

EMERGENCY MAINTENANCE PROCEDURES

IF YOU FLIP YOUR UNIT

- 1) Don't panic.
- 2) There is a chance that the motor will "water lock" when it is flooded with seawater. If you force the engine to turn, you risk more damage. Do not do this.
- 3) Rinse the machine with fresh water and dry as much as possible.
- 4) Get the following items together: New spark plug/Gap, 3 pints of natural 10W30, set of wrenches/ratchets, screwdrivers – both Phillips and slotted head, can of starter fluid.
- 5) Remove the spark plug.
- 6) Remove the air cleaner, rinse and set aside to dry.
- 7) Remove hoses connected to compressor and drain. Leave them unattached for now.
- 8) Remove the brass bolt and cover under the carburetor and drain the gasoline into a container and discard. Run fresh fuel through the line, roughly one half gallon.
- 9) Remove all drain plugs, drain oil and dispose of properly. Put bottom drain plugs back in and fill again with one pint of oil.
- 10) Give the machine a few short pulls. Water will shoot out of the spark plug hole.
- 11) Remove the muffler.
- 12) Give the machine a few more short pulls – until water no longer spurts out.
- 13) Spray starter fluid into spark plug chamber to help dry out residual water.
- 14) Remove the housing around the pulley, and remove rust around magneto and rotor. Re-assemble.
- 15) Give the engine about a half dozen pulls to get the clean oil around parts inside the housing. Drain the oil again and dispose of properly.
- 16) You may want to turn the engine up side down to ensure there is no more water emerging. If there is, spray more starter fluid into the hole to dry any more water.
- 17) Fill with oil, put in new spark plug, replace the air cleaner, reconnect compressor hose, and assemble the carburetor and muffler. Do not use any more starter fluid. To do so could be dangerous.
- 18) Turn switch to "on" and pull.
- 19) Let unit run for about 10 minutes. Drain, discard and refill oil once more.

IF THE ENGINE IS STILL FROZEN:

It might be the bearing in the compressor or the engine itself. Also the flapper valves in the compressor may have broken after the inrush of water. You should return the unit to the factory so a qualified technician may fully evaluate the damage.

IF YOU HAVE LET THE UNIT SIT AFTER HAVING BEEN FLIPPED:

Chances are there will be more problems especially with salt corrosion. You should return the unit to the factory so a qualified technician may fully evaluate the damage.