3 Drain Water

NOTICE REGARDING EMISSIONS

The United States Environmental Protection Agency (US EPA) and California Air Resources Board (CARB) for engines/equipment certified to California standards, requires that the engine/equipment complies with exhaust and evaporative emissions standards. Locate the emissions compliance decal on the engine to determine applicable standards. It is important to follow the maintenance specifications in the manual to ensure that the engine complies with the applicable emissions standards for the duration of the product's life. Tampering with or altering the emission control system may be a violation of Federal or California Law.

BEFORE OPERATING THIS PUMP

Read and observe all warnings, cautions, and instructions on the pump and in this Owner's Manual. The following safety information is not meant to cover all possible conditions and situations that may occur. Read the entire Owner's Manual for safety and operating instructions. Failure to follow instructions and safety information could result in serious injury or death.

Signal words **DANGER**, **WARNING** and **CAUTION** are used throughout this manual to alert personnel to special instructions about a particular operation that may be hazardous if performed incorrectly or carelessly. Observe them carefully. Their definitions are as follows:

DANGER indicates a hazard which, if not avoided, will result in death or serious injury.

WARNING indicates a hazard which, if not avoided, could result in death or serious injury.

CAUTION indicates a hazard which, if not avoided, could result in minor or moderate injury.


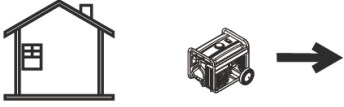
SAFETY INFORMATION

DANGER: CARBON MONOXIDE

Using a trash pump indoors CAN KILL YOU IN MINUTES. The pump's exhaust contains carbon monoxide. This is a colorless, odorless, poisonous gas that if not avoided, will result in death or serious injury.

NEVER use a trash pump inside homes, garages, or any partly enclosed area. Even if doors or windows are open, deadly levels of carbon monoxide can build up in these areas. ONLY use pumps outside and far away from windows, doors and vents. These openings can pull in exhaust. Operate at least 20 feet from occupied buildings. Even if you use a pump correctly, carbon monoxide may leak into a home.

ALWAYS use a battery-powered or battery-backup carbon monoxide alarm. If you start to feel sick, dizzy or weak after the pump has been running, move to fresh air IMMEDIATELY. See a doctor, as you could have carbon monoxide poisoning.

⚠ DANGER		⚠ WARNING
Using a generator indoors CAN KILL YOU IN MINUTES. Generator exhaust contains carbon monoxide. This is a poison you cannot see or smell.		To prevent serious injury: Operation of this equipment may create sparks that can start fires around dry vegetation. A spark arrestor may be required. The operator should contact local fire agencies for laws or regulations relating to fire prevention requirements.
 NEVER use inside a home or garage, EVEN IF doors and windows are open.	 Only use OUTSIDE and far away from windows, doors, and vents.	

DANGER: The exhaust system must be properly maintained. Do not alter or modify the exhaust system as to render it unsafe or make it noncompliant with local codes and/or standards. Failure to do so will result in death or serious injury.

WARNING: This trash pump may emit highly flammable and explosive gasoline vapors, which can cause severe burns or even death if ignited. A nearby open flame can lead to explosion even if it isn't directly in contact with gasoline.

- Do not operate near open flame.
- Do not smoke near pump.
- Always operate on a firm, level surface. Always turn pump off before refueling. Allow pump to cool for at least 2 minutes before removing fuel cap. Loosen cap slowly to relieve pressure in tank.
- Do not overfill fuel tank. Gasoline may expand during operation. Allow ½" of head space for fuel expansion.
- Always check for spilled fuel before operating.
- Empty fuel tank before storing or transporting the pump.

CAUTION: Pumping sea water, beverages, acids, chemical solutions, or any other liquid that promotes corrosion can damage the pump.

- Ensure all connections are air-tight.
- DO NOT obstruct the suction or discharge hose in any way.
- DO NOT use in swimming pools or any body of water where water recreation is present.
- DO NOT operate without a strainer basket connected to the end of the suction hose.
- DO NOT exceed the maximum suction head of 26 ft for 761204 / 761205.
- DO NOT allow vehicles to drive over hoses. If a hose must be positioned across a roadway, use planking on each side of the hose to allow vehicles to pass over without obstructing or collapsing hose.
- Anchor the pump to avoid pump movement ("creeping"), especially if located near a ditch or edge of open ravine. The pump could fall in.
- Keep the pump away from the edge of a river or lake, where it could cause the bank to collapse.

DANGER:

- DO NOT use to pump flammable liquids such as gasoline, fuel oil or kerosene.
- The pump must be at least 5 feet from structures having combustible walls and/or other combustible materials such as leaves, grass, and brush. These can catch fire.
- DO NOT wear loose clothing, jewelry, or anything that may be caught in the starter or other rotating parts. Tie up long hair and remove jewelry.
- Running engines produce heat. The temperature of the muffler and nearby areas can reach or exceed 150°F (65°C). Severe burns can occur on contact.
- Avoid hot exhaust gases and DO NOT touch hot surfaces.
- The starter and other rotating parts can entangle hands, hair, clothing, or accessories. NEVER place hands or body parts inside of running pump or hoses.
- Reflective exhaust heat may damage the fuel tank, causing fire. Keep at least 3 feet of clearance on all sides of the pump for adequate cooling, maintenance, and servicing.

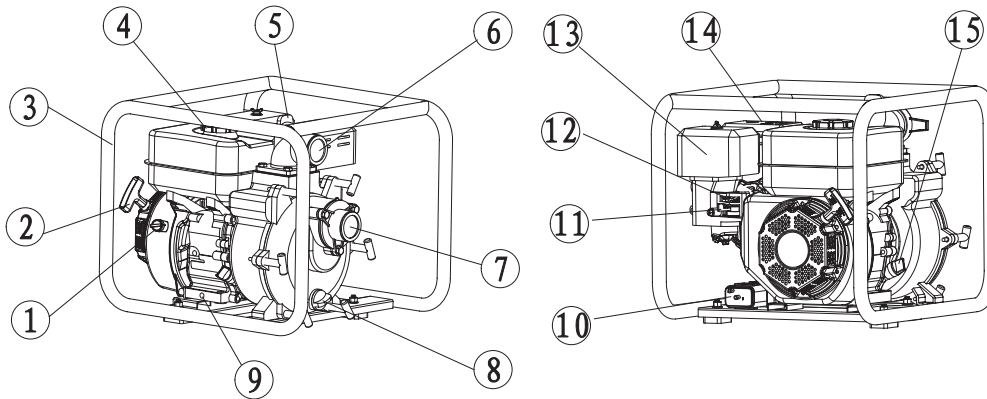
WARNING:

- DO NOT use to pump fluid intended for human consumption.
- DO NOT use in mobile equipment or marine applications.
- DO NOT tip the pump at an angle that causes fuel to spill.
- Secure the pump. Loads from the hoses may cause tip over.
- DO NOT stop the engine by moving the choke lever.
- Keep work area clean, uncluttered and properly lighted.
- Wear safety glasses at all times when working with pumps.
- Wear ear protection to reduce objectionable noise.

APPLICATION

Engine driven pumps are non-submersible pumps designed from quality materials to provide long life in water evacuation applications. The 761204 pump is designed for trash handling pumping applications for solids no larger than 3/4" in diameter. The 761205 pump is designed for trash handling pumping applications for solids no larger than 1-1/2" in diameter. These units are all self-priming to 17ft. The pump engines are gasoline operated, non-submersible and air-cooled. Primary uses for these pumps are dewatering, irrigation, and draining, for fluids containing solids no larger than the maximum solids handling capacity of the pump. Pumps include a built-in check valve to prevent backflow and frame for protection and portability.

PARTS / TECHNICAL DATA



NO.	ITEM NAME	NO.	ITEM NAME
1	Ignition switch	9	Drain bolt
2	Recoil Starter	10	Carbon tank
3	Frame	11	Fuel valve
4	Fuel tank cap	12	Chock switch
5	Injection plug	13	Air filter
6	Water outlet flange	14	Mufflers
7	Water inlet flange	15	Oil fill cap
8	Drain plug		

SPECIFICATIONS

	Model 761204	Model 761205
Engine:	UP170	UP190
Fuel type:	Gasoline minum octane 85	Gasoline minum octane 85
Fuel capacity (gallons):	0.95	0.95
Recommended Oil:	SAE 10W/30	SAE 10W/30
Oil Capacity (Gallons):	0.158	0.316
Spark plug type:	F6TC	F6TC
Spark plug gap (inches):	0.028---0.031	0.028---0.031
Horsepower (hp):	7	14
Maximum flow (GPM):	158	458
Max head (ft.):	85	85
Suction head maximum (ft.):	26	26
Intake size (inches):	2	4
Discharge size (inches):	2	4
Weight (lbs.):	78.5	169.5
Dimensions (L" x W" x H")(inches):	20.3 X 17.1 X 16.5	28.3 X 21.8 X 2 3.7
Max Fluid Temp:	60°C / 140°F	60°C / 140°F
Maximum Solids Handling(inches):	0.787	1.574

9. These units have a built in check valve in the suction port which prevents the backflow of water. Operation without check valve will allow water to drain back down the suction line.
10. Pump engine is equipped with a low oil sensor. This sensor automatically shuts off the engine in the event that the oil level drops too low to safely lubricate and cool the engine. In the case of low oil shut down, do not attempt to restart pump. Stop operation immediately and fill engine with oil as described below.

PREPARING THE ENGINE

WARNING: DO NOT operate this pump dry.

- Excessively high operating speeds increase risk of injury and damage to pump.
- Excessively low speeds impose a heavy load.
- DO NOT tamper with the governed speed or modify the pump in any way.
- DO NOT allow unqualified persons or children to operate or service pump.
- DO NOT insert any objects through cooling slots.
- Treating the pump improperly can damage it and shorten its life.
- Be sure pump chamber is filled with water before starting the engine.
- NEVER run pump without priming.
- Use a non-collapsible hose on the suction side of the pump.
- Use the pump only for its intended uses.

ADD ENGINE OIL:

CAUTION: DO NOT attempt to crank or start the engine before it has been filled properly with the recommended type and amount of oil. Damage to the pump as a failure to follow these instructions will void the warranty.

CAUTION: DO NOT run the pump before priming it. The seal and impeller could be permanently damaged.

1. Ensure that the pump is on a flat, level surface.
2. Remove the oil fill cap/dipstick.
3. Add 0.63 quart (0.6 L) of oil
4. Replace oil fill cap/dipstick.
5. Check the engine oil level before every use and add as needed.

ADD FUEL:

DANGER: Fuel and its vapors are extremely flammable and explosive. Fire or explosions can cause severe burns or death. DO NOT add fuel indoors. DO NOT add fuel when the engine is running or hot. DO NOT light cigarettes or smoke when adding fuel.

1. Clean the area around the fuel cap.
2. Remove the fuel cap.
3. Slowly add fuel to the tank, using clean, fresh, regular unleaded fuel with a minimum octane rating of 85. Fill the tank to approximately 1/2" below the top to allow for fuel expansion. DO NOT overfill the tank. DO NOT mix oil with fuel.
4. Replace the fuel cap and wipe away any spilled fuel.

PRIMING THE PUMP:

WARNING: Do not operate this pump dry.

1. Remove the priming plug.
2. Fill the casing with water.
3. Replace the plug. **NOTE:** If the pump is below the level of the water that will be pumped (flooded suction), the pump will automatically fill up when the valves are open.

STARTING THE PUMP

DANGER:

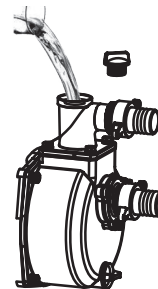
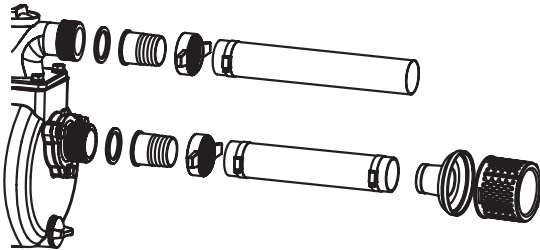
- Sparking can result in fire or electric shock. **DO NOT** crank the engine with the spark plug removed. Ensure that the spark plug, muffler, fuel cap and air cleaner are in place.
- If fuel spills, wait until it evaporates before starting engine.

WARNING:

- Kickback of the starter cord can pull your hand and arm toward the engine faster than you can let go. Broken bones, fractures, bruises or sprains could result. To avoid kickback, pull the starter cord slowly until resistance is felt, then pull rapidly to start the engine.
- Keep your hands and body clear from the discharge of the pump.
- Make sure all connections are tight.
- Secure the pump. Loads from the hoses may cause tip over.
- Secure the discharge hose to avoid whipping.

STEPS:

1. Ensure that the pump is on a flat, level surface.
2. Connect the inlet and outlet pipes and fill the pump with full water.
3. Turn the fuel valve to the ON position.
4. Turn the ignition switch to the ON position.
5. Move the choke lever to the START position.
6. Move the throttle left, approximately halfway toward the fast position.
7. Pull the starter cord slowly until resistance is felt, then pull rapidly to start the engine. **NOTE:** The engine may require several pulls of the cord before starting.
8. As the engine warms, move the choke lever to the RUN position.
9. In a flooded suction situation, the pump will discharge water almost immediately. If the suction line is above the water level being pumped, it will take a few minutes to lift the water to the casing and then to discharge it. If the suction line is long, the pump may overheat before the water in the suction line reaches the pump. If this occurs:
 - a) Turn the engine off and remove the drain plug and priming plug to drain the casing.
 - b) Wait a few minutes for the seal in the pump casing to cool. **CAUTION:** If the overheated casing is filled while hot, damage to the seal will occur.
 - c) Replace the drain plug and refill the casing with water.
 - d) Replace the priming plug.
 - e) Move choke lever to the START position and restart the engine as described above.
10. Pump performance can be adjusted using the chock switch To decrease pump output, slide the throttle to the right. To increase it, slide the chock switch to the left.



STOPPING THE ENGINE

STEPS:

1. Move the choke switch right, to the slow position.
2. Turn the ignition switch to the OFF position.
3. Turn the fuel valve to the OFF position.
4. Allow the engine to cool thoroughly.
5. After cooling, remove both priming and drain plugs from the pump casing and allow it to drain completely.

WHEN ADJUSTING OR MAKING REPAIRS TO THE PUMP

WARNING:

- Turn the engine off.
- Allow equipment to cool before touching.
- Disconnect spark plug wire from spark plug and place wire where it can not contact the plug.

WHEN ADDING OR DRAINING FUEL

DANGER:

- Fill or drain the fuel tank outdoors.
- DO NOT overfill the fuel tank. Allow space for fuel expansion.
- Keep fuel away from sparks, open flames, pilot lights, heat, and other ignition sources.
- DO NOT light a cigarette or smoke.

WARNING:

- Turn the pump OFF and let it cool at least 2 minutes before removing the fuel cap.
- Loosen the cap slowly to relieve pressure in tank.

WHEN TRANSPORTING OR REPAIRING THE PUMP

WARNING:

- Empty the fuel tank or close the fuel valve.
- Disconnect the spark plug wire.

WHEN STORING FUEL (OR PUMP WITH FUEL IN TANK)

DANGER:

Store the pump away from furnaces, stoves, water heaters, clothes dryers, or other appliances that have a pilot light or other ignition source because they can ignite fuel vapors.

MAINTENANCE AND STORAGE

WARNING: Never operate a damaged or defective pump. Check hoses for weak or worn condition before each use, making certain that all connections are secure. To prevent accidental starting, remove and ground the spark plug wire before performing any service.

MAINTENANCE SCHEDULE:

At Each Use
Check engine oil level Clean around the air intake and muffler Check for/tighten loose nuts, bolts, and attachments.
First 5 Hours
Check engine oil level
First 10 Hours
** Check the valve clearance and adjust as necessary
Every 20 Hours or Every Season
Clean the Air Filter
Every 100 Hours or Every Season
Check/Adjust Spark Plug ** Check the valve clearance and adjust as necessary ** Clean Fuel Tank and Filter
Every 3 Years
** Replace Fuel Line

** To be performed by knowledgeable, experienced owners or certified service dealers.

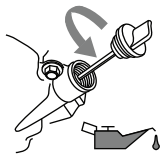
CAUTION: Clean more often under dirty or dusty operating conditions. Replace air filter parts if they cannot be adequately cleaned.

NOTE: The owner/operator is responsible for all periodic maintenance. Complete all scheduled maintenance in a timely manner. Correct any issues before operating the pump. Improper maintenance will void the pump's warranty.

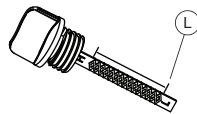
OIL

Change the oil when the engine is warm. Refer to the SPECIFICATIONS section to select the proper grade of oil for your operating environment.

1. Remove the oil drain plug using a socket and extension.
2. Allow the oil to drain completely.
3. Replace the drain plug.
4. Remove the oil fill cap/dipstick.
5. Add 0.63 qt. (0.6 L) of oil.
6. Replace the oil fill cap/dipstick.
7. Dispose of used oil at an approved waste management facility.



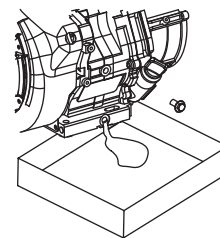
1-1



1-2

(1-1,1-2 : Add oil)

See Figure 1-2. Remove dipstick and verify oil level is within safe operating range above the lower limit (L).



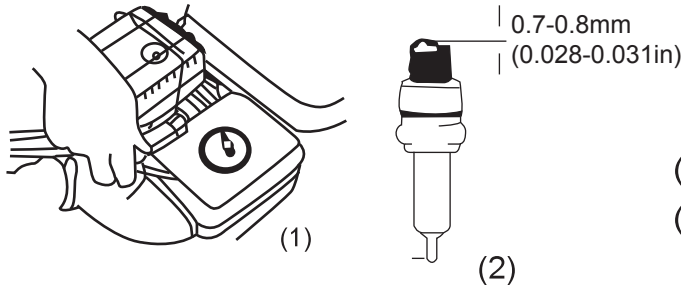
2-1

(2-1 : Drain oil)

SPARK PLUG

1. Remove the spark plug wire from the spark plug.
2. Use a 14 mm long-reach spark plug socket to remove the plug.
3. Inspect the electrode on the plug. It must be clean and not worn to produce the spark required for ignition. Replace if necessary.

4. Move the choke lever to the START position.
5. Move the throttle left, approximately halfway toward the fast position.
6. Use the spark plug socket to firmly install the plug.
7. Attach the spark plug wire to the plug.



- (1) remove the spark plug
- (2) adjust spark plug gap

AIR FILTER

1. Remove the wing nut and housing that secure the air filter to the assembly.
2. Remove the foam filter element.
3. Wash the filter element in liquid detergent and water. Rinse it thoroughly and squeeze it in a clean, absorbent cloth until dry.
4. Saturate the element in clean engine oil, then squeeze it in a clean, absorbent cloth to remove all excess oil.
5. Place the filter element in the assembly.
6. Reattach the air filter cover, then replace the air filter housing and wing nut.
7. Check air cleaner:(Refer to Figure 1-1)

The air cleaner is a dry type of cleaner with two kinds of filter elements: Paper and Foam. Check whether the filter element is clean by first removing the air cleaner case. If dust or dirt exists, clean it in gasoline or kerosene and allow it to dry. Repeat the cleaning operation several times before reinstalling back onto the engine.

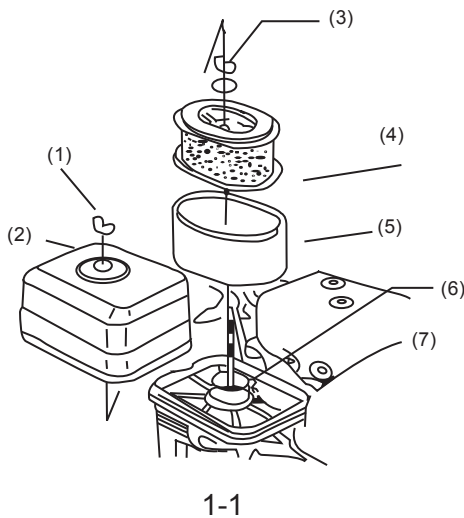


Figure 1-1

- (1) butterfly nut
- (2) air cleaner cover
- (3) butterfly nut
- (4) paper filter element
- (5) foam filter element
- (6) gasket
- (7) cleaner base plate

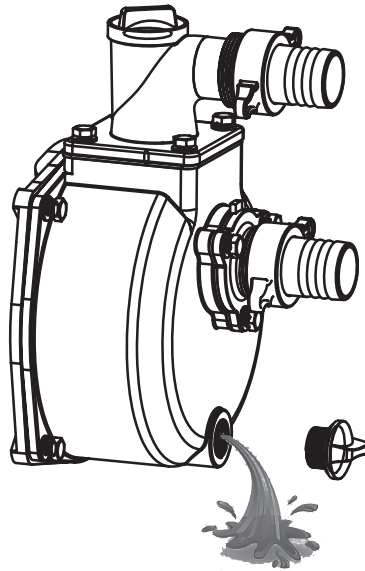
CLEANING

WARNING: DO NOT spray engine with water. Water can contaminate the fuel system.

1. Use a damp cloth to clean the exterior surfaces of the engine.
2. Use a soft-bristled brush to remove dirt and oil.
3. Use an air compressor (less than 25 PSI) to clear dirt and debris from the engine.

DRAINING

If the pump is subject to freezing temperatures, drain it by removing the drain plug and priming plug. After the water has drained, run the pump for a few seconds to get the last of the water out of the casing. Make sure the suction and discharge lines are free of water.



STORAGE

DANGER: Store the pump in a well-ventilated area, away from heat, flame, or sparks.

1. Allow the engine to cool completely.
2. Clean the engine and pump according to the CLEANING section.
3. Drain all fuel from the fuel line and carburetor to prevent gum from forming.
4. Turn the fuel valve to the OFF position.
5. Add a fuel stabilizer to the fuel tank.
6. Change the oil.
7. Remove the spark plug and pour 1/2 ounce of oil into the cylinder. Crank the engine slowly to distribute the oil and lubricate the cylinder.
8. Install the spark plug.
9. Drain the water from the pump casing thoroughly.
10. Store the pump in a clean, dry area out of direct sunlight.

TROUBLESHOOTING

PROBLEMS	CAUSES	SOLUTIONS
Pump will not pump	Air leak in suction line.	Make sure suction hose is double clamped at joints, clamps are tight, fittings have thread compound and are tight, with no nicks or cuts in hose.
	The suction and/or discharge line(s) may be blocked, or the valve(s) are closed, faulty and/or blocked.	Check to see that the lines and valves are in good working order.
	The end of the suction line is not submerged.	Increase its length, or move pump closer to source of liquid.
	Total head is too high for this pump to work against.	Reduce total head or use a higher head pump.
Pump will not prime	Excessive suction lift (*1)	Move the pump closer to liquid source.
Priming takes a long time	Air pockets or leaks in the suction line.	Check the line for loose connections.
Pump does not perform as well as it should	Flow is restricted due to: a) Debris build-up. b) Faulty or semi-open valve(s). c) Pipe or hose used is smaller than the thread sizes on the pump.	a) Clean the lines and fittings. b) Check to see that the valves are in good working order. c) Increase the size of hose or pipe to reduce friction losses.
	Insufficient submergence of the end of suction line.	The end of the suction line must be submerged.
	Excessively worn impeller (*2)	Replace impeller.
	Seal is damaged (*3). Liquid will be leaking through the middle of the adapter.	Replace the seal.
	Air pockets or leaks in the suction line	Check suction line.
	Clogged impeller	Remove casing to clean out.
Pump loses prime	Engine throttle is in SLOW position	Move throttle to FAST position.
Pump will not start	Water level drops below the end of the suction line.	Increase length of suction line or move the pump closer to the water source.
	No fuel	Allow engine to cool for 2 minutes, then fill fuel tank.
	Faulty spark plug.	Replace spark plug
	Fuel valve lever is in the OFF position	Turn the fuel valve lever to the ON position.
	Ignition switch is in the OFF position	Turn the ignition switch to the ON position.
Pump starts, but runs roughly	Choke is in the wrong position.	Slide choke lever to the START position.
	Choke is in the wrong position.	Slide choke lever to the RUN position.
	Spark plug wire is loose.	Attach wire to spark plug securely.
	Faulty spark plug.	Replace spark plug.
Pump shuts down during operation	Fuel is contaminated (water, debris, etc.)	Allow engine to cool for 2 minutes, then drain fuel tank and carburetor. Fill tank with fresh fuel.
	No Fuel	Allow engine to cool for 2 minutes, then fill fuel tank.

(*1) Excessive suction lift must take into consideration:

- a) Size and length of pipe
- b) Pipe fitting
- c) Elevation above sea level

Including all of the above, we recommend that the total suction head not exceed 25 ft.

(*2) An excessively worn impeller is mainly caused from cavitation, which is caused by a number of situations, such as:

- a) Restricted suction
- b) Excessive suction lift

(*3) The seal may be damaged due to:

- a) Normal wear
- b) Overheating
- c) Pumping chemicals that this seal is not designed for.

Contact an authorized service depot for further assistance.